



CITY OF
VANCOUVER

Marpole Community Plan

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North arm of the Fraser River

1 INTRODUCTION

Marpole is a riverfront community located in the south of Vancouver's west side. It is in the heart of Musqueam traditional territory and has a rich history that stretches back thousands of years. Over the years, Marpole has undergone eras of change, maintaining a strong sense of community.

As Marpole continues to evolve, several challenges and opportunities must be addressed to ensure that its quality of life continues to flourish. A growing population, increased challenges around housing affordability, aging community facilities, a changing climate and transportation infrastructure are among the issues that need careful attention.

The Marpole Community Plan provides directions that address these challenges. It recognizes the importance of managing and shaping change in a way that is meaningful and responsive to the unique conditions of Marpole. Developed with the community, it maximizes opportunities that ensure Marpole continues to be a great place to live, work, shop, learn and play.

A New Community Plan

A community plan is a clear but flexible framework that guides positive change and growth. It is a comprehensive plan that integrates policy on land use, housing, transportation, parks and open space, local economy, arts and culture, the environment and more. The plan considers long-range and short-term goals for the community and includes clear directions on public benefits that will be necessary to serve a growing population.

The plan complements other City efforts, such as those we are making on housing affordability, livability, inclusivity, environmental sustainability, economic vitality, and other improvements that enhance the overall well-being of Vancouver residents. It recognizes the assets, issues, and opportunities unique to Marpole, and seeks to address these in a globally responsible and locally responsive way.

The plan builds on the foundations of the previous Marpole Plan (1979), addressing the need for more certainty and clarity around directing growth to appropriate locations in a meaningful way.

As Vancouver and Marpole continue to grow, this community plan will guide growth in a way that meets the needs of the community, Vancouver as a whole, and the region.

2 PLAN PRINCIPLES

Introduction

The following principles are based on existing citywide and regional policies, plans, initiatives and charters that influence planning throughout the City. With the help of the community, they have informed planning in Marpole in a way that responds to local needs and aspirations. These principles provide overall direction for the Marpole Community Plan.



Marine Drive Canada Line Station

Principle 1:

Achieve a GREEN, environmentally sustainable URBAN PATTERN

When planning in Marpole, we will strive to:

- Locate higher densities and a mix of uses close to neighbourhood centres, existing shopping districts, transit services and areas where significant sustainability gains are possible (e.g., district energy sources).
- In doing so, ensure that new developments in higher density areas provide respectful transitions to adjacent lower density neighbourhoods and reflect the character of the existing neighbourhood.
- Maximize opportunities to reduce greenhouse gas emissions through the integration of land use, transportation and energy.
- Implement greenhouse gas reducing strategies including district energy systems and passive design approaches for new and existing development.
- Improve and enhance water and air quality. Ecological diversity will be enhanced and waste reduction measures will be implemented.



Columbus Residence, long-term care and independent living housing for seniors



Local serving businesses at West 67th Avenue and Oak Street

Principle 2:

Support a range of affordable HOUSING OPTIONS to meet the diverse needs of the community

When planning in Marpole, we will strive to:

- Increase the diversity of the housing stock by providing a range of housing forms, unit types, and sizes to meet the needs of a diverse population.
- Provide a range of affordable housing options for low to moderate income households (e.g., social housing, secure, purpose-built rental, and affordable homeownership).
- Recognize the value of existing affordable and low-income housing that meets the needs of low/moderate income households, including the retention, enhancement and renewal of secure purpose-built rental housing.
- Increase options and enhance stability for vulnerable community residents including individuals and families experiencing homelessness, those with mental illness and addictions and seniors by ensuring access to accessible, adaptable and supportive housing, shelters, social housing and supports as needed.
- Recognize the value of having a variety of housing choices and community facilities to attract and retain a vibrant workforce, including young families.

Principle 3:

Foster a robust, resilient ECONOMY

When planning in Marpole, we will strive to:

- Enhance and support local community economic development and green enterprises through the development of strategic zones (e.g., green enterprise zones, smart neighbourhoods) that engage citizens and business leaders in the incubation and demonstration of local innovations.
- Ensure office, entertainment, creative incubators, educational facilities and retail space are included in mixed-use development, where appropriate.
- Avoid displacement or destabilization of existing city-serving land uses, including industrial and employment areas, and develop employment space strategies that accommodate future growth.
- Consider the value of existing affordable commercial spaces.
- Ensure job space is well integrated with the transportation network by providing greater proportions of office and other higher ridership uses in proximity to transit stations.
- Engage businesses in improving housing and daycare affordability and choice to attract and retain a diverse workforce.
- Enhance the affordability and availability of daycare for working families.

Principle 4:

Enhance CULTURE, HERITAGE and CREATIVITY within the city

When planning in Marpole, we will strive to:

- Develop, enhance and retain public and private spaces for cultural and social activities, emphasizing flexible uses that can evolve over time. Types of spaces include gathering, creation, production, presentation and support spaces.
- Ensure spaces for cultural and social activity reflect the character and identity of the neighbourhood.
- Integrate public art into the public realm, enhancing the pedestrian experience and complementing the surrounding built environment.
- Review opportunities to integrate cultural space, including artist live-work studios, into residential and mixed-use buildings.
- Consider cultural programming needs when designing public and private spaces.
- Ensure that heritage resources of importance or significance to the community are identified.
- Review opportunities for retention or recognition of resources with heritage value.

Principle 5:

Provide and support a range of SUSTAINABLE TRANSPORTATION options

When planning in Marpole, we will strive to:

- Make walking safe, convenient and delightful, and ensure streets and sidewalks support a vibrant public life that encourages a walking culture, healthy lifestyles, and social connectedness.
- Make cycling feel safe, convenient, and comfortable for people of all ages and abilities. Prioritize connections to important destinations like schools, community centres, transit stations, and shopping areas.
- Encourage transit improvements to increase capacity and ensure service that is fast, frequent, reliable, fully accessible, and comfortable.
- Manage the road network efficiently to improve safety, minimize congestion, and support a gradual reduction in car dependence. Make it easier to drive less. Accelerate the shift to low carbon vehicles and car-share alternatives.
- Support the efficient movement and delivery of goods and services, while reducing negative impacts to the community and environment
- Support shorter trips and sustainable transportation choices by creating compact, walkable, transit-oriented neighbourhoods.



Local gathering place



Art wrap of the bus shelter on Granville Street, by students at ECUAD



Dog in park, Marpole photo contest submission
(Credit: Zhi Ming Zhang)



Marpole-Oakridge Community Centre

Principle 6:

Protect and enhance public open spaces, PARKS and green linkages

When planning in Marpole, we will strive to:

- Ensure that residents enjoy good access to green spaces, including urban forests, parks, open spaces and space for food production.
- Ensure that neighbourhood centres, parks, public places and community amenities are connected through a network of green linkages, interesting public spaces and safe streetscapes.
- Develop green spaces in areas which are under served and preserve and improve existing green spaces.
- Apply ecological best practices for public realm and infrastructure design to achieve accessible, adaptable, and engaging streets, parks, and public places. Designs should embrace natural processes, use environmentally responsible materials, and consider opportunities for food and energy production.

Principle 7:

Foster resilient, sustainable, safe and HEALTHY COMMUNITIES

When planning in Marpole, we will strive to:

- Strategically integrate planning for social amenities with land use planning.
- Work in partnership with the community, senior governments and other agencies to ensure appropriate social infrastructure and amenities are in place for residents.
- Prioritize amenities and facilities that support a range of programs and activities to accommodate evolving needs.
- Explore opportunities for partnerships and co-location to achieve maximum public benefits in the delivery of amenities.
- Preserve and enhance local food systems and opportunities for local food production.
- Work with communities to develop unique responses to social and environmental issues.
- Recognize and reinforce the unique identity, heritage and character of neighbourhoods to maintain a strong sense of community and “sense of place”.
- Support walking, biking and other active modes of transportation that support healthy lifestyles.
- Work towards developing healthy people, healthy communities and healthy environments as building blocks to a healthy city.
- Ensure that public safety is a priority, so that people can live, work and play in a city where they feel safe at all times.



Marpole area looking west towards North arm of the Fraser River.
2010

3 COMMUNITY CONTEXT

Marpole is a riverfront community located in the south of Vancouver's west side, bounded by Angus Drive, West 57th Avenue, Ontario Street, and the Fraser River. It comprises 1,386 acres (561 hectares), making up about 5% of Vancouver's total land area.

Figure 3.1: Marpole Boundaries



Marpole is located in the south of Vancouver's west side on the north arm of the Fraser River



A Changing Community*

It is believed that Marpole was first inhabited as far back as 4,000 to 5,000 years ago by ancestors of the Musqueam people and was home to the Musqueam Nation for thousands of years. Later, it was settled by non-natives in the 1860s and soon after connected to other regional destinations by the BC Electric interurban tram line. Today, its unique location on the Fraser River and three bridge connections make it a critical access point, joining Vancouver to the Vancouver International Airport as well as other parts of the Metro Vancouver region.

Over the years, Marpole has experienced many significant changes and challenges. In 1957, the Oak Street Bridge opened, followed by the Arthur Laing Bridge in 1975. Together, these two major transportation projects had a tremendous impact on the neighbourhood, opening up Marpole as a commuter corridor to the growing municipalities south of the Fraser River. This also led to the relocation of the local shopping area from Hudson Street to its current Granville location. More recently, the 2009 opening of the Canada Line and its Marine Drive station has also contributed to further change in the community.

Today, the community has around 24,000 residents, 11,800 jobs, and a strong connection to the Fraser River.



