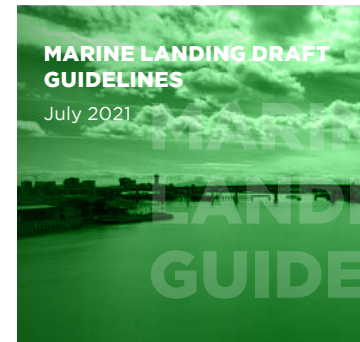
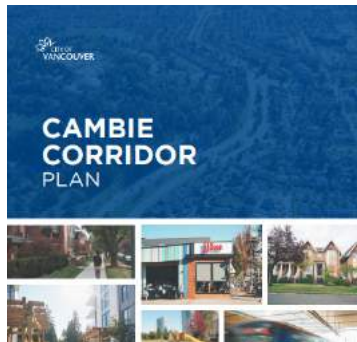


SUMMARY OF DRAFT GUIDELINES

Marine Landing Review | SEPTEMBER 2021

BACKGROUND & CONTEXT

The City of Vancouver completed an area analysis for Marine Landing in response to new Council priorities for affordable housing and intensification of job space around the Marine Drive Station in Marpole. These guidelines will be used to inform the rezoning process as sites come forward for redevelopment.



2014

Council adopts *Marpole Community Plan* to manage growth over the next 30 years.

The Plan outlines key principles to provide direction for growth, which include supporting a range of affordable housing options, fostering a robust and resilient economy, providing and supporting sustainable transportation options, and protecting/enhancing public open spaces, parks and green linkages.

2018

Council adopts the *Cambie Corridor Plan* which brings together three planning phases into a single document. It enables a significant amount of growth to increase housing choices and affordability in the Corridor to connect diverse population to places they can live and work near high-quality rapid transit.

The Plan provides principles and policies for Marine Landing, which have overlapping plan boundaries with the *Marpole Community Plan*.

2020

The *Ashley Mar Issues Report* encourages delivery of affordable housing opportunities in Marine Landing to support Council's affordable housing priorities in a location close to rapid transit.

These policy changes allows rezoning applications for affordable housing sites to be processed at heights and densities beyond those approved through the existing *Marpole Community Plan* and *Cambie Corridor Plan*.

2020

The *Employment Lands and Economy Review* (ELER) identifies Marine Landing as a priority area for job space intensification.

This planning initiative informs the economic foundations of the *Vancouver Plan* process.

Council policy changes allow for consideration of greater height and density for 100% job space projects which deliver multi-level, light industrial space.

2021

The *Marine Landing Review* is a coordinated area analysis to support a growing population and employment hub in Marine Landing. The outcome of the planning work is a new set of guidelines which reflect updated Council priorities and help inform future rezoning enquiries and applications.

STUDY AREA

The Marine Landing Review highlights updated community needs and long-term priorities for the neighbourhood. The planning work continues to reinforce the vision for a vibrant and resilient urban hub, consistent with the two existing community plans that guide change in this part of Marpole.

Where is it?

