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# JERICHO LANDS

*POLICY STATEMENT*

2024



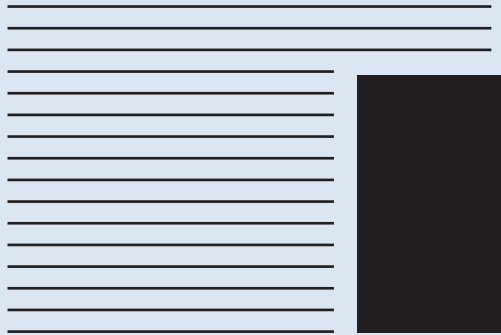
**Approved by Vancouver City Council on January 24, 2024**

# Policy Statement Structure and Glossary of Indigenous Spelling/Terms

The ʔə́yalməxʷ/lýálməxw/Jericho Lands Policy Statement was developed by the City of Vancouver in partnership with the site's landowners - xʷməθkʷə́yəm (Musqueam), Skwxwú7mesh (Squamish), and sə́lilwətał (Tseil-Waututh) Partnership, and Canada Lands Company ("MST/CLC").

Content within this document produced by MST/CLC is denoted by pages with blue shaded backgrounds (see example below):

## MST/CLC Content



## Indigenous spelling / terms used in this document

hə́nqə́miñə́m

## Meaning/Significance

This is the language spoken by the Musqueam and Tseil-Waututh peoples.

Skwxwú7mesh

This refers both to the Squamish Nation and peoples, as well as the language spoken by the Squamish peoples.

xʷməθkʷə́yəm

This is the hə́nqə́miñə́m spelling of Musqueam.

sə́lilwətał

This is the hə́nqə́miñə́m spelling of Tseil-Waututh.

ʔə́yalməxʷ

Pronounced "Ee-yal-mugh", this is the place name for **Jericho Lands** in the hə́nqə́miñə́m language.

lýálməxw

Pronounced "I-yal-mugh", this is the place name for **Jericho Lands** in the Skwxwú7mesh language.

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# Foreword from the Landowners

ᑲᐱᓄᓴ ᓴᐱᓴᐱᓴᐱᓴᐱᓴ | iy chap tl'iknúmut | **Welcome**

Jericho Beach has been intertwined with the lives of the xʷməθkʷəy̓əm (Musqueam), Skwxwú7mesh (Squamish), and səliłwətat (Tsleil-Waututh) peoples for thousands of generations. Its name, ᑲᐱᓴᐱᓴᐱᓴᐱᓴ (in the hən'qəmin'əm language spoken by the Musqueam and Tsleil-Waututh peoples) or Iyálmexw (in the Sᑲwxwú7mesh language spoken by the Squamish people), translates to "a good land".

Our people remember this name and its connections to this stunning location and abundant resources, including fresh spring water, majestic red cedars for constructing homes, and wild game and seafood to sustain families. For generations, we held significant cultural, social, and economic events at ᑲᐱᓴᐱᓴᐱᓴᐱᓴ / Iyálmexw to mark important life events such as births, weddings, funerals, or the designation of new leadership roles.

In 2018, a partnership of the Musqueam, Squamish, and Tsleil-Waututh governments and Canada Lands Company requested that the City of Vancouver prepare

a Policy Statement for the redevelopment of ᑲᐱᓴᐱᓴᐱᓴᐱᓴ/Iyálmexw/the Jericho Lands, the most significant opportunity for city-building in Vancouver's history. Canada Lands Company has been an ideal partner in particular because of its values around supporting federal efforts for Indigenous reconciliation, prioritizing affordable housing opportunities, and its commitment to sustainable development. This project is a transformative approach to Indigenous and non-Indigenous governments working together to address common challenges, such as a lack of housing and affordability.

Our vision for ᑲᐱᓴᐱᓴᐱᓴᐱᓴ/Iyálmexw/Jericho Lands shared in this Policy Statement encompasses a thoughtful blend of objectives: enhancing First Nations reconciliation, protecting the environment, providing housing for people with different income levels, offering parks and open spaces, and celebrating Indigenous heritage. It is a once-in-a-lifetime opportunity to generate wealth that can be safeguarded for future generations and invested into our communities to improve the quality of life for First Nations people.

We are committed to creating homes that are accessible to the broader community while reflecting our traditions and demonstrating respect for nature, which is part of everything we do. We will seize this opportunity to revitalize the spirit of the longhouse, welcoming people of all backgrounds to our ancestral lands.

Importantly, our site concept reflects what we have heard through a four-year engagement process with our community members, Elders and youth to determine what is important to them in the development of their lands. We have heard clearly that nature, water, sustainability and highlighting our Indigenous cultures and worldviews must be at the core of this new neighbourhood. Our Nations are united in our approach to securing economic benefits for our people through training, development, employment and contracting opportunities as well as in raising our hands in welcome to everyone who comes to visit or pass through ʔəyalməxʷ/Iyálmexw/the Jericho Lands.

Our site concept incorporates a mix of built-form elements, with a range of buildings that include both low-rise structures and high-rise towers. These tall buildings will not only serve as landmarks, but also reflect the cultural distinctiveness of the area, accentuating the site's natural ridgeline. The development will be designed as a vehicle-light community, prioritizing public transit, walking, and cycling, demonstrating a firm commitment to climate action and reducing carbon emissions.

The site concept also includes creating new public amenities to benefit the community. These amenities

include a community centre, childcare facilities, a school, cultural spaces, public parks, open spaces, and plazas. This holistic approach ensures that the ʔəyalməxʷ/Iyálmexw/Jericho Lands development goes beyond housing, offering a vibrant and inclusive environment for residents and the public to thrive.

Through these lands, we will provide thousands of new homes, ranging from affordable housing to strata leasehold apartments, catering to various household needs. We are committed to providing below-market affordable housing, some of which could be used by Musqueam, Squamish, and Tsleil-Waututh families—bringing our people home. We also welcome current and future residents of the region who need and want access to affordable rental and home ownership opportunities.

We look forward to this opportunity to highlight Vancouver as a city of reconciliation, sustainability, and inclusivity, and help the Musqueam, Squamish, and Tsleil-Waututh communities reclaim our heritage, revitalize our lands, and shape a future that reflects our values and aspirations.

**yaχʷyaχʷələq, Chief Wayne Sparrow, xʷməθkʷəy̓əm (Musqueam)**

**Khelsilem, Council Chairperson, Sḵwxwú7mesh (Squamish)**

**Chief Jen Thomas, səliłwətał (Tsleil-Waututh)**

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# Canada Lands Company

Canada Lands Company recognizes the importance of ʔə́yalməxʷ/lýálməxw/the Jericho Lands to our MST Nations partners and supports their long-term goals for the lands. CLC shares the aspirations for these lands to become a beautiful and culturally rich community that brings benefits to the MST Nations, the City and the broader region by advancing sustainability and affordability in a neighbourhood welcoming to everyone. Through this process, our team has been privileged to learn more about the Nations' cultures and to support reconciliation through our work together.

**Stéphan Déry, President and CEO, Canada Lands Company**

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# 1. Background

## 1.1 Introduction

A Policy Statement is a planning tool used by the City of Vancouver to describe general planning principles and policies that will guide future development of a large site. In July 2018, City Council endorsed a planning program for the creation of a Policy Statement for ʔəyalməxʷ/lýálmexw/the Jericho Lands.

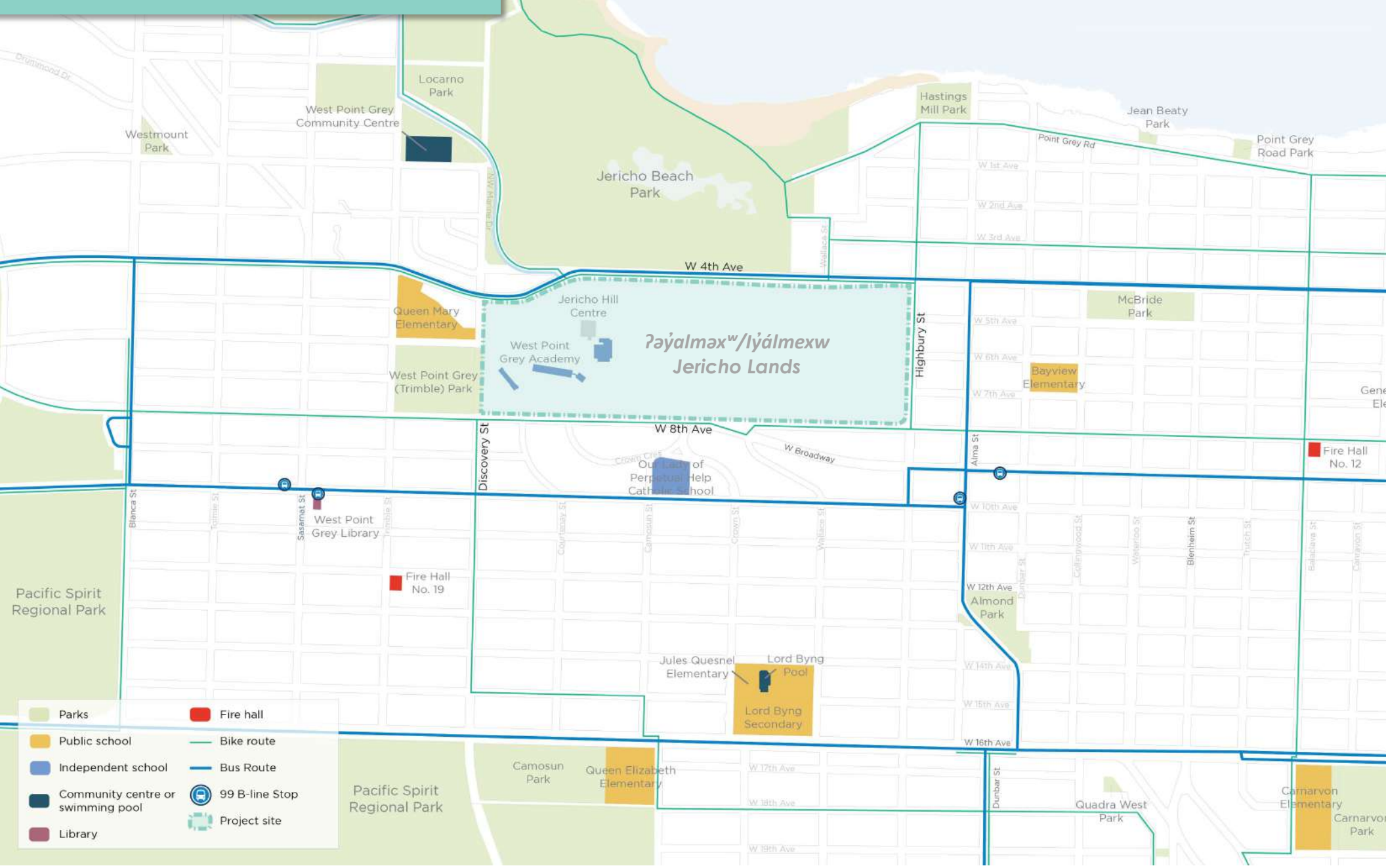
At the request of the Landowners, a joint venture partnership between the xʷməθkʷəyəm (Musqueam), Skwxwú7mesh (Squamish), and səilwətaʔ (Tsleil-Waututh) Partnership (MST Partnership), and Canada Lands Company (CLC), a comprehensive planning program was undertaken to identify and evaluate new policies for the redevelopment of ʔəyalməxʷ/lýálmexw/the Jericho Lands. The Policy Statement contains a set of policies to guide the preparation of an Official Development Plan (ODP) for the site and consideration of a series of phased rezoning applications. These policies are intended to be clear and robust, but also flexible enough to accommodate a variety of detailed plans and solutions that emerge through the rezoning stages.

The Policy Statement addresses a wide range of topics, including the approach to Reconciliation, future mix of uses and development density, building forms and heights, parks and open spaces, circulation and movement, neighbourhood character, ecology and environmental sustainability, community facilities to serve the new and surrounding neighbourhood, and development phasing. The chapters covering each topic are introduced with a background section that outlines key issues and facts, followed by the applicable xʷməθkʷəyəm (Musqueam), Skwxwú7mesh (Squamish), and səilwətaʔ (Tsleil-Waututh) Cultural Site Planning Elements and then the policies themselves.



# Jericho Lands and the Surrounding Area

Salish Sea



- Parks
- Fire hall
- Public school
- Independent school
- Community centre or swimming pool
- Library
- Bike route
- Bus Route
- 99 B-line Stop
- Project site







## 1.2 Cultural Significance of ʔəyálməxʷ/lýálməxw/the Jericho lands

ʔəyálməxʷ/lýálməxw is part of an interconnected network of cultural sites that exist throughout Musqueam, Squamish, and Tsleil-Waututh territories.

For thousands of years, these have been the lands and waters on which we have resided, worked, and followed our cultural traditions. These territories offered our ancestors a life of abundance with fresh spring water, majestic red cedars for constructing homes, and wild game and seafood to sustain families. It was a place to gather materials for homes and our families. Today, these lands offer us, the descendants of those original peoples, a new form of abundance and economic prosperity.

ʔəyálməxʷ/lýálməxw was connected to other villages and campsites by a network of trails radiating across our territories. In our oral history, it was from there that an ancestor to many Musqueam, Squamish, and Tsleil-Waututh families named qiyəplənəxʷ (in the hən'qəminəm' language spoken by the Musqueam and Tsleil-Waututh peoples) or ƙiyapelánəxw (in the Sƙwxwú7mesh language spoken by the Squamish people) was one of the warriors who gathered to defend against northern people who would raid our various communities.



*Tidal flats of Jericho Beach taken in 1890 by Bailey Brothers. Image courtesy of City of Vancouver Archives: Be P41.*

## Cultural Significance of ᑭᐃᐃᐃᐃᐃᐃᐃ/ᐃᐃᐃᐃᐃᐃᐃᐃ/the Jericho lands cont.

It was also a site of many large communal cedar plank longhouses that measured hundreds of feet in length, including one owned by Shenáwtsut (Jericho Charlie). Here, thousands of guests from the Fraser Valley, Vancouver Island, up the coast, and Puget Sound would be hosted at gatherings organized by the residents of ᑭᐃᐃᐃᐃᐃᐃᐃ/ᐃᐃᐃᐃᐃᐃᐃᐃ.

The redevelopment of the Jericho Lands is a generational opportunity for us to reaffirm these relationships—to honour our heritage, to rebuild our communities, and to celebrate our unique identity. This building of a new ᑭᐃᐃᐃᐃᐃᐃᐃᐃ/ᐃᐃᐃᐃᐃᐃᐃᐃ is to remind ourselves, and educate all local residents, about the essential connections between our three Nations, and our ongoing connection to these places we have called home for so many generations.





## 1.3 Post Contact Site History

Since early European settlement, a military presence has been a defining feature of ᑲᓐᓂᓐᓂᓐ/ᑲᓐᓂᓐᓂᓐ/the Jericho Lands and the surrounding area. In 1859 a military reserve was established, which included today's site and lands extending north to the water.

Following the establishment of the military reserve, the area was logged extensively and by the 1900s much of the site, and present-day Vancouver, was logged. In 1890 a group of wealthy Vancouverites obtained a lease from the Crown to establish the Jericho Golf and Country Club on portions of the military reserve and a 9-hole golf course was built in the Jericho Beach area.

### Jericho Garrison

With the start of World War II, the military took over the golf course lands and established headquarters for the Navy, Air Force, and Army General Staff. Various buildings, including the remaining administrative building and singles quarters, were constructed.

At the end of the War, the decision was made to establish a permanent base and over the proceeding years a collection of administrative, servicing, and residential buildings supporting military uses were constructed throughout the Garrison site.

Most recently Jericho Garrison was home to the 39 Canadian Brigade Group, prior to the Department of



National Defence (DND) transferring ownership of Jericho Garrison to the MST Partnership and Canada Lands Company (CLC) in 2014. The DND continued to lease back the operational area until 2018, when the Brigade was relocated to Seaforth Armoury. Active and retired military personnel continue to lease residential units in the single detached homes and singles quarters.

## Jericho Hill

Since the turn of the 20th century, Jericho Hill has hosted a variety of uses. In 1905 a juvenile reformatory school, known as the Boys Industrial School, was opened on the northern portion of the site adjacent to West 4th Avenue.

The school building was later repurposed and in 1922 the British Columbia School for the Deaf and Blind was opened. In the 1960s two new buildings (Macdonald Hall and Tyler Hall) were constructed on the slopes of the ridge and the school continued to operate until 1992.

In 1996, MacDonalld Hall and Tyler Hall were renovated and reopened as West Point Grey Academy (WPGA), an independent K-12 school, which continues to operate from the site today.

A number of other ancillary buildings remain and are currently being leased to WPGA (gymnasium) and for use by early educational institutions and for recreational activities (Jericho Hill Centre, short-term lease).



*Construction of the BC School for the Deaf and Blind  
(now West Point Grey Academy)*

## 1.4 ʔəyalməx<sup>w</sup>/Iyálmexw/Jericho Lands Planning Program

At the onset of the planning program for ʔəyalməx<sup>w</sup>/Iyálmexw/the Jericho Lands, City Council directed staff to:

- Engage in a policy planning process to develop policies to guide site planning and provide a basis for assessing future rezoning proposals.
- Conduct a public engagement process to establish and evaluate guiding principles and conceptual site plans.
- Report back to City Council with a draft Policy Statement for ʔəyalməx<sup>w</sup>/Iyálmexw/the Jericho Lands.

The key Phases of the planning and engagement program are briefly summarised below and illustrated on the timeline graphic. For more detailed information, including a summary of feedback received, please refer to the Engagement Summaries provided for each Phase.

Public engagement for ʔəyalməx<sup>w</sup>/Iyálmexw/the Jericho Lands launched in March 2019 with a welcome ceremony, two open houses, a survey, and an asset mapping exercise. Phase 1 of the planning program was an information gathering exercise and included guided site walks, presentations to stakeholder groups, pop-up information booths at community events, co-design artist workshops, and a series of Inspire Jericho Talks. A Working Group comprising of both individual community members and representatives from local and city-wide stakeholder groups was formed in the latter stages of 2019, with the intention of providing input to City staff through the planning process.





Phase 2 was impacted by the COVID-19 pandemic, with Provincial Public Health measures leading to the restriction of large gatherings. As a result, the City suspended all in-person public engagement events through 2020 and early 2021. In mid-2020 a community newsletter was distributed throughout West Point Grey and parts of Kitsilano. It outlined the draft Guiding Principles, which were developed using input received during Phase 1. A survey was shared to collect feedback.

In early 2021, Site Analysis Panels and themed Discussion Guides were shared online, with City staff seeking feedback via online workshops and surveys. A set of Emerging Site Planning Ideas were developed using a combination of community feedback from Phases 1 and 2, as well as stakeholder priorities, City objectives and policies, and the Landowners' aspirations. The draft Guiding Principles and Emerging Site Planning Ideas were updated to reflect feedback received during Phase 2 of the planning program, and were endorsed by City Council in June 2021. They helped to shape the development of preliminary site planning concepts for ʔəyálməxʷ/Iyálmexw/the Jericho Lands.

In summer 2021, a self-guided tour of ʔəyálməxʷ/Iyálmexw/the Jericho Lands was launched to offer the public an opportunity to learn about how the Council-endorsed Emerging Site Planning Ideas might be reflected throughout the site. Following this, a second community newsletter was distributed to residents of West Point Grey and parts of Kitsilano in fall 2021 to notify residents of the upcoming Phase 3 of the planning program.

In Fall 2021 (Phase 3), City staff sought public feedback on two Conceptual Site Plan Options via an online survey. Phase 3 engagement also included 'Talk to a Team Member' virtual and in-person meetings, discussions with local and community-based organizations, social media outreach, and presentation of the two Conceptual Site Plan Options to the Urban Design Panel.





In November 2021 the project was put on pause at the Landowners' request to enable them to carry out further engagement with MST Nations' Community Members.

The Landowners re-engaged with City staff in fall 2022 to begin work on a revised Site Concept Plan. In March 2023, City staff provided the public with a process update and shared the outcomes of the Landowners' engagement with MST Nations Community Members through a set of online information boards. The Landowners and City also co-hosted the fifth installment of the Inspire Jericho Talks speaker series. This was an opportunity to hear from the Cultural Liaisons from the xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish), and səlliwətəł (Tsleil-Waututh) Nations as they shared how stories, ideas, wisdom, and aspirations from their communities had led to the development of cultural site planning elements that will guide the future of ʔəyálməxw/Iyálmexw/Jericho Lands.

In June 2023, the City launched Phase 4 of the engagement process by publishing a Revised Site Concept and online Shape Your City survey, followed by three in-person open houses. To assess how closely the Shape Your City survey feedback reflected the opinion of Vancouver's population, a city-wide market research survey was conducted with results weighted to be reflective of the city's adult population. This phase also involved a meeting with ʔəyálməxw/Iyálmexw/the Jericho Lands Working Group, discussions with a number of local, city-wide and regional organizations, youth outreach engagement activities, and responses to questions via email and the Shape Your City question tool. The City and Landowner teams also presented for a second time to the Urban Design Panel. The engagement period ended on July 16, with the close of the Phase 4 Revised Site Concept survey.

As part of the final phase of the planning program, in December 2023, the city posted a copy of the draft Policy Statement and a number of supporting technical studies for public review to the project web page and responded to questions prior to its presentation to City Council.



# Planning Process



**\* Steps in development approvals process following approval of Policy Statement:**



## 1.5 Applicable City, Park Board, and Regional Policies

The following City, Park Board, and regional policies establish a general framework for redevelopment that are applicable to ʔəyálməxʷ/Iyálməxw/the Jericho Lands. These policies, among others, will apply at various stages of the design and development process. Policies are subject to change and updates over time:

### City and Park Board Policies

- Community Amenity Contributions – Through Rezoning (1999, updated 2017)
- Financing Growth Policies (2003)
- West Point Grey Community Vision (2010)
- Green Buildings Policy (2010, updated 2023)
- Priority Action Plan for the Mayor's Task Force on Housing Affordability (2012)
- Transportation 2040 Plan (2012)
- Vancouver Neighbourhood Energy Strategy and Energy Centre Guidelines (2012)
- Climate Change Adaptation Strategy (2012, updated 2018)
- Heritage Action Plan (2013)
- Vancouver Public Bike Share (2013)
- Public Art Policy and Procedures for Rezoned Developments (2014)
- Urban Forest Strategy (2014, updated 2018)
- Framework for City of Reconciliation (2014 updated 2021)
- Healthy City Strategy (2014)
- Heritage Procedure Bylaw No. 11350 (2015)
- Vancouver Bird Strategy (2015)
- Rainwater Management Plan and Green Infrastructure Strategy (2016)
- Healthy City Strategy Action Plan (2016)
- Zero Emission Building Plan (2016)
- Biodiversity Strategy (2016)
- Low-Carbon Energy Systems Policy (2017)
- Housing Vancouver Strategy (2017)
- Zero Waste 2040 (2018)
- Community Benefit Agreement Policy (2018)
- Rezoning Policy for Sustainable Large Developments (2018, amended 2023)
- Spaces to Thrive: The Vancouver Social Infrastructure Strategy (2019)
- Tenant Relocation and Protection Policy (2019)
- Culture | Shift: Blanketing the City in Arts and Culture (2019)
- Rain City Strategy (2019)
- Making Space for Arts and Culture: Vancouver Cultural Infrastructure Plan (2019)
- VanPlay: Vancouver's Parks and Recreation Framework (2020)
- Parks Washroom Strategy (2020)
- Park Board Reconciliation Mission, Vision, and Values (2018)
- Community Centre Strategy (2022)
- People, Parks, and Dogs Strategy (2017)

- Building a Path to Parks & Recreation for All: Reducing Barriers for Trans\* & Gender Variant Community Members (2014)
- Local Food Systems Action Plan (2021)
- Vancouver Heritage Program (2020)
- Heritage Policies (2020)
- Climate Emergency Action Plan (2020)
- Making Strides: Childcare Strategy (2022)
- City of Vancouver Accessibility Strategy (2022)
- City of Vancouver Facilities Standards Manual (2020)
- Plaza Stewardship Strategy (2022)
- Vancouver Plan (2022)
- City of Vancouver's United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP) Strategy (2022)

### Regional Policies:

- Metro Vancouver 2050: Regional Growth Strategy (2022)
- Transport 2050 (2022)
- Transport 2050: 10-Year Priorities (2022)

**The key strategic policies that have informed the Policy Statement are briefly outlined below:**

### **City of Vancouver's United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP) Strategy**

In October 2022, City Council adopted the United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP) Strategy for Vancouver. UNDRIP is the most comprehensive international instrument on the rights of Indigenous Peoples and is a framework for Reconciliation to uphold and protect Indigenous Peoples' rights and their enjoyment of those rights.

As part of the UNDRIP Strategy, the City's task force identified specific calls-to-action under the four themes of the BC Declaration on the Rights of Indigenous Peoples Act (Declaration Act):

- Social, cultural, and economic well-being
- Ending Indigenous-specific racism and discrimination
- Self-determination and inherent right of self-government
- Rights and title of Indigenous Peoples



## **Vancouver Plan**

Approved by City Council in July 2022, the Vancouver Plan is a visionary long-range land use strategy to create a more livable, affordable, and sustainable city for everyone. It guides the long-term growth of the city in an intentional way, clarifying where growth and change will occur over the next 30 years. Three Foundational Principles are at the centre of the Plan: Reconciliation, Equity and Resilience.



The Plan's land use strategy identifies the area around ʔə́yálməxʷ/Iýálməxw/the Jericho Lands as a 'Rapid Transit Area', which will accommodate a wider range of housing options (including rental and social housing) and employment uses over time. ʔə́yálməxʷ/Iýálməxw/the Jericho Lands are identified as a 'Major Projects Site', for which site-specific policies (such as a Policy Statement) are expected to provide more detailed direction on the nature and scale of change, including how housing, job space, services, amenities, infrastructure, and parks and open spaces will be provided.

## **Transport 2050: 10-Year Priorities**

In January 2022, the Mayors' Council on Regional Transportation approved Transport 2050 (T2050),

TransLink's new Regional Transportation Strategy for Metro Vancouver that will guide transportation decisions for the next three decades. T2050 outlines over 100 actions or strategies to make transportation options more convenient, reliable, affordable, safe, comfortable, and environmentally sustainable. An output of T2050 was the Transport 2050: 10-Year Priorities, which identifies the Millennium Line UBC Extension (UBCx) as a key regional priority.

## **Transportation 2040 Plan**

Approved in 2012, the Transportation 2040 Plan is a long-term strategic vision that will help guide transportation, land use decisions and public investments for the years ahead. The goals for the Transportation 2040 Plan are:



- **Land Use:** utilise land use to support shorter trips and sustainable transportation choices.
- **Walking:** make walking safe, convenient, comfortable and delightful. Ensure streets support vibrant public life and encourage healthy lifestyles and social interaction.
- **Cycling:** make cycling safe, convenient, comfortable and fun for people of all ages and abilities.



- **Transit:** support transit improvements to increase capacity and ensure service that is fast, frequent, reliable, fully accessible and comfortable.
- **Motor Vehicles:** manage the road network efficiently to improve safety and support a gradual reduction in car dependence. Make it easier to drive less and accelerate the shift to low-carbon vehicles.
- **Goods, Services and Emergency Response:** support a thriving economy and Vancouver's role as a major port and Asia-Pacific gateway while managing related environmental and neighbourhood impacts. Maintain effective emergency response times for police, fire and ambulance.
- **Education, Encouragement and Enforcement:** encourage sustainable transportation choices and educate all road users to promote safe and respectful behaviour. Support legislation and enforcement practices that target dangerous conduct.

The Transportation 2040 Plan provides direction for the design of ʔəʔalməxʷ/Iyálmexw/the Jericho Lands to ensure all modes are accommodated with a particular emphasis on walking, cycling and transit.

One of the key targets is to have two-thirds of all trips in Vancouver be made using sustainable modes – walk, bike, transit – by 2040. (Note: The Climate Emergency Action Plan has since revised this target to be achieved

by 2030 in order to accelerate the reduction in transportation emissions).

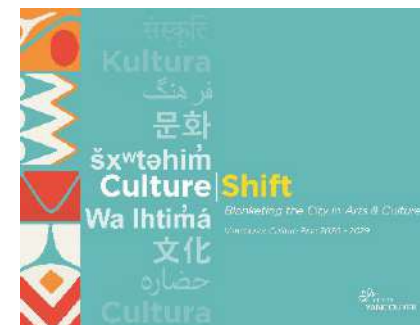
### **Climate Emergency Action Plan**

The Climate Emergency Action Plan is a comprehensive framework for addressing climate change in Vancouver, tackling the city's biggest sources of emissions: transportation and buildings, and doing so in an equitable way. The plan also identifies actions related to expanding natural systems that are critical to support carbon sequestration. The actions in the plan are designed to cut carbon pollution in half by 2030, and to make Vancouver carbon neutral before 2050.

In order to achieve the citywide transportation target of two-thirds of trips being by sustainable modes by 2030, major projects near rapid transit such as ʔəʔalməxʷ/Iyálmexw/Jericho Lands have been identified to aim for an 80% sustainable mode share.

### **Culture | Shift: Blanketing the City in Arts and Culture**

Vancouver's culture plan provides a framework of strategic directions and actions to align and increase support for arts and culture,





champion creators, and build on commitments to Reconciliation and equity, including actions tied to centering xʷməθkʷəy'əm (Musqueam), Sḵwx̱wú7mesh (Squamish), and səliłwətał (Tsleil-Waututh) visibility and voice on the land and across the city. Integrated within the plan, the cultural infrastructure plan Making Space for Arts and Culture outlines moves to advance community-led cultural infrastructure, and optimize policies and tools to secure, enhance, and develop vibrant, affordable, and accessible arts and cultural spaces, including the prioritization of self-determined xʷməθkʷəy'əm (Musqueam), Sḵwx̱wú7mesh (Squamish), and səliłwətał (Tsleil-Waututh) cultural spaces.

### **Housing Vancouver Strategy**

Approved in 2017, Housing Vancouver (2018-2027) is the City's strategy to address Vancouver's housing affordability challenges. The strategy seeks to shift the supply of new homes toward the right supply to meet the needs of people who live and work in Vancouver. The strategy targets 72,000 new homes over the next 10 years, including 12,000 social, supportive and non-profit co-operative units and 20,000 purpose-built rental units,



including 4,000 developer-owned below-market rental homes.

These targets were set based on the core goals of retaining a diversity of incomes and household types in the city, shifting housing production toward rental to meet the greatest need, and coordinating action with partners to deliver housing for the lowest income households.

### **Tenant Relocation and Protection Policy**

Approved in 2015, and amended in 2019, the Tenant Relocation and Protection Policy (TRPP) seeks to protect tenants by mitigating the impacts of displacement resulting from redevelopment activity, while recognizing that some renewal is necessary to maintain the health of the overall rental stock and meet rental housing needs in Vancouver. The TRPP requires that a Tenant Relocation Plan is provided when tenants in existing residential units are displaced or impacted as a result of redevelopment or major renovation activity. The Plan provides financial compensation and assistance to eligible tenants and additional supports for low-income tenants and those facing other housing barriers. The policy works alongside the Provincial Residential Tenancy Act to protect tenants while addressing challenges specific to Vancouver.