View north on Hudson Street from the Marpole Bridge, 1930 (Credit: City of Vancouver Archives, CVA 371-929; Photographer: G. D'Arcy-Hodsoll)

People

Marpole is a vibrant community made up of long-time residents, families, seniors, students and newcomers.

Between 1981 and 2011, Marpole experienced a population increase of 43%, similar to the city as a whole, which grew by 41% during that same period.

Marpole has a population density of 43 people per hectare, which is lower than the citywide average of 54 people per hectare, but about average compared to other neighbourhoods outside the central area of Vancouver.

One of the most notable changes over the last 30 years has been the ethno-cultural composition of Marpole as many new immigrants, predominantly of Chinese origin, have made Marpole their home. In 2011, 39% of Marpole residents spoke Chinese as their mother tongue (vs. 23% citywide). About 9%† of the Marpole population is recent immigrants (immigrated to Canada less than five years ago), compared to 7% citywide.

Marpole is home to many young families – in 2011, 68% of families in Marpole had children living at home, compared to 58% citywide, and 38% of all households in Marpole had children, compared to 30% citywide.



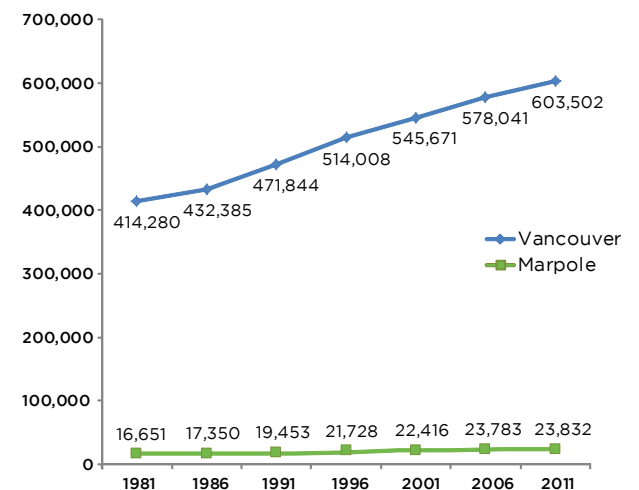
View north towards SW Marine Drive along Hudson Street under the Arthur Laing Bridge approach ramps, 2013

Marpole residents have a lower median household income and a higher share of residents considered low income than the rest of Vancouver. Within Marpole, renters face the greatest challenges – their median household income is about half the median income of homeowners and 32% of renters spend more than 30% of their income on housing.

* Where available, the most recent data is used throughout the plan (e.g., 2011 census data). However, in some cases where custom census orders have not been fulfilled, 2006 data has been used.

† In 2006, Census data indicated that 13% of the Marpole population were recent immigrants (vs. 7% citywide). In 2011, Statistics Canada changed methodology to a voluntary 2011 National Household Survey (NHS). With the change from a mandatory 2006 Census to a voluntary 2011 NHS, it is likely that 2006 data may be more reliable, particularly given language and cultural barriers that may have played a role in the response rate of recent immigrants.

Figure 3.2: Population increases for Marpole and Vancouver (2011)





Hudson Street in the 1910s

(Credit: City of Vancouver Archives, LNG 994; Photographer BCERC)

Land Use

Marpole is primarily a residential neighbourhood with a mix of housing types and a main local shopping area located along Granville Street. West 70th Avenue is the approximate divide between the low-rise apartments to the south and single-family and duplex homes to the north. The South Vancouver Industrial Area stretches south of SW Marine Drive, along the Fraser River.

Housing

In Marpole, there are approximately 10,100 units of housing within a diversity of types and tenures:

- 55% are apartments
- 56% are rented
- 97% of rental units are protected by Rate of Change regulations
- 639 units of social housing (2.6% of the city's stock)

There are over 4,000 units of relatively affordable market rental housing in Marpole, 85% of which were built prior to 1975.

Transportation

Marpole has good bus and rapid transit service, but is divided by five major arterials: Granville Street, Oak Street, Cambie Street, SW Marine Drive, and West 70th Avenue. High traffic volumes, congestion, and limited crossings along these arterials make it difficult and unpleasant for walking and cycling. Forty percent of trips are made by walking, biking, or transit, versus 47% citywide.

Community Amenities

Marpole has many important and well-used community resources, including its parks, a community centre, library, neighbourhood centre, daycare facilities, social services, and schools, all of which contribute to the valued social fabric of the community. While access to the Fraser River is limited today, there is great potential for it to provide a stronger connection to the natural environment for the community.



View south along Granville Street

Figure 3.3: Marpole Context





M A R P O L E



vancouver.ca/marpoleplan

 CITY OF VANCOUVER
Marpole Community Plan

Marpole Community Plan launch event at
Marpole-Oakridge Community Centre May 2012

4 PLAN PROCESS

Introduction

The Marpole Community Plan is the product of a two year relationship with community members and other key stakeholders structured around issue identification, vision and goal setting, analysis, and plan making. The process spanned from April 2012 – April 2014 and was carried out in the following phases:

Phase 1 - Launch

Spring/Summer 2012

- Identify key assets, issues, and opportunities for the future of Marpole. This included extensive outreach, research, and creation of a Local Area Profile.

Phase 2 - Plan and Policy Development

Fall 2012 – Spring 2013

- Establish core plan principles to guide direction of the Marpole Community Plan
- Develop and seek input on emerging plan directions
- Based on input, refine the plan directions

Phase 3 - Draft Plan

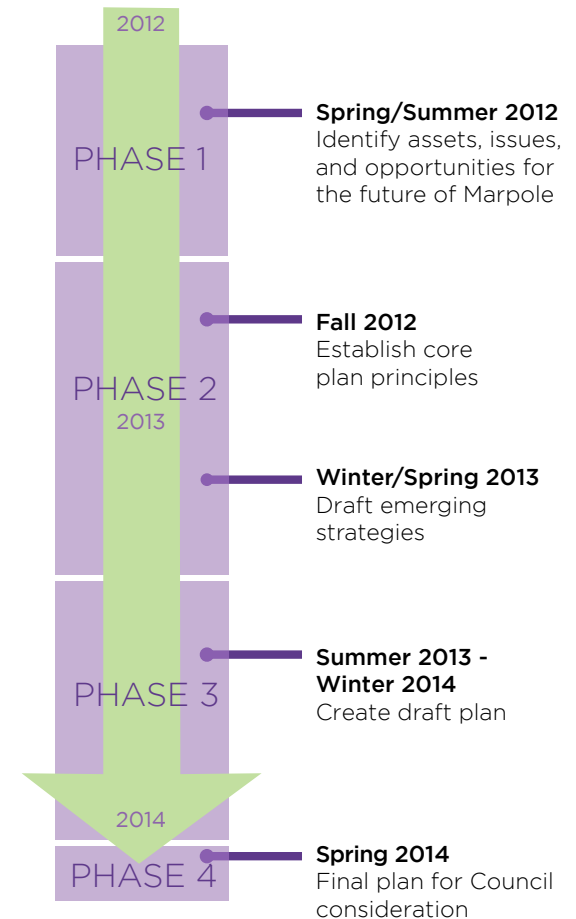
Summer 2013 – Winter 2014

- Confirm and further refine the plan directions with additional input
- Create draft plan

Phase 4 - Final Plan

Spring 2014

- Present the draft plan for final public review and to Council for approval



Citywide and Regional Policy

Existing citywide and regional plans, policies or strategies approved by City Council played a role in guiding the planning process and policy development. This plan's policies are 'scaled' to respond to specific community considerations identified in Marpole.

Events and Outreach

This plan seeks to provide guidance for future decision-making on land use, built form, amenities, housing affordability, services and infrastructure. To inform our understanding of the needs, priorities, key issues and goals of the community, staff engaged a wide range of citizens and experts throughout the planning process. We gathered public input through a wide range of events and activities:

- Open houses
- Workshops
- Walking tours
- Storytelling events
- Meetings and focus groups with seniors, youth, Marpole Business Improvement Association (BIA), residents groups, new immigrants, multicultural community, service providers
- Stalls at community events (e.g., Marpole Summerfest, Connecting Marpole Day, Marpole Community Day)
- City committees
- Dialogue sessions
- Photo contest
- Urban Development Institute workshops
- Action While Planning events and info sessions
- City Advisory Board meetings

Questionnaires (available in various forms, e.g., paper, online, or translated in Chinese) were used to gather input from residents at various stages of the planning process. Staff were also actively engaged with social media as a means of broadening overall outreach.

To advertise for public events, staff used a wide variety of outreach methods, including community-wide mail drops, bilingual posters and leaflets, email, Twitter and traditional media (e.g., project website, radio, and ads in English and Chinese newspapers). Over the two years, there were five permanent banners located throughout the community with information about the community plan, and on upcoming events.



Jane's Walk event, 2012

Marpole Community Plan Outreach Group

Rather than using a plan-by-committee approach, we focused on undertaking broad, meaningful, community-wide outreach. The Marpole Community Plan Outreach Group (CPOG), comprising 20 local residents, was established early on in the planning process. The role of the CPOG group was to assist with community outreach and public participation to ensure the diverse voices of community members were heard throughout the planning process. The group provided advice on outreach approaches, contacts, event design and helped spread the word at key stages in the process.



Neighbourhood walking tour - report out session



Workshop at S.U.C.C.E.S.S. with Chinese residents



Youth workshop at Churchill Secondary School

Participation

Throughout the planning program, staff sought to engage the broadest range of community members, including those of different cultural backgrounds, ages, incomes, renters and owners. Demographic data collected throughout the process showed strong representation of the diversity of people living in Marpole. The development of the plan also included the involvement of City departments, industry and experts.