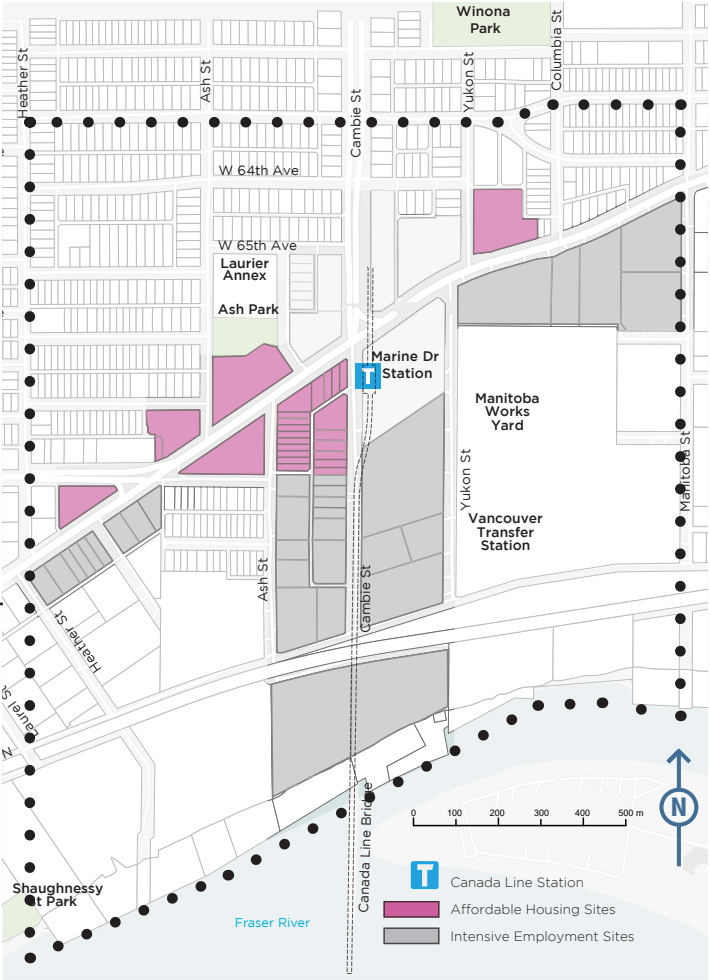
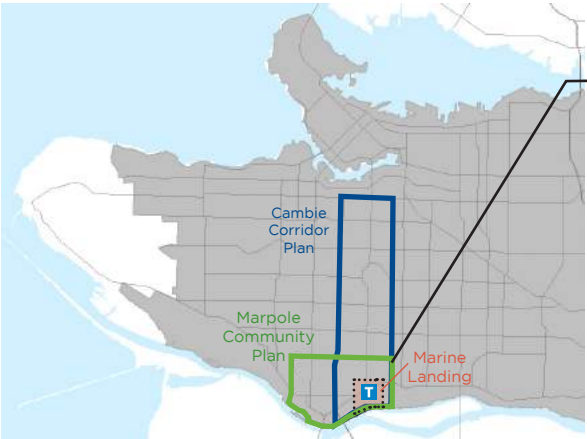
Marine Landing is located in South Vancouver's Marpole neighbourhood. It is the southernmost node in the Corridor and functions as a key entranceway to the City of Vancouver. It is also located near the xʷməθkʷəy̓əm Musqueam city and burial ground of čəsnaʔəm.

Why this area?

With its location around the Marine Drive Station, this area provides opportunities for more housing and jobs to be located within a short walking distance of high-quality rapid transit and other existing services and amenities.

What is happening?

The City completed a detailed area analysis to develop updated guidelines and requirements for individual sites when they come forward for redevelopment. The resulting *Marine Landing Guidelines* should be referenced by developers and the community in this area of Marpole during the rezoning process.



*This area is located within both the *Marpole Community Plan* and *Cambie Corridor Plan* boundaries.

WHAT DO THESE GUIDELINES DO?

A coordinated area analysis is important to guide change in an growing urban community. The *Marine Landing Guidelines* establish a vision and aspirations for this area of Marpole, while also identifying key priorities and requirements as the area continues to grow. The guidelines aim to address the following:



Inform future rezoning enquiries and applications through new built form and public realm expectations around the Marine Drive Station, to ensure that the area continues to evolve into a vibrant and resilient community.



Identify public benefits priorities in the neighbourhood which will be negotiated through rezonings to ensure amenities such as housing and childcare take advantage of the area's walkability to rapid transit.



Ensure that archaeological and heritage management practices are followed through the rezoning process.