## **Rezoning Policy for Sustainable Large Developments**

Approved in 2018, and updated in 2023, this policy applies to sites of two acres or more and requires that leading sustainability practices are implemented in the following areas: Sustainable Site Design; Sustainable Food Systems; Green Mobility; Potable Water Management; Rainwater and Groundwater Management; Zero Waste Planning; Affordable Housing; and Resilience. Sites over ten acres have additional requirements related to EV charging.

## **Vancouver Council and Mayor's Council Endorsement of UBCx\***

In March 2022, Vancouver City Council endorsed a SkyTrain extension from Arbutus to UBC including a station within ʔəʔalməxʷ/Iʔálmexw/the Jericho Lands, as well as stations at Alma Street/West Broadway and Macdonald Street/West Broadway. The following month, TransLink's Mayors' Council also endorsed the UBC Extension alignment with a station serving the ʔəʔalməxʷ / Iʔálmexw / the Jericho Lands. While the project has been endorsed by the Mayor's Council, funding has not been committed by TransLink, City of Vancouver, or any other party.

***\*The location of the UBCx station within ʔəʔalməxʷ / Iʔálmexw / the Jericho Lands as indicated in this Policy Statement is the preferred location of the Landowners. While the City supports this preferred location, and it is integral to the site plan, the Province is undertaking a business case which will include a more detailed design and technical analysis for the proposed UBCx project including site condition investigations. This technical work is expected to be complete at the end of 2024. Any decision on funding a potential UBCx SkyTrain Project will not be made until after the business case is completed. If the implementation of UBCx (including the delivery of the proposed Jericho Station) is later than the completion of Phase 1, or a decision is made not to build the UBCx Project, this Policy Statement including the site plan and approach to phasing and timing of delivery of the subsequent phases will be reviewed. Adjustments will be made if necessary to ensure that development does not exceed the capacity of the site and surrounding movement network to address mobility need in line with the City's sustainable mobility policies.***

## 1.6 Role of the Policy Statement

This Policy Statement establishes planning principles that will guide redevelopment of ʔə́yalməxʷ/Iyálmexw/the Jericho Lands. It provides new policies regarding:

- Reconciliation (Chapter 4)
- Land Use and Density (Chapter 5)
- Site Ecology, Trees, Parks and Open Spaces (Chapter 6)
- Connections, Movement and Transportation (Chapter 7)
- Built Form and Site Design (Chapter 8)
- Sustainability, One Water and Infrastructure (Chapter 9)
- Community Amenities (Chapter 10)
- Preliminary Phasing Strategy (Chapter 11)

Created through a comprehensive planning process, the Policy Statement provides clarity on the future of the site and will guide the preparation of an Official Development Plan (ODP) and consideration of phased rezoning applications.

The policies in this document are intended to clearly articulate the vision and objectives for the ʔə́yalməxʷ/Iyálmexw/Jericho Lands redevelopment, while also being flexible enough to accommodate a variety of detailed plans and solutions that emerge through the rezoning stages. Detailed outcomes will therefore be subject to the more in-depth analysis that occurs at the time of rezoning. Unless otherwise noted, all applicable Council policies that are in effect at the time of rezoning will apply to ʔə́yalməxʷ/Iyálmexw/the Jericho Lands.









## 2.1 Guiding Principles

The following Guiding Principles were developed using feedback received during Phase 1 and 2 of the planning process and are based on community feedback, stakeholder priorities, City objectives and policies, and MST/CLC aspirations. They were endorsed by City Council in June 2021 and will provide high-level direction for future development on the site.

### 1. Reflect and respect the past, present and future legacies of the Musqueam, Squamish and Tsleil-Waututh.

The redevelopment of ʔə́yalməxʷ/Iyálmexw/Jericho Lands is a generational opportunity to honour xʷməθkʷəy̓əm (Musqueam), Skwxwú7mesh (Squamish), and sə́ilwətaʔ (Tsleil-Waututh) heritage and to celebrate identity and culture. Indigenous values, including deep connection to the land, and reconciliation will be embedded as founding principles in the design and expression of the lands. ʔə́yalməxʷ/Iyálmexw/Jericho Lands will demonstrate excellence in city building as the site transforms to become a unique new neighbourhood within the city.

### 2. Respect the Land

ʔə́yalməxʷ/Iyálmexw/Jericho Lands will become a global precedent for stewardship and sustainability. The site design will embrace unique existing features, like the ridge, high value trees, forested and habitat areas. Planning and design of the site will seek to enhance biodiversity, create ecological corridors, regenerate natural systems and incorporate watershed systems thinking to manage drainage and rainwater. Resilient site design will reduce the risks from climate change and impacts of sea level rise while allowing for adaptation over time.





### 3. Welcoming to All

All people will feel welcome on ʔə́yalməxʷ/Iyálməxw/the Jericho Lands. Equity and inclusion will be key considerations throughout the planning of the Lands to ensure that Jericho is a diverse neighbourhood. Public spaces will be intergenerational and multicultural, supporting social connections and resilience as part of a healthy, thriving community. Pathways and routes through the site will be designed to be accessible to all. Indigenous culture will inspire the design and function of a robust network of public spaces ranging from naturalised parks and open spaces to urban plazas. Expression of xʷməθkʷəy̓əm (Musqueam), Skwxwú7mesh (Squamish), and sə́liłwətaʔ (Tseil-Waututh) arts and culture will be tangible, with opportunities for creation, display and performance.

### 4. Cohesive Community

ʔə́yalməxʷ/Iyálməxw/the Jericho Lands will be transformed to create a new neighbourhood heart within the broader West Point Grey community. Existing and future residents will benefit from new opportunities to live, work, play, learn, shop and create on ʔə́yalməxʷ / Iyálməxw/the Jericho Lands. ʔə́yalməxʷ / Iyálməxw/the Jericho Lands will be cohesively integrated through appropriate edge transitions, clear neighbourhood connections, and new retail areas to draw people to the site, re-energizing nearby retail streets. New public amenities and facilities will become hubs for social connections and activity, reinforcing the role of ʔə́yalməxʷ / Iyálməxw/the Jericho Lands within the neighbourhood and city.

### 5. Connect Within and Beyond

Access to and through ʔə́yalməxʷ/Iyálməxw/the Jericho Lands will be enhanced by providing a variety of movement options connecting the surrounding neighbourhood, parks, city and region. The unique terrain of the Lands will shape movement patterns, corridors and connections and build a network of accessible





## 2.2 Emerging Ideas

The Emerging Ideas were developed during Phase 2 of the planning process. Their intent was to refine the Guiding Principles (developed in Phase 1) into more specific “ideas” to provide input into the development of a preliminary site concept for the lands.

Similar to the Guiding Principles, the Emerging Ideas were created based on community feedback, stakeholder priorities, City objectives and policies, and MST/CLC aspirations. 24 ideas in total were created, organized into 4 themes (as seen below). Central to these ideas, that of “embedding Indigenous values and knowledge” was a fundamental approach to the project. This approach was later defined in more detail through MST’s creation of the Cultural Whorl (as seen in chapter 3 of this document).

### Embedding Indigenous Values

Tangibly express xʷməθkʷəṽəm (Musqueam), Skwxwú7mesh (Squamish), and səliłwətał (Tsleil-Waututh) culture and identity in the planning and design of all aspects of the site.

### Natural Systems and Open Space

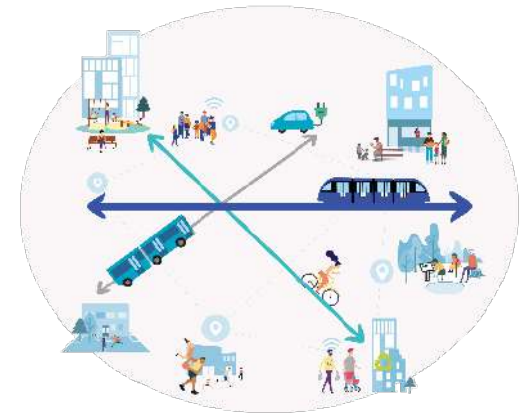
- Start with the land
- Recognize the ridge
- Frame significant views
- Celebrate rainwater
- Enhance biodiversity and ecological connections
- Connect parks and open spaces





## Connections and Mobility

- Design to be welcoming and inclusive
- Prioritize walking, rolling, and cycling
- Encourage transit use through site design
- Enhance neighbourhood connections
- Re-imagine West 4<sup>th</sup> Avenue
- Design the site to be car-lite



## Inclusive Neighbourhood

- Diverse housing choices
- Design a new neighbourhood with distinct districts
- Neighbourhood transitions
- Create a destination for culture, jobs, and shopping
- Provide amenities to support the neighbourhood
- Neighbourhood spaces foster health and well-being
- A unique and vibrant public realm
- Recognize land as a limited resource



## Sustainability and Resilience

- Plan for a low carbon neighbourhood
- Design with climate change in mind
- Define a place that is resilient and adaptable
- Amplify reconciliation and long-term prosperity







### 3.1 MST Cultural Whorl

The MST Cultural Whorl provides the foundation for this Policy Statement.

The MST Cultural Whorl was created from the knowledge, stories, and input shared by x<sup>w</sup>məθk<sup>w</sup>əḡəm, Sk̓wxwú7mesh, and sə́lilwətaʔ Nations' Community Members between 2019 and 2023. It weaves a pattern of interconnected cultural design inspirations, cultural site planning elements, and cultural design principles that will blanket ʔəḡalməx<sup>w</sup>/l̓ḡálmexw/Jericho Lands with MST culture.

#### **Design and Planning Inspired by Traditional Practices: The Spindle Whorl**

*The spindle whorl is a tool historically used by Coast Salish people to spin wool from animals such as Salish woolly dogs and mountain goats. The use of the whorl allows a tight knit weave and intricate detailed pattern designs.*

In the centre of the MST Cultural Whorl, there are three Cultural Design Inspirations that provide the foundation for planning the new community. In the middle layer, seven Cultural Site Planning Elements expand on the Inspirations. Finally, the outer layer describes 14 Cultural Design Principles which speak to how x<sup>w</sup>məθk<sup>w</sup>əḡəm, Sk̓wxwú7mesh, and sə́lilwətaʔ culture will be imprinted in the planning and design of the future neighbourhood at ʔəḡalməx<sup>w</sup>/l̓ḡálmexw/Jericho Lands.

Like the wool spun with a spindle whorl, many of these Inspirations, Planning Elements and Design Principles are interconnected and overlap.



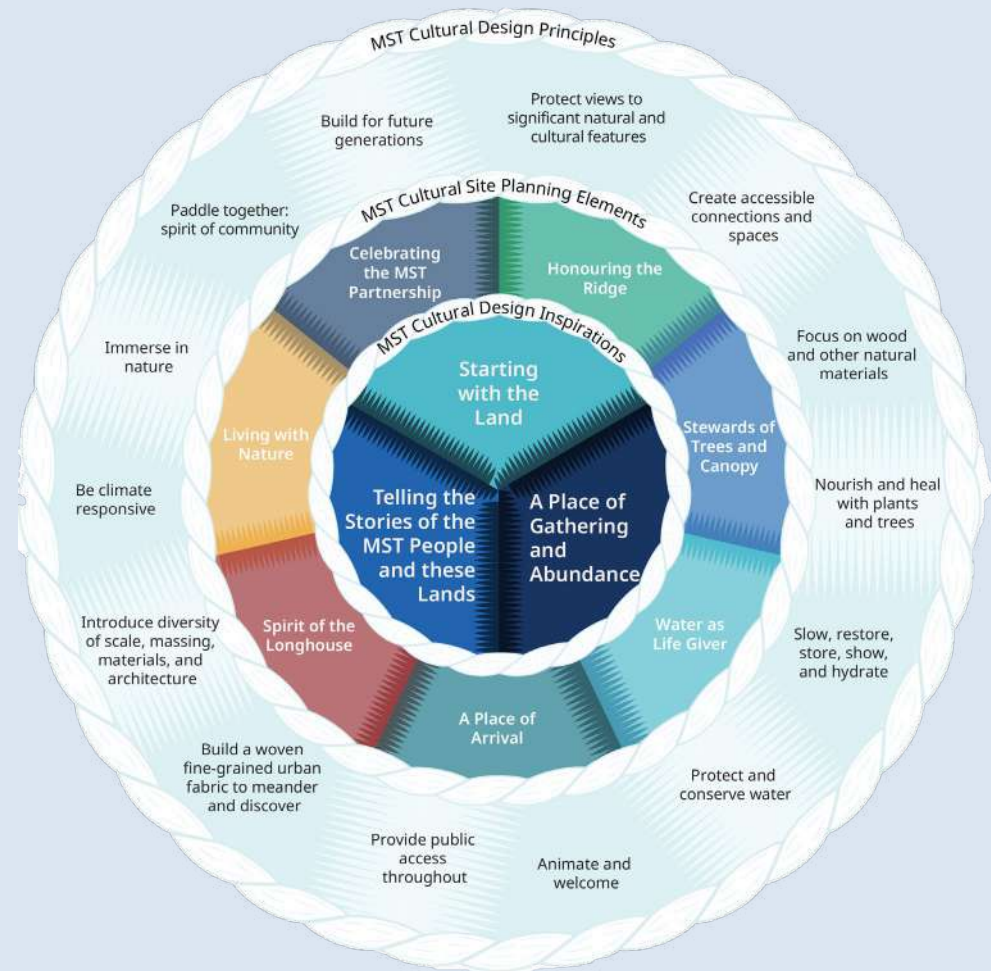
*Selesia, a x<sup>w</sup>məθk<sup>w</sup>əḡəm, woman, spinning yarn*



## MST Cultural Whorl

“The three Cultural Design Inspirations are the inner layer that keep us twined together the strongest. The three also represents the *x<sup>w</sup>məθk<sup>w</sup>əy̓əm*, *S̓kwx̓wú7mesh*, and *sə́l̓l̓wə́təł*. There are seven Cultural Site Planning Elements – seven is also a very important number within our Indigenous worldviews. What we do today will affect the next seven generations.”

**Whonoak-Dennis Thomas, Cultural Liaison, *sə́l̓l̓wə́təł* (2019-2023)**



## 3.2 MST Cultural Site Planning Elements

The Cultural Site Planning Elements described in this chapter convey values – including ways of being and stories – shared by x<sup>w</sup>məθk<sup>w</sup>əyəm, Skwxwú7mesh, and səllwətał Community Members. Guided by the Design Principles, the policies and guidelines in this Policy Statement provide tangible applications of the Cultural Site Planning Elements to the planning of ʔəyəlməx<sup>w</sup>/l'yálmexw/Jericho Lands.

### 3.2.1 Living with Nature



The trees, water, and mountains have taken care of our people for thousands of years. Reciprocity and regenerative ecology – where land is replenished after it is harvested or disturbed – is part of our Indigenous laws. We are generational thinkers and we are connected to the land.

Nature has always been held in a place of honour, and will continue to be at ʔəyəlməx<sup>w</sup>/l'yálmexw/Jericho Lands.

### 3.2.2 Water as Life Giver



Water is more than just water. It is sacred, giving life in many ways and forms. Our origin stories are carried through water, and it is part of our cultural ceremonies. We are taught to bathe, bless, and work with water. It heals, cleanses, and rejuvenates us.

Water is how we travelled and built kinship. It is home to orca, birds, and the sea creatures we eat. We must protect it.

ʔəyəlməx<sup>w</sup>/l'yálmexw/Jericho Lands will be a place where people can see, hear, smell, and touch water.



### 3.2.3 Stewards of the trees and Canopy



Important parts of our culture are rooted in trees. We use cedar and other traditional trees for canoes, longhouses, welcome figures, clothing, baskets, medicines, artwork, and ceremony. Trees also provide homes to other creatures, our relations.

High value trees and other plants will be protected and restored at ʔəyalməxʷ/Iyálmexw/Jericho Lands.

### 3.2.4 Honouring the Ridge



The ridge is where we would look for friends and foes. It's how we welcomed and safeguarded, where our watchmen, messages, and warriors watched, ran, and protected. The ridge was also rich with resources, a place where we hunted elk, harvested crab apples, and dried fish in the warm summer wind.

This will be a place that honours the stories that the land tells, and that connected us with other sacred places beyond ʔəyalməxʷ / Iyálmexw / Jericho Lands.

### 3.2.5 Spirit of the Longhouse



Our history is important. Everything is passed down – traditions, ceremonies, stories, names, and places. The longhouse is where we received the teachings of our ancestors. It's a place of dancing, learning, ceremony, and sharing. It's also where we lived together – all generations – and where we care for our people. It's where we belong. It's where we thrive.





ᑲᓃᓐᓂᓂᓐ/ᓂᓃᓐᓂᓂᓐ/Jericho Lands will be a place of living together, where homes, traditions, and knowledge are shared. It will be a place that protects and safeguards our teachings. It will be a place that embraces Indigenous joy and community, where people feel the significance of how we lived and celebrated in our longhouses.

### 3.2.6 A Place of Arrival



ᑲᓃᓐᓂᓂᓐ/ᓂᓃᓐᓂᓂᓐ/Jericho Lands has always been a place of arrival and kinship. Before colonization, we welcomed people here for trade, bartering, and gathering. Welcome figures stood at places of arrival, while house posts at the entrances of homes told visitors which families lived here.

Even though our ancestors were forced to leave, ᑲᓃᓐᓂᓂᓐ / ᓂᓃᓐᓂᓂᓐ / Jericho Lands will be a place that welcomes all. We are resilient. The neighbourhood will let people know that this is our land, and we are here to share it with others.

### 3.2.7 Celebrating the MST Partnership



The xᓐᓂᓂᓐᓂᓂᓐ, ᓂᓃᓐᓂᓂᓐ, and ᓂᓃᓐᓂᓂᓐ Nations paddle together. We are each different, but we are united in our shared history. We have a collective and collaborative culture, with strong kinship ties. Together, we cannot be stopped.

ᑲᓃᓐᓂᓂᓐ/ᓂᓃᓐᓂᓂᓐ/Jericho Lands will honour our distinct yet blended cultures, and will the world how we are a people of one heart. At ᑲᓃᓐᓂᓂᓐ/ᓂᓃᓐᓂᓂᓐ/Jericho Lands, we will take our rightful place in our traditional territories.



## 4. Reconciliation

*This chapter provides direction on the site-specific approach to Reconciliation in the redevelopment of ʔáɣálmáxʷ/ɣálméxw/the Jericho Lands. The directions and policies have been developed in collaboration with the Landowners to reintroduce MST culture to the lands and to weave this important village site back into the fabric of the region.*





## 4.1 Background

In 2014, the City established a framework for Reconciliation encompassing three foundational components (cultural competency, strengthening relations, and effective decision-making) to guide the City's work with the MST Nations, and Urban Indigenous Communities.

Subsequently, in 2022, the City adopted the United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP) Strategy for Vancouver. This is the most comprehensive international instrument on the rights of Indigenous Peoples and is a framework for Reconciliation to uphold and protect Indigenous Peoples' rights and their enjoyment of those rights.

As part of the UNDRIP Strategy, the joint task force between the MST Nations and City identified specific calls-to-action under the four themes of the BC Declaration on the Rights of Indigenous Peoples Act (Declaration Act):

- Social, cultural, and economic well-being
- Ending Indigenous-specific racism and discrimination
- Self-determination and inherent right of self-government
- Rights and title of Indigenous Peoples

Redevelopment of ʔə́yalməxʷ/Iyálməxw/the Jericho Lands represents a significant opportunity to advance several specific actions under the four themes, including: ownership of and self-determination in the provision of community amenities, new culturally-safe affordable housing for Indigenous peoples, opportunities to rebuild the Indigenous economy, and new spaces for cultural activities and celebrations.

Working with the MST Nations requires a distinct approach and understanding of our shared goals. Achieving mutual respect, strong relationships and economic empowerment requires flexibility, thoughtfulness and a principled and transparent approach to decision-making. Redevelopment of the ʔə́yalməxʷ/Iyálməxw/Jericho Lands is a generational opportunity for the MST Nations to reaffirm their relationship with the land, to honour their heritage, to rebuild their communities, and to celebrate their unique identity.







*Beach near Brocton Point, In Stanley Park, Vancouver BC*

## 4.2 Policies

### 4.2.1 Rights and Title of MST Nations

***The City will work in new and innovative ways with the MST Nations as unique rights and title holders, within the framework of UNDRIP, in advancing ʔəyalməxʷ/Iyálmexw/ the Jericho Lands project.***

- 4.2.1.1 Support the long-term retention of ʔəyalməxʷ / Iyálmexw / the Jericho Lands by the MST Nations for the prosperity of future generations.
- 4.2.1.2 Recognize ʔəyalməxʷ / Iyálmexw / the Jericho Lands as a place of Reconciliation, with the MST Cultural Whorl being foundational to the site plan.
- 4.2.1.3 Reflect the unique Government-to-Government relationship between the MST Nations and City in decision-making, and in establishing ownership and operating agreements for the community amenities and infrastructure to be provided on the ʔəyalməxʷ/Iyálmexw/Jericho Lands.
- 4.2.1.4 Support self-determination for the MST Nations in shaping the provision of community amenities for ʔəyalməxʷ/Iyálmexw/the Jericho Lands.

### 4.2.2 Welcoming and Inclusive

***Ensure all people feel welcome on ʔəyalməxʷ/Iyálmexw/ the Jericho Lands with accessible, multicultural and intergenerational public spaces that support a healthy and thriving community and express MST Nations' cultures.***

- 4.2.2.1 Create a neighbourhood that is welcoming and inclusive to people of all cultures, ages and abilities. Invite people to enter from all edges of the site and pass through the site with welcoming entry points that have prominent MST Nations' cultural elements (e.g. welcoming poles) and instil a sense of transition to a special place.
- 4.2.2.2 Celebrate the proposed ʔəyalməxʷ / Iyálmexw / Jericho Lands UBCx station area as a vibrant and welcoming gateway into the community with Cedar Heart Plaza expressing MST Nations' cultures through Indigenous trees and plantings, water features and public art, and as a place for cultural activities and special events.
- 4.2.2.3 Integrate a diverse and inclusive network of parks and public open spaces that provide opportunities to celebrate water as an MST cultural asset, include food and medicine-



bearing Indigenous plants, and facilitate and support intergenerational gathering.

- 4.2.2.4 Support a fine-grained network of walking and cycling connections, including local walking paths and smaller public spaces between buildings, which foster opportunities to meander throughout the site and discover its unique MST cultural elements.

### 4.2.3 Storytelling and Placemaking

***Reflect MST Nations' values and culture across the site in public realm and building design, including elements such as the ridge, key views, water, trees and native plantings, signage and public art.***

- 4.2.3.1 Ensure MST Nations' culture is embedded in the detailed planning and design of the neighbourhood for each rezoning phase through application of the 14 Cultural Design Principles.
- 4.2.3.2 Celebrate the history of the ridge by maintaining key views from public spaces (e.g. Watchmens' Hill and Energy Oval) to the ocean (Burrard Inlet) and natural features that carry significance in MST Nations' cultures. Ensure accessible connections and spaces so that people of all ages and abilities can enjoy the ridge views and stories.

- 4.2.3.3 Honour the MST Nations' relationship with water by integrating it throughout the public realm, including places of tranquility, as well as spaces where people can come into direct contact with water, e.g. for wading, immersion, cleansing, healing and ceremony.

- 4.2.3.4 Preserve and restore significant and culturally valuable trees and forest areas.

- 4.2.3.5 Ensure MST naming opportunities for significant buildings (including the community centre and elementary school), new streets, and parks and public spaces within the ʔəyálməxʷ / Iyálməxw / Jericho Lands and include representation of hə́nqəmińə́m and Sḵwəxwú7mesh languages in place names and signage.

- 4.2.3.6 For each rezoning phase prepare a Public Art Plan to guide the commissioning and installation of public art that prioritizes MST Nations' cultural expression, art and language. Ensure selection processes have representation from the MST Nations.



#### 4.2.4 Social, Cultural and Economic Well-Being

***Foster the social, cultural and economic well-being of the MST Nations with culturally-appropriate housing options, uses that support re-building the Indigenous economy, and spaces for cultural practice, gathering and celebrations.***

- 4.2.4.1 Support the MST Nations in developing a range of affordable housing options on the Jericho Lands and ensure access to culturally-safe housing that aligns with Indigenous peoples' needs, including social housing owned and operated by MST non-profit organizations.
  
- 4.2.4.2 Support a broad range of non-residential uses including retail, service, office, cultural and light industrial uses, as well as pop-up concepts and outdoor markets, which provide opportunities for Indigenous retailers, artisans and other small businesses and help foster a vibrant cultural experience.
  
- 4.2.4.3 Integrate MST cultural spaces in new development throughout the Jericho Lands, particularly in proximity to the Weave and Culture Walks and 6th Avenue Greenway, to support cultural practice, arts and cultural production, and places of learning.
  
- 4.2.4.4 Ensure the Energy Oval is prioritized as a culturally-important space for MST Nations' gathering and celebrations, while supporting other active and passive recreational uses including school field use and play.

# 5. Land Use and Density

*This chapter provides direction on the density and mix of uses envisioned for ʔəjəlməxʷ/lýálmexw/the Jericho Lands to provide a diversity of housing types and tenures, various commercial uses and services, and community amenities.*





*“Everything we say, do, eat, make comes from the land.”*

**xʷməθkʷəy̓əm, Sḵwx̱wú7mesh, and sə́lilwətaʔ Community Member**

The land belongs to xʷməθkʷəy̓əm, Sḵwx̱wú7mesh, and sə́lilwətaʔ people, and xʷməθkʷəy̓əm, Sḵwx̱wú7mesh, and sə́lilwətaʔ people belong to the land.

The traditional planning concept of “land use” can be a settler way of viewing the land. Indigenous people have pointed out that the land is the source of all life; it is sacred and so much more than a resource to be used. For example, weavings are created from the land, and the stories of MST are woven into blankets. This is just one way that land is story, identity, and culture.

As a City of Vancouver Policy Statement, land use planning is a central part of this plan. Policies seek to approach land activities in a holistic way, bringing people into a closer, reciprocal relationship with the land.





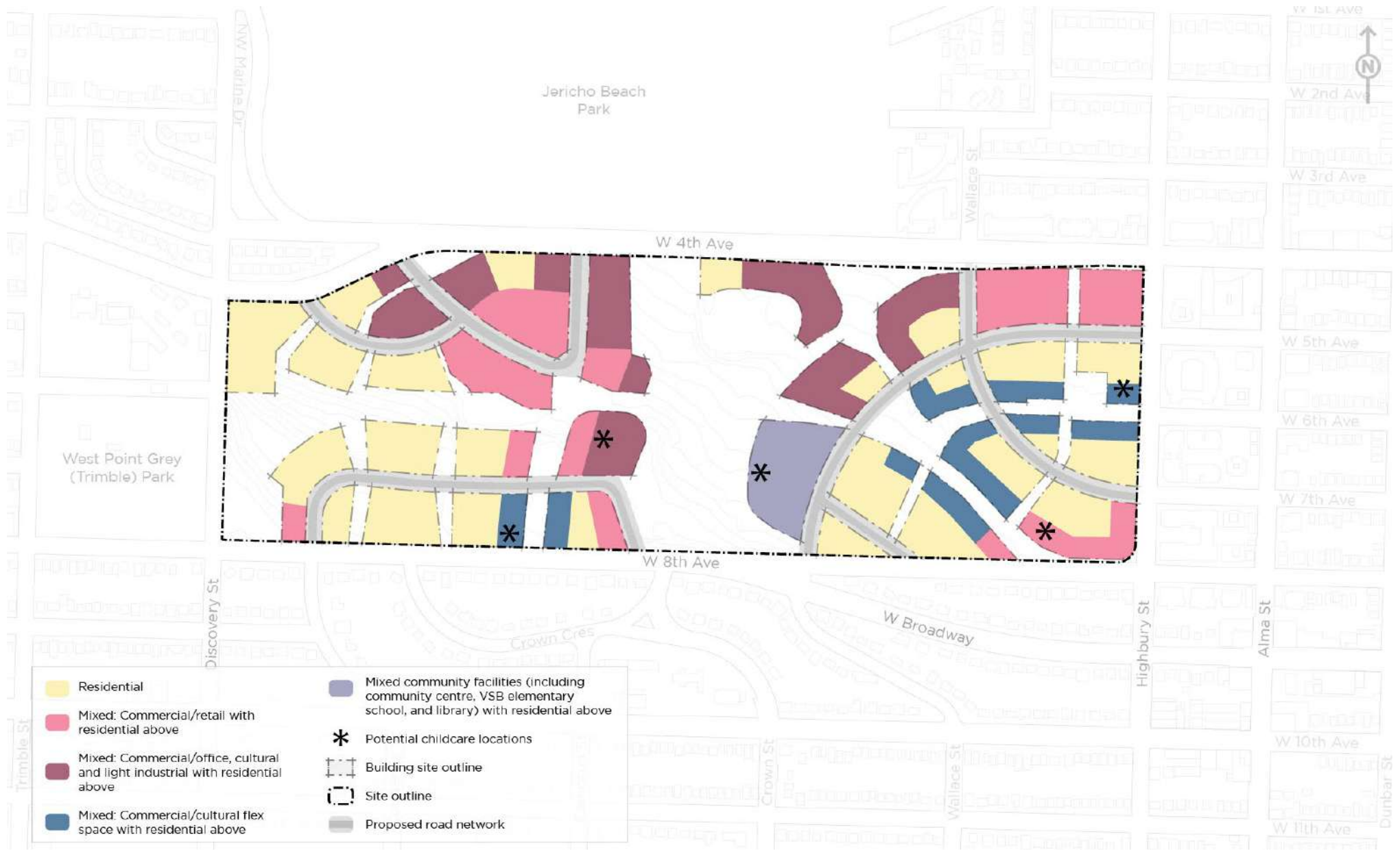


## 5.2 Related MST Cultural Site Planning Elements

Applications of the MST's Cultural Site Planning Elements to land use and density include:

- **Land activities at ʔə́yalməxʷ / Iyálmexw / Jericho Lands will be blanketed with xʷməθkʷəyám, Sḵwxwú7mesh, and sə́lwlətał culture.** Longhouse-inspired residential uses, cultural facilities, and commercial uses that provide opportunities for traditional practices will weave MST teachings, stories, and overall identity throughout the neighbourhood.
- **Places to come together will also be places that connect people to the land.** Areas with the most diverse land activities will be situated in important locations, such as the Ridge and other places that have views to cultural landmarks and the Salish Sea. These areas will also have access to meandering waterways, forest walks, and other places of nature.
- **Housing is one way that ʔə́yalməxʷ / Iyálmexw / Jericho Lands will embody the spirit of the longhouse.** The neighbourhood will provide homes for all people across all generations and cultures, including affordable, social, and attainable housing. As the MST Nations will own the land in perpetuity, homeownership is of leasehold tenure, making the neighbourhood more affordable to more people.
- **As we are in a reciprocal relationship with the land, inhabiting ʔə́yalməxʷ / Iyálmexw / Jericho Lands will involve its stewardship and regeneration.** Higher residential densities will give way for more continuous habitat spaces for our relations, more low-carbon transportation choices, and greener buildings.