Community, Industry and Experts:

- Residents
- Businesses
- Employees
- Landowners
- Service providers
- Musqueam First Nation
- Academic community:
 - University of British Columbia
 - Emily Carr University of Art + Design
 - CityStudio Vancouver (engages students from Vancouver's six public post-secondary institutions to design and implement Vancouver's Greenest City 2020 goals).
- Urban Development Institute

Over 7,800 community members* participated in the planning process in terms of attendees to events and respondents to questionnaires. In general, participation from the community increased during the planning process.

* Some of the 7,800 participants may have been counted more than once if they attended more than one public event during the planning process. However, this total does not include the number of emails, letters, or phone calls received by staff, or people who did not sign in at events.

City of Vancouver:

Throughout the planning process, technical work for City staff included: review and analysis of data, input and policy materials; land use planning and urban design; and engineering analysis. Interdepartmental review included contributions from Planning and Development Services, Community Services (Housing Policy, Social Policy, Social Infrastructure), Engineering, Cultural Services, Real Estate and Facilities Management, Financial Services, Fire and Rescue Services, Legal Services, as well as staff from Vancouver Park Board, Vancouver School Board, and Vancouver Public Library. Input was also received from City Advisory Boards.

Large Site in the Study Area

In 2009, Council endorsed a planning program for the George Pearson Centre and Dogwood Lodge site, located at Cambie Street and West 57th Avenue. Planning the redevelopment of this site began in January 2013 and has taken place as a separate, but coordinated planning process with the Marpole Community Plan. Where possible and appropriate, the Marpole Community Plan program included coordination and identified linkages related to infrastructure, servicing, sustainability, and amenities, ensuring strong integration of the Pearson Dogwood Lands within the broader Marpole community.

Exclusions from the Marpole Community Planning Process

While the entire geographic area of Marpole was considered for developing and advancing key community goals, such as better walking and cycling connections to and along the Fraser River, new zoning and land use designations were not developed for the following two areas:

Cambie Corridor

Given recent Council approval in 2011, land use designations within the area covered by the Cambie Corridor Phase 2 - Core Area south of West 57th Avenue (i.e., within Marpole) were not revisited through the Marpole Community Plan process.

South Vancouver Industrial Area

In keeping with Council direction regarding the retention of industrial lands, with the exception of strategic sites located close to the Canada Line, alternative land uses for the South Vancouver Industrial Area within the Marpole boundary were not considered through the Marpole Community Plan process.

Figure 4.1: Large Sites and Exclusions from the Marpole Community Plan



Key Themes

Throughout the planning process, priority issues emerged that became key theme areas requiring deeper focus and planning attention:

Residential Character – protecting the quiet, single-family areas and focusing growth along major streets.

Housing affordability – improving affordable housing, particularly for families with children and renters, and availability of social and supportive housing for those in need.

Transportation and Connectivity – improving safety and comfort and enhancing walking and cycling connections across major streets, to the Canada Line, and to the Fraser River.

Community Facilities – providing facilities to serve a growing population including renewing the Marpole Library and Marpole-Oakridge Community Centre.

Parks and Open Spaces – improving existing parks and increasing park space where possible, especially along the Fraser River.

Local business vitality – renewing and revitalizing the Granville Street shopping area, with a greater diversity of shops and services.

Action While Planning

Action While Planning initiatives are pilot projects that were launched during the planning process. They were important elements of the innovative approach to engagement in Marpole. These projects showcased various public space enhancements to demonstrate some of the potential improvements that aligned with the emerging plan directions. Planning for and launching the projects broadened engagement with the community, built important partnerships and relationships (with the Marpole BIA, non-profit organizations, community groups, and others), and increased overall awareness of the planning process.

Examples of Action While Planning projects:

Street Mural

In partnership with the Marpole BIA, chART: Public Art Marpole, and VIVA Vancouver, students at Emily Carr University of Art + Design collaborated with the Marpole community to design and paint an on-street mural on West 66th Avenue just west of Granville Street, in September 2013. The painting session included artists, community members, City staff, and it was a great success. The program brought together a diversity of participants, and the colourful mural artwork was greatly appreciated by passersby.

Community Garden at Marpole Place

The enthusiasm and determination of a group of Marpole residents led to a new community garden, installed in the spring of 2012 on the front boulevard of Marpole Place. It is an important food asset in the community, not just for the fresh fruits and vegetables it provides, but for the social connections it has fostered along the way. The ‘growing’ food movement at Marpole Place has also led to a new Marpole Neighbourhood Food Network.

Street-to-Park

In an effort to creatively expand much needed park space in Marpole, particularly in the underserved Lower Hudson area and along the Fraser River waterfront, staff held several information sessions to gauge public interest in potentially transforming a street into more park space. While there were concerns with a few of the proposed locations, two options have been identified in the plan for future conversion – the ‘dead-end’ of West 72nd Avenue at Granville Street, and the street end of Shaughnessy Street at the Fraser River.

Transportation Improvements

During community consultation, addressing transportation issues was raised as a high priority. Throughout the planning process, several improvements were made to the transportation network. Some highlights include:

- A new separated bike lane was installed on Ontario Street between SW Marine Drive and West 69th Avenue.
- Walk-light times were increased for the traffic signal at the SW Marine Drive and Cambie Street intersection.
- Improvements to the North Arm Trail Greenway, including intersection improvements, off-street paths, separated bike lanes, seating areas and traffic calming.
- A new traffic signal was installed at Angus Drive and SW Marine Drive.
- Improved bus service with the addition of new, larger capacity articulated buses on the #10 Granville/Downtown route.

Green Landlords Program

There are over 4,000 units of relatively affordable market rental housing in Marpole, 85% of which was built before 1975. To assist with the costs of maintaining this stock of older, affordable housing, and advance its Greenest City 2020 goals, the City partnered with BC Hydro to launch a pilot “Green Landlords Program” for landlords in Marpole. The program offered energy assessments identifying retrofit opportunities, cost/benefit analyses and incentive information on energy upgrades. The pilot program was a success, and the six landlords who participated in the program will pursue conservation measures in their buildings, delivering average water savings of 20%, GHG reductions of 14%, and utility cost savings of approximately 15%.



Granville St 7900
MARPOLE

Granville Street sign

5 PLAN SUMMARY

Marpole Vision

Marpole is a dynamic riverfront community with a history that stretches back thousands of years. Over time, it has adapted and thrived, changing to meet the needs of its diverse community.

The Marpole Community Plan embraces this spirit of resilience and diversity and responds to local needs and aspirations as well as citywide objectives. While recognizing the importance of the neighbourhood's rich past and unique character, the plan will provide new opportunities to live, work, shop, play and learn. It fosters an inclusive community that cultivates character and culture; values and enhances park space and local amenities; expands housing choices and protects affordability; supports commercial and industrial uses, including employment hubs; and creates strong transportation connections within the community and to the Fraser River.



New bikeway connection in Marpole

Plan Summary

The Marpole Community Plan includes directions on many topics including: land use, housing, transportation, parks, community amenities and benefits, arts and culture, heritage and the local economy.

Throughout the planning process, the community also identified key themes that were most important to them and this plan embraces those community priorities – enhancing what the community loves and values about Marpole, tackling challenges, and identifying opportunities for change. Key highlights of the plan include:

Respecting neighbourhood character while managing growth

- minimize change to single-family areas – about 85% of existing single-family zoned areas will not change
- focus growth along or near major streets, where transit, shops and services are available

New and improved community amenities

- a comprehensive Public Benefits Strategy that includes directions for:
 - a renewed community centre and library
 - upgrades for existing facilities (Marpole Place, Marpole Oakridge Family Place)
 - new childcare spaces
 - new park space and improvements to existing parks
- work with the Vancouver School Board to ensure school capacity is expanded as the population grows

Transportation improvements

Transit

- new bus connections between Granville Street and Cambie Street
- pursue future transit opportunities along the Arbutus Corridor

Traffic

- improve key intersections on major streets for people walking, cycling or driving
- explore traffic calming measures to limit short-cutting between major streets
- opportunities to extend parking hours along major streets

Walking and Cycling

- improve existing walking/cycling routes and develop new routes to better connect across the community, to and along the Fraser River, and to the broader region

Housing affordability

- encourage a wider variety of housing options, such as townhouses for families with children
- protect and enhance existing rental housing
- increase social and supportive housing

Vibrant local shopping area along the Granville High Street

- support local shops and services with new housing along Granville Street and the surrounding neighbourhood
- support affordable, small business opportunities
- provide an enjoyable shopping experience with appropriate public spaces, including wider sidewalks, plazas, seating, lighting and landscaping

Growth by 2041

Based on past trends and the actual rates of development we see in the city, it is anticipated that over the next 30 years, about 30% of what is represented in the Marpole Community Plan will actually be developed. This growth, in combination with what is expected for the Pearson Dogwood Lands and throughout the Cambie Corridor Phase 2 area, will result in a total expected population of about 36,500, and a total of 21,300 jobs. This represents a 52% population increase, and 81% increase in jobs in Marpole over the next 30 years.

Figure 5.1: Anticipated Growth to 2041

	2011	2041	% Change
Population	24,000	36,500	52%
Jobs	11,800	21,300	81%

6 PLACES

Introduction

Over the years, Marpole has evolved into a community of smaller, distinct neighbourhoods, centred around local shops, services and amenities, each developing their own character. As the community continues to grow, the Marpole Community Plan builds on this pattern of ‘distinct neighbourhoods’, respecting neighbourhood character while managing growth. This includes minimizing change to single-family areas, and focusing growth along or near major streets, where transit, shops and services are available.

This chapter describes place-making goals for the distinct areas within Marpole. It identifies areas of greater density, providing clarity on the use, type and scale of development envisioned for each area. Policies and directions are provided to ensure developments will be designed to provide respectful transitions to adjacent lower density buildings and consider the character of the individual neighbourhoods.