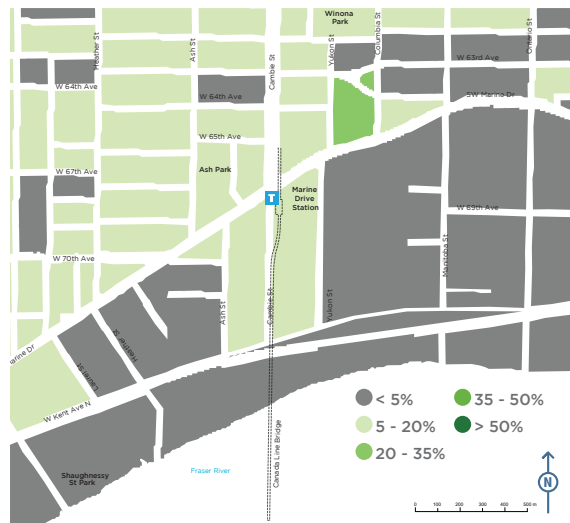


Review utilities and transportation improvements to ensure adequate capacity in the system to service additional growth and meet future demands.



EXISTING CHALLENGES

The Marine Landing Guidelines, in combination with the Marpole Community Plan and Cambie Corridor Plan, provide an opportunity for the future development to address several challenges that were created from past industrial and commercial development in South Vancouver.



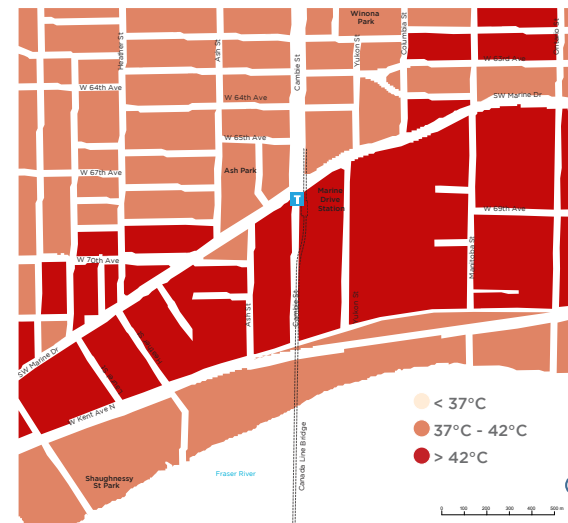
URBAN TREE CANOPY COVER

- The neighbourhood has few trees and a limited number of parks and green spaces.



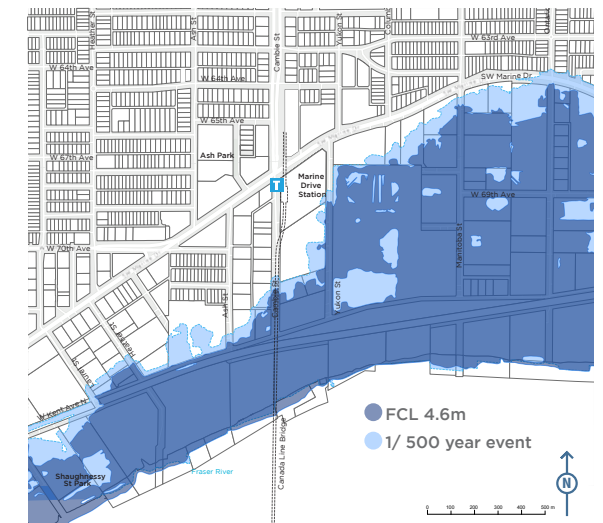
IMPERVIOUS AREAS

- Past land use and development patterns (mostly in existing industrial areas) have resulted in a high percentage of paved surfaces where rainwater cannot soak into the ground.



URBAN HEAT ISLAND EFFECT

- The combination of paved surfaces and limited trees results in a significant urban heat island effect.



SEA LEVEL RISE

- With climate change, parts of Marine Landing area may be affected by sea level rise, including more frequent and intense storms and flooding.

WHAT GUIDES THE BUILT FORM?

As Marine Landing continues to grow into a neighbourhood with more people and workers, the built form guidelines will ensure that future development contributes to creating an attractive and sustainable community around the Marine Drive Station. New developments will respond to the surrounding context to ensure that buildings and public spaces are designed to promote vibrant streets and high-quality, livable buildings.