**Figure 1: Land Use**





## 5.3 Policies

### 5.3.1 Density and Overall Use Mix

**Create a high-density mixed-use community on rapid transit with a variety of housing and job space and daily needs within an easy walk or roll.**

5.3.1.1 Accommodate a gross floor area of approximately 1,263,481 sq. m. (13,600,000 sq. ft.)\* for all uses, equating to a gross Floor Space Ratio (FSR) of 3.5\*\*.

*\* The gross floor area includes all above-ground interior floor spaces for all uses and all typical floor area exclusions, such as storage areas, amenity rooms, etc.*

*\*\*The density is calculated over the full 90 acre site.*

5.3.1.2 Provide a mix of land uses and building forms to create a complete walkable community, with a majority of daily needs within a five-minute walk.

### 5.3.2 Affordable Housing

**Provide a range of affordable housing options throughout the community, including social housing and secured rental housing.**

5.3.2.1 A minimum of 30% of total residential floor area is required to be for affordable housing. This includes social housing and secured market and below-market rental housing components as follows:

5.3.2.2 A minimum 20% of total residential floor area is required for social housing that meets the City's definition of social housing targeted towards low- to moderate-income households.

5.3.2.3 A minimum of 10% of total residential floor area is required for secured market rental housing and below-market rental housing targeted towards moderate-income households. A minimum of 25% of the 10% of total residential floor area will be required to be secured as below-market rental housing.

5.3.2.4 Affordable housing should be spread throughout the site and delivered as part of each phase of development.

- 5.3.2.5 Given the long time horizon of Դայալմախ<sup>ա</sup> / Լյալմեախ / the Jericho Lands redevelopment and anticipated need for additional senior government and partner funding to achieve social and rental housing targets on the site, City policy allows for consideration of alternate approaches to delivering affordable housing on site in the event that sufficient senior government and partner funding is not available. For each project phase through the rezoning process, alternate approaches may be considered that are appropriate to the Դայալմախ<sup>ա</sup> / Լյալմեախ / Jericho Land context and contribute to the goals of addressing city-wide housing challenges.
- 5.3.2.6 Support opportunities for senior government and partner funding to enable attainable homeownership options, and deepen housing affordability where feasible, while ensuring delivery of the non-housing amenities generally as described in Chapter 10.

Refer to *Chapter 10 Community Amenities* for further details on the affordable housing components.

### 5.3.3 Family Housing

***Provide a diversity of housing types including larger units appropriate for families with children in all housing tenures.***

- 5.3.3.1 A minimum of 50% of the social housing units must be 2 or more bedroom units, suitable for families with children.
- 5.3.3.2 A minimum of 35% of all strata leasehold, secured market rental and below-market rental housing must be 2 bedroom units and a minimum of 10% must be 3 bedroom units, suitable for families. Through rezoning, the 10% 3 bedroom requirement for secured market and below-market rental housing may be adjusted if it can be demonstrated to be jeopardizing the financial viability of a rental housing development.
- 5.3.3.3 Design of the family units will be in accordance with the City's *High-Density Housing for Families with Children Guidelines*.

### 5.3.4 Tenant Relocation and Protection

**Work with tenants in existing rental housing on the Jericho Garrison portion of the site to support transition to new housing options when that area redevelops.**

- 5.3.4.1 At rezoning, a Tenant Relocation Plan (TRP) will be required that provides support for the transition of existing rental housing occupants to new housing options. The TRP will incorporate approaches outlined in the City's Tenant Relocation and Protection Policy, including assistance with finding alternative accommodation, assistance with moving, financial compensation based on length of tenancy, and additional assistance for low-income renters and renters facing additional housing barriers. It is anticipated that the TRP will consider relocation to appropriate alternate accommodation in lieu of the right of first refusal to return to the new development. Through the rezoning phase, consideration may be given to alternative approaches to financial compensation and relocation assistance given the unique nature of the project.
- 5.3.4.2 Development of the TRP will include early and ongoing communication with tenants regarding the progress of the ʔəyalməx<sup>w</sup> / l̥yalməx / Jericho Lands development and tenant relocation process.

### 5.3.5 Commercial and Light Industrial Uses

**Integrate a diverse range of commercial and light (urban) industrial uses throughout the site to meet the daily needs of local residents, foster a rich mix of businesses including Indigenous-owned, and to strengthen the community as a city-wide and regional destination.**

- 5.3.5.1 Provide a minimum of 69,677 sq. m (750,000 sq. ft.) of commercial floor area to support the new community, while complementing the existing nearby shopping areas, including:
- » Approximately 23,225 sq. m (250,000 sq. ft.) of retail/commercial space. *This includes approximately 4,645 – 5,574 sq. m (50,000 – 60,000 sq. ft.) for a grocery store.*
  - » Approximately 46,451 sq. m (500,000 sq. ft.) for office/commercial, cultural, and light industrial uses. *This includes approximately 200,000 sq. ft. for professional and/or medical offices and approximately 50,000 sq. ft. for a potential hotel.*
- 5.3.5.2 Light industrial and cultural uses can include uses compatible with a high-density residential community such as creative products manufacturing, digital entertainment and information communication technology, brewing/distilling, research and laboratory,



catering/food production, micro distribution, artist studio/maker space, and cultural training and gathering spaces.

- 5.3.5.3 A retail capacity and impact analysis should be provided at the rezoning stage to confirm the amount of retail floor area the neighbourhood can support.
- 5.3.5.4 Locate the richest mix and greatest variety of land uses in close proximity to the proposed ʔəyalməxʷ/Iyálmexw/Jericho UBCx station, along the Weave Walk and at key points of arrival.
- 5.3.5.5 Provide smaller retail/commercial opportunities throughout the site, including along the 6th Avenue Greenway, surrounding the East Plaza, and along the Cedar and Culture walks.
- 5.3.5.6 Integrate active uses (e.g. retail/service) at-grade where possible to maximize activity, pedestrian interest, and interaction with the adjacent public realm.
- 5.3.5.7 Second-level office space should be considered for businesses that do not need a high visibility street location (e.g. medical offices).

5.3.5.8 Support the inclusion of a hotel in proximity to the proposed ʔəyalməxʷ / Iyálmexw / Jericho Lands UBCx station.

5.3.5.9 Consider larger-scale commercial or institutional tenants that can utilize this unique location on proposed rapid transit connecting UBC and the Broadway Uptown office district, as well as the wider region. Support additional floor area (within the 13.6 M sq. ft. overall total) for these non-local serving uses if they become viable over time.

5.3.5.10 Consider unique or destination retail / commercial businesses with a catchment broader than the immediate neighbourhood.

### 5.3.6 Community Centre

**Develop a new community centre that supports a range of recreational and social/cultural programs, including the integration or co-location of self-determined spaces and programs for the MST Nations, in a central and accessible location.**

5.3.6.1 Provide an airspace parcel of at least 4,645 sq. m (50,000 sq. ft.) for a new community centre distributed over a maximum of three floors, with a minimum ground floor area of 1,858 sq. m (20,000 sq. ft.).

- 5.3.6.2 Any childcare facilities co-located with the community centre are in addition to the minimum square footage and maximum number of floors noted for the community centre, and are to be located on an upper level of the building.
- 5.3.6.3 Determine the governance structure for the operational model and long-term maintenance and future renewal of the new community centre at the time of rezoning, ensuring public access consistent with existing Park Board community centre facilities.
- 5.3.6.4 Locate the community centre in a highly visible location, within 400m of the proposed ʔəyalməx<sup>w</sup>/Iyálmexw/Jericho Lands UBCx station.
- 5.3.6.5 Design the community centre to include a balance of community arts, culture, sports, fitness, multipurpose, community spaces, youth and senior priority, casual use and social spaces.
- 5.3.6.6 Locate the community centre with direct interface with park space, with access between the youth priority space and the park, and include a strong visual connection between the fitness centre and park.

- 5.3.6.7 Locate the senior priority space with easy access and a visual connection to a drop-off/HandyDART stop.
- 5.3.6.8 Design the community centre to function with a single control point/reception in coordination with needs of other co-located community facilities.

### 5.3.7 Vancouver Public Library

***Develop a new, non-traditional library in support of MST Nations' priorities and to serve neighbourhood residents.***

- 5.3.7.1 Provide and airspace parcel for at least 929 sq. m (10,000 sq. ft.) for a new non-traditional library co-developed with the MST Nations and with a significant teaching/learning component, as well as traditional library functions to serve the neighbourhood.
- 5.3.7.2 The library should be co-located with other community facilities, e.g. community centre or social/cultural spaces, in a highly visible location close to proposed rapid transit and adjacent to other active ground floor uses. At rezoning, library design development is to identify minimum program area required at the ground level and possible sharing of administrative and service programming with other civic facilities.

### 5.3.8 Social and Cultural Spaces and Facilities

**Provide a variety of social and cultural spaces and facilities that support community well-being and provide opportunities for cultural expression, prioritizing dedicated self-determined MST cultural spaces.**

- 5.3.8.1 Provide dedicated self-determined MST social spaces, such as ceremonial spaces, spaces for healing, employment, and training, youth, elders, and family spaces, etc.
- 5.3.8.2 Provide dedicated self-determined MST cultural spaces, such as galleries and cultural presentation spaces, artist studio, rehearsal and production space, large-scale carving spaces, Indigenous cultural production spaces, language spaces, etc.
- 5.3.8.3 Consider integration or co-location of social and cultural spaces with other public facilities e.g. community centre, library and/or others, as well as commercial/industrial spaces, and potentially residential buildings across the site, including significant areas such as along the Weave Walk, Culture Walk and near Cedar Heart Plaza (see Figure 3).
- 5.3.8.4 Incorporate low-barrier, accessible, affordable designated spaces for cultural activities

integrated or co-located with the community centre. For example, spaces designed for community arts presentation and production e.g. presentation spaces, maker spaces, music spaces, studio spaces, etc.

- 5.3.8.5 Where appropriate and feasible, consider integration of cultural spaces into residential and mixed-use buildings including secured affordable shared artist work-only studio spaces or secured affordable live-work artist studios.

- 5.3.8.6 Explore ways to support and secure affordable cultural space in commercial and industrial developments, including opportunities to co-locate presentation spaces, such as gallery spaces, with light industrial cultural spaces such as artist studios, carving, production and rehearsal, creative makerspaces, or other cultural production spaces, etc.

- 5.3.8.7 Outdoor cultural programming and related spaces:

- » Provide a significant outdoor space with a minimum capacity of 2,000 people to support MST Nations and other cultural programming (such as gatherings, celebrations, cultural events, live music, festivals, performances, etc) located adjacent or close to the community centre. Ensure design and infrastructure (including



loading and access, etc.) are appropriate for the capacity and for programming live amplified music and performances.

- » Provide a minimum of two additional occasional use outdoor spaces to support a range of cultural and social uses, including prioritization for MST Nations gatherings and celebrations, and other cultural events such as live music, festivals, performances, art market, etc. The appropriate level and scale of infrastructure will be determined at the time of rezoning.
- » Ensure residential buildings in proximity to outdoor programming spaces integrate noise mitigation strategies to address livability issues arising from amplified sound emitted during outdoor cultural events, including live music.
- » Provide adequate back of house spaces to support outdoor cultural events in publicly accessible facilities, for example co-located with the community centre or other facilities, adjacent to nearby outdoor performance spaces.

5.3.8.8 Prioritize inclusive universal design and accessibility in indoor and outdoor cultural spaces that support differently abled artists, cultural workers, and audiences.

5.3.8.9 Provide space for non-profit organizations that address the needs of equity-deserving populations.

5.3.8.10 Establish governance for ownership, operation, programming, maintenance and renewal of cultural spaces at rezoning in partnership with the MST Nations.

### 5.3.9 Childcare

***Integrate new childcare facilities throughout the site, particularly co-located with other public amenities, to help foster an inclusive community for families with children.***

5.3.9.1 Provide for a minimum of 259 childcare spaces across the site and up to five facilities for children aged 0-4, with the size of each facility determined at rezoning.

5.3.9.2 Explore opportunities to provide up to 240 after school care spaces for children aged 5-12. These may be able to be accommodated within shared use spaces and/or in community

facilities (e.g. elementary school, and potentially community and cultural spaces).

- 5.3.9.3 The childcare facilities should be fully fitted, furnished and equipped, designed in accordance with the *Childcare Design Guidelines* and *Childcare Technical Guidelines* and fully licensable through Vancouver Coastal Health Community Care Facilities Licensing.
- 5.3.9.4 The preferred location for childcare facilities is at grade, and no higher than 25 m / 82 ft. (~7 storeys) if on a podium rooftop.
- 5.3.9.5 Childcare facilities should be located across the site and delivered in multiple phases commensurate with increased demand as the community grows.
- 5.3.9.6 At rezoning, using best practices, confirm the location of the childcare facilities, taking into account accessibility to transit and bike connections, provision of vehicle drop-off, proximity to high-volume arterial streets, solar access to outdoors spaces, and co-location with affordable housing buildings. Preferred locations include co-location with the elementary school and community centre.
- 5.3.9.7 At rezoning, identify opportunities to deliver residential units designed for licensed childcare,

within affordable housing buildings that are designed for families.

### 5.3.10 Vancouver School Board (VSB) Elementary School

***Develop a new VSB elementary school to meet the future needs of elementary-age students on the site, in close proximity to the new community centre and outdoor spaces and play areas.***

- 5.3.10.1 Provide an airspace parcel for an elementary school with a minimum floor area of 5,000 sq. m. (53,819 sq. ft.) suitable for approximately 550 students. Delivery is subject to the timing of capital funding from VSB / the Province.
- 5.3.10.2 The elementary school outdoor space program will target the Ministry of Education Area Standards.
- 5.3.10.3 The school facility should be a maximum of two floor levels with one level at grade.
- 5.3.10.4 Any rooftop play areas must be directly above the upper most level of the school.
- 5.3.10.5 At rezoning, explore opportunities to integrate the elementary school with family-oriented units within affordable housing buildings.

### 5.3.11 Independent School

- 5.3.11.1 Provision of an independent school, such as a replacement for the West Point Grey Academy, will be subject to a commercial agreement between the Landowners and the school. Such an agreement should address the school's indoor and outdoor space requirements as necessary. Any outdoor space requirements as part of this agreement would be additional to areas counted for public park.

### 5.3.12 Temporary Uses

***Accommodate temporary uses to make efficient use of land before and during redevelopment, facilitate proposed UBCx SkyTrain construction, and support the renewal of off-site facilities.***

- 5.3.12.1 Accommodate existing uses on a temporary basis including the homes at the Jericho Garrison being lived in and occupied and the continued operation of West Point Grey Academy and community facilities. Support additional temporary uses such as modular housing, farmers markets, artist studios, sales centres, active park space including an all ages and abilities playground and fenced off-leash area, and community gardens to make efficient use of land and activate sites prior to redevelopment or during the construction phase.
- 5.3.12.2 Parts of the site may be temporarily used to facilitate the proposed UBCx SkyTrain construction (e.g. staging and laydown area) and station development, subject to agreement between the Landowners and transit construction agency.
- 5.3.12.3 Provide space for a temporary fire hall on site while Fire Hall #19 is being renewed and expanded.





## 6. Site Ecology, Trees, Parks and Open Space

*This chapter provides direction to meet the objectives of MST Nations, Park Board, and the City on park provision, trees and site ecology, and open spaces.*





*“When I’m out here in the mountains or by the streams or rivers, I feel very connected to our elders who have been here for thousands and thousands and thousands of years. I feel like I am walking with them when I’m out here.”*

**x<sup>w</sup>məθk<sup>w</sup>əy̓əm, S<sub>k</sub>wxwú7mesh, and səfilwətał Community Member**

Culture is woven together with places for trees, plants, waterways, and other creatures. MST have taken care of this land, and this land has taken care of them, for thousands of generations. Being among the trees and water is a part of living culture, and caring for traditional territory is a part of a sacred trust.

Through its policies for site ecology, parks, and open space, this Policy Statement seeks to help heal the land, while helping the land heal the people.







Water was once a prominent natural feature on ʔəyálməxʷ/Iyálməxw/the Jericho Lands. Two historic streams used to run through the western and eastern edges of the site to the sea, feeding wetlands in what is now Jericho Beach Park. Development over the years has removed these natural systems, however, subterranean water movement persists with periodic saturation in the northeast corner. The site's groundwater connection to downstream places, like Jericho Beach Park is important to the functionality of the wetlands found in the park.

The site is surrounded by a number of destination and neighbourhood parks, including West Point Grey Park (also known as Trimble Park), Jericho Beach Park, and Locarno Park, among others. These surrounding parks serve different functions and provide a range of uses, including swimming beaches, and passive and active spaces such as sports courts and fields, playground and dog off-leash areas, picnic areas, natural areas and supporting facilities. ʔəyálməxʷ/Iyálməxw/the Jericho Lands are also within close proximity to Metro Vancouver's 750 hectare Pacific Spirit Regional Park. A network of approximately 75 kilometres of walking and hiking trails radiate throughout the park which serves both UBC, city and regional residents.

While the area benefits from a variety of parks and public spaces, the significant population increase on the site will create needs for additional neighbourhood parks and open spaces that can accommodate a variety of activities, create and enhance habitat and biodiversity, and provide opportunities to connect to the land and MST culture. Not only does a growing population put increasing pressure on existing parks, but those living in higher density neighbourhoods have limited access to significant private open space so they will rely more heavily on parks and public open spaces.



*Aerial view of ʔəyálməxʷ/Iyálməxw/the Jericho Lands and West Point Grey Golf Course - 1927*



## 6.2 Related MST Cultural Site Planning Elements

Applications of the MST's Cultural Site Planning Elements to site ecology, parks, and open space include:

- **The cultural importance of trees will be honoured through their protection and return to ʔəʔalməxʷ/Iyálmexw/Jericho Lands.** Existing mature tree clusters and forest areas will be safeguarded where possible, with generous and connected soil volumes making possible the lanting of new cedars and other trees to expand the tree canopy throughout the site.
- **Retained and enhanced habitat areas and new open spaces will create homes for birds, pollinators, and other creatures who bring balance to life.** Parks and open spaces will integrate with the forest, wetland, shrubland, and wet meadow ecologies of Jericho Beach Park, expanding habitat areas and deepening connections to the land and ocean.
- **Parks, walkways, and open spaces – from places to play, to places to pray – will be designed to immerse people in nature and history.** The sensuality of parks and open space will be considered in their design, so that people can hear and smell water, taste traditional edible plants, and touch and work with cedar. From important parks and open spaces, they will be able to see sacred places like the Sisters, Sleeping Princess, and Salish Sea.



## 6.2 Related MST Cultural Site Planning Elements Cont.

- **Edible plants and shared gardens will provide access to traditional medicines and foods that nourish and heal people.** Indigenous plants will be incorporated throughout, from living rooftops to shared gardens. Ethnobotanical knowledge can be sought from knowledge keepers.
- **Parks and open spaces will tell the stories of the land and traditional places, offering spaces for coming together and for the transfer of knowledge.** Public gathering spaces will be located at important locations such as the top of the Ridge, where histories included watchmen/guardians, runners, harvesting from the land, and preserving food. Interpretive signage on trails, in gardens, at habitat locations, and near artwork will also share teachings and hən'qəminəm' and skwxwú7mesh languages.
- **The natural form of the land and pre-settler ecologies – such as Red cedar forest, pine forest, deciduous forest, meadow, and riparian areas – will be honoured.** Parks and open spaces, as well as built places, will honour the natural history of these places by enabling the land to shape the spirit and character of the new neighbourhood.

## 6.3 Policies

### 6.3.1 Parks and Open Space

**Create a diverse and connected network of parks and open spaces that integrate natural systems and culture.**

Provide approximately 30 acres of park and public open space:

- » At a minimum, this is to include 20 acres of park space, composed of approximately 4 acres of active park space, 10 acres of passive park space and 6 acres of natural systems park space, as defined in *VanPlay*.
- » Provide a minimum of 10 acres of public open space, including a range of public space types, such as corner plazas, larger plazas, greenways, etc.
- » Areas within building sites, such as publicly accessible courtyards and pathways, will not be counted as park and public open space.

6.3.1.1 Ensure a clear and coherent hierarchy of parks and open spaces based on their functions and the varied needs of the community. Each type should have a distinct purpose, size, and character that aligns with its intended use.

6.3.1.2 Establish a network of pathways, walkways and connections, following *VanPlay's Bold Move for Connectivity*, to link the various parks and open spaces together by active modes, promoting accessibility and ease of movement while respecting the need for uninterrupted programmable areas. Create well-defined circulation routes that encourage people to explore and transition between different spaces.

**Figure 3: Parks and Open Spaces**







## 4 Cedar Walk

Cedar Walk is an important pedestrian oriented north-south connection (flanked by active retail/commercial frontages) from Cedar Heart Plaza to W 8<sup>th</sup> Avenue. It should provide logical wayfinding for people arriving/departing from the proposed ʔəyalməx<sup>w</sup>/Iyálmexw/Jericho Lands UBCx station.

## 5 Central Community Park

The Central Community Park should consist of a substantial and cohesive park area, including active and passive park programs and features, as well as the retained and enhanced existing natural area. Through its size, location and variety of programming and park uses, the Central Community Park will form a major community hub, welcoming people of all generations. The Central Community Park connects directly to other significant open spaces such as the Weave Walk and Cedar Heart Plaza, as well as supporting adjacent indoor community programs such as the proposed community centre and library. Final programming will be determined at the time of park design, but is expected to include locations for play, recreation and gathering, off leash dog area, ecological and rainwater features, and two oval spaces for cultural events and sports use.

## 5a Energy Oval

Located within the central community park, the Energy Oval is a culturally important park space within ʔəyalməx<sup>w</sup>/Iyálmexw /the Jericho Lands. It should be designed to reflect MST culture and prioritize MST gatherings and celebrations.

The Energy Oval should also accommodate other passive and local recreational uses, including informal school field use and play.

## 5b Canopy Oval

Located within the central community park near the community centre and proposed UBCx station, the Canopy Oval will be a key active park space within the site. It is intended for sport use only, potentially shared with the school, and should be designed to fit within the topography and adjacent to the existing natural area.

## 6 Weave Walk

The Weave Walk should welcome people to ʔəyalməx<sup>w</sup>/Iyálmexw/the Jericho Lands and link important destinations of the site together. Its design should provide legible pedestrian-focused connections from West 4<sup>th</sup> Avenue to the Central Community Park area and Cedar Heart Plaza and then back to West 4<sup>th</sup> Avenue at Marine Drive.

The design of the Weave Walk should vary in form and function, responding to unique open spaces and adjacent building forms. It should also be designed to accommodate safe and separated active mobility connections while minimizing intersection crossings where possible.

## 7 Canoe Landing

Canoe Landing serves as an important entry and movement connection to and from ʔəyalməx<sup>w</sup>/Iyálmexw/the Jericho Lands. Its design should express the importance of “Water as Life Giver” to the MST and facilitate safe, legible movement from the site to and from Jericho Beach Park.

8

## *East Plaza*

The East Plaza should function as a neighbourhood scaled, informal gathering space that can allow for occasional small performances, with spaces for daily park program, such as for play, respite, and access to nature.

The East Plaza should provide legible entrances / connections to the surrounding small-scale retail/commercial uses and residential lobbies while safely acting as the nexus point for cyclists and pedestrians travelling along the 6<sup>th</sup> Avenue Greenway, Culture Walk and other connections.

9

## *Culture Walk*

The Culture Walk is an important pedestrian-oriented connection, facilitating movement through the site from the southwest corner, towards the East Plaza and northward to connect across West 4<sup>th</sup> Avenue to Jericho Beach Park. It welcomes people to the site and should facilitate direct movement to/from the proposed UBCx SkyTrain station at Alma Street to key destinations within the site and beyond.

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## *6<sup>th</sup> Avenue Park*

The 6<sup>th</sup> Avenue park provides access to nature and some neighbourhood park programming to residents and visitors on the eastern side of the site and those arriving or travelling through via the 6<sup>th</sup> Avenue Greenway. It should be designed to welcome all generations, potentially including seating and natural play elements in a setting of native trees and vegetation.



## 6.3.2 Parks

**Provide a minimum of approximately 20 acres of park space across the site, including active, passive and natural systems areas.**

6.3.2.1 Locate parks to be highly visible and, where adjacent to ground floor residential uses, bordered by public streets and/or public pathways to enhance their publicness, increase accessibility, and provide vehicle access for maintenance and operations. The following spaces will not be counted as park space:

- » Spaces serving primarily public transit access.
- » Spaces for stormwater capture, or mobility functions without opportunities for public gathering, access to nature, and / or recreation programming.
- » Areas adjacent to the school facilities for exclusive daytime use of Vancouver School Board (VSB). (Note: this does not apply to the sport field, which will potentially be shared with the VSB school and is counted as park space).

- » Spaces associated with residential, retail / commercial uses or that could reasonably be viewed as semi-public.

6.3.2.2 Configure parks to have fairly regularized parcels that work with natural form such as topography and are not fragmented or organized around buildings serving a largely private function.

- » Where buildings are adjacent to parks, provide pathways on private property for access to ground floor residential units.

6.3.2.3 Recognize separation between parks and private residential outdoor space through changes in elevation, material changes at setbacks and rainwater features that define transitions.

6.3.2.4 Identify opportunities for a limited amount of rainwater management within park areas provided it does not impact park service levels and programming. Ensure that seasonal rainwater management areas are designed and managed to provide other park programming and purposes outside of major storm events.

- » Integrated visible rainwater management strategies should focus on retaining rainwater on site, water quality protection and treating rainwater as a resource, to meet the requirements of the *Integrated Rainwater Management Plan*.
- » Explore opportunities for integrating rainwater management within an area of the enhanced existing natural area.

6.3.2.5 Explore governance structure opportunities for co-management of new parks between MST Nations and the Park Board. Determine the mechanism for operating and managing parks at the time of rezoning.

6.3.2.6 Determine the final program and design of the parks through a collaborative process between the MST Nations and Park Board close to the time of park development, including MST Nations, stakeholder, and public engagement.

### 6.3.3 Active Park

6.3.3.1 Provide a full-sized synthetic turf lacrosse-priority sports field ("Canopy Oval"), located near the community centre and/or public wash and change rooms. The intent of this field is sports use only.

- » If the sports field is to be shared with public school uses, facilitate the development of a joint operating agreement for shared use and maintenance to balance the needs for both the VSB and community use, represented by the Park Board.
- » Determine appropriate lighting and means for securing the perimeter at the time of detailed park design, through the evaluation of best practices and Park Board standards in order to meet safety needs while considering the park as a welcoming and permeable space. Consideration should be given to a mix of fencing, land form/grading, and planting to achieve objectives. Lighting will meet best practices for field use and safety while mitigating impacts to adjacent uses and habitat.

6.3.3.2 Ensure that a range of spaces for youth, children's play and dog off-leash areas are provided across the site to meet the active needs of the site's population including at minimum 2 youth play spaces (1 of minimum 1,000 sq. m, 1 of minimum 2,000 sq. m) and 2 children's play spaces (1 of minimum 1,000 sq. m, 1 of minimum 2,000 sq. m), and 2,000 sq. m of total dog off-leash area configured in line with Park Board policies.

### 6.3.4 Passive Park

- 6.3.4.1 Include a significant park space for gathering and MST Nations' celebrations ("Energy Oval"), located centrally to the site and near the community centre, transit and adjacent streets to provide access to washrooms, back of house spaces, access and loading required for performances and public events, understanding that large events may require additional temporary infrastructure.
- 6.3.4.2 Create opportunities for unique park programming along the Ridge Walk area that optimizes topography, improves accessibility and complements the culturally important views from the hilltop.
- » Include areas for programming on the hilltop and slope to facilitate small performances or knowledge sharing, wellness and contemplation, play activities such as tobogganing, etc.
  - » Design the park space within the Ridge Walk to be of a minimum width of 28 m, exclusive of mobility corridor, and configured to allow for integrated park programming to support park service levels.

- 6.3.4.3 Ensure provision of 'village' scale park spaces, particularly on the eastern side of the site, so that a hierarchy of parks are distributed throughout the site in addition to the central area of park.
- 6.3.4.4 Provide passive park space on the eastern portion of the site ("East Plaza") that creates opportunities for gathering and occasional small events, includes program areas for play and connection to natural systems within a village-scale space to allow residents and visitors of the eastern side of the site access to nature and community connections.

### 6.3.5 Natural Systems Park

- 6.3.5.1 Retain as much of the 4 acre natural area on the site as possible (generally as shown in Figure 3), to be enhanced and managed as part of the park system and demonstrating Stewards of Trees and Canopy principles.
- 6.3.5.2 Locate the majority of pathways along the edges rather than through the natural area to maintain ecological integrity, with exception for one east-west boardwalk. North-south pathways should be located on the edge of the natural area.



6.3.5.3 Use design strategies to manage urban impacts to sensitive natural conditions within parks such as raising 'island' areas above pathways or areas used for gathering with a seat wall and using split rail, boardwalks and lookouts to minimize disturbance by people and dogs.

### 6.3.6 Public Open Space

**Provide a minimum of approximately 10 acres of public open space (e.g. plazas and linear spaces) that are inclusive and support a range of activities and uses, particularly near key walking connections, proposed ʔəyalməx<sup>w</sup> / Iyálmexw / Jericho Lands UBCx station, and active retail/commercial uses.**

6.3.6.1 Provide new public open spaces for gathering, social connection and cultural expression. Spaces should range in scale from small seating areas and corner plazas to larger plazas with capacity to hold local programming and events. Specific locations, designs, functions, and operations partnerships to be determined at the time of rezoning.

6.3.6.2 Public open spaces should follow Universal Design Guidelines and have a high level of accessibility, according to the *Accessibility Strategy*.

6.3.6.3 Provide opportunities throughout the public realm for rest and small gatherings that include seating.

6.3.6.4 Design public open spaces, particularly plazas, with built-in flexibility and infrastructure to accommodate a wide range of uses, and allow communities to evolve the spaces over time.

6.3.6.5 Provide infrastructure to support public life (e.g. seating, electricity/power, lighting, public bike share stations, and bike racks) as well as amenities including public washrooms, drinking water, and misting stations, particularly co-located with larger plazas, the proposed ʔəyalməx<sup>w</sup> / Iyálmexw / Jericho Lands UBCx station, and key walking routes and retail/commercial areas.

6.3.6.6 Incorporate weather protection, weather mitigating elements, and appropriate programming for rain/winter and summer/heat conditions.