Safe and enjoyable walking and cycling routes that connect people to shopping, parks, community facilities, transit, and the Fraser River will be improved and expanded. Sidewalks on busy streets will be improved so that getting around is safer and more enjoyable.

The plan aims to strengthen Marpole as a welcoming riverfront community.

A Community of Distinct Neighbourhoods

The Marpole community is made up of several distinct areas, each with their own identity and character. In planning for future growth, the Marpole Community Plan seeks to ensure that the features that create spirit and strength in the community are retained and enhanced, that challenges are addressed, and opportunities identified.

How This Chapter Works

This section has been divided into the four sub-areas of Marpole: Granville, Oak, Cambie, and Lower Hudson. For each sub-area, the following information is provided:

- A high level description of the area’s character, including public realm (e.g., sidewalks, seating, lighting, plazas, landscaping, etc.) and built form elements.
- Street-level or bird’s-eye views of selected areas in the neighbourhood.
- Specific heights, densities and land uses for proposed buildings.
- Section drawings of selected representative areas in the neighbourhood showing the massing, height of possible new development, including the interface to adjacent properties.

For information on building form please see **7.0 Built Form Guidelines**.

Urban Design Framework

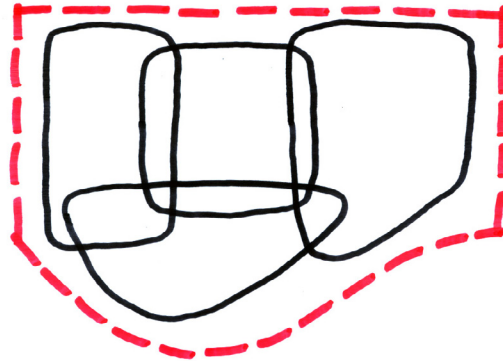
Urban design considers the physical shape of a community and how places and spaces are used by the people who live, work and play there. The goal is to facilitate buildings and a public realm that work well together to create spaces for everyone that are well connected, safe and appealing.

The following principles are broad ideas that illustrate key goals for shaping the community. They embrace valued community spaces, highlight opportunities for enhancement, and address pressing challenges in the community.

Urban Design Principles

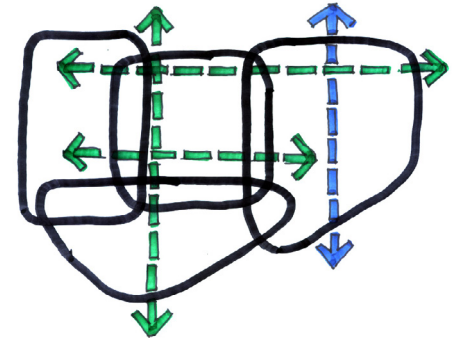
One Community, Distinct Neighbourhoods

Marpole is one community with several distinct neighbourhoods, each with their own unique characteristics and attributes.



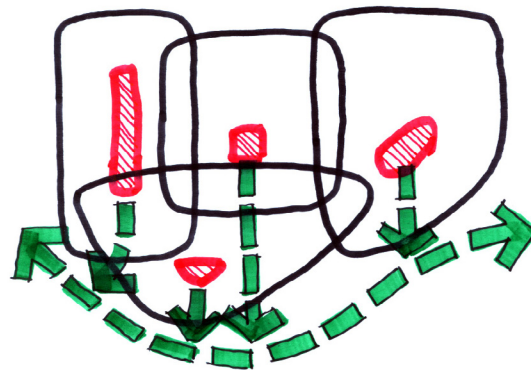
Connected Neighbourhoods

Marpole neighbourhoods will evolve to overcome the separation created by the major arterials crossing the community. Marpole will be better connected by public realm and transportation improvements.



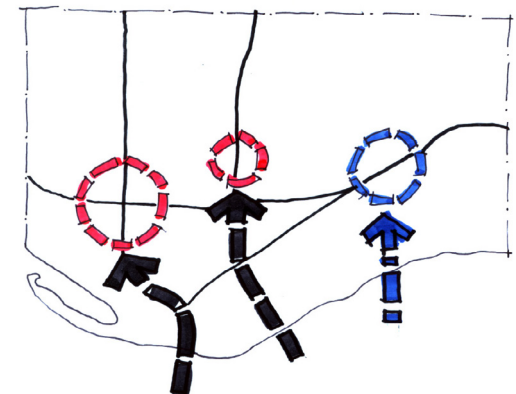
Connected to the River

Connection to the Fraser River is an important community and city amenity. Future improvements will seek connection to its historical, industrial, recreational and ecological values.



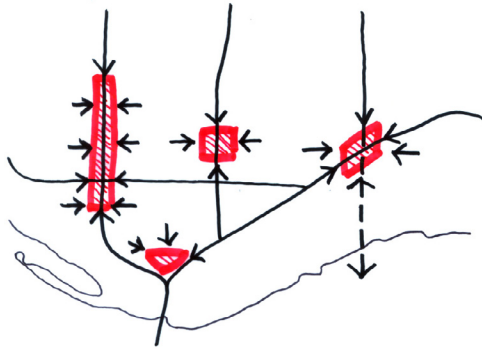
A Place of Welcome

As the southern entrance to the city, Marpole is a place of welcome that rises from the banks of the Fraser River.



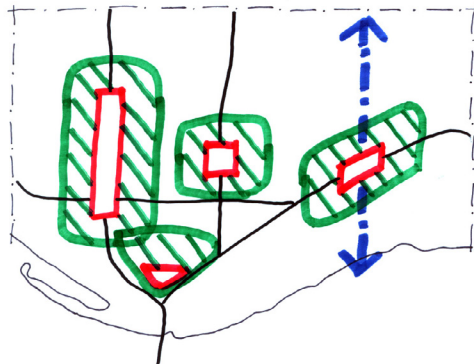
Vibrant Neighbourhood Centres

The traditional Granville high street will be complemented by smaller neighbourhood commercial areas at Oak, Hudson, and Marine Landing.



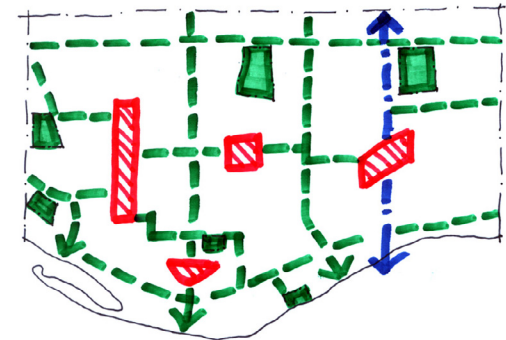
Focus Activity and Intensity

Higher densities and a mix of uses will be located close to existing shopping districts, transit services and areas where significant sustainability gains are possible (e.g., district energy sources).



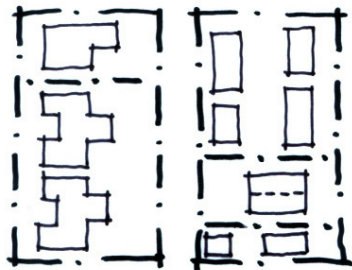
Connected Public Places

Public parks and key community destinations will be connected by walking and cycling routes, enriched with new urban plazas and green spaces.



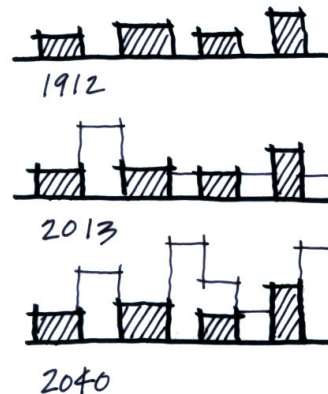
Incremental and Transitional Development

Development will support incremental building at a variety of scales, and recognize traditional patterns when appropriate. New developments in higher density areas will provide respectful transitions to adjacent lower density neighbourhoods.



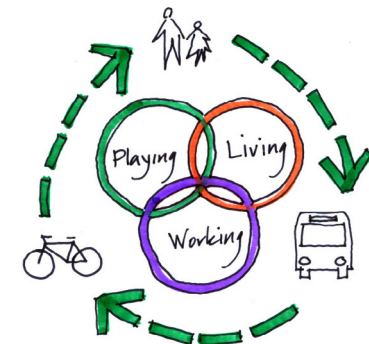
Building From the Past

Recognition of Musqueam history in Marpole, and the thoughtful integration and preservation of buildings of heritage and cultural significance, are important.



Sustainable Implementation

Integration of sustainable design will be achieved in the creation of new buildings and open spaces.



Public Realm

The public realm is a network of spaces that provide paths for movement as well as places that invite small and larger gatherings. It includes sidewalks, paths, plazas, and parks. The extent and treatment of the public realm varies depending on the character of the area and whether it is adjacent to a street, building or natural area.



Popular urban plaza in Kitsilano

Community Public Realm Principles

CONNECT shopping streets, parks, community facilities and transit with ENHANCED STREETSCAPES, mid-block connections and wayfinding.



Improve and announce CONNECTIONS TO THE FRASER RIVER.



Improve safety and comfort for PEOPLE WALKING ON ARTERIAL STREETS with wider sidewalks, street furniture and landscaping.



Support vibrant, active, SHOPPING STREETS.



Enrich WALKING AND CYCLING ROUTES within the community with elements of interest and animation along the way.



Improve NEIGHBOURHOOD WALKABILITY and enjoyment by completing the sidewalk and street tree network.