The built form guidelines strive to create...

A neighbourhood that **highlights its unique gateway location to create a welcoming first impression** into Vancouver.



A place **filled with connections between key destinations and public spaces** to create a livable and social community for residents and workers to enjoy.



A **thriving urban natural system** that introduces sustainability elements into City infrastructure, public spaces and individual buildings.



An adaptive environment **that allows for flexibility of uses and building designs** to support existing and changing job space needs.



Residential towers in Marine Landing



Example of mid-block pedestrian connection (Marine Gateway)



New green infrastructure plaza at 63rd Ave & Yukon St

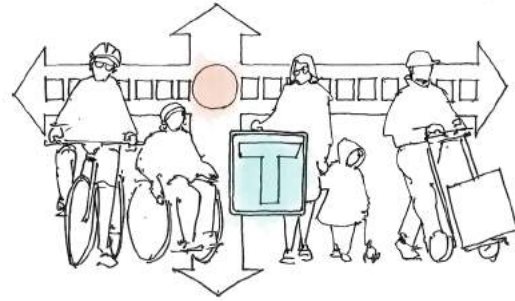
BUILT FORM PRINCIPLES

Eight built form principles will ensure that new high-density developments respond to a changing neighbourhood context adjacent to rapid transit and the Fraser River. The principles support livable and connected spaces for residents, workers and visitors, allow flexibility of uses, and address the City's climate change and sustainability goals.

MAKE A GOOD FIRST IMPRESSION



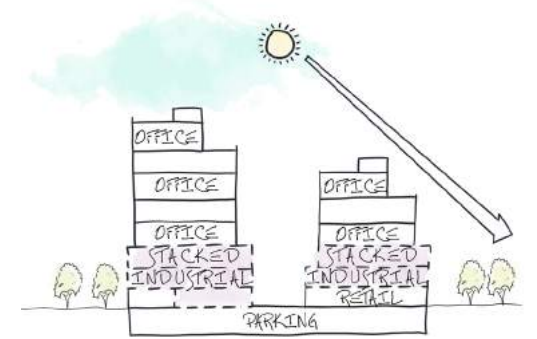
ENHANCE TRANSITIONS, CONNECTIONS, AND RELATIONSHIPS TO THE SURROUNDING NEIGHBOURHOOD