6.3.6.7 Enable neighbourhood local expression that supports programming, activation, and maintenance of public spaces by local residents and businesses through partnerships



- 6.3.7.2 Provide smaller plazas adjacent to retail/commercial areas or along mobility corridors to provide space for gathering and socialization. These plazas should include seating, electricity/power, publicly accessible washroom, pedestrian lighting, bike racks, public bike share and public shared micromobility stations, and other amenities to support public life.
- 6.3.7.3 Provide small sidewalk plazas, such as corner plazas and pocket plazas, with public seating, trees and other planting.

### 6.3.8 Linear Open Spaces and Commercial Areas

- 6.3.8.1 Provide linear open spaces, such as greenways to connect internal and external mobility and ecological networks to the site's parks and plazas. Those corridors will prioritize active transportation and small gathering spaces.
- 6.3.8.2 Create linear open spaces in the public realm for wider sidewalks and patios (adjacent to the building), and other commercial uses of the public realm. Co-locate with plazas and other public gathering spaces.

- 6.3.8.3 For retail/commercial frontages the building setback area (property line to building face) should accommodate commercial uses such as patios, merchandise displays, seating, sandwich boards, etc., supported by weather protection, without encumbering the walking and cycling zones.
- 6.3.8.4 Adjacent to retail/commercial frontages, provide adequate space for patios along the building frontage, curbside, or front boulevard, supporting a consistent design along the linear public open space.
- 6.3.8.5 Provide adequate space and infrastructure within the front boulevard /utility strip to support public uses such as street trees (see section 6.3.10), seating, bike parking, public bike share and public shared micromobility station infrastructure, street lighting, vending, etc.
- 6.3.8.6 Linear public open spaces should have a clear circulation width for people walking, rolling and cycling, free of obstructions such as furniture, lamp standards, sandwich boards, etc.
- 6.3.8.7 Enable neighbourhood local expression that supports programming, activation, and maintenance of public spaces by local



residents and businesses through partnerships between the MST Nations, City, residents, businesses, or local organizations.

### 6.3.9 Welcome and Publicness

***Ensure parks and public open spaces are welcoming, well-connected and accessible to all, integrating MST Nations' cultural elements and opportunities for dedicated spaces.***

6.3.9.1 Design parks and public open spaces to reflect MST Nations' values and culture, including specific connections to this land where identified as appropriate, while welcoming all people as a Place of Arrival.

6.3.9.2 Seek opportunities within parks and/or public open spaces specifically designed for the Nations' use, including land and water access, artistic and cultural expression, and traditional harvesting, as identified and desired by MST.

6.3.9.3 Locate all parks and public open spaces at grade and not on top of subsurface building structures including underground parkades or major utility corridors, with the exception of the proposed SkyTrain infrastructure.

6.3.9.4 Where possible, locate utility corridors within the street right-of-way. Where required outside of the street right-of-way, locate necessary utilities bundled together and under greenways and other mobility connections for maintenance, protection of trees, and so as to not encumber programmable space in parks and open space. When within areas counted as park, site these mobility and utility corridors at the edges of park space.

6.3.9.5 Develop a highly legible, consistent and culturally informed approach to site wayfinding that celebrates the MST Nations and directs residents and visitors to on-site amenities and parks and open spaces, as well as off-site destinations such as Jericho Beach Park.

6.3.9.6 Major active mobility corridors, such as primary greenways serving the wider neighbourhood (off-site) should provide a consistent experience for people walking, rolling, and cycling.

### 6.3.10 Supporting Trees and Canopy

**Protect and add high value trees, with appropriate native and adapted species, to ensure a mature urban forest is integrated throughout the community over time.**

- 6.3.10.1 Prioritize retention of high quality soils and existing individual trees or tree groupings throughout the site, including those located along the ridge, within the natural area, and/or high-value native species.
- 6.3.10.2 Demonstrate attention to the needs of local wildlife, e.g. birds, as well as microclimate and the different character and topography of land by selecting appropriate native and adapted species to match particular conditions, from the higher Ridge to lower wetland areas as embodied in the Living with Nature Cultural Site Planning Element.
- 6.3.10.3 Ensure areas planted with cedar trees are provided the best opportunity for survival through a changing climate and more frequent drought periods, including irrigation (as per Policy 9.3.6.1) and/or access to below ground water during the summer and connected soil volumes.
- 6.3.10.4 Ensure adequate planting and tree canopy cover is present throughout the site so all residents can easily access naturally cool areas during extreme heat events.
- 6.3.10.5 Target a mature tree canopy cover of 30% across the site, in line with or exceeding the goal of the *Urban Forest Strategy* (Note: trees on roofs or balconies are desirable and have benefits, but do not count towards the 30% target).
- 6.3.10.6 Where appropriate, explore opportunities to deliver space suitable for legacy trees, by providing unencumbered soil volume, not on a structure, to allow room for canopy growth. This can be achieved via retention of existing trees in their native soil, or creation of new soil volumes (not on structures) that allow for significant tree growth. Where feasible and appropriately engineered, rainwater runoff should be directed to trees and subsurface soil volumes for filtering, uptake by the trees, and infiltration.

**See next page for Figure 4: Tree Retention**

**Figure 4: Tree Retention**







### 6.3.12 Future Studies

#### ***Complete future technical studies as required with the first and subsequent rezoning phases.***

- 6.3.12.1 For the first phase rezoning, submit a revised Ecological Inventory report as well as the Strategic Environmental Assessment and Environmental Impact Assessment. The purpose of these assessments is to document the current ecological state of the site, identify restoration and conservation opportunities that the development may provide, and to articulate how the site plan will impact ecosystems on the site and connected to the site.
- 6.3.12.2 Upon rezoning of subsequent phases of the site, complete a "Final Design Assessment". The report will confirm and describe completed development works and the intended post-development functionality of the site from an ecological perspective. It will include a detailed summary and assessment of the post-development functionality of the site's natural systems. The report will include commentary on the following:
- » Detailed inventory of the site design's ecological impacts, avoidance measures

and mitigation strategies. In addition to the inventory, include how the final design will impact groundwater and storm water with respect to ecosystem functioning of site and downstream systems, such as the Jericho Beach Park ponds and the marine receiving environment.

- » Detailed inventory, assessment and summary of restoration and conservation strategies and rationale for opportunities not being pursued.





## 7. Connections, Movement and Transportation

*This chapter provides direction on expectations for mobility planning and infrastructure required to support the needs of the site in a sustainable way, based on applicable City policies.*

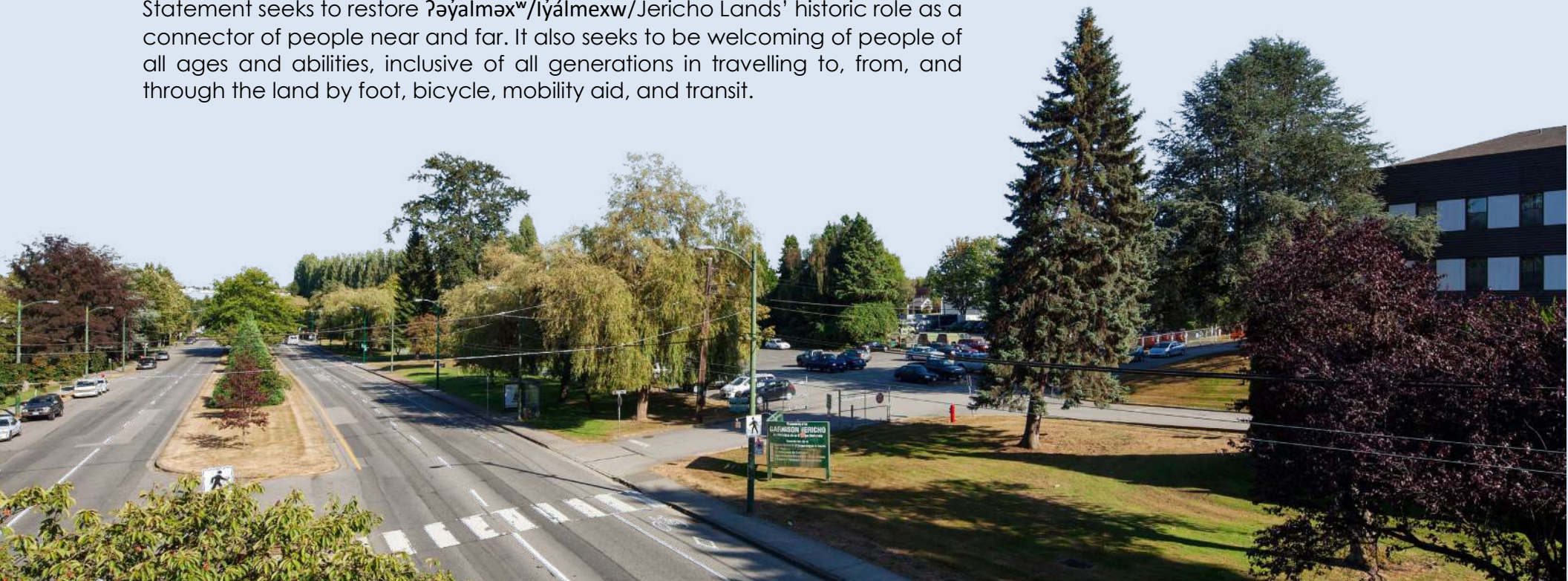


*“The spirit of our ancestors moves through the open spaces of our runner. He carries the knowledge and history of our people... he whispers to them generation to generation.”*

### **x<sup>w</sup>məθk<sup>w</sup>əy<sup>əm</sup> Runner Marker**

ʔəyalməx<sup>w</sup>/Iyálmexw/Jericho Lands has always been a place of arrival, and a place of passing through. It has always been a place of connection with distant places, from where Coast Salish peoples arrived, were hosted, and departed via canoe highways.

Through its policies for connections, movement, and transportation, this Policy Statement seeks to restore ʔəyalməx<sup>w</sup>/Iyálmexw/Jericho Lands' historic role as a connector of people near and far. It also seeks to be welcoming of people of all ages and abilities, inclusive of all generations in travelling to, from, and through the land by foot, bicycle, mobility aid, and transit.





## 7.1 Background

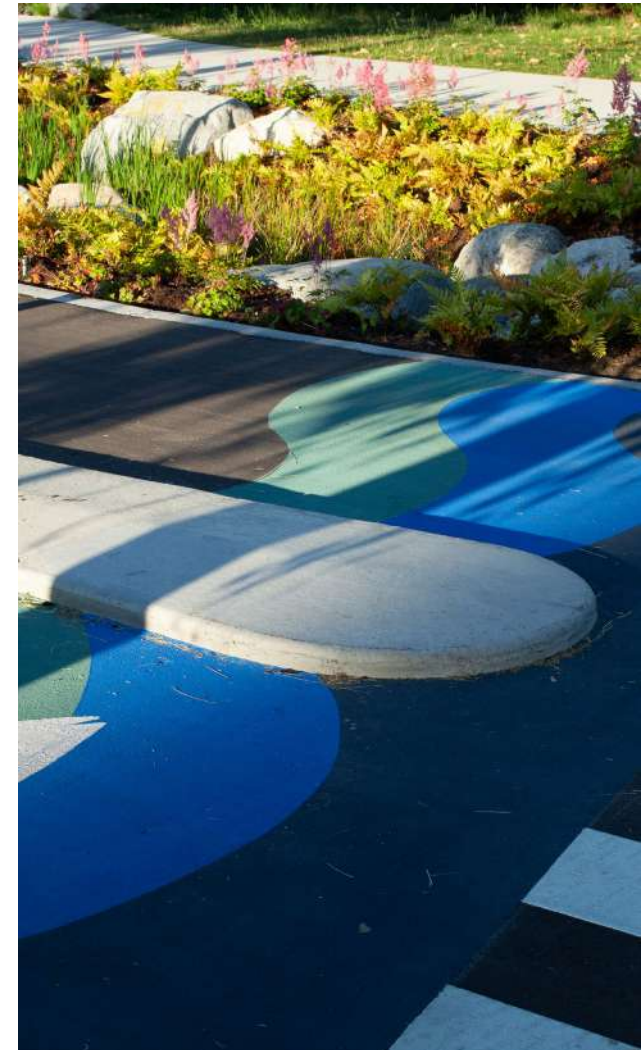
Sustainable mobility is central to the City's transportation priorities, with an emphasis on people walking, rolling, cycling and taking transit. ʔə́yalməxʷ/Iyálmexw/the Jericho Lands represents a major opportunity to create a forward-thinking sustainable community that embraces active mobility and transit for daily needs. The objective is to create a community where 80% of all trips are made by these modes, as described in the *Climate Emergency Action Plan*.

Movement by active modes will be the norm, and the site will be designed to provide an accessible, comfortable, intuitive, and interesting walking and rolling experience that integrates with the existing and future off-site networks. Minimal vehicle parking will be provided, further promoting sustainable modes, whilst reducing construction costs and associated GHG emissions. The transportation strategy recognizes the important need to accommodate accessibility, servicing, delivery, and emergency access by vehicles. On-site vehicular traffic will maintain core needs but otherwise be limited and traffic impacts on the surrounding community will be minimized.

### **Surrounding Mobility Network Context**

ʔə́yalməxʷ/Iyálmexw/the Jericho Lands is bound by West 4<sup>th</sup> Avenue to the north, a westside arterial than runs east-west; Highbury Street to the east; West 8<sup>th</sup> Avenue to the south; and the Discovery Street right-of-way to the west.

The site is surrounded by existing or proposed active transportation infrastructure: the West 8th Ave city greenway, West 4th Ave painted bike lanes, the planned city greenway on Highbury Street, future complete



street improvements on West 4<sup>th</sup> Avenue, and the planned major greenway along Discovery Street.

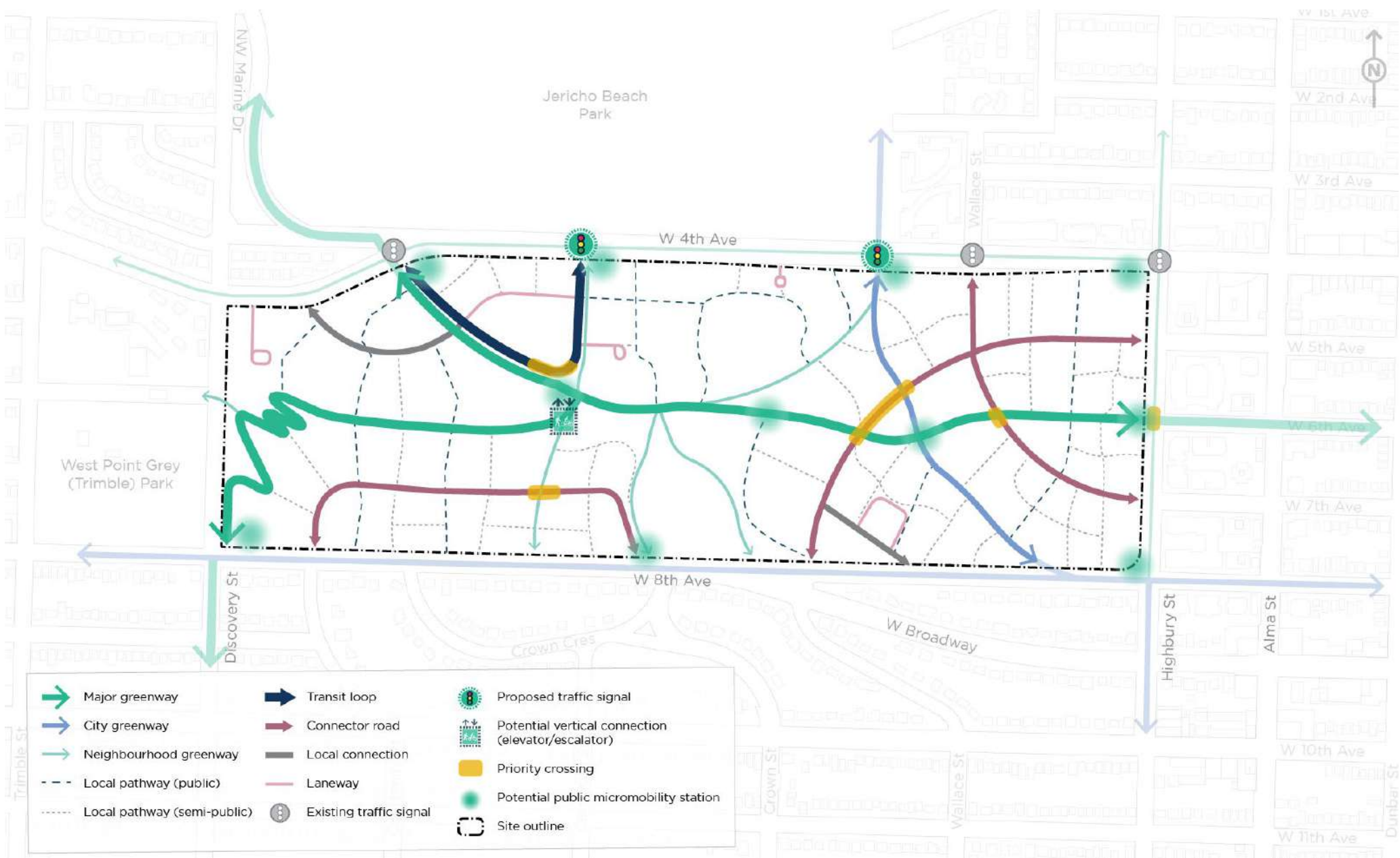
ᑲᐃᐃᐃᐃᐃᐃᐃ/ᐃᐃᐃᐃᐃᐃᐃᐃ/Jericho Lands is well served by a variety of bus routes. Most of the site is within a 5-minute walk of regular bus services. The No. 99 B-line bus is within walking distance of the site, located along Broadway/W 10<sup>th</sup> Avenue with stops at Alma Street and Sasamat Street.

In March 2022, City Council endorsed a SkyTrain extension from Arbutus to UBC (UBCx), including a station within ᑲᐃᐃᐃᐃᐃᐃᐃ / ᐃᐃᐃᐃᐃᐃᐃᐃ / the Jericho Lands, as well as stations at Alma Street/West Broadway and Macdonald Street/West Broadway. Both the proposed Jericho and Alma stations will be within a 10-minute walk of all areas within the site.

Following earlier work led by TransLink, the Province has assumed leadership of the development of a Business Case for the UBCx Project. No funding decision has been made on the rapid transit system. This technical work, expected to be complete at the end of 2024, will evaluate the technical feasibility of the proposed UBCx project, including potential alignment and location of stations. If the proposed transit alignment were to change significantly, or if the UBCx Project is not built, the site plan may need to be revisited.



**Figure 5: Future Mobility Network**







## 7.2 Related MST Cultural Site Planning Elements Cont.

- **In the inclusive spirit of the longhouse, sidewalks and pathways will be accessible for all ages and abilities.** This involves careful alignment with the natural form of the land, allowing all people to travel between the top of the Ridge down to the bottom of the lands. The views and the stories of the land should be available to all.
- **Places for movement will also be places for being together.** Transportation routes will connect diverse land activities and gathering spaces. These routes will also be people-places unto themselves, where residents and visitors can meet, play, shop, create, learn, rest, and move together.
- **Places for movement will also be places for being in nature and being embraced by xʷməθkʷəy̓əm, Skwxwú7mesh, and sə́lilwətaʔ culture.** Forest walks and other pathways will allow people to enjoy, to sing, and to pray with the trees, and to learn about their traditional uses and names in hən̓q̓əmiñəm and skwxwú7mesh. Greenways will be home to Indigenous plants, culturally High value trees, and seasonal waterways. They will be places to travel, and places to pause and rest in nature.

## 7.3 Policies

### 7.3.1 Streets for People and Car-Lite

**Create a car-lite community that prioritizes safe and convenient active travel, with streets and connections that foster a vibrant public life.**

- 7.3.1.1 Design new streets to prioritize people walking, rolling and cycling over motorized vehicles.
- 7.3.1.2 Promote walking, rolling and cycling by designing streets and public spaces that contribute to a public realm that feels interesting for people of all ages and abilities to access and navigate through using active transportation.
- 7.3.1.3 The movement network should provide adequate infrastructure (e.g. greenways, streets, intersections, signage, tree canopy, public bike share stations, and shared micromobility stations) and amenities (e.g. washrooms) to ensure the safety and comfort of people walking, cycling or rolling.
- 7.3.1.4 Ensure high-quality design of the pedestrian realm and streets (e.g. materials, lighting, street furniture, street trees, landscaping, signage, etc.) emphasizing key movement corridors. Use of non-standard treatments within the street right-of-way may require appropriate maintenance agreements.
- 7.3.1.5 Provide pedestrian-scale lighting to improve safety and comfort, where appropriate.
- 7.3.1.6 Follow *Universal Design Guidelines* and ensure a high level of accessibility, according to the *City of Vancouver Accessibility Strategy*.
- 7.3.1.7 Provide safe and visible pedestrian crossings where parks and open spaces, walkways or greenways intersect with streets.
- 7.3.1.8 Provide car-lite or car-free spaces such as a series of plazas or streets on which vehicles are not permitted, allowed for a limited time, or limited by vehicle type (e.g. delivery trucks or local residents).
- 7.3.1.9 Reduce the need for secondary access roads: internal shared laneways / cul-de-sac / hammerhead access roads significantly disrupt the use and enjoyment of public open spaces for non-vehicular activities. Wherever possible,



building and street configurations should seek to eliminate the need for secondary access roads within open spaces. Some flexibility on maximum building length will be considered where it can be demonstrated that it eliminates the need for a secondary access road.

7.3.1.10 Design streets in accordance with the City's *Engineering Design Manual*, including widths for boulevards, sidewalks, pathways, bike facilities and vehicle lanes.

7.3.1.11 Create pathways and greenways with accessible grades, noting this can be challenging due to the site topography. Steeper grade ramps or stairs may be used for a more direct route, but a gentler-sloping pathway route should always be provided for accessibility and prioritized where possible.

7.3.1.12 On streets, provide adequate space and infrastructure within the front boulevard to support public uses such as vegetation (see section 6.3.9 Supporting Trees and Canopy), seating, bike parking, bike share and shared micro-mobility stations, street lighting, vending, food trucks, etc. where adequate street right-of-way allows it.

7.3.1.13 Provide adequate spaces within the front boulevard to manage rainwater (per Rain City Strategy) within the street right-of-way.

7.3.1.14 Incorporate weather protection, weather mitigating elements, and appropriate programming for winter/rain and summer/heat conditions, especially on retail/commercial streets and frontages.

## 7.3.2 Integration and Permeability

***Establish a fine-grained network of walking and cycling connections, with strong integration into the surrounding neighbourhood.***

7.3.2.1 The overall movement network within the site should provide a high level of permeability for people walking, cycling, and rolling, including particular regard for north-south connectivity between Jericho Beach Park, West Point Grey Village and the surrounding neighbourhood.

7.3.2.2 Design the site to integrate with the surrounding neighbourhood while minimizing the impacts of new motor vehicle traffic on the surrounding streets.

- 7.3.2.3 Ensure permeability by providing public paths connecting between buildings and/or through building sites.
- 7.3.2.4 Walking and cycling connections through the site should be secured with dedications or statutory rights-of-way for public access and designed to meet the preferred characteristics of the *Engineering Design Manual*.

### 7.3.3 Sustainable Travel – Supportive Design

**Support sustainable travel through building and public realm design that makes walking and cycling convenient and provides for shared micromobility and electric devices.**

- 7.3.3.1 Design buildings to support walkability through provision of ground-oriented residential units with convenient front doors on to the adjacent public realm.
- 7.3.3.2 Design buildings to encourage, not just accommodate, bicycle use. Measures could include direct access from the lobby to a secured bike storage room at grade, providing more than the minimum oversized bike parking to accommodate cargo bikes and bike trailers, providing more than the minimum required interior or exterior bicycle racks, locating short

term bike parking directly adjacent to building entrances to facilitate deliveries by bike, dedicated bicycle ramps to access underground bike parking, or supplying bike maintenance stations.

- 7.3.3.3 Provide clear linkages from buildings to adjacent bike paths and greenways. Provide convenient entrances for people walking and cycling directly onto adjacent greenways where practical.
- 7.3.3.4 Provide ample public shared micromobility options (at minimum 10 public shared micromobility hubs with public bike share and shared e-scooter stations) to encourage active travel to and from site including connections to Jericho Beach Park and key destinations up the Ridge.
- 7.3.3.5 Support a successful public bike share system (and future public shared micromobility systems) by providing stations at regular intervals (approximately every 200-300m). Locate stations on a mix of statutory rights-of-way on building sites, and on street rights-of-way to ensure smooth connections to cycling paths.

7.3.3.6 Locate public bike share stations and public shared micromobility stations at or along key public spaces and destinations, and greenways, including:

- » Proposed ʔəʎalməx<sup>w</sup> / Iʎálmexw / Jericho Lands UBCx SkyTrain Station, Cedar Heart Plaza, and East Plaza
- » Community Centre and Elementary School
- » Retail/commercial areas
- » 6th Avenue Greenway
- » Other high quality active travel connections on to and off the site

7.3.3.7 Provide electrical connections for a minimum 50% of stations to ensure efficient recharging for shared electric devices.

### 7.3.4 Greenways Network

**Provide a network of new, high quality greenways that connect key destinations across the community and integrate with existing and future greenways adjacent the site.**

7.3.4.1 Amplify and intensify the greenways network as car-lite to car-free corridors for active transportation and recreation, providing a high quality continuous experience with public

spaces, ecological and green infrastructure functions.

7.3.4.2 Minimize locations where vehicle traffic intersects greenways (e.g. street crossings). Where crossings do occur, design the intersections with appropriate treatments to prioritize people walking, cycling and rolling and minimize potential for conflict with motor vehicles.

7.3.4.3 Integrate the site with existing and future greenway networks such as the 6th Ave Greenway, Discovery Greenway and Highbury Greenway.

### 7.3.5 Movement Network

**Provide a new movement network to support walking, cycling and transit, with limited private vehicle access, to support a car-lite community.**

7.3.5.1 Employ street design measures to limit motor vehicle speed and discourage short-cutting through the site.

7.3.5.2 Driveway crossings will not be permitted on new or existing greenways to minimize conflicts



between motor vehicles and people walking, rolling, and cycling.

- 7.3.5.3 Design car-free greenways to include an off-street cycling path, sidewalks adjacent building frontages, and separation between walking and cycling paths, consistent with the preferred width guidance provided in the *Engineering Design Manual*.

**To support movement on the site, provide the following:**

#### **7.3.5.4 West 6th Avenue Major Greenway**

- » In general, sections without general purpose motor vehicle traffic should be designed to include an off-street cycling path, sidewalks adjacent building frontages, and separation between walking and cycling paths, consistent with guidance in the *Engineering Design Manual*.

#### **7.3.5.5 Connector Road – West 5th Avenue to West 8th Avenue (including Local Connection to West 8th Avenue)**

- » Provide a 20 metre right-of-way enabling access into and through the site (West 5th Avenue to 8th Avenue). The new street

should align with the existing West 5th Avenue and Highbury Street and West 8th Avenue and Broadway intersections.

- » Provide a 20 metre right-of-way for the new local connector road to West 8th Avenue.
- » Provide sidewalks and boulevard spaces consistent with guidance in the *Engineering Design Manual*.
- » The intersection with the West 6th Avenue Greenway and other greenways such as the Highbury City Greenway and other Greenways internal to the site, will be designed to prioritize people walking, rolling, and cycling on the greenway, including appropriate crossing treatments to minimize conflicts between motor vehicles and people walking, rolling, and cycling.

#### **7.3.5.6 Connector Road – Wallace Street to West 7th Avenue**

- » Provide a 20 metre right-of-way for the Wallace Street to West 7th Avenue roadway. The new street should align with the existing West 4th Avenue and Wallace

Street and West 7th Avenue and Highbury Street intersections.

- » Provide sidewalks and boulevard spaces consistent with guidance in the *Engineering Design Manual*.
- » The intersection with the West 6th Avenue Greenway and the Highbury City Greenway will be designed to prioritize people walking, rolling, and cycling on the greenway, including appropriate treatments to minimize conflicts between motor vehicles and people walking, rolling, and cycling.

#### **7.3.5.7 Transit Loop – Northwest Marine Drive to West 4th Avenue (Including Local Connection from Transit Loop to West 4th Avenue)**

- » Allow/protect for a potential transit exchange, designed as per transit policy 7.3.8 below, enabling the integration of several connecting bus routes with the proposed SkyTrain station.
- » Provide up to a 25 metre right-of-way to accommodate the following features for the Transit Loop between Northwest

Marine Drive and West 4th Avenue. Future work on the Bus Transit Integration Study ("Transit study") may impact the on-street demands for the bus circulation and the necessary street widths.

- » Design the section of the Transit Loop from Northwest Marine Drive to Cedar Heart Plaza as a commercial high street with:
  - Bus service and supportive infrastructure (e.g. bus stops, shelters and amenities, layovers, operator washroom, etc.) should be accommodated and prioritized.
  - Commercial sidewalks on both sides to support retail/commercial uses at grade, with additional setback between the sidewalk and building to provide space for sandwich boards, door swings, etc. clear of the sidewalk.
- » Unidirectional protected bike lanes on both sides, or a bidirectional protected bike lane on one side, from Northwest Marine Drive to the West 6th Avenue Greenway to support safe and comfortable cycling access to the

transit station and connections to the bike network including Northwest Marine Drive, Discovery Greenway, West 6th Avenue, West 4th Avenue Greenway.

- » Provide three motor vehicle lanes (two travel lanes and one curbside flex lane) to support bus circulation, access to the proposed transit station, and retail/commercial uses.
- » To allow for transit resiliency, design adjoining streets to the Transit Loop Street to be able to accommodate bus detours or rerouting.
- » Provide a 20 metre right-of-way for the Local Connection between the Transit Loop and West 4th Avenue. The new street should align with the new private laneway on the east, and intersect West 4th Avenue at a perpendicular angle.

### **7.3.5.8 West 8th Avenue Loop**

- » Provide a 20 metre right-of-way access into and through the site. The west end of the new street should align with the existing West 8th Avenue and Courtenay Street

intersection. The east end of the new street may be offset from the West 8th Avenue and Crown Crescent intersection. The Greenway connection for people walking, rolling, and cycling should align with the West 8th Avenue and Crown Crescent intersection.

- » Design the intersection with the Greenway to prioritize people walking, rolling, and cycling on the Greenway, including appropriate treatments to minimize conflicts between motor vehicles and people walking, rolling, and cycling.
- » Provide sidewalks and boulevard spaces consistent with guidance in the *Engineering Design Manual*.
- » Plan to provide transit service including bus stops should they be needed in the future, pending outcomes of the Transit Study (as per transit policy 7.3.8 below).

### 7.3.6 Improvements to Existing Streets

**Improve existing streets adjacent to and off the site to enhance walking and cycling connectivity and to integrate with the new community.**

7.3.6.1 Improve intersections along West 4th Avenue, Highbury Street and West 8th Avenue and in other locations where necessary, as determined through detailed Transportation Assessment and Management Study (TAMS) analysis.