Figure 6.1: Sub-areas

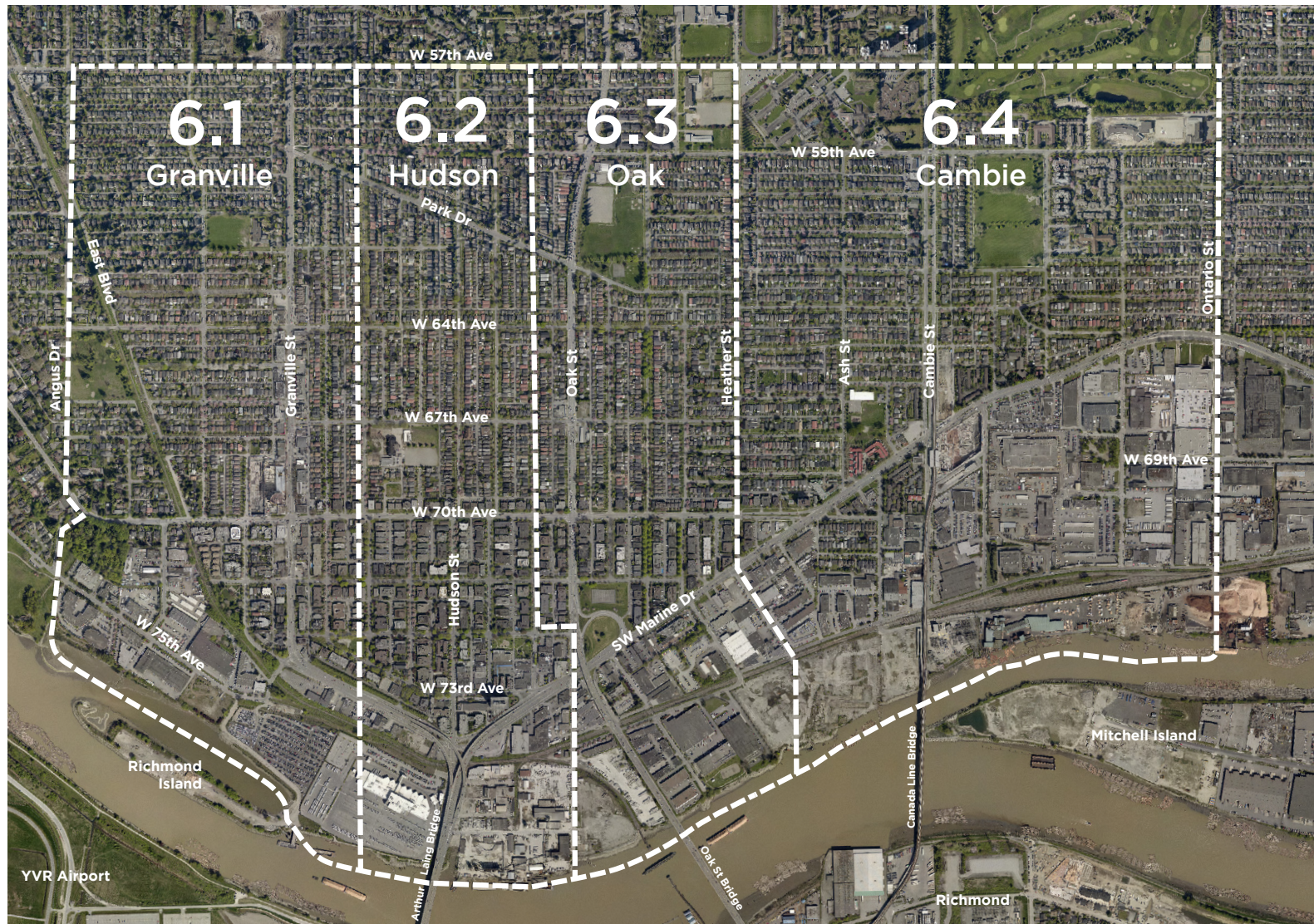
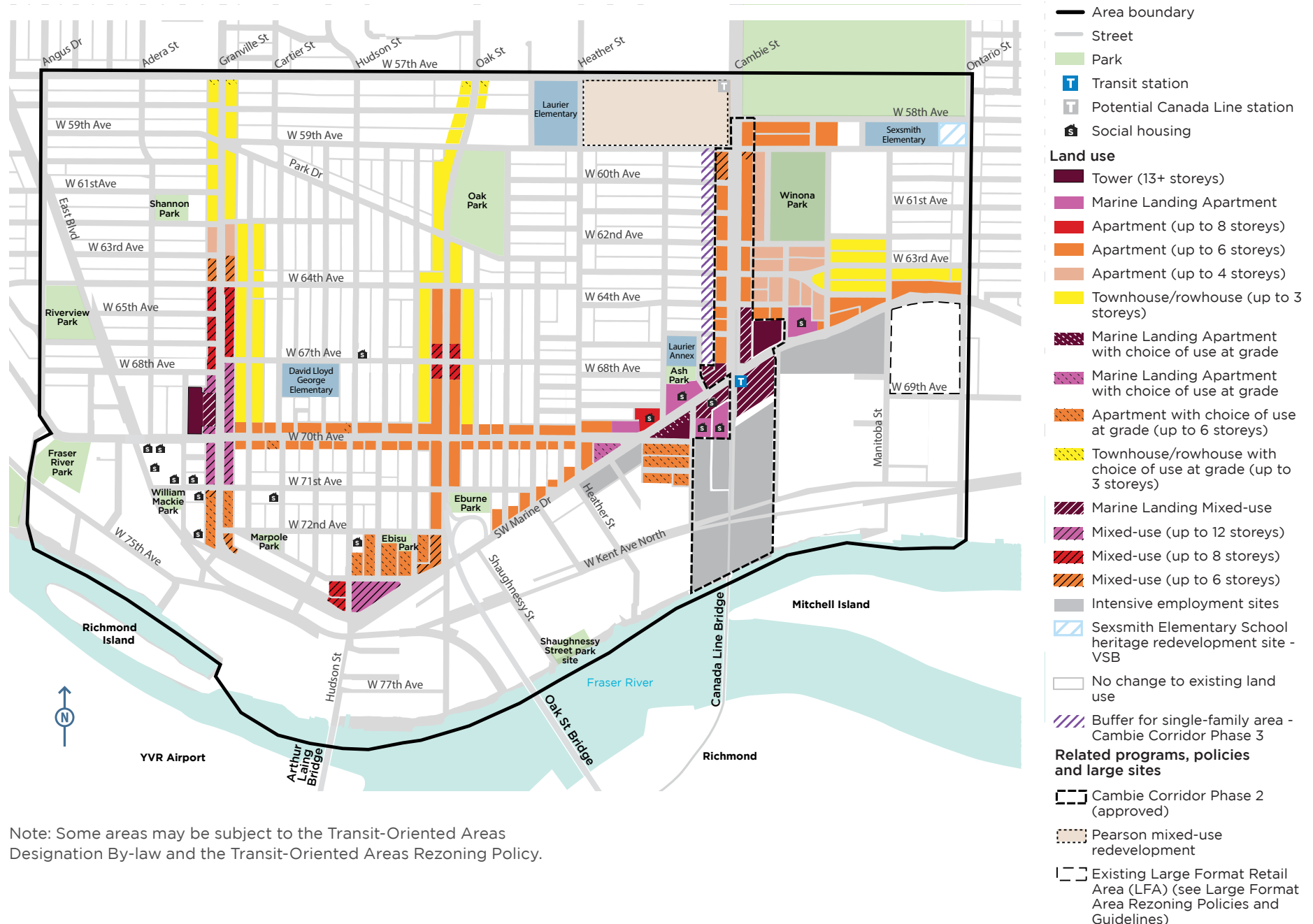


Figure 6.2: Land Use



Note: Some areas may be subject to the Transit-Oriented Areas Designation By-law and the Transit-Oriented Areas Rezoning Policy.



Artist illustration of future Granville Street looking south toward Fraser River

6.1 GRANVILLE

Neighbourhood Character

Granville Street serves as the main neighbourhood centre and 'high street' for Marpole, with a variety of shops, services, restaurants, and the Marpole Library. The development of the Safeway site at West 70th Avenue is bringing higher buildings to what has been a lower-scale area.

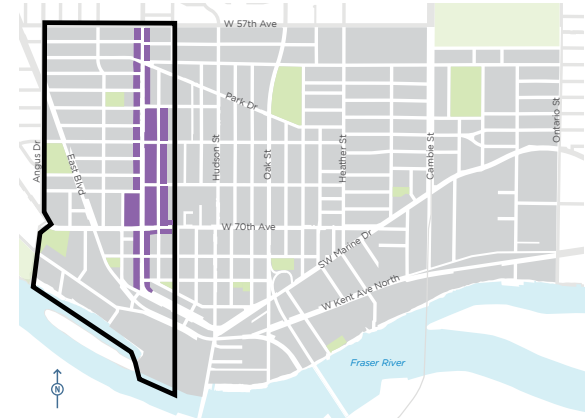
The Granville 'high street' will be strengthened and enhanced as a walkable, mixed-use neighbourhood centre with a variety of shops, services, restaurants, and a mix of housing. It will continue to be the social 'heart' of Marpole and a welcoming place for Vancouver, distinguished by active street life, public plazas, and infused with references to its Musqueam heritage within the public realm. It will have strong walking and cycling connections to transit and other key destinations such as schools, shops, parks, and the Fraser River.

Granville Street, between West 64th and West 70th Avenues, will be a social hub and key community destination. Buildings in this area will provide a 2 to 3 storey streetwall with a sawtooth pattern of higher forms above, creating a rhythmic procession of buildings that are spaced to allow light to the street. Heights are stepped to transition down from a high point at West 70th Avenue. Long blocks on the east side will be opened to facilitate pedestrian access to the shopping street.