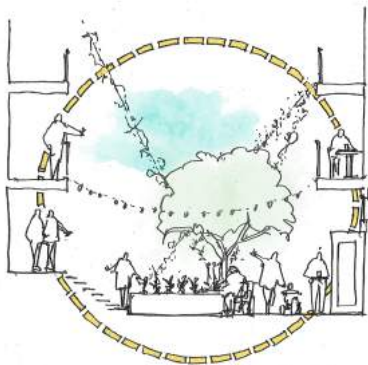
SHAPE AND ANIMATE THE PUBLIC REALM



MAXIMIZE FLEXIBILITY AND ENCOURAGE INDUSTRIAL STACKING



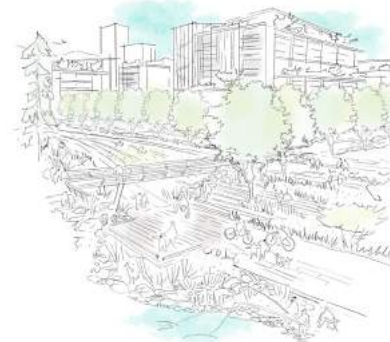
DESIGN LIVABLE AND SOCIAL BUILDINGS



TAKE ADVANTAGE OF UNIQUE AND VARIED SITES



BUILD NEIGHBOURHOODS AND BUILDINGS THAT RESPOND TO SEA LEVEL RISE



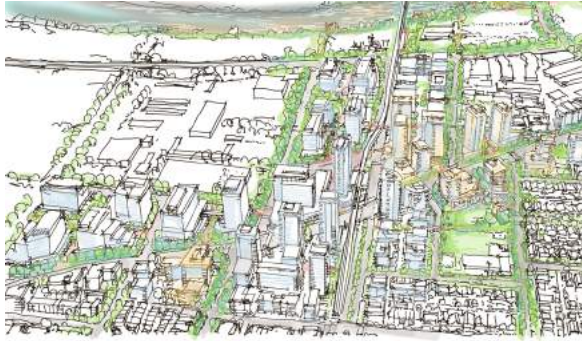
SUPPORT NATURAL SYSTEMS



EXAMPLES OF BUILT FORM GUIDELINES

The built form guidelines are separated into three parts: (1) general considerations which apply to all sites, (2) guidelines specific to affordable housing sites, and (3) guidelines for intensive employment sites, distinguished between sites greater or smaller than 8,000 sq. m.

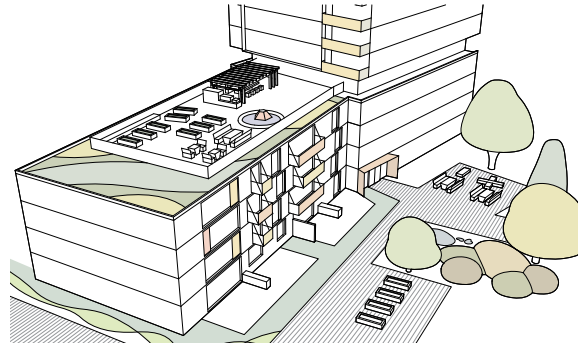
GENERAL CONSIDERATIONS



Support the principles by addressing themes such as building form and architectural approach, land use adjacencies, public spaces and coastal flood management.

- Proposals seeking heights and densities beyond current policy will need to respond to the changing context (e.g. height, shadow impacts, and shared outdoor spaces).
- The built form should promote vibrant streets and spaces for residents, workers and visitors to enjoy (e.g. active uses and storefronts, lighting, gathering spaces, amenities).
- Buildings should be adaptive to future flood risk and sea level rise, and support neighbourhood greening and sustainable rainwater management practices.

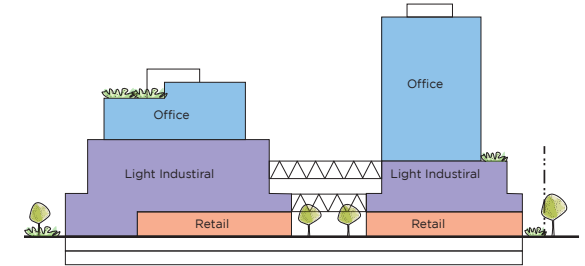
AFFORDABLE HOUSING SITES



Support innovative, high-quality urban design and architecture with a vibrant public realm. Densities and heights will be determined through the rezoning process to be responsive to unique site conditions and project economics.

- Developments should achieve a high level of livability (e.g. natural ventilation, spaces for gathering and socializing, functional private outdoor space).
- The streetwall and lower level massing should emphasize street level entrances and storefronts, break down long building frontages through design and pedestrian mews.
- Mid-rise, upper level and tower massing should respond to other towers in the neighbourhood (e.g. tower orientation, height variation, floorplates and sightlines).

INTENSIVE EMPLOYMENT SITES



Intensify employment spaces through flexible and adaptive design while ensuring that traditional industrial uses can also be met.

- Densities up to approximately 4.5 FSR will be permitted subject to provision of multi-level light industrial spaces.
- Sites greater than 8,000 sq. m must provide multi-level light industrial floor areas of 1.5 - 2.0 FSR, while sites below that threshold must provide a minimum of 1.0 FSR.
- Separate guidelines distinguish between considerations for large and small sites, but generally include guidelines relating to building height and form, streetwall, setbacks, lower level massing, on-site pedestrian mews and public spaces.

WHAT GUIDES THE PUBLIC REALM?