**Provide improvements to existing streets as noted:**

#### 7.3.6.2 West 4th Avenue

Design a complete street to include the following features:

- » Widened sidewalks sensitive to adjacent uses at grade.
- » Unidirectional protected bike lanes on both sides (at a minimum) with boulevard separation from motor vehicle traffic. A bidirectional bike lane on the south side of West 4th Avenue may be considered in addition to a unidirectional bike lane on the north side, in order to better serve shorter

trips within the Դձլմէք<sup>Կ</sup>/Լլլմէք/Jericho Lands.

- » Provision for transit service including bus stops and transit priority measures (as per transit policy 7.3.8 below).
- » Dedicated motor vehicle turn lanes where needed at intersections to mitigate conflict and improve safety.
- » Careful consideration of intersections with greenways will be required to ensure safety for all modes, such as through design of protected intersections.

#### 7.3.6.3 Highbury Street

- » Design unidirectional protected bike lanes on both sides. Protected bike lanes may be implemented within the existing roadway to enable retention of existing street trees.
- » Provide sidewalks and boulevard spaces consistent with guidance in the *Engineering Design Manual*.



#### 7.3.6.4 West 8th Avenue

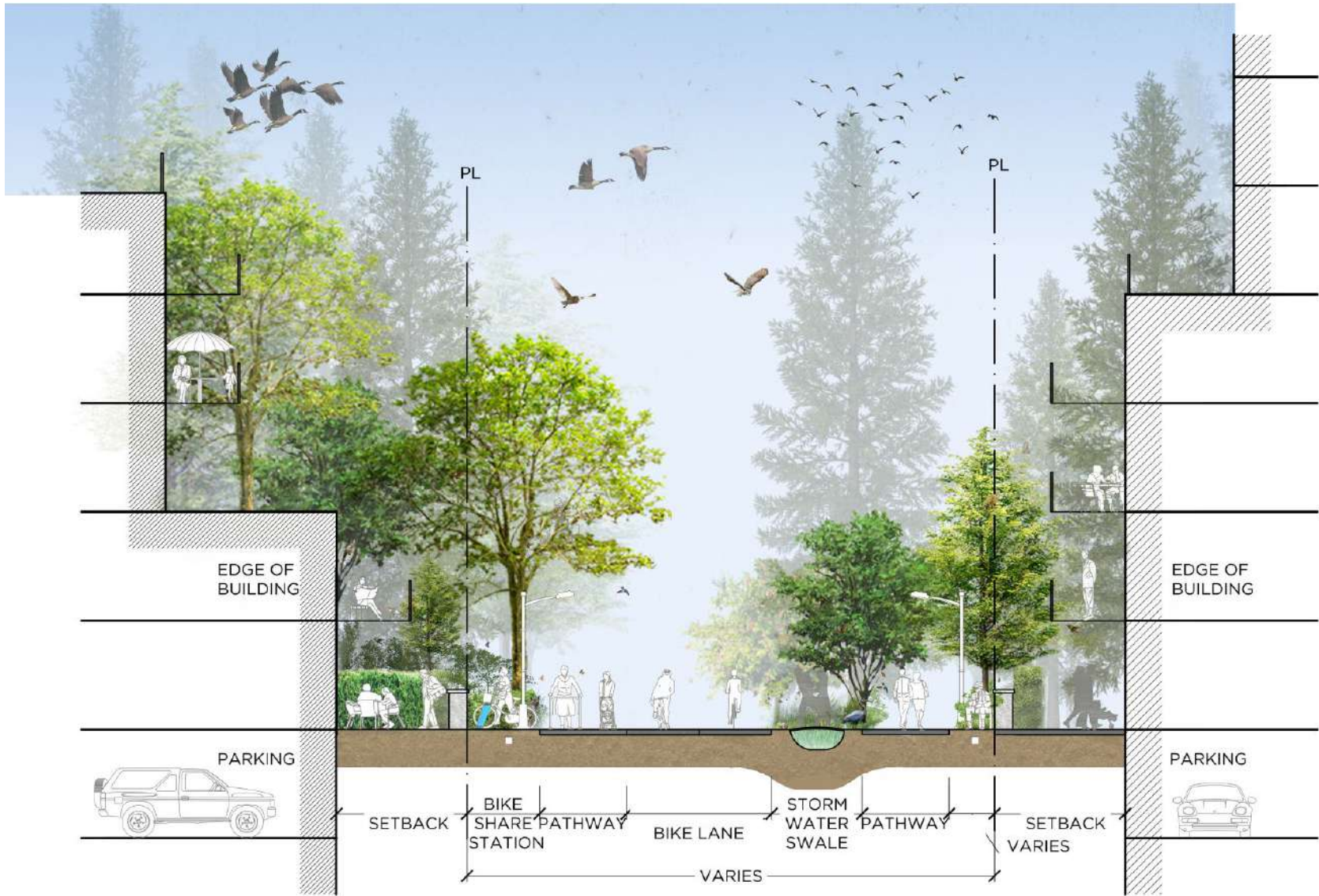
- » Plan to provide transit service including bus stops should they be needed in the future, pending outcomes of the Transit Study (as per transit policy 7.3.8 below).
- » Design unidirectional protected bike lanes on both sides or a bidirectional bike lane on one side.
- » Careful consideration of the design of intersections, particularly across Wallace Crescent and West Broadway, will be required to ensure safe crossings and a direct greenway alignment.
- » Provide sidewalks and boulevard spaces consistent with guidance in the *Engineering Design Manual*.

### Conceptual Street Section Locations (see following pages for sections)





# Conceptual Street Section: W 6th Avenue Greenway (section A)

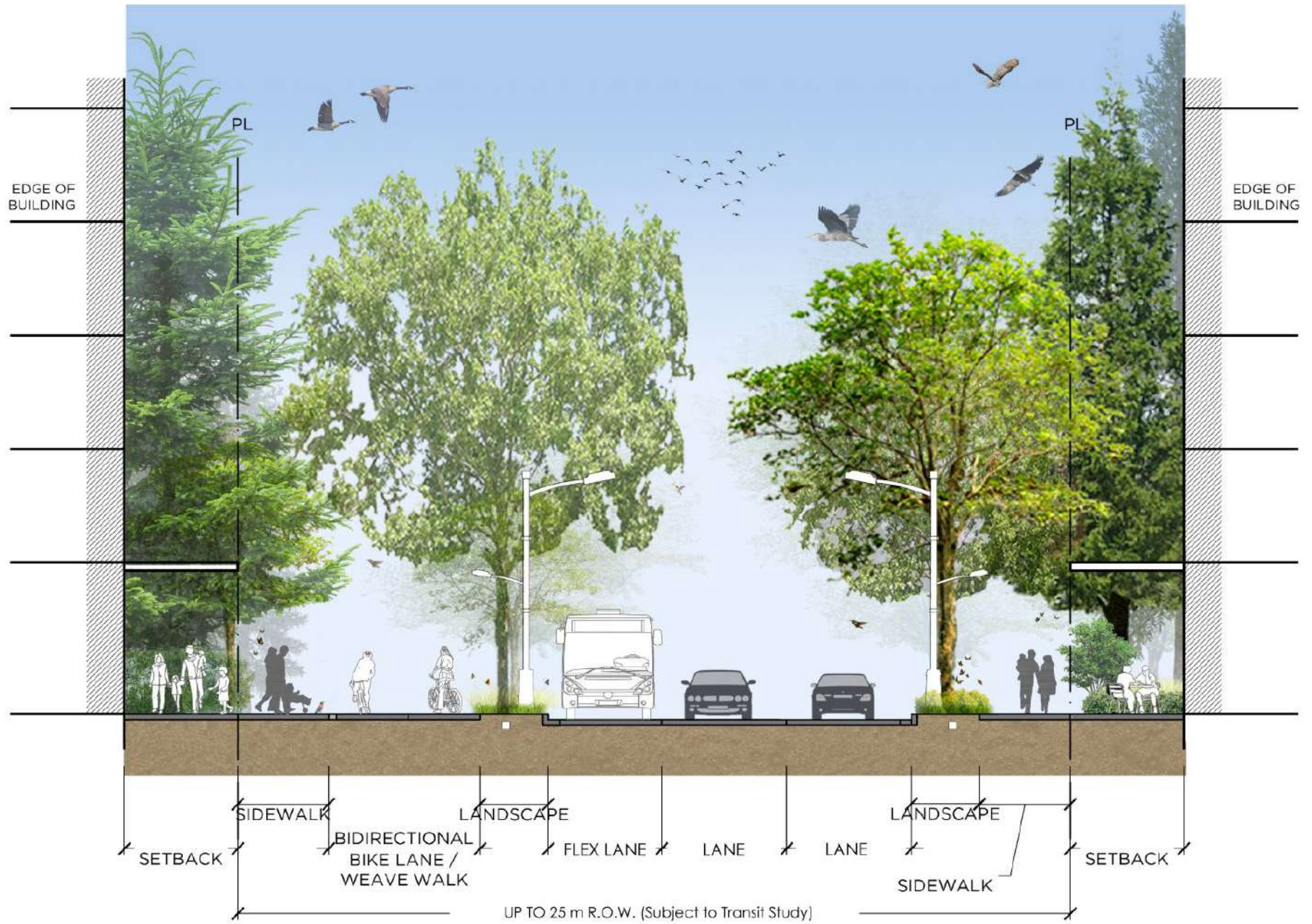


**Conceptual Street Section:** Connector Roads – W 5<sup>th</sup> – W 7<sup>th</sup>, Wallace St – W 7<sup>th</sup>, and W 8<sup>th</sup> Avenue Loop Road (section B)



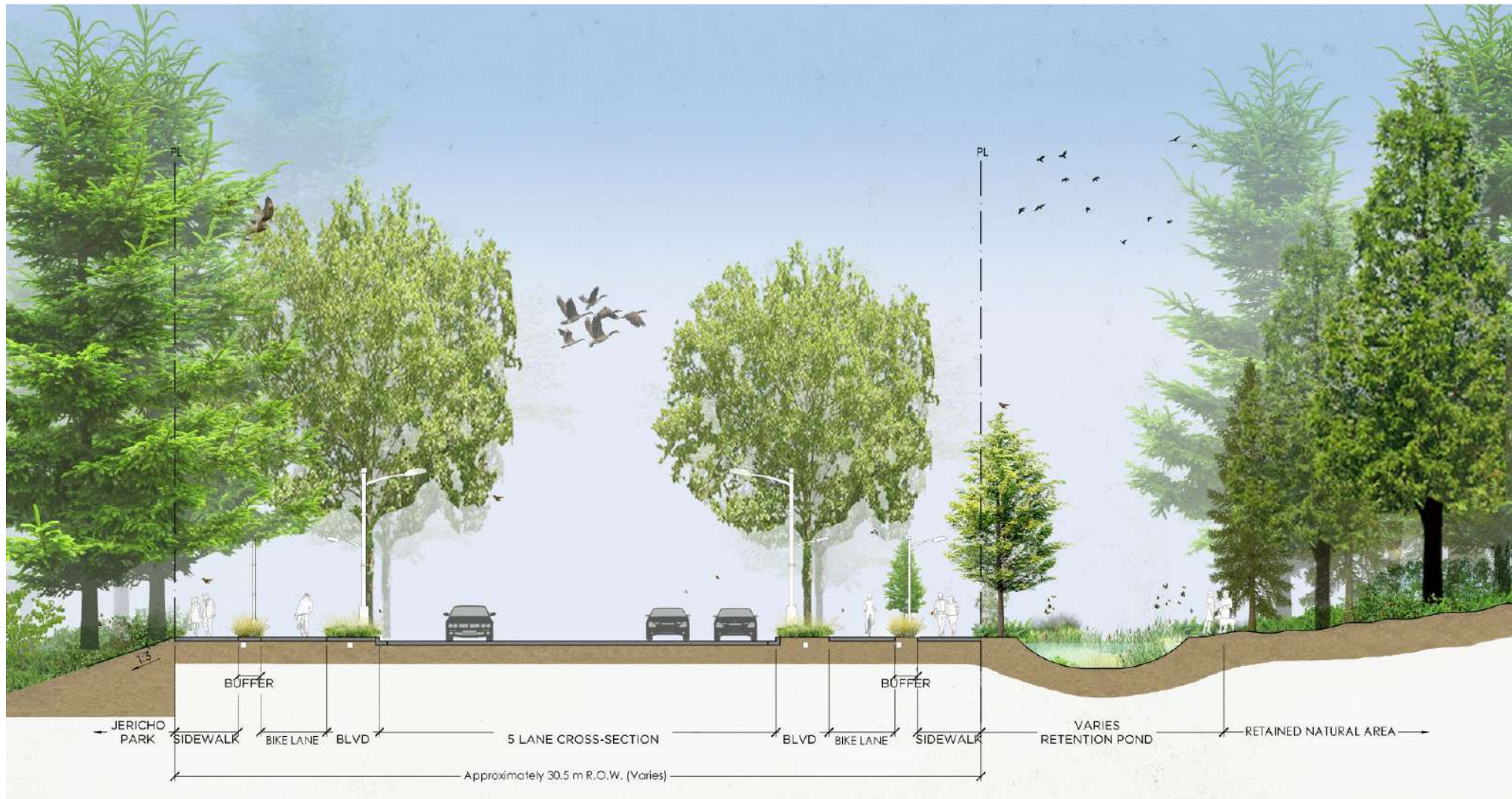


# Conceptual Street Section: Transit Loop (section C)





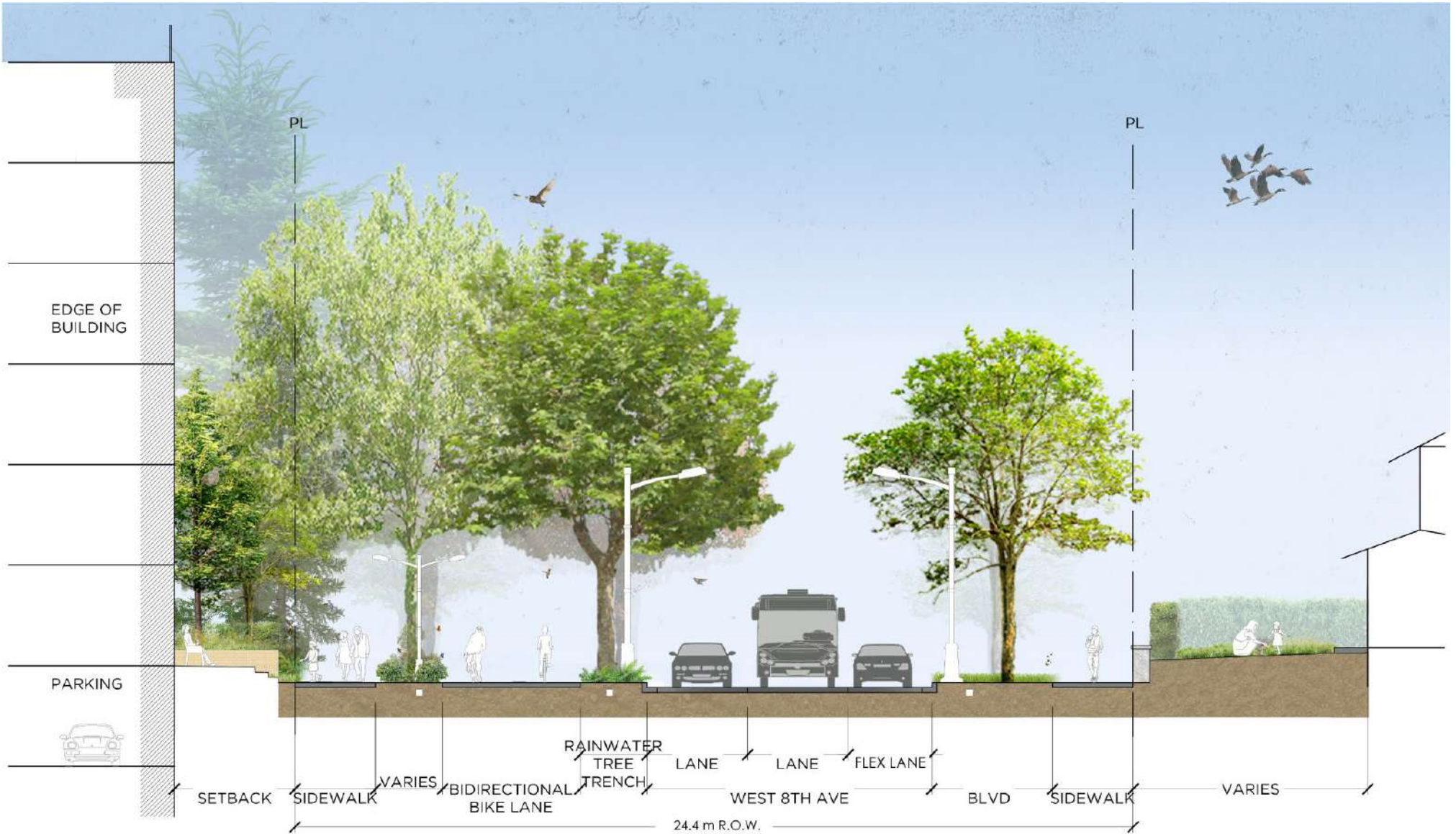
# Conceptual Street Section: W 4<sup>th</sup> Avenue (section D)







# Conceptual Street Section: W 8<sup>th</sup> Avenue (section F)





### 7.3.7 Parking and Loading

**Support a car-life community through the approach to on and off-street parking and loading, including minimal provision of general purpose vehicle parking.**

#### 7.3.7.1 Bicycle Parking

- 7.3.7.1.1 Design buildings to prioritize and encourage “all ages and abilities” cycling by providing convenient access to interior bike storage; minimizing the need to go through parkades; providing bike parking on ground level or no lower than parkade Level 1; and by providing wider aisles and hallways for cargo bikes and trailers and enhanced end of trip facilities.
- 7.3.7.1.2 Support improved cycling infrastructure with secure, weather-protected public bicycle parking, bicycle maintenance facilities, public shared micromobility stations, wayfinding, and other measures. This could include end of trip facilities at the proposed ʔəʔalməx<sup>w</sup> / Iʔálmexw / Jericho Lands UBCx station.

#### 7.3.7.2 Loading and Servicing

- 7.3.7.2.1 Commercial loading and servicing shall be contained on-site and not impact use of City streets for either servicing or maneuvering.
- 7.3.7.2.2 Supplementary loading and servicing opportunities may be offered on street, as needed.

#### 7.3.7.3 Vehicle Parking

- 7.3.7.3.1 The number of parking spaces provided in ʔəʔalməx<sup>w</sup> / Iʔálmexw /the Jericho Lands must support the goals of the *Transportation 2040 Plan* and *Climate Emergency Action Plan* related to travel mode choice as well as the proposed rapid transit and active transportation infrastructure that serve the area.
- 7.3.7.3.2 Very low off-street residential parking ratios should be targeted that result in a small number of general purpose parking stalls, with the exception of accessible and visitor parking.
- 7.3.7.3.3 Situate accessible parking spaces in the most convenient and comfortable locations.

- 7.3.7.3.4 Parking may be provided in concentrated areas, to be shared as a district resource. This approach can meet the varying demands of the area, reduce the number of spaces required, minimize their carbon footprint, and mitigate any potential adverse groundwater related impacts. Design district parking facilities to be accessible by people from outside the building (e.g. external elevator).
- 7.3.7.3.5 Design parking garages with future conversion to other uses in mind, avoiding deep floorplates, sloped floors, and low floor-to-floor heights.
- 7.3.7.3.6 Parking spaces constructed to serve residents will be unbundled from residential units and available to lease in order to meet the changing needs of residents over time.
- 7.3.7.3.7 On-street parking will be managed as a flexible resource using performance-based parking meter pricing strategies that prioritize short-term pick up and drop off, loading, and accessible parking.
- 7.3.7.3.8 The number and location of driveways should minimize impacts on public or common open spaces, parks, streets, or key pedestrian and cycling connections (do not locate parking

access points at priority pedestrian/cycling crossings).

#### **7.3.7.4 Car Sharing**

- 7.3.7.4.1 Provide designated parking spaces for car share vehicles to enable convenient access for residents to avoid the expense of vehicle ownership, increase use of active transportation and transit, and reduce vehicle usage, GHG emissions, and pressure on available private vehicle parking.

### **7.3.8 Transit**

***Create a transit-oriented community that encourages transit use through site design, including strong connections to and integration with the proposed ʔəyalməx<sup>w</sup>/lʔyalmexw/ Jericho Station. Decisions on funding and whether to proceed with a proposed UBCx Project will not be made until a project business case is completed by the Province.***

- 7.3.8.1 Support a universally accessible transit system with a goal of equitable transit outcomes for people of all incomes, ages and abilities.
- 7.3.8.2 Provide accessible transit (e.g. HandyDart) drop-off on-street where there is clear line of

sight and accessible pathways between the passenger zone and building entrances, without street crossings.

- 7.3.8.3 Provide transit-supportive public realm measures that provide easy connections and comfortable waiting areas throughout the site.

#### **7.3.8.4 West 4th Avenue**

- 7.3.8.4.1 Provide a street-right-of-way that facilitates bus priority measures and bus stops at key places of arrival. The Transit Study will inform provisions that may include bus lanes, queue jumps, signal prioritization, turn bays, and wider boulevard spaces at bus stop locations to accommodate amenities (e.g., shelter, benches, litter bins, etc.). Consideration should be given to the needs of bus transit before and after the proposed UBCx SkyTrain is operational.

#### **7.3.8.5 West 8th Avenue and West 8th Avenue Loop**

- 7.3.8.5.1 Street rights-of-way for West 8th Avenue and West 8th Avenue loop should be planned to accommodate buses should they be needed in the future, dependant on the Transit Study. This

could include two-way bus routing, bus stops, overhead trolley wires, and turn lanes.

#### **7.3.8.6 Proposed UBCx Station Connections and Transit Loop**

- 7.3.8.6.1 The proposed UBCx station entrance should be located within a large, sympathetically programmed plaza space and consider secondary station entrances within integrated development that provide direct connections to the plaza and to the south towards West Point Grey Village. A higher elevation secondary station entrance should explore how a vertical connection can be used to minimize the grade differential between the station entry and areas to the south.

- 7.3.8.6.2 As part of the Phase 2 rezoning explore opportunities for a bus exchange connected to the proposed UBCx station that can accommodate two-way bus routing, minimum of four bus routes, articulated buses, trolley overhead wires, bus layovers, and loading. To achieve this, up to a 25 metre right-of-way along the Transit Loop street may be required to accommodate the bus infrastructure needs, separate sidewalks, bicycle lanes, and boulevard space, dependant on the Transit



Study. Bus stops will need to account for standard and articulated buses and integrate amenities and passenger waiting area with the plaza.

7.3.8.6.3 Public realm design outside of the proposed UBCx station should take into account increased passenger and pedestrian activity, and provide generous space, planting and amenities to create a welcoming, sociable high-performance urban realm. Transit station public realm elements should include:

- » Considerations for HandyDART transit service, maintenance and police vehicle needs at grade, near the station entrance(s).
- » To allow for transit resiliency, design adjoining streets to the Transit Loop street to be able to accommodate bus detours or re-routing.

7.3.8.6.4 Through partnership with the City and TransLink explore the potential for bus integration with the proposed UBCx station. In instances where bus connections and transit station requirements are accommodated in 'real property' (off-street, potentially underground or overbuilt), on-

street right-of-way requirements may reduce below 25 metres.

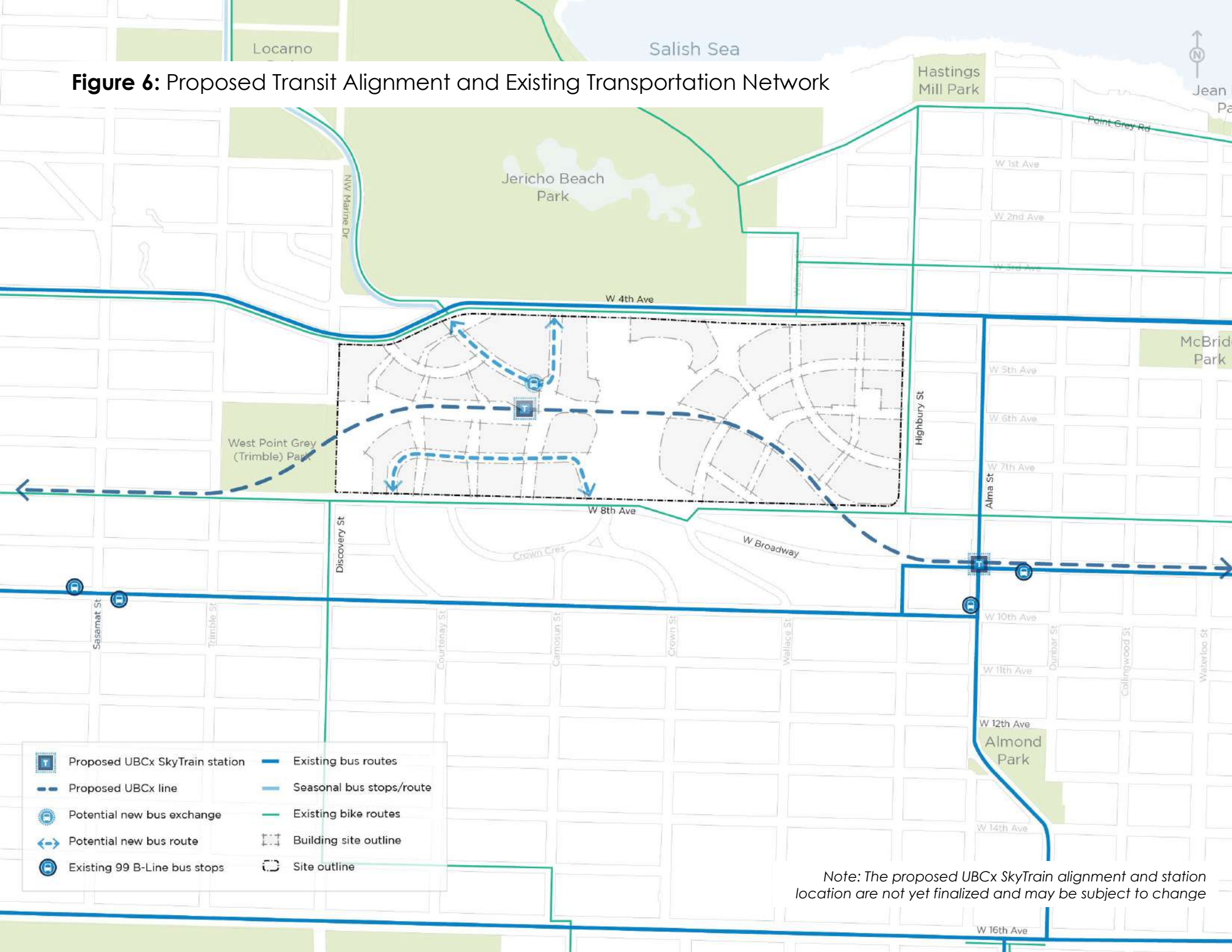
### 7.3.9 Community Centre and VSB School Site

***Encourage travel to the school and community centre by active modes and seek to minimize motor vehicle use.***

7.3.9.1 Careful consideration must be given to minimize conflicts between motor vehicles, pedestrians and cyclists along the connector road between West 5th Avenue and West 8th Avenue and pick-up/drop-off activities for the community centre and school. Minimize pick-up/drop-off activities and encourage travel to school by active modes.

7.3.9.2 Parking for staff and visitors should be provided underground, accessed from the new connector road between West 5th Avenue and West 8th Avenue.

**Figure 6:** Proposed Transit Alignment and Existing Transportation Network







## 8. Built Form and Site Design

*This chapter provides site-wide design guidance to inform the creation of a varied, distinctive and liveable high-density community. For site density parameters, refer to Chapter 5 Land Use and Density.*



*“We come from a long line of longhouse builders. Our people would come from different villages and gather together during certain seasons of the year, adding on boards as needed to build and extend the longhouse. We used a s7aýáń, a wall mat, which could be easily put up and taken down so that we could be all together but also have our separate spaces. It was very much like an apartment building.”*

**Sxeláltenaat-Adrienne Charlie, S̄kw̄xwú7mesh Nation Cultural Liaison**

ʔəýalməx̄w̄/Iýálmexw̄/Jericho Lands was home to longhouses for thousands of generations. Today, x̄w̄məθk̄w̄əýəm, S̄kw̄xwú7mesh, and səllwətaʔ people are the descendants of long lines of longhouse builders, and – through MST’s city building work – they continue to shed light on how to be in good relationship with one another and the land.

Through its policies for built form, massing, and height, this Policy Statement seeks to continue to incorporate the spirit of the longhouse at ʔəýalməx̄w̄/Iýálmexw̄/Jericho Lands, and to convey to all visitors and residents whose land this is.











## 8.2 Related MST Cultural Site Planning Elements

Applications of the MST's Cultural Site Planning Elements to built form, massing and height include:

- **The Three Sentinels – the tallest and most iconic buildings at ʔəyálməxʷ/Iyálməxw/Jericho Lands will represent each of the three Nations.** They will evoke the traditional watchmen and runners of the Ridge, and will be visible from distant departure points ranging from Downtown Vancouver to the Salish Sea. They will announce to visitors and residents whose territory it is at ʔəyálməxʷ/Iyálməxw/Jericho Lands.
- **Built places will be blanketed with xʷməθkʷəy̓əm, Sḵwxwú7mesh, and sə́ilwə́tə́ art, language, and design.** These symbols, patterns, artwork, and language will imbue buildings and built spaces; examples include murals, master carvings, weavings, and other artwork, and the use of hə́nq̓əmínə́n and sḵwxwú7mesh languages. Contemporary buildings and architectural expressions will draw inspiration from longhouse principles and design elements.
- **Buildings will benefit from xʷməθkʷəy̓əm, Sḵwxwú7mesh, and sə́ilwə́tə́ values for land stewardship.** Buildings will be low-carbon, and will be oriented to take advantage of the sun and wind for heating and cooling. At the same time, the height and form of buildings will protect views and sun-lit areas in important public spaces.

## 8.2 Related MST Cultural Site Planning Elements Cont.

- **Buildings will be designed to respect the natural form of the land, and to create spaces for habitat and taking in views of nature.** Natural materials – namely wood – will be prioritized, deepening connection to the traditional use of local materials.
- **Built spaces will be welcoming spaces.** Shared spaces within and between buildings will allow people of all walks of life to be together. Some spaces will be for neighbours living in buildings, while others will also be inviting to people who are living, visiting, or travelling through ʔəyalməx<sup>w</sup>/Iyálmexw/Jericho Lands.
- **Similar to the way in which physical connections will weave ʔəyalməx<sup>w</sup> / Iyálmexw / Jericho Lands into the broader neighbourhood, building height and form will respectfully transition to neighbouring buildings and spaces.** This will help further entwine the village to its surroundings.