South of West 72nd Avenue, new development should accommodate a variety of uses at the ground floor, encouraging a more engaging pedestrian experience between the high street, the Fraser River and the adjacent residential areas.

North of West 63rd Avenue, the shopping street transitions to low-rise apartment buildings and townhouses/rowhouses. New ground-oriented dwellings behind the shopping street create a comfortable transition to the lower-scale residences in the surrounding neighbourhood.

The architectural character in the Granville area will recognize its role as a traditional neighbourhood shopping street and employ a thoughtful interpretation of traditional building types and high quality natural materials. Buildings at street level should respect pedestrian scale and pace with small, robustly detailed storefronts.



Granville sub-area



Granville Street



Example of street level with respectful pedestrian scale - Vancouver Public Library, Mount Pleasant Centre Branch

Placemaking

- Enhance the connections to the shopping area at West 64th and 71st Avenues with improved streetscape treatment and landscaping.

- Create a safe and attractive walking experience with generous sidewalk width and planted medians where possible.



- Create a small green open space at the end of West 72nd Avenue which links to Marpole Park. See Figure 10.2.

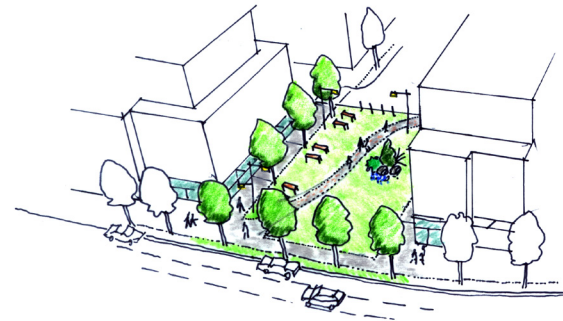
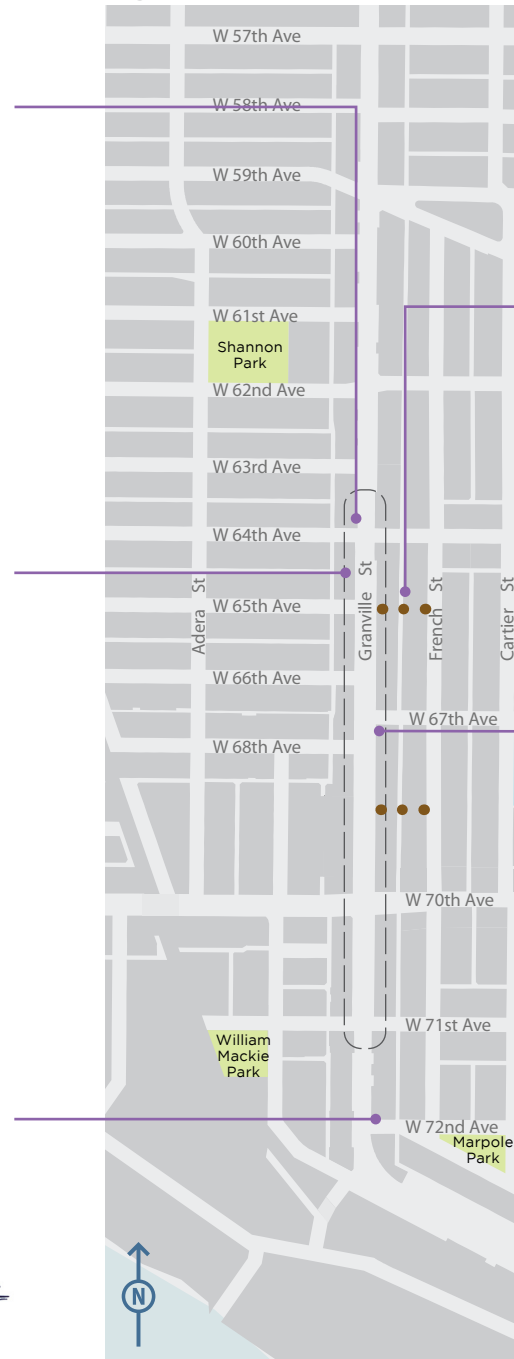
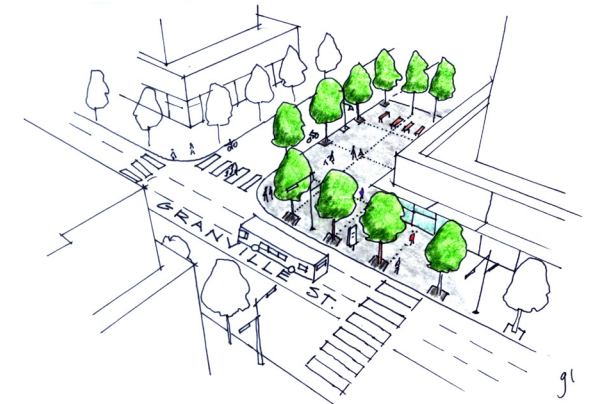


Figure 6.3



- Create mid-block connections through blocks longer than a standard block length.

- Showcase the heart of the 'high street' at West 67th Avenue with landscaping and an urban plaza including street furniture, feature paving and lighting. See Figure 10.2.



● ● ● Mid-block connection

Density, Use, Form of Development

6.1.1 Mixed-use (up to 12 storeys)

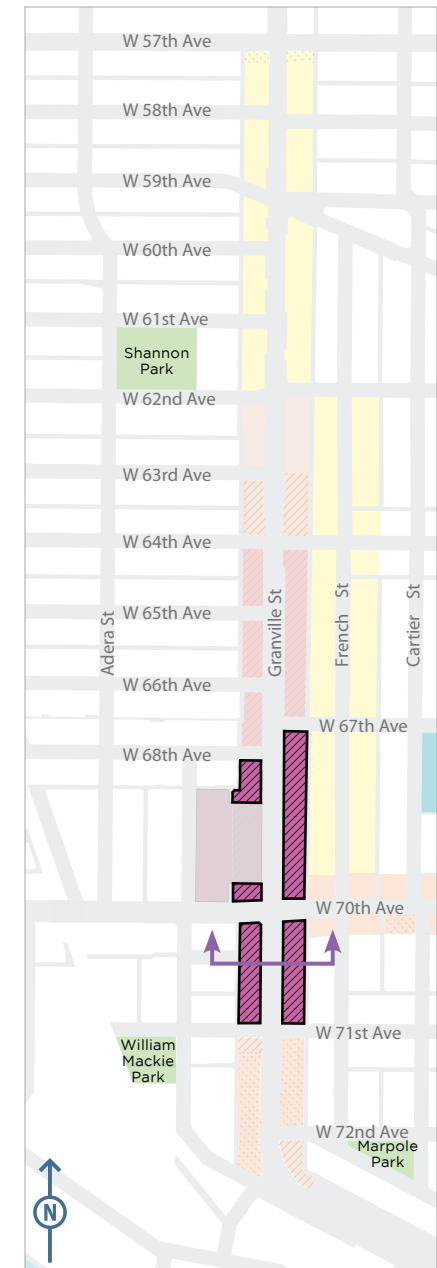
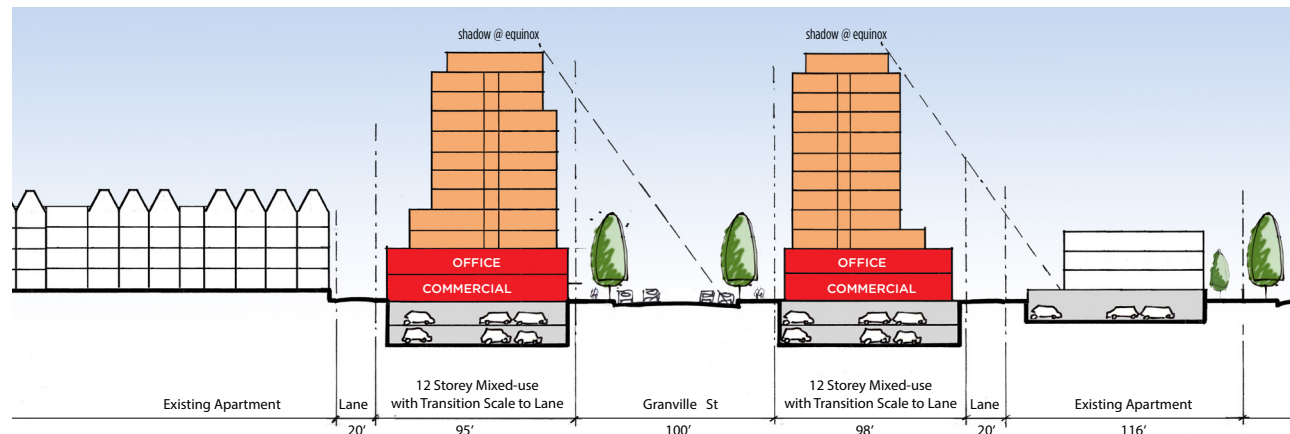
- Height: up to 12 storeys including a 2 to 3 storey podium.
 - FSR: up to 3.0*.
 - A mix of commercial uses, which may include retail, service and community serving uses, is required at the ground floor.
 - Office use above the first floor level is encouraged.
 - Residential and/or commercial uses permitted on upper floors.
 - Provide 2 and 3 bedroom units for families (see policies in **8.0 Housing**).
 - Ground floor commercial units must provide a range of sizes with small street frontages and active access to the street.
 - Create a sawtooth pattern of slim higher buildings over a lower podium of 2 to 3 storeys. Heights will descend towards the north and south from West 70th Avenue.
 - Storeys above the podium should be located to allow light through the block and articulated to minimize shadowing.
 - Floor plates above the podium level should not exceed 6,300 square feet†.
 - Provide a mid-block connection on the east side of Granville Street (see Figure 6.3).
 - Provide public realm improvements that include increased sidewalk width, street trees and amenities such as feature lighting, seating, bike racks, etc.
- * The proposed floor space ratio (FSR) is an estimate based on intended urban design performance with respect to site size, form/typology, height and scale appropriate for respective locations and transition to adjacent properties. The development potential for each site may fall within, below, or, for anomalous sites, above the FSR range given and will be determined by careful analysis of individual proposals based on urban design and public realm performance and quality.
- † The calculation of floor plate size includes elevator cores, storage, stairs, enclosed balconies, etc., but excludes open balconies.