Marine Landing functions as a critical link connecting Vancouver's existing and proposed parks and open spaces from shore to shore. Due to the neighbourhood's recent industrial past and location along a busy arterial, walking and cycling connections are poor. Existing lack of trees and green spaces, climate change impacts and utilities challenges also highlight the critical need to re-establish thriving urban natural systems to support a growing community.

The public realm strives for...

Incremental improvements on development sites and public rights-of-way that will eventually result in broader benefits for the entire community.



Vibrant public spaces that provide opportunity for the community to connect and gather throughout the neighbourhood.



Strengthened walking and cycling connections to improve safety, comfort, and accessibility to and between destinations in Marine Landing and to connect the area to the Fraser River.



Green rainwater infrastructure, tree planting, and open spaces to introduce natural systems into the built environment, provide the community with better access to nature and support required infrastructure upgrades.



PUBLIC REALM PRINCIPLES

The following four principles inform the design of the public realm in the entire area.

ECOLOGICAL AND CULTURAL STEWARDSHIP



Future flood management approaches and strategies for foreshore rehabilitation will **recognize the importance of protecting sensitive historical, archaeological, cultural and ecological areas.**

The City will seek to engage Musqueam in the development of foreshore design and stewardship strategies, recognizing Musqueam's unique on-going relationship, rights and cultural heritage in this area.

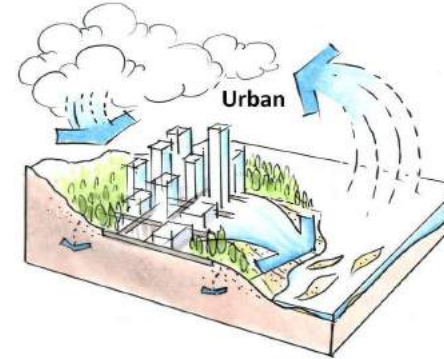
CONNECTION TO THE RIVER



Future planning work for the broader Fraser River Foreshore will seek to connect people with accessible open space, nature and each other.

This will be achieved by **reinforcing the neighbourhood's historical relationship to the Fraser River** and reflecting its importance as a natural and urban ecosystem through integration of green rainwater infrastructure and integrated water management strategies in Marine Landing.

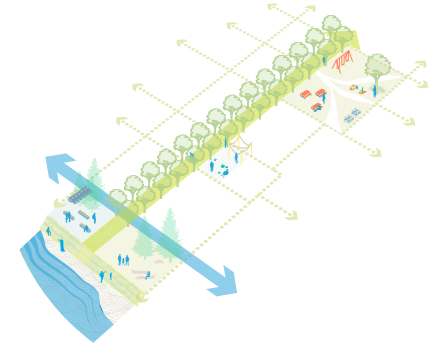
CONNECTED LIVING SYSTEMS



The public realm should be **sustainable and resilient to climate change**, integrating green rainwater infrastructure and integrated rainwater management strategies to meet future demand.

This strategy can be incorporated into the design of public spaces, strengthening the neighbourhood's climate resilience and mitigating urban heat island effects.

CONNECTED PLACES



The transportation network, particularly the streets and the public realm, **will encourage improved access to key destinations by walking, cycling and transit.**

The neighbourhood character will be shaped by its strong connection to the greater watershed and through cultural programming in the form of public art, wayfinding and educational opportunities.

EXAMPLES OF PUBLIC REALM ELEMENTS

The public realm guidelines focus on creating spaces that residents, workers and visitors to the neighbourhood can access and enjoy throughout the year. The public realm plan identifies various elements such as bikeways, blue-green systems, pedestrian mews and plazas which will build out over time to provide a diversity of spaces in the community. Some examples of these spaces are highlighted below.

PARK CONNECTORS, GREENWAYS & BIKEWAYS



Park Connector Streets, bikeways and greenways are designed to link arterial streets with key public spaces to enhance walking and cycling connections within the community and to the Fraser River.