## 8.3 Policies

### 8.3.1 Telling the Stories of the MST People and These Lands

***Embrace Indigenous design in buildings and landscapes, including significant use of wood construction, and celebrate the MST partnership through the three Sentinel buildings.***

- 8.3.1.1 Building architecture and landscape design should be informed by Indigenous design principles to signal the uniqueness of the Jericho Lands.
- 8.3.1.2 Incorporate Indigenous storytelling and interpretation of the site's rich natural/cultural history in building and landscape design, and public art.
- 8.3.1.3 Three sentinel buildings, representing the partnership between the three MST Nations, will be located near the centre of the site and adjacent to the proposed UBCx SkyTrain station. At a maximum of 49 storeys they will be highly visible from land, air and water and will showcase exceptional Indigenous design and signal the importance of the Jericho Lands to the three Nations.

- 8.3.1.4 Wood is an important material in Indigenous design. Designers should prioritize the use and expression of wood in their projects, such as using wood construction, cladding and/or exposed wood structure.



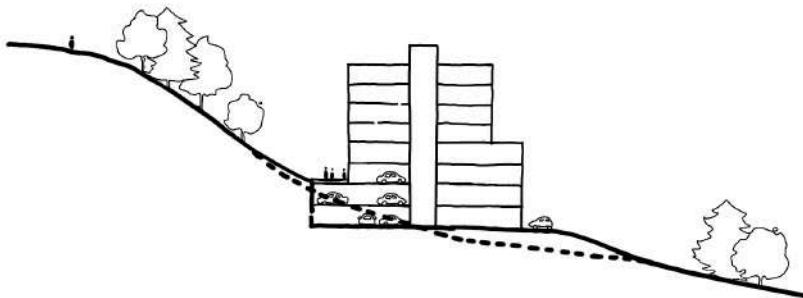
Brock Commons Tall Wood House - UBC



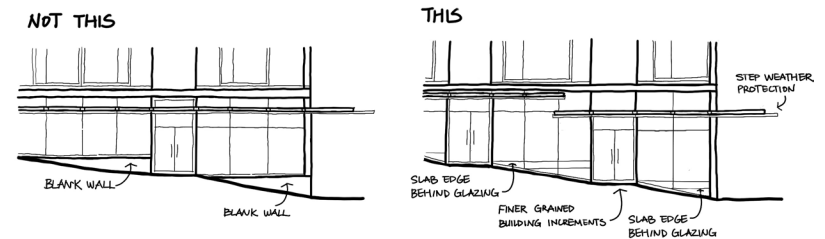
### 8.3.2 Respecting the Land and Living with Nature

***New development should integrate with and minimize disturbances to the land, with buildings designed and positioned to ensure their co-existence with nature. High value trees, vegetation, and other landscape features will be integrated throughout the site to enhance biodiversity and provide habitat areas.***

8.3.2.1 Place open spaces and structures to respond to existing topography and minimize the amount of sitework (excavation and fill) required. Responsible grading and “balanced” cut and fill approaches will increase tree retention, lower the overall disturbance of native soil, and reduce the cost of construction.



8.3.2.2 Maintain a strong relationship with the land by stepping buildings down to meet the ground with stepped floors or plaza levels that reflect the slope of a hill and provide outdoor terraces. Utilize terraced roof forms where appropriate to accentuate the topography.



8.3.2.3 Organize buildings, roads and public pathways to maximize the retention of existing high value trees, particularly those within the existing forest and along the Ridge. (See Figure 4: tree retention diagram)

- 8.3.2.4 Retain native topsoil on site to support soil health and minimize the carbon footprint of trucking excavated material offsite. Set back underground parking structures a minimum of 3.7 m (12 ft.) from the front property line (or provide commensurate soil volume) to retain existing soil and provide ample ground space and soil volume to support mature tree growth. Notch below grade parkades at the site perimeter to support tree retention and growth.
- 8.3.2.5 Prioritize planting trees at grade level and in continuous soils. Trees on slab have reduced resilience, lifespan and health space compared to trees planted in continuous soils with access to the water table. Site planning should create a continuous soil network across the site for planting trees with access to the water table.
- 8.3.2.6 Where outdoor space is proposed over parking structures on private property, provide sufficient soil depth to absorb rainwater and to support a variety of landscape treatments including substantial trees. Soil depths should meet or exceed the Canadian Society of Landscape Architects (CSLA) Canadian Landscape Standard.
- 8.3.2.7 Prioritize landscape planting for habitat creation over ornamental/decorative themes. Use a diversity of non-invasive, native (or adapted) plant species in the landscape design to support local biodiversity and reduce the need for irrigation and fertilizer. Increase vertical vegetation structure by using a variety of plant types, including trees, shrubs, groundcovers, and grasses, to provide a diverse range of habitats for wildlife.
- 8.3.2.8 Incorporate wildlife-friendly features into the landscape design, such as snags and downed wood, birdhouses, bat boxes, insect hotels, and birdbaths to provide for the needs of a variety of wildlife species.
- 8.3.2.9 Reduce bird deaths through better building design by following bird safe design principles to increase visibility of glass, dampen reflections, and reduce the dangers of open pipes, ventilation grates and drains.
- 8.3.2.10 Reduce the dangers of attractants and landscape reflections in the urban environment, which can pose dangers to birds and other wildlife, by:
- » Ensuring outdoor landscaping is at appropriate distance from glass, to reduce

reflections. If this is not possible, landscaping should occur directly (0-1 m) adjacent to glass or measures should be taken to make glass visible;

- » Avoiding interior landscaping near windows; and
- » Locating bird feeders 0-1 m from windows.

8.3.2.11 Minimize direct disturbance from humans by considering ways to limit human, dog and cat access to key habitat areas and providing education and interpretation to users of the space to help them understand the importance of habitat and the impact of their activities.

8.3.2.12 Incorporate green roofs and walls into the design of buildings where possible to increase the amount of vegetation in the development, provide habitat for birds and insects, reduce the urban heat island effect, increase carbon sequestration and improve rainwater management. Provide extensive green roofs on non-accessible roof areas.

8.3.2.13 Water features should be designed with water harvesting systems to avoid potable water use. Consider full season interest and aesthetics, especially at times when water features may be dry.

8.3.2.14 Reduce light pollution by avoiding the use of purely aesthetic lighting strategies and using lighting fixtures designed to reduce light pollution, such as dark-sky lighting fixtures. These fixtures direct light downward, minimizing light pollution and reducing the impact of artificial lighting on nocturnal animals and nearby residents. Incorporate motion sensors and timers into lighting systems to reduce the amount of time that lights are on and minimize unnecessary light pollution.

8.3.2.15 Use sustainable materials and construction techniques in the design of hardscape elements such as paths, walls, and retaining structures to reduce the environmental impact of the development.

8.3.2.16 Minimize solar heat gain through the use of building design and/or shading devices to meet energy performance targets and avoid overheating. Window placement and shading should be an integral part of the building design and façade expression/articulation.

8.3.2.17 Express the concept of living in nature by creating richly landscaped neighbourhood edges with mature trees and rainwater features that showcase how high density living can



coexist with the restorative qualities of nature. Weave landscape into building sites to create a seamless experience of living in nature.

### 8.3.3 Neighbourhood Integration

***Integrate new development with the surrounding neighbourhood by centrally locating the tallest buildings with transitions down to 6-12 storeys on the edges of the site, and by extending the West 4<sup>th</sup> Avenue pedestrian experience.***

8.3.3.1 Create appropriate neighbourhood transitions by locating the tallest buildings centrally on the site to reduce impacts on adjacent properties and generally transition building heights down towards the edges of the site.

- » Low-rise building and podium heights at the edges of the site should generally not be more than 6 storeys.
- » Buildings along West 4th Ave should be predominantly 6-12 storeys with additional height located at key points of arrival.
- » Buildings along Highbury Street should be predominantly 6-12 storeys to transition down to the existing low-rise apartment buildings across the street.

- » Buildings along West 8th Avenue should be predominantly 6 storeys to transition down to existing low density buildings across the street. Allow buildings up to 12 storeys on the eastern portion of West 8th Avenue in proximity to the proposed UBCx Alma Station.

8.3.3.2 Extend and integrate the pedestrian experience of West 4th Avenue onto the site by creating a fine grained, active and continuous streetwall along West 4th Avenue between Highbury Street and Jericho Beach Park. Provide more generous building setbacks along West 4th Avenue to accommodate a comfortable and active retail/commercial environment, landscaping, rainwater features and welcoming design elements.

**Figure 7:** Building Heights Diagram



### 8.3.4 Place of Arrival

**Establish welcoming elements reflecting MST culture at key arrival points, including the vibrant Cedar Heart Plaza, and ensure important nodes, pathways and connections, and building access points are clearly defined.**

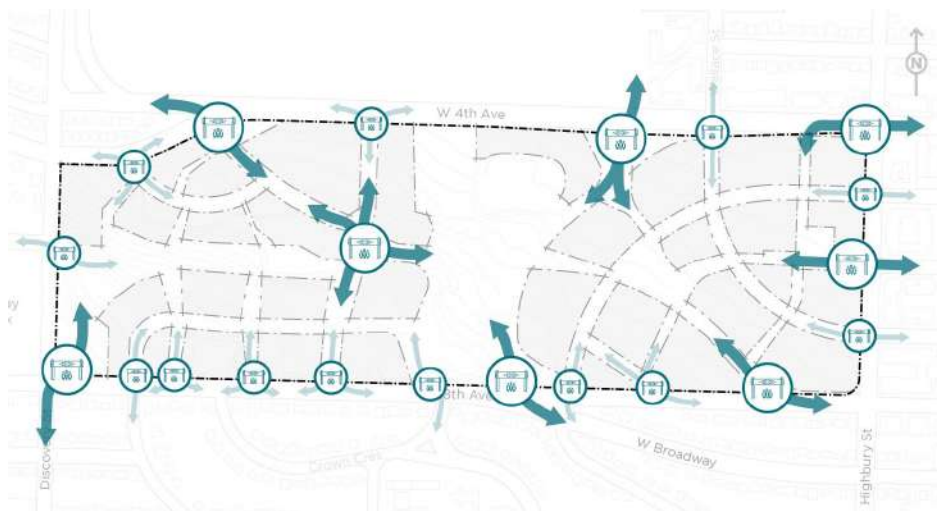
8.3.4.1 Locate welcome figures and building and landscape designs steeped in MST culture at key access points to welcome people onto the site, convey that a threshold is being crossed, and foster the warmth and feeling of being home that is created by the longhouse (see img. below).

8.3.4.2 Strategically identify unique and easily recognizable nodes, including landmark buildings and memorable open spaces to serve as crucial reference points, aiding in wayfinding and defining the character of the surrounding space.

8.3.4.3 Create well-structured connections and pathways with distinctive characteristics. This ensures that routes are readily distinguishable from one another and minimizes confusion and ambiguous meandering.

8.3.4.4 Design the transit plaza (“Cedar Heart Plaza”) to create a welcoming, vibrant urban environment that reflects MST values and aspirations and where people can smell cedar and hear water. Consider the scale and massing of adjacent buildings, the size and configuration of open spaces, solar access, activated edges, key circulation routes, transit integration, and supportive program elements.

8.3.4.5 Provide at grade addressing and access to all buildings that is clear and intuitive to support critical health and safety associated with emergency services as well as wayfinding, social connection, and well-being.

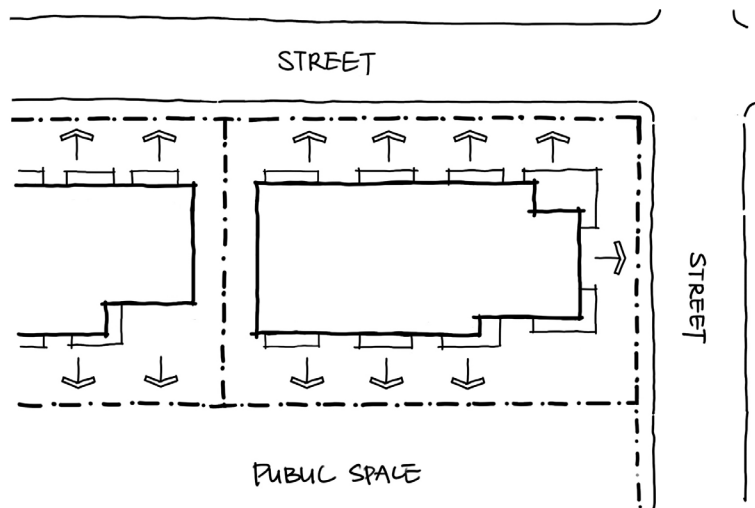




### 8.3.5 Building Orientation, Massing and Design

**Building orientation, massing and design should frame streets and public spaces, create a variety of building types and forms with an emphasis on ground level quality, create continuous streetwalls where appropriate, and provide setbacks and upper floor setbacks to support ecology and livability and a human-scale public realm.**

8.3.5.1 Building massing should generally be oriented parallel to streets and public spaces to frame them, with primary facades facing front, rear, and/or exterior side yards.



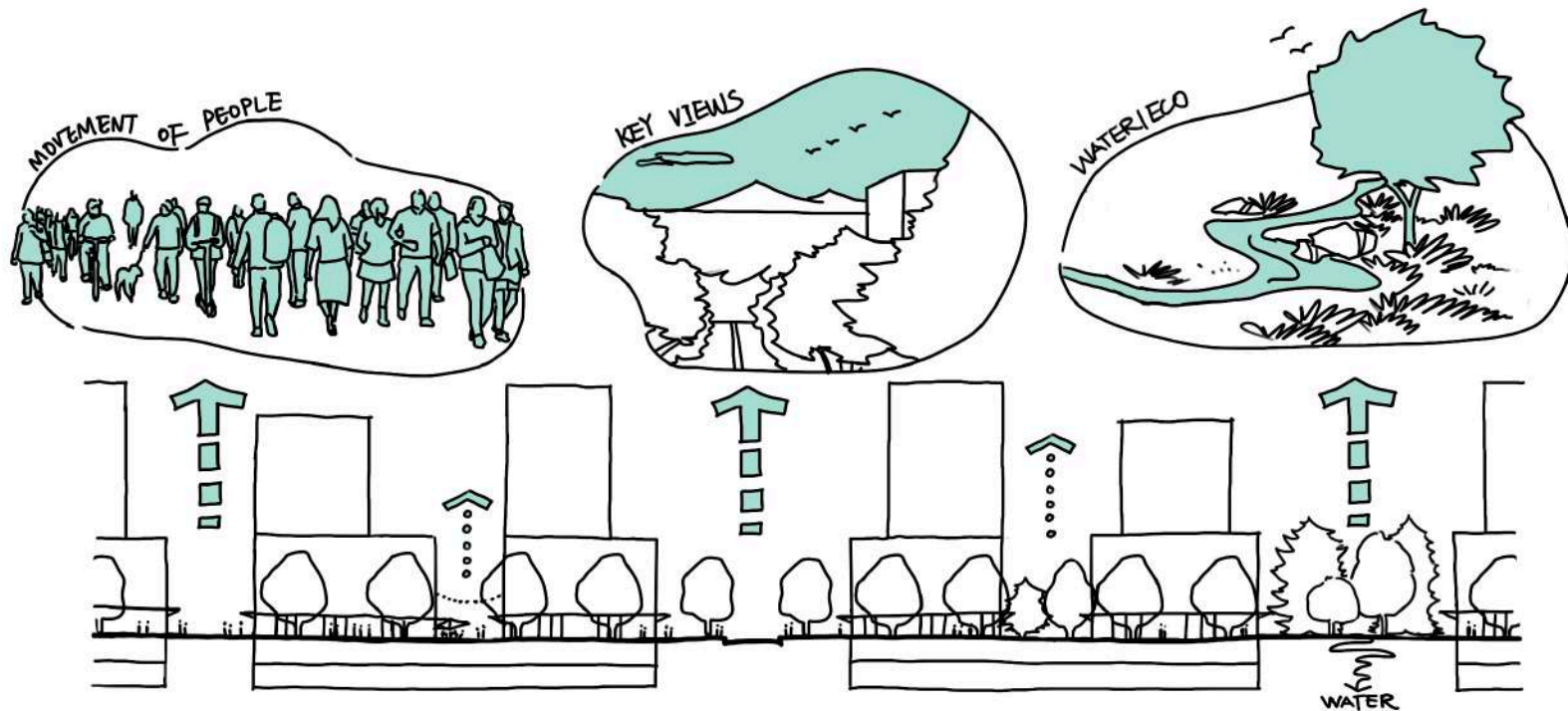
8.3.5.2 Enhance building variety on every level by having blocks composed of distinctive buildings with varied scale and type, a mix of uses and housing types, well-proportioned and placed outdoor spaces, and diverse architectural expression.

8.3.5.3 Express a finer grain, human scale urban fabric by articulating smaller increments and modules in building design and by providing high quality and engaging design, particularly at the ground level.

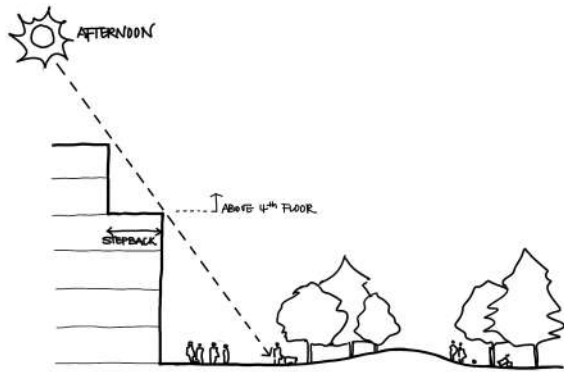
8.3.5.4 Long building frontages (i.e., over 45 m/150 ft.) should be avoided. Where a longer building form is proposed, it should demonstrate exceptional design that incorporates significant articulation, ground-floor visual permeability, and recessed setbacks to break up expanses of wall planes.

8.3.5.5 Generally create a continuous streetwall that defines and enlivens the public realm. A continuous streetwall enhances a sense of enclosure, brings uses closer together, enlivens public spaces, and provides opportunities for continuous weather protection along non-residential frontages. Consider breaks in the streetwall to allow for key views, the movement of people or water, or to facilitate ecological connections (see sketch below).

8.3.5.6 Set back buildings from the front property line to provide space for mature trees and vegetation, support livability, generally reinforce the existing or anticipated streetwall, and provide space for active and engaging uses at grade. Front yard setbacks (above and below grade) should be a minimum of 3.7 m (12 ft.). Where possible, and particularly where there are residential uses at grade, larger front yard setbacks that provide more space for mature trees and more usable outdoor spaces for people are encouraged.



- 8.3.5.7 Provide noticeable setbacks on upper levels of buildings and podiums to reduce apparent bulk, create a human scaled public realm interface, improve access to light and views, and respond to the surrounding community. Provide a minimum 2.4 m (8 ft.) setback above the 4th floor (approximately 15.2 m/50 ft.) for buildings along greenways, key pedestrian connections, and those surrounding parks and public open spaces.



- 8.3.5.8 Enhance the wayfinding experience by organizing buildings to reinforce a fine-grained block pattern with explicit indications of boundaries and a distinct set of visual attributes; creating distinguishable characteristics of varied pathways to assist people in navigation

while minimizing confusion and ambiguous meandering; and strategically identifying unique and recognizable nodes including landmark buildings and memorable open spaces to provide orientation cue.

### 8.3.6 Mid-Rise and High-Rise Building Parameters

**Ensure mid-rise and high-rise buildings are livable and neighbourly, and contribute to a comfortable experience in the public realm. Tall buildings in particular should have exemplary architecture and high quality materials.**

- 8.3.6.1 Ensure a clean and coherent architectural concept and high quality materials, treatments and design for tall, highly visible buildings that contribute to the overall skyline of the city and promote exceptional design.
- 8.3.6.2 Minimize the visual and solar access impacts of high-rise towers by designing tower elements to appear slender and avoid a slab-like looming mass over the public realm. Generally, a residential tower floorplate should have no dimension more than 26 m (85 ft.). A maximum of 27.4 m (90 ft.) may be considered for residential tower floorplates larger than 604 sq. m (6,500 sq. ft.).



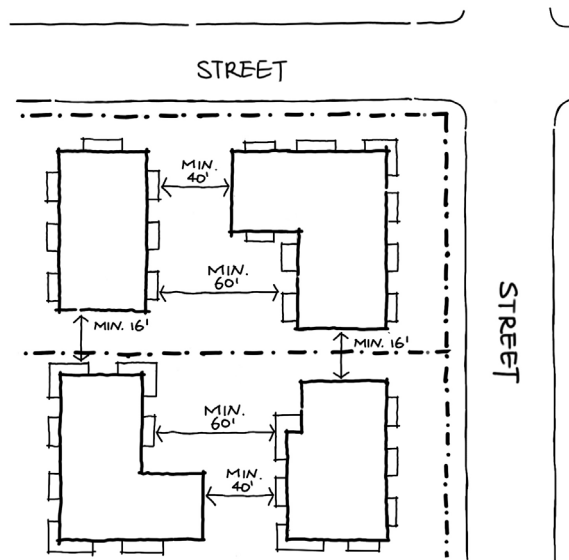
- 8.3.6.3 For mid-rise towers with a long dimension, the length should not exceed 30.5 m (100 ft.) and upper levels should be terraced wherever possible, to minimize the visual and solar access impacts of these buildings.
- 8.3.6.4 Mitigate the scale of towers by, where possible, utilizing podiums to transition the scale of high-rise towers and create a more human-scaled, comfortable experience for people in the public realm.
- 8.3.6.5 Provide appropriately scaled tower floorplates to mitigate the impact of taller buildings on the surrounding neighbourhood and ensure livability for new occupants.
- » Residential tower elements should not have floorplates exceeding 604 sq. m (6,500 sq. ft.). Larger floorplates up to 697 sq. m (7,500 sq. ft.) may be considered for buildings over 30 storeys, subject to further urban design performance analysis. In these cases, consider increasing tower separations or reducing the floorplates of adjacent buildings to maintain solar access and openness to sky.
- » Office/hotel tower elements should not have floorplates exceeding 929 sq. m (10,000 sq. ft.); however some flexibility may be considered for project viability and subject to further urban design performance analysis, particularly for commercial/light industrial buildings.
- 8.3.6.6 Provide appropriate tower separation to allow for cross ventilation, access to natural light, openness to sky, and line of sight and privacy for building occupants. Residential tower elements should have a minimum separation of 24.4 m (80 ft.). Greater building separation should be provided for towers over 35 storeys and/or when towers are clustered (more than two adjacent towers).

### 8.3.7 Low-Rise and Podium Parameters

***Ensure low-rise residential buildings and podium elements are highly livable and neighbourly, contribute to pedestrian comfort, and mitigate solar impacts on the public realm.***

- 8.3.7.1 Ensure that residential building floorplates and separation support highly livable homes in terms of depth, outlook and daylight access:

- » For typical double-loaded corridor apartment buildings, the average building depth generally should not be greater than 21.3 m (70 ft.) and the buildings should not exceed 22.8 m (75 ft.) in depth.
- » For buildings and podiums up to 6 storeys (approximately 21.3 m/70 ft.), the primary façades containing the majority of windows should be set apart from other primary façades by at least 18.3 m (60 ft.), from non-primary façades by 12.2 m (40 ft.), and a minimum separation of 4.9 m (16 ft.) is recommended between two non-primary façades.



### 8.3.7.2 Ensure podiums mitigate solar access impacts and support a human-scaled public realm:

- » Podiums are generally allowable up to 6 storeys (maximum 21.3 m/70 ft.), with 4 storeys (maximum 15.2 m/50 ft.) being preferred. Terraces of up to 9 storeys may be considered with moderate length to prevent an overbearing presence over the public realm, subject to further urban design performance analysis.
- » Podiums containing more than one level of non-residential uses may require a higher floor-to-floor height and a reduction in the number of podium storeys to maintain desirable maximum podium heights (e.g. the school/community centre blocks, blocks containing retail/commercial uses).

### 8.3.8 Public Realm Interface

**Buildings should contribute to the public realm interface by ensuring public spaces are well-defined and feel truly public, activating ground floors with engaging uses and visual interest, and prioritizing building entrances onto car-free spaces to support walking and cycling.**

8.3.8.1 Ensure buildings located next to parks and other public spaces do not encroach into the public realm or create ambiguity as to the use and function of the public space, ensuring public spaces feel fully public.



8.3.8.2 Design all buildings with active frontages that enliven the public realm and include active and engaging uses at the ground floor. Ground floor uses, whether residential or non-residential, should be designed to encourage movement between indoor and outdoor spaces, create visual interest, provide a sense of security at all hours, and promote social interaction and the use and enjoyment of outdoor spaces.

8.3.8.3 Consider laneway activation and animation with buildings that provide entrances and windows that directly face the lane.

8.3.8.4 Avoid at-grade blank walls over 5.0m (16 ft.) in length. Where blank walls are unavoidable, mitigate them through screening, landscaping, public art, patios, public shared micromobility stations, special materials, or other solutions to make them more visually interesting.

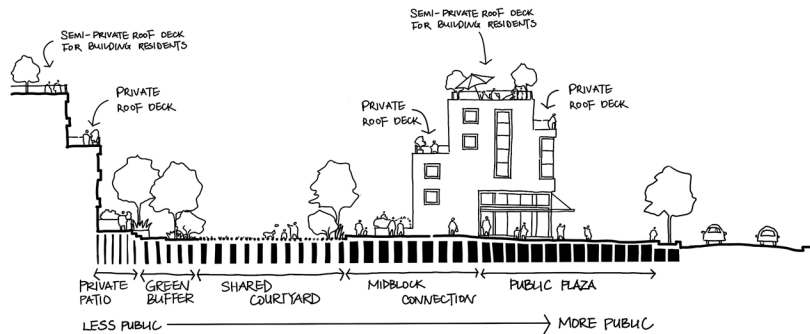
8.3.8.5 Apply building setbacks to create simple massing that avoids, or significantly reduces, buildings that cantilever over public spaces.

8.3.8.6 Provide entrances from buildings onto the car-free public realm network to allow most residents to exit their building on foot or by bike onto a car free connection. Incorporate secondary building lobbies and ground-



oriented residential units to activate pathways and greenways with special care and attention paid to primary pedestrian routes such as the Ridge Walk, Culture Walk and 6th Avenue Greenway.

- 8.3.8.7 Support a hierarchy of open spaces at grade with practical delineation of ownership that creates defensible spaces while still welcoming a variety of users and the public throughout the site.



### 8.3.9 Ground Floor Residential

***In certain areas buildings should provide ground floor residential units to activate the public realm, incorporate private outdoor spaces with flexible patios, landscaping and trees, and provide weather protection around entrances.***

- 8.3.9.1 In addition to residential lobbies, buildings should provide ground floor residential units that support active building edges along streets, pathways and open spaces.

- 8.3.9.2 Provide livable and sociable outdoor spaces on the ground floor that meaningfully extend the functional living space of units while enlivening the public realm and providing opportunities for social connection. Design elements could include:

- » Flexible patio spaces appropriate for seating, outdoor eating and/or children's play.
- » Low fencing, planted barriers or partial screens that help delineate public and private space while also allowing for filtered views and social interaction.
- » Landscape areas for gardening and/or biodiversity planting.

- » Mature trees to filter views from above and provide summer shade.

8.3.9.3 Provide weather protection for residential lobbies, common entrances, and for exterior residential entrances.

### 8.3.10 Ground Floor Non-Residential (Commercial)

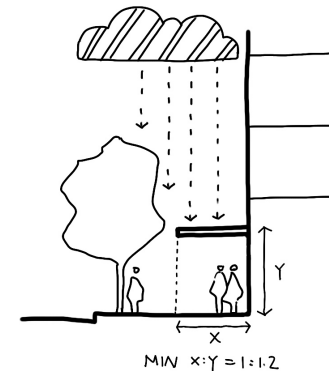
**Enhance the pedestrian and shopping experience by designing active retail/commercial ground floors with transparency, narrow storefronts with generous ceiling heights and customized elements, outdoor seating opportunities, and weather protection and lighting.**

8.3.10.1 Maximize visual and physical permeability by designing retail/commercial spaces with significant glazing and entrances facing the public realm.

8.3.10.2 Provide a variety of storefront widths to enable a mix of business types and to create visual interest for pedestrians. Storefront widths of predominantly 4.6 m-15.2m (15-50 ft.) are appropriate along key retail/commercial streets to support smaller businesses and to enhance the pedestrian experience.

8.3.10.3 Provide generous floor-to-floor heights for ground floor retail/commercial units, with a minimum height of approximately 4.5m-5.2m (15 ft.-17 ft.), to allow for access to natural light, spaciousness and greater flexibility for future changes of use.

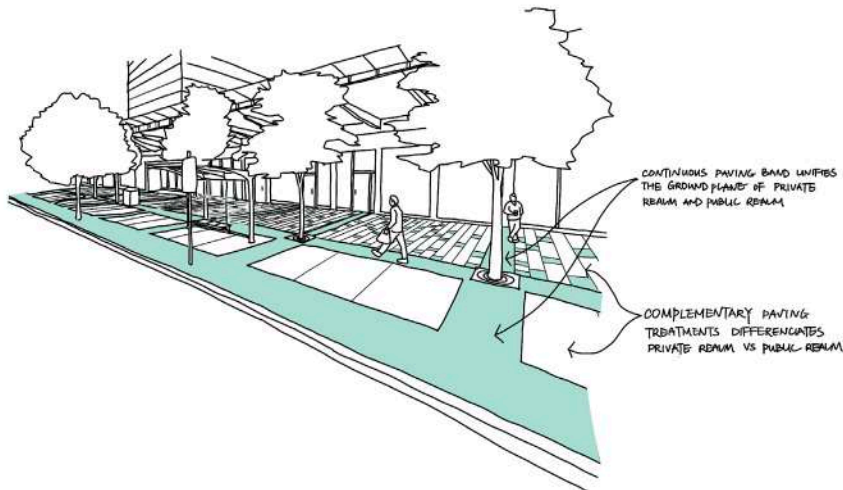
8.3.10.4 Provide generous, continuous, and architecturally integrated weather protection on commercial frontages including where commercial frontages wrap around corners. Weather protection should be designed to ensure effective protection.



8.3.10.5 Provide space for outdoor seating with opportunities for restaurant/café patios in building setback areas that are integrated into

the overall architectural expression and maximize opportunities for solar access.

- 8.3.10.6 Allow for customization with display windows, individualized tenancy design, and integrated signage strategies to support local businesses and enhance the shopping experience.
- 8.3.10.7 Provide appropriate building lighting to help create safe and inviting spaces at the pedestrian level that are comfortable for a variety of users.
- 8.3.10.8 Unify the ground plane between the public and private realm with a complementary treatment from building edge to boulevard.



- 8.3.10.9 On corner sites where commercial uses are located on busier streets, wrap and extend active frontages around corners to provide quieter and more enjoyable spaces for shopping, eating and sitting.