Example of 12 storey mixed-use building with slim residential floor plates



Example of office use above first floor



6.1.2 Mixed-use (up to 8 storeys)

- Height: up to 8 storeys including a 2 to 3 storey podium.
- FSR: up to 3.0*.
- A mix of commercial uses, including retail and service, is required at the ground floor.
- Office use above the first floor level is encouraged.
- Residential and/or commercial uses permitted on upper floors.
- Provide 2 and 3 bedroom units for families (see policies in **8.0 Housing**).
- Incremental and smaller lot development is supported; excessive building widths are strongly discouraged.
- Ground floor commercial units must provide a range of sizes with small street frontages and active access to the street.
- Articulate buildings to create sawtooth pattern over a lower podium of 2 to 3 storeys.
- Storeys above the podium should be located to allow light through the block and articulated to minimize shadowing.
- Provide a mid-block connection on the east side of Granville Street (see Figure 6.3).
- Provide public realm improvements that include increased sidewalk width, street trees and amenities such as feature lighting, seating, bike racks, etc.

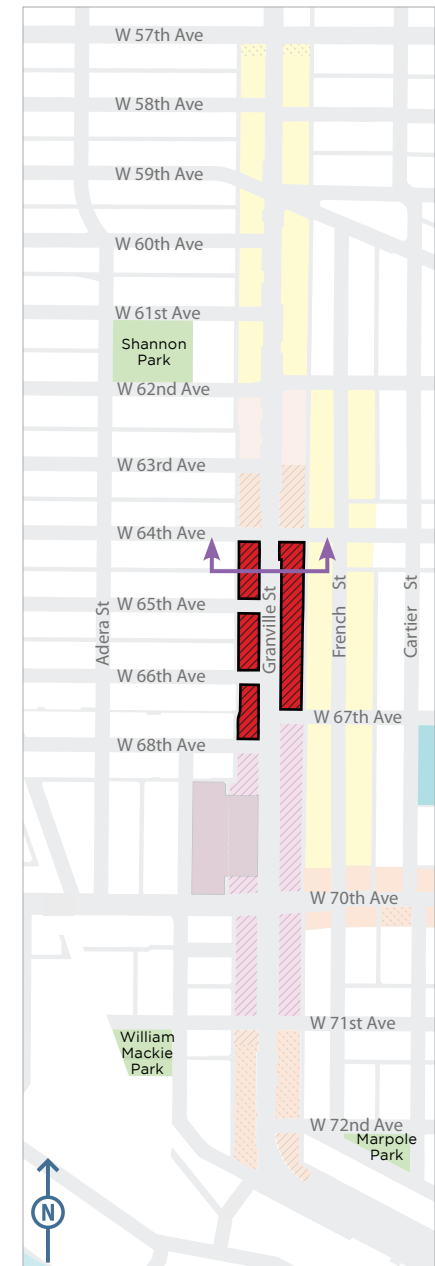
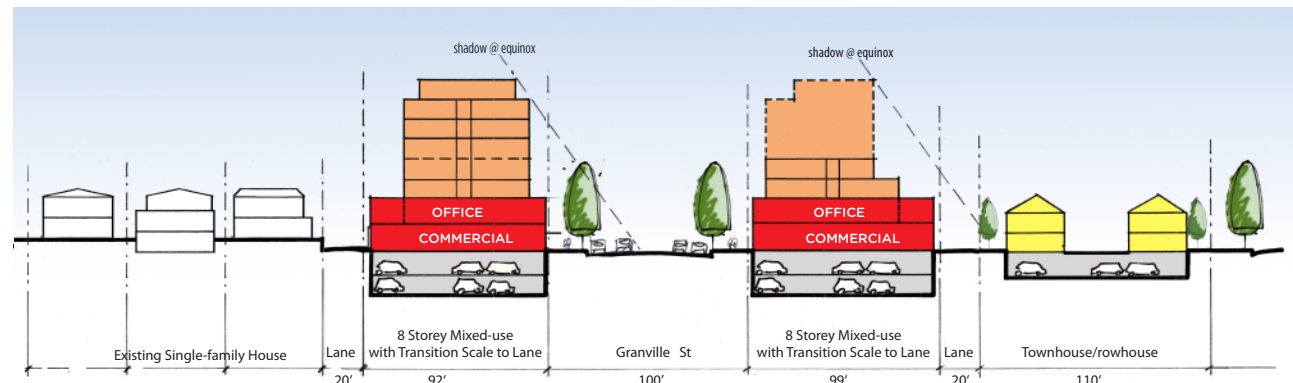
* The proposed floor space ratio (FSR) is an estimate based on intended urban design performance with respect to site size, form/typology, height and scale appropriate for respective locations and transition to adjacent properties. The development potential for each site may fall within, below, or, for anomalous sites, above the FSR range given and will be determined by careful analysis of individual proposals based on urban design and public realm performance and quality.



Example of 8 storey mixed-use building



Example of ground floor commercial units



 Mixed-use (up to 8 storeys)

6.1.3 Mixed-use (up to 6 storeys)

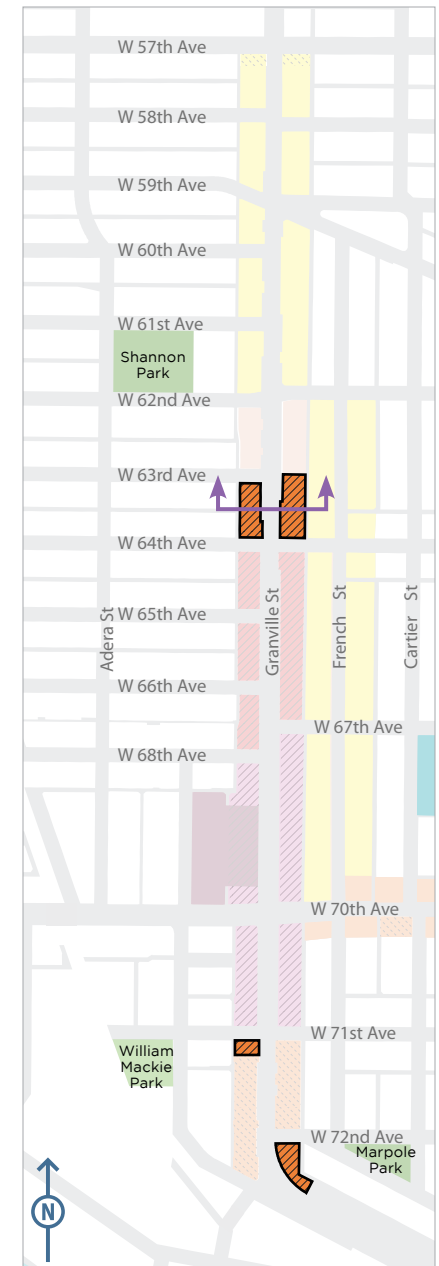
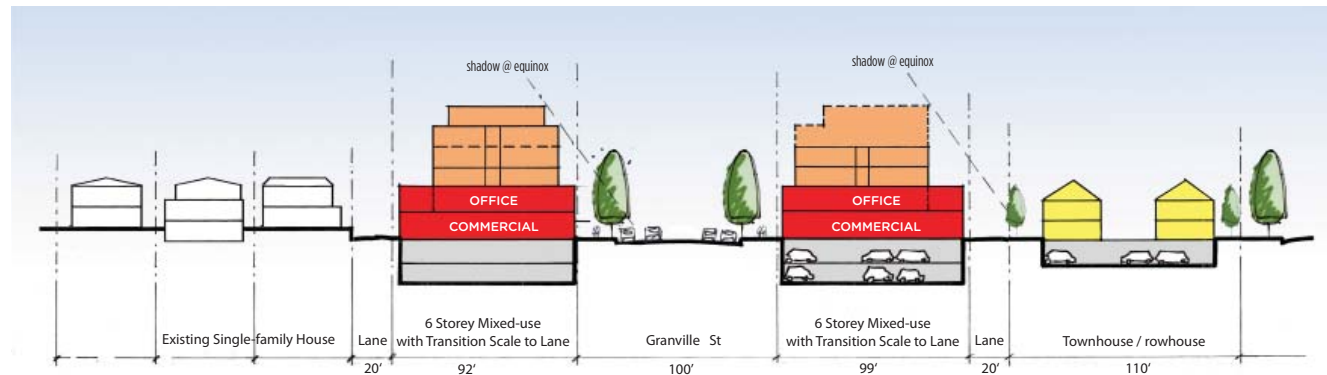
- Height: up to 6 storeys.
 - FSR : up to 2.5*.
 - A mix of commercial uses, including retail and service, is required at the ground floor.
 - Office use above the first floor level is encouraged.
 - Residential and/or commercial uses permitted on upper floors.
 - Provide 2 and 3 bedroom units for families (see policies in **8.0 Housing**).
 - Ground floor commercial units must provide a range of sizes with small street frontages and active access to the street.
 - Articulate buildings to create a continuous podium of 2 to 3 storeys.
 - Upper storeys massed/set back to minimize appearance of scale and to reduce shadow impacts.
 - Provide public realm improvements that include increased sidewalk width, street trees and amenities such as feature lighting, seating, bike racks, etc.
- * The proposed floor space ratio (FSR) is an estimate based on intended urban design performance with respect to site size, form/typology, height and scale appropriate for respective locations and transition to adjacent properties. The development potential for each site may fall within, below, or, for anomalous sites, above the FSR range given and will be determined by careful analysis of individual proposals based on urban design and public realm performance and quality.