- Streets should have generous planted boulevards where possible to increase maximize tree health and growth and improve habitat and biodiversity.
- Provide setbacks to ensure AAA cycling facilities can be delivered.
- Integrate mid-block and corner bulges into the boulevard where appropriate.

BLUE-GREEN SYSTEMS



Support implementation of the City's Rain City Strategy, Cambie Integrated Water Management Plan and Cambie Corridor Public Realm Plan to improve water quality, resilience and livability through creation of a healthy urban ecosystem

- Streets in the area should include some form of green rainwater infrastructure at a site or district scale, maximizing opportunities to integrate trees, planting, and swales.
- Opportunities have been identified along SW Marine Dr, Manitoba St, Ash St, Yukon St, Kent Ave, and on Park Connector streets.

PEDESTRIAN MEWS



Pedestrian mews are intended to provide walking connections through large sites and improved access to green and open spaces such as courtyards.

- Pedestrian mews should relate to public spaces such as courtyards, frontages and activated lanes to provides links between development sites and open spaces.
- Generally, pedestrian mews should incorporate planting, integrated site furnishings and landscape elements, rainwater management opportunities, public art, signage, and wayfinding.

ARCHAEOLOGICAL MANAGEMENT

Marine Landing is part of a larger area that has been home to the xʷməθkʷəy̓əm (Musqueam) people from time immemorial. Marine Landing is located near registered archaeological sites, namely the xʷməθkʷəy̓əm city and burial ground of čəsnaʔəm.

SUMMARY OF ARCHAEOLOGICAL PROCESS



Woven blankets by Musqueam artist, Deborah Sparrow, located on the Safeway site on Granville St

Engage with, involve, and include input from involved local First Nations to celebrate cultural heritage.

- Marine Landing is located near registered archaeological sites, namely the xʷməθkʷəy̓əm city and burial ground of čəsnaʔəm.
- The presence of čəsnaʔəm and other archaeological sites in the vicinity strongly suggests that the area has the potential to contain unregistered archaeological sites that are protected under the *Heritage Conservation Act* (HCA).



Marpole Cairn in Marpole Park

Adhere to the *Heritage Conservation Act* (HCA).

- In British Columbia, all archaeological sites whether on Provincial Crown or private land (including land under water) that are known, or unknown, and suspected to predate AD 1846 are automatically protected under the provincial HCA. They must not be altered in any way without appropriate authorizations.



Fraser River Foreshore

Incorporate an archaeological review to ensure archaeological sites are properly managed.

- Complete review early in the development process to avoid unnecessary delays and to manage associated risks.
- An archaeologist should be retained by the proponent (property owner and/or developer), and the archaeological review undertaken prior to the commencement of ground disturbance activities.
- The archaeological review should be prepared by a professional archaeologist with experience working in the area and with local First Nations.

TRANSPORTATION

As a community builds out over time, transportation requirements need to be re-visited to respond to new growth in the area. Additional upgrades and improvements may also be identified through the rezoning process.

SUMMARY OF NEW PRIORITIES SINCE 2018



Focus on improving cycling connections throughout the area and its surroundings.

- New bike lane on SW Marine Drive between Cambie Street and Main Street to improve connections between the Canada Line and broader cycling network.
- Improvements support *Transportation 2040* and *Climate Emergency Action Plan* policies, including prioritization of critical gaps in the network and connections to key destinations.



Partner with TransLink to provide better pedestrian access to transit facilities.

- Integrate curb ramps and sidewalks on the east side of Ash Street from Kent Avenue North to West 71st Avenue, and new sidewalks on the east side of Yukon from Kent Avenue North to the bus loop.



Identify and improve transportation safety upgrades in and around the Marpole area.

- Various intersection safety upgrades, potential new traffic signal at Kent Avenue and Ash Street, improved crossing and pick-up/drop-off adjacent to the Marine Drive Transit Station Plaza, and at-grade rail crossing improvements at Laurel Street and Ash Street.