### 8.3.11 Livability and Sociability

**Foster livability and sociability in buildings by providing private outdoor space for all homes and common indoor and outdoor amenity areas. Ensure rooftop amenities are accessible to all residents and that courtyards are livable, functional and well-connected.**

- 8.3.11.1 Carefully plan the orientation and internal layout and design of buildings to maximize privacy and minimize direct line of sight between adjacent uses.
- 8.3.11.2 All residential units should have access to private outdoor space (i.e. patios and/or balconies). If site-specific considerations prevent all residential units from having private outdoor space, alternatives that demonstrate exemplary and commensurate common outdoor amenities may be considered.
- 8.3.11.3 Provide accessible indoor and outdoor amenity spaces to enhance livability and social

connection for building occupants of all ages. Co-location of indoor and outdoor amenity spaces is highly recommended and spaces must demonstrate sufficient size, location and design to meet the functional needs of occupants.

### **Common Indoor Amenity Space**

- » A minimum ratio of 1.2 square metres per dwelling unit is generally recommended.
- » Consider opportunities for a variety of indoor activities such as cooking/eating, social events, relaxation and recreation, indoor exercise, pet/bike wash, music rooms, co-working space and/or guest rooms.

### **Common Outdoor Amenity Space**

- » A minimum ratio of 2.0 square metres per dwelling unit is generally recommended.
- » Consider opportunities for a variety of outdoor activities such as intergenerational gathering, play, food production, harvesting, cooking, socializing and exercise.

- » Incorporate landscape areas that provide trees, berry producing shrubs, and groundcover.
- » Where building configurations allow, locate outdoor amenity spaces adjacent to, or visible from, common indoor space and/or nearby residential units for passive supervision.
- » Outdoor amenity spaces should be located and designed to maximize their solar access and environmental comfort, including protection from wind.
- » Maximize usable outdoor amenity space while balancing the need for private outdoor spaces and accesses, pathways, and landscape areas.

8.3.11.4 Make the most of rooftop space by utilizing building forms and designs that create substantial, accessible, programmed rooftop areas optimized to provide benefits to the most number of people.

8.3.11.5 Reserve rooftops for common indoor and outdoor amenities that are accessible to all residents of the building. Design the space to



accommodate a diverse array of outdoor activities suitable for different age groups.

- 8.3.11.6 Design livable building courtyards to include common outdoor space for resident gathering and children's play, as well as entrances and private patios for ground-floor units. Consider the configuration, dimensions, and orientation of building courtyards and surrounding buildings to maximize solar access and usability of these spaces. Courtyards should have a minimum dimension of 18.3m (60 ft.) when adjacent to low-rise buildings and greater dimensions for taller buildings.
- 8.3.11.7 Consider the alignment of pathways to define livable courtyard spaces and establish clear and coherent links between courtyards and the adjacent public realm.

### 8.3.12 Solar Access

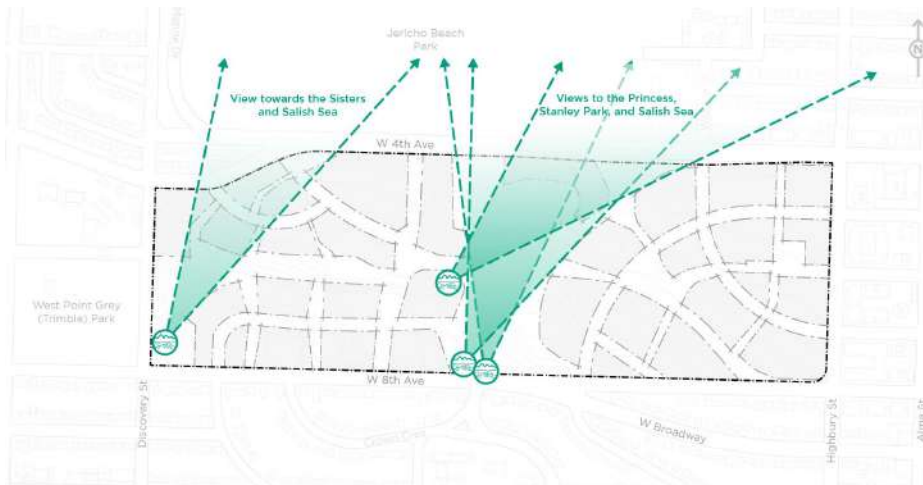
***Seek to maintain solar access to off-site parks, school yards and shopping areas during key hours, and maximize solar access to new parks, open spaces, and key pedestrian connections, school yards, and retail/commercial areas on the site.***

- 8.3.12.1 Buildings should not shadow existing off-site parks, school yards or shopping streets between 10am and 4pm on the spring and fall equinoxes. The three Sentinel towers are excluded from this requirement due to their importance to the MST Nations; however, the design and placement of these buildings should seek to minimize shadow impacts.
- 8.3.12.2 Maximize solar access for newly created parks, school yards, public open spaces, major pedestrian pathways and shopping areas between 10am and 4pm while also considering the 9-10am window. Detailed shadow analysis should demonstrate minimized shadow impacts, particularly for taller buildings.

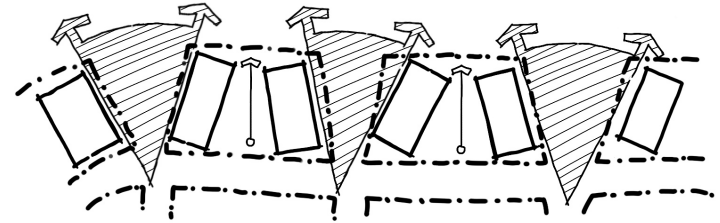
### 8.3.13 Views

**Enhance the experience of the community and its setting by prioritizing views from public spaces, including special consideration for street end views, as well as creating attractive near views and framing iconic buildings (e.g. three Sentinels).**

8.3.13.1 Honour the history of this place as a lookout by locating and designing buildings to protect and celebrate views from key public open spaces.



» Building form and orientation should prioritize views from and through public space over views from and/or through private space (see sketch below).



» Treat street end views with particular attention. In these areas, enhanced side yard setbacks are encouraged and buildings should step back above one storey in height to increase view angles to the north.

8.3.13.2 Where buildings are located in prominent locations with high visibility, design buildings to provide an attractive near view with enhanced visual interest such as murals, public art or exceptional representation of Indigenous design principles.

8.3.13.3 Site buildings to frame iconic buildings on the site (such as the three Sentinels or important MST cultural facilities), and other places of interest.

### 8.3.14 Design of Parking and Loading

**Design parking and loading to support and carefully integrate into the car-life community. This includes minimizing impacts on people walking and cycling and promoting opportunities for social connections.**

- 8.3.14.1 In cases where district parking is utilized, residents should be encouraged to use the greenways, trails and streets to connect from their vehicle to their building, rather than driving underground to their building core. This will help to animate the public realm and create opportunities for social connection and improved health and well-being.
- 8.3.14.2 Consider providing shared underground parking access points for two or more buildings to create opportunities for social connection and better utilization of the public realm.
- 8.3.14.3 Avoid sprawling superstructure parkade designs.
- 8.3.14.4 Loading and servicing shall be contained on-site and not impact or rely on use of City streets for either servicing or maneuvering.
- 8.3.14.5 Provide screening in the form of feature landscaping or architectural treatment where

required to visually divide service areas from the public realm.

- 8.3.14.6 Parkade entrances should be integrated into building architecture with high quality finishes, and can be flanked by commercial or residential space, provided that impact on key pedestrian and cycling connections is minimized. Open driveways are discouraged.

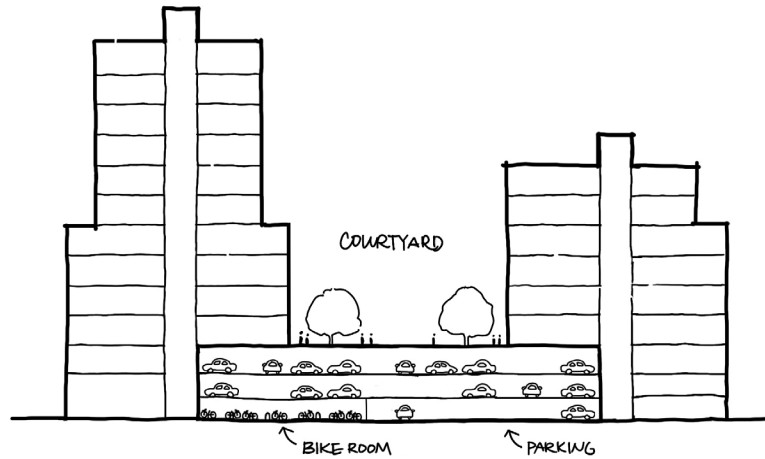


- 8.3.14.7 Facilitate easy access to secured bike parking and storage through the design and layout of building entrances.

8.3.14.8 Where underground parking must be limited to mitigate any potential adverse groundwater related impacts, ensure above grade parking is integrated with development and wrapped with active uses to support a lively and pedestrian-friendly public realm. Any portion of the above grade parkade that can not be wrapped must demonstrate exemplary design and high quality finishes.

8.3.14.9 Parkades should not project into required setbacks, with the exception of parking access.

8.3.14.10 Minimize parkades projection above grade particularly in courtyard spaces. Provide continuity of grades for adjacent buildings and courtyards.





## Definitions and Clarification

- **Building height categorization:**
  - Low-rise building: 3-6 storeys;
  - Mid-rise building: 7-12 storeys;
  - High-rise building tier 1: 13-25 storeys;
  - High-rise building tier 2: 25-39 storeys;
  - Sentinel: 49 storeys
- **Tower elements:** Tower elements are considered to be any portion of a building above six storeys up to a maximum of 21.3 m (70 ft.) in height. Enclosed rooftop amenities on a low-rise building or the podium of a mid-rise or high-rise building are excluded from the definition of tower element.
- **Podium:** Generally, four storey podiums (up to a maximum of 15.2 m/50 ft.) are desirable for solar access and human scale. Podiums are allowable up to a maximum of six storeys (up to a maximum of 21.3m/70 ft.). Terraces of up to 9 storeys may be considered with moderate length to prevent an overbearing presence over the public realm, subject to further urban design performance analysis.
- **Active frontage:** Generally, ground level building facades should allow visual and/or physical access within the building via windows and/or doors to create activity on the street. Uses within the building should be active, including restaurants, stores, building lobbies or residential units that are not located more than 1-1.5 m (3-5 ft.) above ground level.
- **Interior public space:** Interior public space refers to an enclosed space which is accessible for the enjoyment of the public, and includes covered atria and other similar spaces.
- **Amenity calculations:** Indoor and outdoor amenity requirements should be calculated and delivered on a per building basis. Exceptions may be considered where a central amenity pavilion is provided and serves a cluster of buildings that all have clear and direct access to the building.





# 9. Sustainability, One Water and Infrastructure

*This chapter provides direction on sustainability policies relating to climate change mitigation and adaptation, green architecture, and sustainable site planning, and One Water specific policies, as well as direction on utilities and site servicing.*



*“We see more than just water when we look at a stream, because water carries cultural significance... Water relates to oral traditions and transfer of knowledge, because some of that took place at the waterfront at sacred places... Water speaks to kinship and familial connections – kinship happened by traveling by canoe through trade networks...Water is powerful and gives life in many ways.”*

**x<sup>w</sup>məθk<sup>w</sup>əyəm, Skwxwú7mesh, and səłlwətaʔ Cultural Liaisons**

A part of origin stories, the ocean has sustained x<sup>w</sup>məθk<sup>w</sup>əyəm, Skwxwú7mesh, and səłlwətaʔ people for thousands of generations. People travelled and built kinship through water. It continues to sustain and heal. Water is home.

This Policy Statement seeks to protect water, and to deepen visceral connections with this source of life. It seeks to support people in seeing water – both from up close and from far away – and to smelling, hearing, and touching it at ʔəyalməx<sup>w</sup>/l<sup>y</sup>álmexw/Jericho Lands.

*“The trees and water and mountains have taken care of our people for thousands of years and have to be respected.”*

**x<sup>w</sup>məθk<sup>w</sup>əy<sup>əm</sup>, S<sub>k</sub>wxwú7mesh, and sə́l̥wətət Community Member**

x<sup>w</sup>məθk<sup>w</sup>əy<sup>əm</sup>, S<sub>k</sub>wxwú7mesh, and sə́l̥wətət People have stewarded the land and waters for thousands of generations, and their sacred trust endures. Regenerative ecology is a part of Indigenous laws, and applied science is embedded in x<sup>w</sup>məθk<sup>w</sup>əy<sup>əm</sup>, S<sub>k</sub>wxwú7mesh, and sə́l̥wətət culture.

This Policy Statement seeks to protect and enhance ʔəyalməx<sup>w</sup>/Iyálmexw/Jericho Lands, applying traditional knowledge of stewardship in contemporary ways.





## 9.1 Background

### **Climate Change**

As part of the Climate Emergency Action Plan the City has a goal of cutting carbon pollution by 50% by 2030 and being carbon neutral by 2050. For a large, phased project like ʔəyalməxʷ/Iyálmexw/the Jericho Lands it is expected that its efforts to cut carbon pollution emissions from buildings and transportation will similarly increase with time. The City's Climate Change Adaptation Strategy aims to prepare Vancouver for the shocks and stresses associated with climate change hazards like extreme heat, drought, increased rainfall, and flooding. ʔəyalməxʷ/Iyálmexw/the Jericho Lands development is a great opportunity to enhance resilience to climate risk through the built and natural environment and will be designed with these hazards in mind. The One Water approach outlined below incorporates adaptation considerations. The project also provides a number of opportunities to support climate action through sustainable transportation measures, these are outlined in Chapter 7 – *Connections, Movement and Transportation*.

### **Green and Resilient Buildings**

As well as requiring buildings to be near-zero emissions, the City is also seeking buildings with enhanced resilience to increasing climate impacts. Vancouver is on track to achieve zero operational emissions from new construction before 2030 through the *Vancouver Building Bylaw*. Vancouver is also committed to achieving a 40% reduction in embodied carbon from new construction by 2030. To reduce embodied carbon in buildings, designers must consider how buildings are built, what materials are used, and the impacts of those materials before, during, and after a building's life. Designing with embodied carbon reduction in mind also leads to co-benefits such as improved occupant health, equity and waste outcomes from the construction process and material usage. On large, phased developments such as ʔəyalməxʷ/Iyálmexw/the Jericho Lands, green and resilient building standards in place at time of development permit application will apply to ensure the latest standards are met at the time of building design. Policies included here are minimal as the City ensures low energy-use/carbon emissions and other sustainability outcomes in new construction using the *Vancouver Building Bylaw* and the *Green Buildings Policy for Rezoning*s.

## One Water

The City has adopted a One Water planning approach to managing water resources that considers the entire urban water cycle as well as the natural and built environments as an integrated system. It values all forms of water including drinking water, wastewater, rainwater, surface water, and groundwater. A One Water approach considers all the ways we interact with our water, to prioritize safe access to drinking water where we need it, control and reduce flooding, reuse rainwater to reduce drinking water consumption, and collect and treat polluted rainwater and wastewater to protect our health and our creeks, streams, and marine environment.



## 9.2 Related MST Cultural Site Planning Elements

Applications of the MST's Cultural Site Planning Elements to Sustainability, One Water and Infrastructure include:

- **Water will be visible at ʔə́yalməxʷ/Iyálmexw/Jericho Lands.** It will be part of welcoming elements at places of arrival such as the proposed SkyTrain station. It will also be seen from a distance, through protected views to the Salish Sea from important public places at ʔə́yalməxʷ/Iyálmexw/Jericho Lands.
- **The sights and sounds of water – provided by seasonal ponds and streams – will offer spaces for tranquility.** Pathways will meander along flowing and still water, which will be woven into green streets, forested areas, and parks and open spaces.
- **Historic seasonal flows of water from the Ridge toward the Salish Sea will be considered for revitalization.** Before it flows out of the neighbourhood, water will be slowed, held, and showcased to celebrate its traditional relationships with xʷməθkʷəy̓əm, Skwxwú7mesh, and sə́ilwətaʔ people. These relationships include food harvesting, cleansing, canoe races and journeys, and building kinship with different Coast Salish peoples.
- **Water will be honoured and protected at ʔə́yalməxʷ/Iyálmexw/Jericho Lands.** Conservation and protection will take place through the use of green infrastructure and green buildings. Open water will prepare these lands for future climate conditions such as higher flows, and will help cool the neighbourhood during hot weather.

## 9.2 Related MST Cultural Site Planning Elements Cont.

- **Physical connections from ʔəʔalməxʷ/Iʔálmexw/Jericho Lands toward Jericho Beach will provide access to the Salish Sea (as noted in Chapter 7 – Connections, Movement, and Transportation).** This will help regain physical access to the waterfront for spiritual use, food harvesting, and launching boats.
- **The language tools of nature will be used to steward the land and water at ʔəʔalməxʷ/Iʔálmexw/Jericho Lands.** This includes building with natural materials, using an abundance of Indigenous plant species, building with the existing land form, salvaging and recycling materials, working with historic water flows, and protecting existing habitat.
- **Knowledge keepers can provide traditional knowledge to support stewardship and management.** As ʔəʔalməxʷ / Iʔálmexw / Jericho Lands is developed, the skills of knowledge keepers and kinship families who know the plants and land can be drawn upon. The traditional use of cedar offers an example, in which only parts of the tree are harvested for use, while the rest of the tree remains in place.
- **Water will be both stewarded and experienced.** ʔəʔalməxʷ/Iʔálmexw/Jericho Lands will be a model for rainwater management, and will potentially restore historic water flows including to downstream wetlands and ecologies in Jericho Beach Park. At the same time, water will be slowed, stored, and celebrated so that spiritual and other cultural relationships with water can be restored at ʔəʔalməxʷ / Iʔálmexw / Jericho Lands.
- **Healing the land involves acting aggressively to prevent climate change, while also preparing for its effects.** Examples include generating renewable energy, constructing green buildings, building tall with wood, and embracing green infrastructure throughout ʔəʔalməxʷ/Iʔálmexw/Jericho Lands.

Further and related directions can be found in Chapters 6 (*Site Ecology, Parks, and Open Space*) and 8 (*Built Form and Site Design*).



## 9.3 Policies

### 9.3.1 Climate

***Design a near-zero emissions community that embraces the natural world and is adaptive to a changing climate.***

9.3.1.1 ʔəyalməx<sup>w</sup>/Iyálməxw/Jericho Lands will be a leader in designing a community that responds to the reality of climate change, including cutting carbon pollution and considering necessary adaptation features. Later phases of the project are expected to have climate responsive design elements (both mitigation and adaptation focused) that push beyond what initial phases achieve. This may include measures such as: eliminating all fossil fuel energy uses in buildings, minimal underground parkades, expanded use of low-embodied carbon materials, incorporating on-site renewable energy generation, added resilience features to support residents during extreme weather events.

### 9.3.2 Green and Resilient Buildings

***Encourage the use of innovative building methods and materials, including significant use of wood/mass timber, to meet or exceed the City's standards for green buildings.***

9.3.2.1 Strive for deep sustainability outcomes such as zero carbon, thriving ecosystems including healthy trees and soils, water conservation and reuse, resilient buildings, and use of low embodied carbon, circular, and responsible materials in construction.

9.3.2.2 New buildings should be designed to be fossil fuel free, with all needs met via renewable electricity or energy generated or captured on site. At a minimum all new buildings will meet or exceed the green building standards identified in the *GreenBuildings Policy for Rezoning*s or other applicable policy, at the time of building design (Development Permit Application).

9.3.2.3 Consider how site-wide approaches or individual buildings can be designed to utilize 100% renewable energy or flexible design to take advantage of site-wide energy flows,



initiatives to heal the lands and restore access to healthy food systems.

### 9.3.4 Rainwater Management

***Celebrate rainwater by reflecting the natural and historic movement of water across the site, integrating water sensitive design into buildings, natural and open spaces, and connections, and creating a resilient rainwater system that responds to the impacts of climate change.***

9.3.4.1 ʔəyalməx<sup>w</sup>/l'yálmexw/the Jericho Lands will meet or exceed the *Rain City Strategy* targets:

- » Capture and store 48mm volume with a focus on infiltration, rainwater harvesting and reuse, green roofs, landscaped systems, bio-retention.
- » Establish peak flow controls for each site outlet to meet flow targets.
- » Phase rainwater management systems to ensure that targets are met at each phase of the development.

9.3.4.2 Incorporate district-scale (centralized and shared by multiple parcels) rainwater management, subject to compliance with relevant City by-laws such as the *Vancouver Building By-Law*.

9.3.4.3 Incorporate rainwater harvesting and reuse to capture rainfall from a minimum of 50% of the rooftop surface area in ʔəyalməx<sup>w</sup>/l'yálmexw/the Jericho Lands development for appropriate uses (including irrigation, toilet flushing and for cooling towers) to retain rainwater on-site and reduce potable water consumption. In addition, maximize green roof application to support stormwater management targets.

9.3.4.4 Limit the size and extents of underground parkades to align with the building face and provide space for rainwater infiltration, as well as ample ground space and soil volumes to support new and mature street tree growth. Infiltration of rainwater to be provided in alignment with groundwater needs based on hydrogeological studies.

9.3.4.5 Incorporate green rainwater management strategies in right-of-way improvements, as feasible, to treat and retain 48mm high pollutant runoff from roads and paved surfaces at source. Integrate visible rainwater management strategies to provide visual interest for pedestrians and cyclists and to support the City's sustainability goals. In circumstances where the City is responsible for operations and maintenance of green

rainwater management assets, designs should comply with the City's standards.

- 9.3.4.6 Explore opportunities for rainwater management using green infrastructure in public open space and plaza design.

### 9.3.5 Groundwater Management

**Manage groundwater to protect the aquifer, maintain flows to downstream natural environments and ecosystems, and to support groundwater recharge, through building and public realm design and by limiting underground parking structures.**

- 9.3.5.1 Manage groundwater on-site in accordance with the *Groundwater Management Bulletin* for all new development, including underground parking structures, in a way that:
- » Maintains groundwater flow to the downstream natural environment, including ecosystems that rely on groundwater (e.g. prevents negative impacts due to the interception and diversion of groundwater);
  - » Facilitates the infiltration of rainwater, which would support groundwater recharge;
  - » Manages construction-related groundwater to the satisfaction of the City;

- » Results in no post-construction (permanent) dewatering / drainage of groundwater to the City sewer system.

- 9.3.5.2 Mitigate any potential adverse groundwater-related impacts resulting from shallow and deep groundwater interactions. In the event that flowing artesian conditions are encountered, the Landowners will be responsible for controlling or stopping the flow and liable for any damages.

- 9.3.5.3 In advance of the first rezoning application, the Landowners will submit to the City a hydrogeological study of the entire site which addresses the requirements outlined in the *Groundwater Management Bulletin*, including but not limited to investigation and analysis of groundwater and soil conditions that may affect the development.



## **Note on Groundwater Studies and Potential Implications**

The technical studies received by the City to date do not sufficiently detail groundwater conditions on-site as in-situ characterization is contingent on the issuance of the Archaeological Permit by the Province of British Columbia.

Substantive groundwater information for the entire site will be required prior to the first rezoning application, as per Policy 9.3.5.3. The detailed findings on groundwater conditions and its interactions, and subsequent analysis may significantly impact various elements of the site development, including: water management systems, ecological functioning (on and off-site), built form and open space design, subsurface parking and circulation, the alignment of the proposed UBCx SkyTrain, upfront and lifecycle costs of the project, and sustainability. Any necessary modifications required to mitigate groundwater-related risks will need to be incorporated into the proposals.

The City is working jointly with the Landowners to better understand the range of potential site development scenarios and is confident that adaptable solutions will be found which maintain City principles and support Reconciliation while addressing any potential adverse groundwater-related impacts.

## **9.3.6 Potable Water Management**

***Minimize the use of potable water for irrigation and in outdoor spaces.***

- 9.3.6.1 All on-site irrigation systems will be supplied by a non-potable water system. The system can be topped off with potable water when needed but should first leverage non-potable sources before using potable water.

**Figure 8:** Water Management and Key Drainage Corridors



### 9.3.7 Utilities and Site Servicing

#### **Upgrade and expand utilities to service the new ʔəʎalməx<sup>w</sup>/lʎálmexw/Jericho Lands development.**

9.3.7.1 Ensure that existing utilities, including adjacent and off-site water, sanitary and stormwater mains, street lighting, and third-party utilities are reviewed and upgraded as necessary, at no cost to the City, to meet the demands of the proposed development, including:

- » Design, construct, and install a new sanitary service connection to the Metro Vancouver Highbury Interceptor on Highbury Street (with approval and acceptance by Metro Vancouver).
- » Review and, as needed, design, construct and install a stormwater service connection and conveyance system to the receiving body (via Wallace Outfall and potentially Jericho Beach Park).
  - ❖ Consider the impacts of the additional stormwater flow generated from the development on the Wallace Outfall performance and functionality and take into

account the future effects of climate change, including sea level rise, to relevant City of Vancouver and Province of BC climate change adaptation and flood hazard management guidelines.

- ❖ With approval from the Park Board, stormwater flows may be directed to/through Jericho Beach Park and wetlands as part of the stormwater servicing solution. Ensure an alternative option for managing stormwater is available, in the event that the outcome of the future Jericho Beach Park Master Planning process does not support, or fully support, the request for connecting Jericho Lands water to Jericho Beach Park.
- ❖ Stormwater connections to the Metro Vancouver Alma-Discovery Trunk or English Bay Interceptor are not permitted.
- » Design and build the on-site piped stormwater system and any downstream system to convey future separated

stormwater through ʔəyalməx<sup>w</sup>/l'yálmexw/the Jericho Lands site from the upper catchment (approximately 270 hectares, or as determined through further City-Landowner analysis).

- » Design, construct, and install all new utilities incidental to servicing the site, at no cost to the City, within the proposed road network or statutory rights-of-way.

9.3.7.2 Provide all electrical services (including all third-party utilities) on private property, without relying on space within streets or the public realm.

9.3.7.3 Safely convey major storm flows through the site via overland flow paths (100-year event) and ensure compatibility with upstream flow paths.

9.3.7.4 Work with the City to mitigate combined sewer overflow (CSO) impacts (volume and frequency) of the new development, up to and including the 1-in-10 year storm event – (10% Annual Exceedance Probability).

9.3.7.5 Support and accommodate Greater Vancouver Sewerage and Drainage District's (Metro Vancouver's) proposed plan for an on-

site Air Management Facility (AMF) to mitigate odour in the area.

- » Greater Vancouver Sewerage and Drainage District identified the east side of the site on Highbury Street as a preferred location for an on-site AMF based on air management and odour analysis of Greater Vancouver Sewerage and Drainage District's main trunk sewers adjacent to the site (along West 4th Avenue and Highbury Street).

- » Work and coordinate with the City, Greater Vancouver Sewerage and Drainage District and the Landowners to review further design details to determine feasibility for:

- ❖ Accommodation of the proposed AMF on-site
- ❖ Provision of a statutory right of way to support the proposed AMF

- » AMF implementation is to align with the Phase 3 rezoning and implementation strategy (see Chapter 11 – *Preliminary Development Phasing*).





# 10. Community Amenities

*This chapter provides direction on the community amenities that will make ᑭᐱᑭᐱᑭᑭᑭ/ᐱᑭᐱᑭᑭᑭ/the Jericho Lands an inclusive and livable new neighbourhood, as well as provide services to support population growth in the surrounding community.*



*“Longhouse is the way of these peoples, and the centre of our villages and homes.”*

**x<sup>w</sup>məθk<sup>w</sup>əyəm, S<sub>k</sub>wxwú7mesh, and sə́l̥wətaʔ Community Member**

*“The spirit of the longhouse” is the energy in our homes – we are learning, doing winter dances and other ceremonies – and in the middle of all that is the sharing... Singular housing is not who we are – we live together in longhouses... This is where we are taught.”*

**x<sup>w</sup>məθk<sup>w</sup>əyəm, S<sub>k</sub>wxwú7mesh, and sə́l̥wətaʔ Cultural Liaisons**

Culture is created together. It can also be remembered together, practiced together, and celebrated together. Spaces for community – for people to come together to socialize, feast, play, transfer knowledge, and be in ceremony – have always been important to x<sup>w</sup>məθk<sup>w</sup>əyəm, S<sub>k</sub>wxwú7mesh, and sə́l̥wətaʔ people. Honouring and wrapping blankets around all people, from children to elders, is also vital to x<sup>w</sup>məθk<sup>w</sup>əyəm, S<sub>k</sub>wxwú7mesh, and sə́l̥wətaʔ culture.

This Policy Statement seeks to create spaces for gathering and practicing culture at ʔəyalməx<sup>w</sup>/l̥yálmexw/Jericho Lands, while supporting the creation of homes and sense of belonging for all.



## 10.1 Background

A public benefits package of community amenities and infrastructure will be delivered by the Landowners as part of the Jericho Lands project to support growth and help make the Jericho Lands an inclusive and livable new neighbourhood. The City expects to secure public benefits from the overall package with each rezoning phase. Given the scale, complexity and long-term build out of the Jericho Lands project, some flexibility in the delivery of the public benefits package may be considered, particularly for the provision of affordable housing that will in part depend on senior government partnerships (see 10.3.1).

During the planning process, a needs assessment was carried out to understand anticipated public amenities and other site-specific needs generated by the Jericho Lands based on geographic location, population growth, and site development requirements. The assessment identified needs and opportunities for affordable housing, childcare, parks and public open spaces, community facilities, public safety, an elementary school, and transportation and utilities improvements in the area. In addition, given the significance of the site to the MST Nations, space for self-determined social and cultural facilities is set aside to ensure that MST culture, identity and values are firmly embedded within the development.

***The MST Nations propose to hold the lands in perpetuity, with the exception of new streets required for servicing and utilities. Community amenities are typically dedicated to the City of Vancouver, however in this case other means to secure the delivery of and public access to the amenities will be sought (see 10.3.1.5 for details).***



## 10.2 Related MST Cultural Site Planning Elements

Applications of the MST's Cultural Site Planning Elements to community amenities include:

- **A dedicated space specifically for celebrating and practicing the living culture of x<sup>w</sup>məθk<sup>w</sup>əyəm, S<sub>k</sub>wxwú7mesh, and səflwətaɫ – such as through art, language, learning, gathering, and employment and training services – will be provided.** Longhouse principles will be incorporated into the planning and design of this space.
- **ʔəyalməx<sup>w</sup>/lyálmexw/Jericho Lands will also offer spaces that support families and honour children.** These include an elementary school and childcare spaces.
- **A diversity of spaces for storytelling and cultural and language exchange will be provided throughout ʔəyalməx<sup>w</sup>/lyálmexw/Jericho Lands.** These range from commercial spaces and a community centre, to public trails and parks and open spaces. Further and related directions can be found in Chapters 5 (Land Use and Density), 6 (Site Ecology, Parks, and Open Space), 7 (Connections, Movement, and Transportation), and 8 (Built Form, Massing, and Height).
- **The spirit of the longhouse – which provides home and belonging for all generations – will be imbued in housing at ʔəyalməx<sup>w</sup>/lyálmexw/Jericho Lands.** Family housing should be capable of bringing together three or more generations under one roof, while social, affordable, and rental housing will provide opportunities for a diversity of people to live in the neighbourhood.
- **Residing together will also mean gathering together.** Residences should include shared spaces for gathering and practicing culture together, like preparing food and sharing meals. In the spirit of the longhouse, the design of these spaces will seek to create warmth and the feeling of being home.



## 10.3 Policies

### 10.3.1 Affordable Housing

- 10.3.1.1 A minimum of 30% of total residential floor area is required to be affordable housing units, including 20% of total residential floor area as social housing and 10% of total residential floor area as secured rental housing and below-market rental housing.
- 10.3.1.2 Given the long time horizon of ʔəʔalməxʷ / lʔálmexw / the Jericho Lands redevelopment and anticipated need for additional senior government and partner funding to achieve social and rental housing targets on the site, City policy allows for consideration of alternate approaches to delivering affordable housing on site in the event that sufficient senior government and partner funding is not available. For each project phase through the rezoning process, alternate approaches may be considered that are appropriate to the ʔəʔalməxʷ / lʔálmexw / Jericho Land context and contribute to the goals of addressing city-wide housing challenges.

Refer to Chapter 5 *Land Use and Density* for further details on the affordable housing components.

### 10.3.2 Social Housing

- 10.3.2.1 The City's standard practice is to secure turn-key social housing units constructed by the Landowners, with lands and buildings to be owned by the City. On ʔəʔalməxʷ / lʔálmexw the Jericho Lands, however, the social housing will be owned and operated by the MST Nations or a designated non-profit agency on behalf of the MST Nations. This approach reflects the role of the MST Nations as an order of government, thus meeting the policy intent and definition of social housing.
- 10.3.2.2 Social housing tenure, affordability levels, and other operational requirements will be secured in perpetuity through the CD-1 zoning by-law and a Housing Agreement registered on title. The housing will operate on a not for profit basis, with rents set to cover operating costs and contributions to appropriate capital and operating reserves. Rents will reflect the Housing Vancouver targets for household incomes to be served by social housing. The City will work with the MST Nations to seek additional opportunities, including funding from senior levels of government, to achieve deeper levels of affordability, with a priority for securing units

targeted to households with very low incomes (e.g. households on Income Assistance).

### **10.3.3 Secured Rental and Below-Market Rental Housing**

- 10.3.3.1 The below-market rental housing units will have rents that do not exceed a rate that is 20% less than the average rents by unit type for the City of Vancouver as published by the Canada Mortgage and Housing Corporation (CMHC); for further details on below-market requirements, including current applicable rents, refer to the Rental Incentive Programs Bulletin.
- 10.3.3.2 The below-market rental housing will be owned and operated by the MST Nations or a designated agent on behalf of the MST Nations.
- 10.3.3.3 The tenure, affordability levels and other operational requirements for the rental and below-market rental units will be secured in perpetuity through the CD-1 zoning by-law and a Housing Agreement Registered on title.

### **10.3.4 Attainable Homeownership**

- 10.3.4.1 The MST Nations have expressed an interest in delivering additional affordable housing through an attainable homeownership

approach. The City will work with the MST Nations to better define and secure this model through the rezoning process should they wish to proceed with this direction. Affordability will target households with moderate incomes that cannot afford homeownership in the city of Vancouver. The City acknowledges that inclusion of an attainable homeownership approach at the rezoning phase may necessitate consideration of alternatives to the social and secured market and below-market rental housing requirements outlined above.

### **10.3.5 Parks and Public Open Space**

- 10.3.5.1 Provide approximately 30 acres of developed park and public open space, including a minimum of 20 acres of public parks, secured in perpetuity by a mechanism determined at rezoning, in accordance with the policies set out in Chapter 6.

### **10.3.6 Community Centre**

- 10.3.6.1 Provide a new community centre, of at least 4,645 sq. m (50,000 sq. ft.) distributed over a maximum of three floors with a minimum single floor area of 1858 net sq. m (20,000 sq. ft.) with one floor located at grade, plus additional floor area for a childcare facility if integrated into the

building, with the exact floor area to be confirmed at rezoning. The centre is to be located centrally on the site with direct connections to park space and near sport field and proposed rapid transit. The community centre's functional program will be confirmed at the time of rezoning.

- 10.3.6.2 Refine the approach to co-location of land uses including residential at the time of rezoning to ensure that public access and interior circulation, shared maintenance, and future opportunity for renewal are compatible with stacked or adjacent uses.
- 10.3.6.3 Determine the governance structure for the operational model and long-term maintenance and renewal of the community centre at the time of rezoning, ensuring public access consistent with existing Park Board community centre facilities.
- 10.3.6.4 Determine the mechanism for securing the community centre for long term public use at the time of rezoning.

Refer to Chapter 5 – *Land Use and Density* and Chapter 8 – *Built Form, Massing and Height* for guidance on location and design of the community centre.

### 10.3.7 Childcare

- 10.3.7.1 Provide for a minimum of 259 childcare spaces for children aged 0-4 and up to 240 childcare spaces for children aged 5-12. For the 0-4 aged spaces, these could be provided through different sized facilities (e.g. one 37 space and three 74 space facilities) to be confirmed at the time of rezoning. Ownership to be retained by the MST Nations.
- 10.3.7.2 The childcare facilities should be fully fit, furnished and equipped, designed in accordance with the Childcare Design Guidelines and Childcare Technical Guidelines, secured in perpetuity.

Refer to Chapter 5 – *Land Use and Density* for guidance on location and design of Childcare facilities.

### 10.3.8 Transportation Improvements

- 10.3.8.1 Provide new streets including connector roads from West 5th Avenue to West 8th Avenue and from Wallace Street to West 7th Avenue, a transit loop from North West Marine Drive to West 4th Avenue, and a West 8th Avenue loop road, dedicated to the City.

- 10.3.8.2 Provide for improved walking, cycling and transit movement (including integration with the proposed UBCx Jericho Station) on the Jericho Lands, as described in Chapter 7 – *Connections, Movement and Transportation*.
- 10.3.8.3 Provide for improved walking, cycling and transit connections to and from the site along West 4th Avenue, Highbury Street, West 8th Avenue, West 6th Avenue and other locations if needed, to be determined at the time of rezoning.

Refer to Chapter 7 – *Connections, Movement and Transportation* for further details.

### **10.3.9 Social and Cultural Spaces and Facilities**

- 10.3.9.1 Provide approximately 1,394 sq. m (15,000 sq. ft.) of social spaces, inclusive of self-determined MST Nations' spaces. These could include NPO programming spaces, such as ceremonial spaces, spaces for healing, employment training, youth and elders, family spaces, etc. Consider adjacency to community kitchen to allow for food programs, and opportunities to share some program space with the community centre for holistic service delivery approach.

- 10.3.9.2 Provide approximately 1,394 sq. m (15,000 sq. ft.) of arts and cultural spaces, inclusive of self-determined MST Nations' spaces. These could include cultural production spaces, e.g. artist studios, carving pavilions, production or rehearsal studios, Indigenous cultural production spaces (e.g. dance, music, weaving, etc.), ceremonial spaces and presentation spaces including gallery, media and performing arts presentation spaces.

- 10.3.9.3 The exact size(s), location (co-location opportunities with community centre, library, etc. will be explored) and program of social and cultural spaces will be determined at the time of rezoning.

- 10.3.9.4 Determine the governance structure for the operational model and long-term maintenance and renewal of social and cultural spaces at the time of rezoning. Ownership to be retained by the MST Nations and functional program to be developed at the time of rezoning.

Refer to Chapter 5 – *Land Use and Density* for further details.



### 10.3.10 Library

10.3.10.1 Provide a minimum of approximately 929 sq. m (10,000 sq. ft.) for a non-traditional library ("House of Learning" / Knowledge Centre"). The library program would be co-developed with the MST Nations and include a significant teaching/learning component in support of their priorities. The library will also include a component of "traditional" services, with the program to be developed at the time of rezoning. The library should be co-located with other community facilities (e.g. community centre) or social/cultural facilities.

10.3.10.2 Determine the governance structure for the operational model and long-term maintenance and renewal of the library at the time of rezoning, ensuring public access consistent with existing VPL facilities.

Refer to Chapter 5 – *Land Use and Density* for further details.

### 10.3.11 Fire Hall

10.3.11.1 Support the renewal and expansion of Fire Hall 19 to serve the increased population of the neighbourhood. This may include Landowner cash contributions towards the expansion, as well as a leased space (at a nominal rate) for a temporary fire hall on the Jericho Lands site while Fire Hall 19 undergoes expansion.

**Other amenities and infrastructure included on the site that are delivered in partnership with other agencies include:**

### **10.3.12 Vancouver School Board (VSB) Elementary School**

- 10.3.12.1 Provide an airspace parcel with at least 5,000 sq. m (53,819 sq. ft.) of floor area for a VSB elementary school, suitable for up to 550 students. Confirm space requirements and the approach to school delivery with VSB at the time of rezoning.
- 10.3.12.2 Allocate sufficient outdoor playground space for the exclusive and secured use of the VSB, in addition to the minimum requirement for parks and open space.

### **10.3.13 Proposed UBCx SkyTrain**

- 10.3.13.1 Rapid transit including the proposed ʔəʔalməxʷ / lʔalmexw / Jericho Station within the site is integral to the plan outlined in this Policy Statement (including the site plan, building heights and overall density). If a station is

located within ʔəʔalməxʷ / lʔalmexw / the Jericho Lands it is expected the Landowners will contribute towards the delivery of the proposed UBCx project. This could include cash and/or in-kind contributions (e.g. land for laydown and construction areas, as well as through station integration with adjacent development, the Transit Loop, and potential bus terminal). The specifics of these contributions will be determined through the UBCx business case development (led by the Province in partnership with the City of Vancouver, MSTDC, TransLink and several other partners) and at the rezoning stage for station integration elements and will include working with TransLink to determine long-term access for the purpose of SkyTrain operations and maintenance (inclusive of the station, guideway, and any other related supportive infrastructure) to ensure safe, reliable operations and a good state of repair. See also Chapter 11 – *Preliminary Phasing Strategy* for interdependencies between UBCx construction and the expected redevelopment of the Jericho Lands.

### 10.3.14 Public Benefits Strategy Summary

**Key amenities and infrastructure in the Jericho Lands Public Benefits Strategy are summarized below by service category:**

<b>Service Category</b>	<b>Public Benefit</b>	<b>Approx. Amount</b>
<b>Affordable Housing</b>	<ul style="list-style-type: none"> <li>• Social Housing (20%)</li> <li>• Secured Market and Below-Market Rental Housing (10%)</li> <li>• Potential Attainable Homeownership (TBD through rezoning)</li> </ul>	<ul style="list-style-type: none"> <li>• ~2,600 homes</li> <li>• ~1,300 homes</li> <li>• TBD</li> </ul>
<b>Childcare</b>	<ul style="list-style-type: none"> <li>• Childcare Spaces (0-4 Year Olds)</li> <li>• Childcare Spaces (5-12 Year Olds)</li> </ul>	<ul style="list-style-type: none"> <li>• 259 Spaces</li> <li>• 240 Spaces</li> </ul>
<b>Parks and Public Open Spaces</b>	<ul style="list-style-type: none"> <li>• Park Space</li> <li>• Public Open Space</li> </ul>	<ul style="list-style-type: none"> <li>• 20 acres</li> <li>• 10 acres</li> </ul>
<b>Arts and Culture</b>	<ul style="list-style-type: none"> <li>• Cultural Spaces</li> </ul>	<ul style="list-style-type: none"> <li>• 15,000 sq. ft.</li> </ul>
<b>Community Facilities</b>	<ul style="list-style-type: none"> <li>• Library ("House of Learning")</li> <li>• Community Centre</li> <li>• Social Spaces</li> </ul>	<ul style="list-style-type: none"> <li>• 10,000 sq. ft.</li> <li>• 50,000 sq. ft.</li> <li>• 15,000 sq. ft.</li> </ul>
<b>Public Safety</b>	<ul style="list-style-type: none"> <li>• Temporary use of space on site to accommodate temporary fire hall</li> <li>• Contribution towards growth component of Fire Hall #19 expansion</li> </ul>	<ul style="list-style-type: none"> <li>• TBD</li> </ul>
<b>Transportation</b>	<ul style="list-style-type: none"> <li>• Street upgrades, new walking/cycling connections, transit integration, etc.</li> </ul>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>
<b>One Water</b>	<ul style="list-style-type: none"> <li>• Storm and potable water upgrades</li> </ul>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>

### 10.3.15 Ownership and Operations of Community Amenities

The following principles and summary table will guide the approach to securing amenities and co-developing operations, management and maintenance agreements with the MST Nations at the rezoning stage.

#### **Principles:**

- Support the long-term retention of the Jericho Lands by the MST Nations, which includes retaining ownership of the community amenities.
- Reflect the Government-to-Government relationship between the MST Nations and City in establishing ownership and operating agreements for community amenities.
- Per the City's current policy on *Community Amenity Contributions for Rezoning*s, community amenities will:
  - be secured through legal agreements to the satisfaction of the City; and,
  - provide ongoing long-term use and community access that is affordable, equitable and accessible, consistent with City-owned and operated amenities.

- For amenities operated by the MST Nations, revenues will be held within an MST non-profit organization.
- For amenities operated by the City\* on a day-to-day basis (under a co-management model with the MST Nations):
  - The asset should be leased to the City at a nominal rate (for short-term leases the City will not be responsible for any capital maintenance; for long-term leases, e.g. 60+ years, the City will be responsible for capital maintenance); and,
  - The City to have early and ongoing input into the design of the asset. Functional program, test fits and initial schematic design to be completed at rezoning and facilities to be designed to meet the Facilities Standards Manual and City's Technical Guidelines.

\*City/Park Board/VPL



**Preliminary Ownership and Operations Model for Key Amenities and Infrastructure**

<b>Amenities/ Infrastructure</b>	<b>Approach*</b>
<b>Streets and Utilities</b>	<ul style="list-style-type: none"> <li>• Street rights-of-way to be dedicated to the City and associated City-owned utilities to be maintained by the City.</li> <li>• Within Parks and Public Open Spaces utilities to be maintained by city; pathways to be maintained by MST and/or City/Park Board (operating agreements TBD).</li> </ul>
<b>Parks</b>	<ul style="list-style-type: none"> <li>• Owned by MST and secured as park for public use.</li> <li>• Majority of park land leased to City and operated/maintained by Park Board. Pending review at rezoning, some park land may be recommended for operation/maintenance by MST, depending on design and programming, e.g. extent of rainwater management features (operating agreements TBD).</li> </ul>
<b>Public Open Spaces</b>	<ul style="list-style-type: none"> <li>• Owned by MST; operated/maintained by MST and/or City (operating agreements TBD).</li> <li>• Public access secured by SRW.</li> </ul>
<b>Social Housing</b>	<ul style="list-style-type: none"> <li>• Owned and operated by MST non-profit.</li> </ul>
<b>Secured Market &amp; Below-Market Rental Housing</b>	<ul style="list-style-type: none"> <li>• Owned and operated by MST.</li> <li>• Secured as rental housing for the longer of 60 years or life of the building.</li> </ul>
<b>Community Centre</b>	<ul style="list-style-type: none"> <li>• Owned by MST.</li> <li>• Leased by City and operated/maintained by Park Board (operating agreement TBD).</li> </ul>
<b>Library</b>	<ul style="list-style-type: none"> <li>• Owned by MST.</li> <li>• Leased to City and operated/maintained by VPL (operating agreement TBD).</li> </ul>
<b>Social/Cultural Spaces</b>	<ul style="list-style-type: none"> <li>• Owned by MST and operated by MST or designated non-profit.</li> <li>• Public access secured via community use agreement.</li> </ul>
<b>Childcare</b>	<ul style="list-style-type: none"> <li>• Owned by MST and operated by MST or designated non-profit.</li> </ul>

*\*Preliminary approach generally based on the Heather Lands model. Specifics for each asset to be determined at the rezoning stage.*

**10.3.16 Delivery of Community Amenities**

- 10.3.16.1 A phasing strategy, to establish the timing and triggers for the delivery of community amenities and infrastructure, will be determined at completion of the Official Development Plan for the site.
- 10.3.16.2 Refer to Chapter 11 – Development Phasing for details on the preliminary approach to development phasing.
- 10.3.16.3 Delivery of the package of amenities including parks, community centre, childcare, affordable housing and other amenities will be secured through the rezoning processes. The delivery mechanisms may include in-kind or cash contributions by the Landowners, supported by other funding sources if required.

# 11. Preliminary Phasing Strategy

*This chapter outlines the preliminary phasing strategy for redevelopment of ʔəyálməxʷ/Iyálməxw/the Jericho Lands, including the intent, approximate floor area, and key amenities and infrastructure to be delivered for each phase.*



## 11.1 Phasing Objectives

ᑲᐱᐱᐱᐱᐱᐱᐱ/ᐱᐱᐱᐱᐱᐱᐱᐱ/the Jericho Lands is anticipated to be developed in four phases (see Figure 9) over approximately 25 to 30 years. Although the final phasing strategy will not be determined until completion of the Official Development Plan in the next stage of the planning process, this chapter identifies the preliminary approach to the phasing of development and delivery of amenities and infrastructure.

Development is anticipated to begin in the western portion of the site, then move to two areas around the proposed Jericho and Alma UBCx SkyTrain stations, followed by the northeast and central areas, as illustrated in Figure 9. Each phase will be subject to a site-specific rezoning process. On large sites such as ᑲᐱᐱᐱᐱᐱᐱᐱ/ᐱᐱᐱᐱᐱᐱᐱᐱ/the Jericho Lands, the Landowners are required to provide necessary infrastructure to service the site including water and sewer infrastructure, green infrastructure, and other street improvements at each phase of development.

Preliminary phasing objectives for ᑲᐱᐱᐱᐱᐱᐱᐱ/ᐱᐱᐱᐱᐱᐱᐱᐱ/the Jericho Lands include:

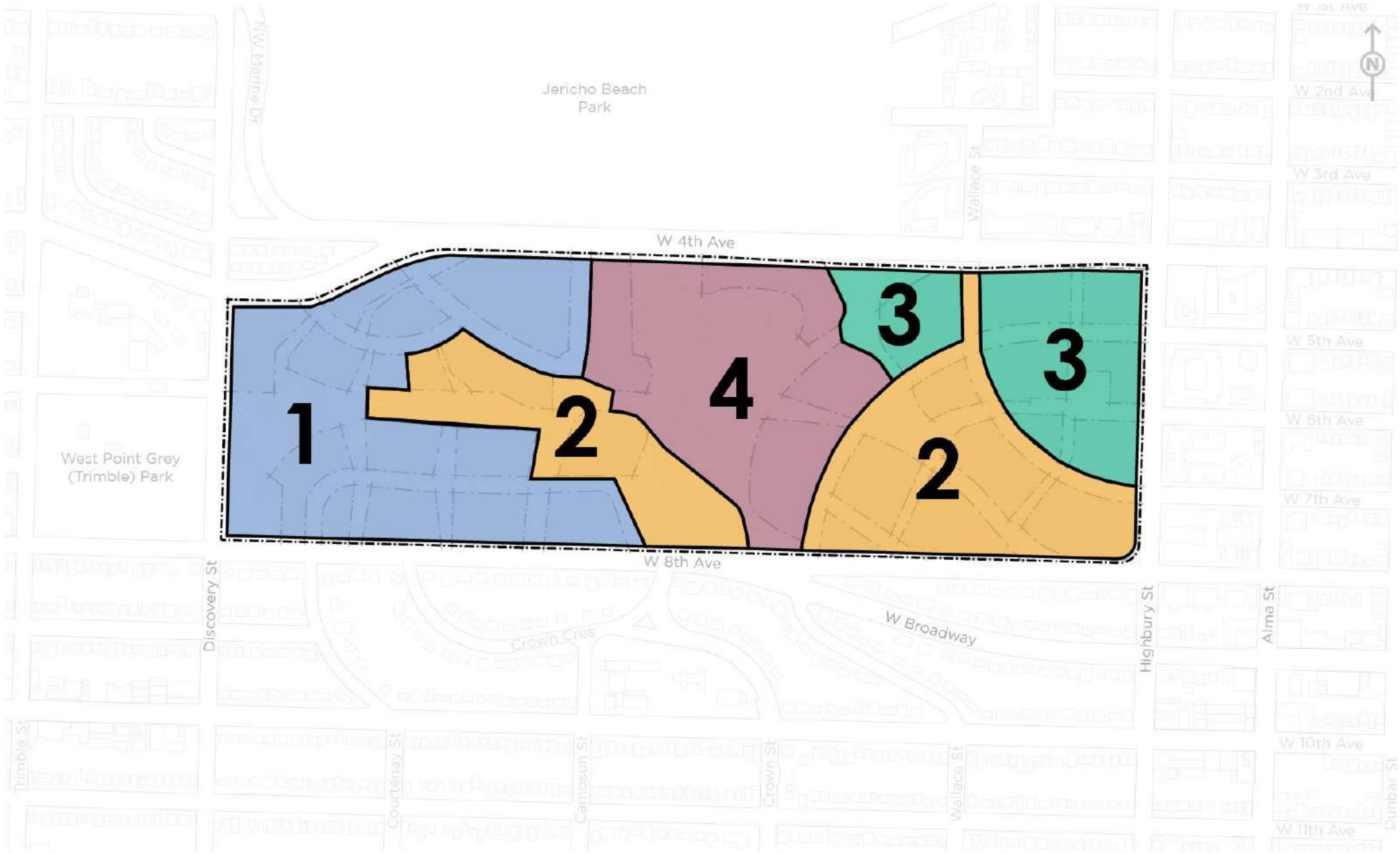
- Coordinate with the proposed Millennium Line UBC Extension (UBCx) construction timing, alignment, station box, and laydown yard requirements.
- Establish a critical mass of retail and services and a mix of employment uses to support the growing community in coordination with the opening of UBCx.
- Integrate the proposed UBCx Jericho Station with adjacent development (i.e. building designs completed with the station design).
- Deliver amenities (e.g. parks and open space, childcare) and commercial uses with each phase to support a walkable, complete community.
- Integrate housing for a range of household types, tenures and levels of affordability and attainability across the site.
- Work with the land and water, such as the Ridge and above and below grade water channels.
- Ensure efficient access, primarily through the loop roads.
- Ensure the site is serviced and meets the City of Vancouver's requirements, targets, and/or criteria at each phase of development.
- Manage potential displacement of existing residents through phasing.

Prior to confirmation of the proposed phasing strategy, technical studies to confirm archaeological, groundwater, and other impacts for resolution will need to be submitted and reviewed by staff.

**Technical studies to confirm the proposed UBCx alignment and station locations have not yet been completed. The Province is leading the development of the project Business Case. No funding decisions or commitments have yet been made. Technical analysis as part of the Business Case will identify station locations and alignment of the SkyTrain, subject to funding. If the proposed UBCx SkyTrain Project and the Jericho Station are not approved and/or funded, and if the alignment across the site or the Jericho Station location were to change significantly from the current Jericho Lands Policy Statement assumption, the Policy Statement and Phasing Strategy may need to be revisited.**



**Figure 9:** Preliminary Development Phasing Proposal



*Note: Technical studies to confirm archaeological, groundwater, and other impacts for resolution prior to staff review and confirmation of proposed phasing.*



## 11.2 Preliminary Development Phasing Proposal

### 11.2.1 Phase 1 – Initial Housing, Local Services, and Watchmens' Hill

This first phase will deliver approximately 407,000 sq. m (4,400,000 sq. ft.) of development. This will include a mix of housing tenure and affordability. Local-serving retail/commercial uses (including a grocery store), as well as a childcare facility will help establish a walkable, complete community at the outset. The Watchmens' Hill and initial Ridge Walk infrastructure, as well as internal roads/servicing from West 4<sup>th</sup> and 8<sup>th</sup> avenues, will be completed, and help create a strong pedestrian connection from West Point Grey Village down to Jericho Beach Park and the waterfront.

- » Residential uses: approximately 370,000 sq. m. (4,000,000 sq. ft.)
- » Non-residential uses: approximately 37,000 sq. m. (400,000 sq. ft.)
- » Key amenities and infrastructure:
  - ❖ Childcare facility
  - ❖ Internal loop road/servicing and bus access road from West 4<sup>th</sup> Avenue
  - ❖ Western internal loop road/servicing from West 8<sup>th</sup> Avenue
  - ❖ Watchmens' Hill, southern portion of Cedar Walk, and sections of Ridge Walk infrastructure connecting the upper hillside (Discovery Street and West Point Grey Village) with West 4<sup>th</sup> Avenue and Jericho Beach Park

### 11.2.2 Phase 2 – Station areas: Proposed Jericho Station Area/Plaza, Sentinels, Commercial Services, and Proposed Alma Station Area, Energy Oval, East Park, and Culture Walk

If UBCx Project construction takes place, and following the opening of the proposed station, this phase will include the highest densities on the site and a vibrant mix of uses, including a range of community amenities, and retail/commercial uses concentrated near the proposed Jericho Station. Development should be planned, designed and rezoned in coordination with the proposed UBCx design and construction process.

- » Residential uses: approximately 395,000 sq. m. (4,250,000 sq. ft.)
- » Non-residential uses: approximately 15,000 sq. m. (150,000 sq. ft.)
- » Key amenities and infrastructure:
  - ❖ Proposed Jericho Station

- ❖ Two Childcare facilities
- ❖ Energy Oval
- ❖ Cedar Heart Plaza
- ❖ East Plaza
- ❖ Culture Walk
- ❖ Ridge Walk infrastructure connecting the upper hillside (Discovery Street) with West 4<sup>th</sup> Avenue down to Cedar Heart Plaza, the proposed Jericho transit station, and Jericho Beach Park

Note: If the implementation of UBCx (including the delivery of the proposed Jericho Station) is later than the completion of Phase 1, or a decision is made not to build the UBCx Project, this Policy Statement including the site plan and approach to phasing and timing of delivery of the subsequent phases will be reviewed. Adjustments will be made if necessary to ensure that development does not exceed the capacity of the site and surrounding movement network to address mobility needs in line with the City's sustainable mobility policies.

### **11.2.3 Phase 3 – Canoe Landing, 6<sup>th</sup> Avenue Park, and Eastern portion of Weave Walk with Commercial Services**

This phase will deliver Canoe Landing and the cultural and commercial gateway from West 4<sup>th</sup> Avenue, including the eastern section of the Weave Walk with mixed-use development. It will also include a childcare facility, the new 6<sup>th</sup> Avenue Park and adjacent 6<sup>th</sup> Avenue Greenway connection between Highbury Street and East Park.

- » Residential uses: approximately 230,000 sq. m. (2,450,000 sq. ft.)
- » Non-residential uses: approximately 14,000 sq. m. (150,000 sq. ft.)
- » Key amenities and infrastructure:
  - ❖ Childcare facility
  - ❖ Canoe Landing
  - ❖ 6<sup>th</sup> Avenue Park
  - ❖ Section of 6<sup>th</sup> Avenue Greenway

### **11.2.4 Phase 4 – Central Community Park, Elementary School, Community Centre, Natural Area, and central portion of Weave Walk**

Prior to the completion of the proposed UBCx this area is needed to support access to and from the subway construction laydown yard and excavations. This phase will deliver a significant cluster of community amenities in the centre of the ʔə́yalməxʷ/Iyálməxw/Jericho Lands including the community centre, library, elementary school, a childcare facility, and a portion of the Central Community Park. The City, VSB and Landowners will work collaboratively to coordinate delivery of the elementary school in a timeframe compatible with the provision of adjacent/co-located community facilities and housing.

This phase will complete the Central Community Park and Natural Area, as well as deliver the Canopy Oval.

- » Residential uses: approximately 180,000 sq. m. (1,950,000 sq. ft.)
- » Non-residential uses: approximately 23,000 sq. m. (250,000 sq. ft.)
- » Key amenities and infrastructure:
  - ❖ Remaining portion of the Central Community Park
  - ❖ Canopy Oval
  - ❖ Central section of Weave Walk
  - ❖ Community centre
  - ❖ Elementary school
  - ❖ Library ("House of Learning")
  - ❖ Childcare facility
  - ❖ Sections of internal road/servicing connecting south and west from West 4<sup>th</sup> Avenue and Wallace Street





# 12. Illustrated Development Concept

*The following illustrations represent the proposed redevelopment concept for ʔəyálməx<sup>w</sup>/Iyálməxw/the Jericho Lands, as developed by the consultant team, let by the Landowners (MST/CLC). They represent how the policies contained within the Policy Statement could be expressed.*





# Illustrated Development Concept



*Illustrative concept plan and surrounding context*





Illustrative view looking north





*Artist rendering – view from Watchmens' Hill looking east*





Artist rendering – view from Transit Loop looking east to Cedar Heart Plaza





Artist rendering – View from W 8<sup>th</sup> Avenue looking north towards the Central Community Park





Artist rendering – view from W 4<sup>th</sup> Avenue looking west towards the Weave Walk





Artist rendering – view from internal street looking west towards East Plaza and 6<sup>th</sup> Avenue Greenway



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**General Manager | Planning, Urban Design and Sustainability:** Doug Smith, Theresa O'Donnell and Gil Kelley.

**Jericho Lands Project Staff Team:** Matt Shillito; John Grottenberg; Kirsten Robinson; Scott Bell; Zak Bennett; Sam Cameron; Christine Nesbitt; Andrew Misiak; Neil Hrushowy; Craig Busch; Patricia St. Michel; Kari Dow; Ding Yu; Yuichi Watanabe; Sara Zonouzi; Lisa Brideau; Jessie Singer; Lee Beaulieu; Susan Chang; Grace Jiang; Katy Amon; Jordan Lypkie; Rena Soutar; Chalys Joseph; Mike Bird; Darren Lee; Lysa Morishita; Alisha Merchant; Tim Barton; Ken Tseng; Ian MacPhee; David Lewis; Geoffrey Keyworth; Daniel Klein; Cameron Owen; Carol Yee; Justine Cliff; Sam Khany; Fausto Inomata; Lindsay Neufeld; Stephanie Chua; Joanne Foote; Eric Zhou; Kristen Lamberston; Caitlin Doward; Jesse Bierman; Alisha Masongsong; Dionne Paul; David Uyesugi; Emma Artis; Matthew Halverson; Nancy Eng; Amanda Mitchell; Craig Woodhall.

**Proponent Team:** Canada Lands Company and MST Development Corporation.

**External Consultants:** Urban Strategies Inc.; Aplin Martin; Bunt & Associates; Formline Architecture; Hariri Pontarini Architects; Introba; PFS Studio; Ramsay Worden Architects; Sherwood Design Engineers; Transsolar; Vamos Development Advisors; Ahne Inc.; Diamond Head Consulting; Kirk & Co. Consulting Ltd.; Matthew Thomson Design; Paul Nowarre; Pottinger Gaherty Environmental Consultants Ltd.; Coriolis Consulting Corp.; The Sentis Group; Qualitas Research.

**Community Groups and other Stakeholders:** Members of the Jericho Lands Working Group.