Ensure upgrades to road network for goods movement, parking and loading.

- Re-evaluate traffic circulation patterns in response to redevelopment of large sites generating significant traffic volumes.
- Respond to any changes to the *Parking By-law*, including changing requirements for visitor parking, bike parking, passenger loading, and the introduction of Transportation Demand Management (TDM).

UTILITIES

A high-level analysis was completed to identify utilities upgrades that are likely needed to service future population and employment growth in Marine Landing. Specific infrastructure upgrades for each site will be determined through the rezoning application process, and contributions from development towards the cost of upgrades may be required.

SUMMARY OF KEY UPGRADES AND REQUIREMENTS



Address sanitary sewer capacity through key infrastructure upgrades

- Identified network upgrades include: additional capacity in the Metro Vancouver Kent Avenue Pump Station, various sewer main upgrades, and sewer separation/renewal along SW Marine Drive.
- Requirements for individual sites will be confirmed through the rezoning process.



Review water supply availability with each rezoning application.

- In general, the City's water system is capable of handling anticipated growth in Marine Landing without significant upgrades.
- Available supply will need to be re-assessed based on project specifics as redevelopment sites come forward in the future.



Upgrade stormwater system to respond to increasing pressures related to climate change and sea level rise.

- Mitigate system capacity and coastal flood risk through actions such as limiting excavation into the floodplain with a high water table, implementing flood management infrastructure on site, and complying with minimum flood construction levels.



Reduce groundwater-related risk in the four identified areas of concern and avoid discharging groundwater into the sewer system.

- Individual development are required to comply with the City's *Groundwater Management Bulletin* which details requirements related to groundwater management at development sites (e.g. submission of a hydrogeological study).

PUBLIC BENEFITS PRIORITIES

The public benefits priorities identified build on those in the *Marpole Community Plan* and *Cambie Corridor Plan*. Opportunities will be reviewed on a site-by-site basis to address gaps and deficiencies in Marine Landing, as well as new demands as the area builds out over time. Applicants will be expected to consider inclusion of the following public benefits as part of their rezoning proposal, where feasible.

AFFORDABLE HOUSING



Residential towers in Marine Landing

Increase the supply of purpose-built market rental housing and non-profit social and co-op housing in Marine Landing.

- Maximize opportunities for affordable housing units close to rapid transit and existing services.
- Heights may exceed those originally approved under the *Marpole Community Plan* to support project feasibility.

PARKS & OPEN SPACE



Marine Gateway Plaza

Create a network of smaller parks and open spaces which improve connections in the neighbourhood and further to the Fraser River.

- Create more shared public spaces for residents and workers throughout the neighbourhood, including publicly-accessible open spaces and parks (especially on sites over 8,000 sq. m in size).

CHILDCARE



Playhouse at Marpole childcare facility

Increase childcare spaces to support workplaces and families in Marine Landing.

- Adding childcare spaces to support more people and jobs in the area helps to meet the *Healthy City Strategy*'s goal of fostering a socially sustainable city through increased access to community facilities, high-quality programs, and early development opportunities for children.

ARTS & CULTURE



Douglas Coupland's Golden Tree in Marine Landing

Incorporate art and cultural production spaces on intensive employment sites to support affordable spaces and artist displacement.

- Developers are encouraged to engage with Musqueam to assess desire for self-determined arts and cultural spaces on individual sites.
- Prioritize light industrial production spaces for Indigenous arts, community arts, dance etc.

WHAT'S NEXT?

Following the current opportunity for public input, staff will analyze and summarize the findings for inclusion into a report to Council. Presentation of the draft guidelines and summary of public feedback to Council is anticipated in Winter 2021. Further opportunities for public comment will also be available through the rezoning process for each individual rezoning application that comes forward in the area.



1. Find details at shapeyourcity.ca/marine-landing-review
2. Fill out the survey
3. Share your thoughts via the comment form
4. Sign up for our newsletter to get project updates



marpoleplan@vancouver.ca



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