Example of a mixed-use building with a variety of commercial at grade



Commercial with active access to the street



 Mixed-use (up to 6 storeys)

GRANVILLE

HUDSON

OAK

CAMBIE

6.1.4 Apartment with choice of use at grade (up to 6 storeys)

- Height: up to 6 storeys.
- FSR: up to 2.5* for mixed-use and residential developments.
- Choice of use permitted at grade, which may include retail, service, cultural and institutional, live-work or office.
- Residential use permitted on upper floors.
- 100% rental residential required in existing RM zones (rate of change) (see policies in **8.0 Housing**).
- Provide 2 and 3 bedroom units for families (see policies in **8.0 Housing**).
- Provide a continuous streetwall of 2 to 3 storeys when non-residential uses are chosen.
- Upper storeys massed/set back to minimize appearance of scale and to reduce shadow impacts.
- Provide public realm improvements that include increased sidewalk width, street trees and amenities such as feature lighting, seating, bike racks, etc.

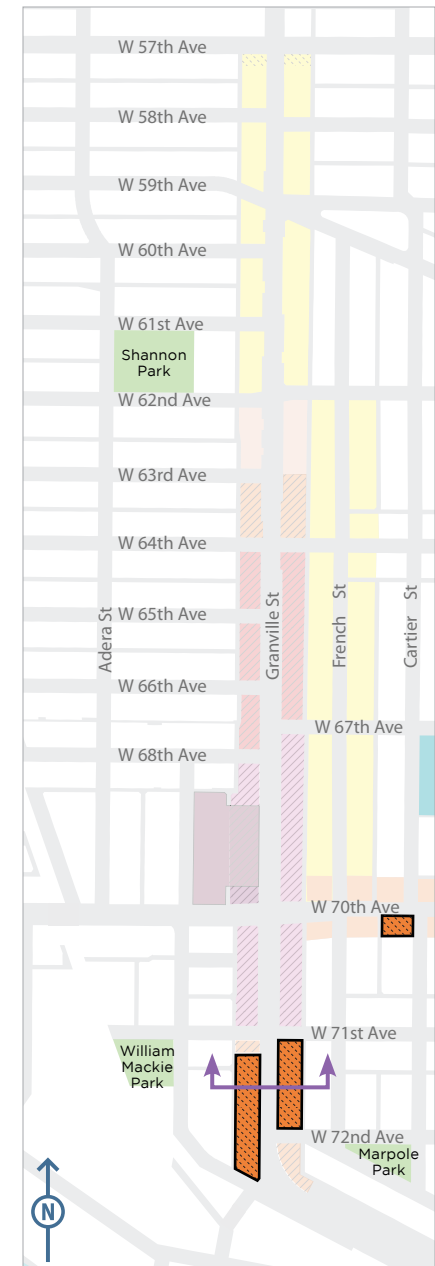
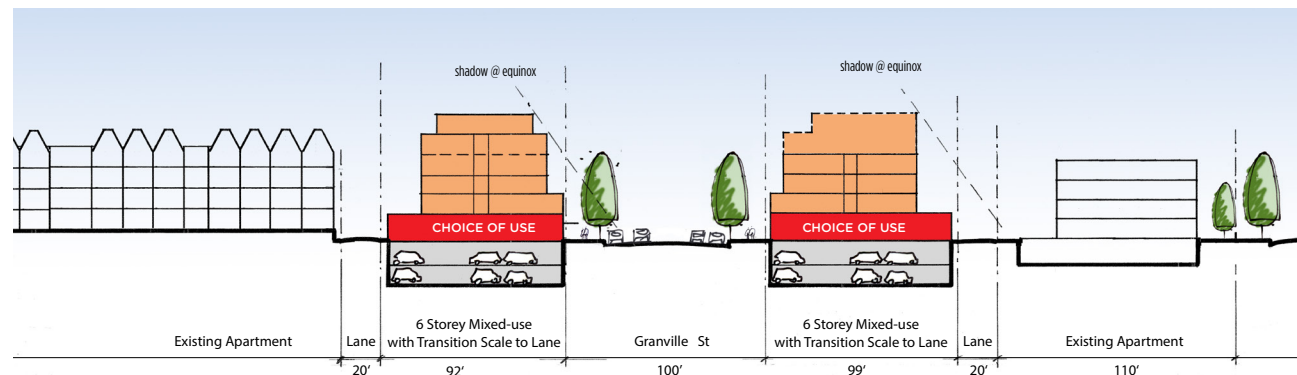
* The proposed floor space ratio (FSR) is an estimate based on intended urban design performance with respect to site size, form/typology, height and scale appropriate for respective locations and transition to adjacent properties. The development potential for each site may fall within, below, or, for anomalous sites, above the FSR range given and will be determined by careful analysis of individual proposals based on urban design and public realm performance and quality.




Example of 6 storey mixed-use building



Example of ground floor artist studio (choice of use)

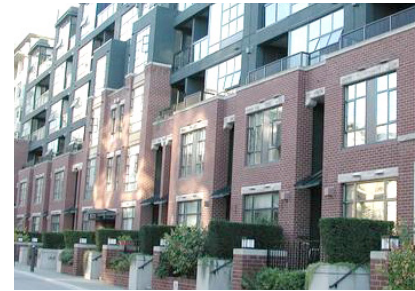


 Apartment with choice of use at grade (up to 6 storeys)

6.1.5 Apartment (up to 6 storeys)

- Height: up to 6 storeys.
- FSR: up to 2.5*.
- Residential use permitted.
- 100% rental residential required in existing RM zones (rate of change) (see policies in **8.0 Housing**).
- Provide 2 and 3 bedroom units for families (see policies in **8.0 Housing**).
- Incremental and smaller lot development is supported; excessive building widths are strongly discouraged.
- Upper storeys massed/set back to minimize appearance of scale and to reduce shadow impacts.
- Provide public realm improvements that include increased sidewalk width, street trees and amenities such as seating, and bike racks, etc.

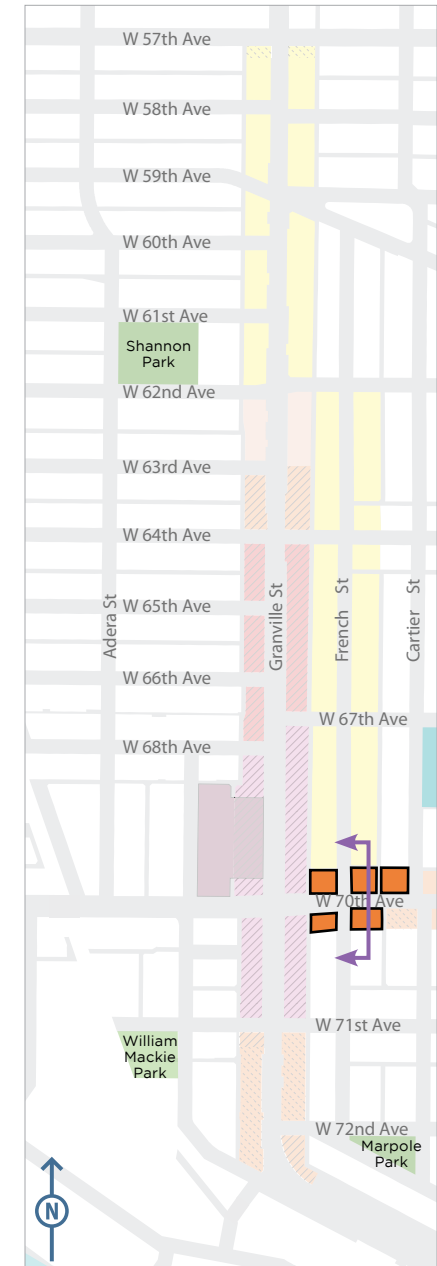
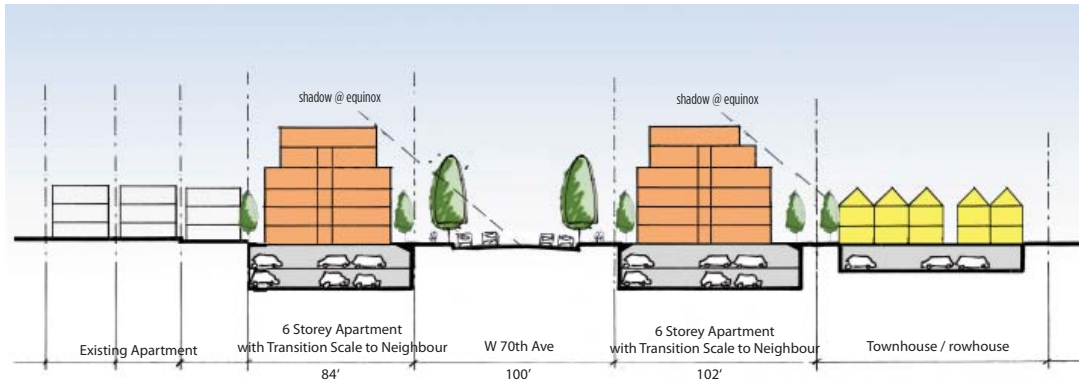
* The proposed floor space ratio (FSR) is an estimate based on intended urban design performance with respect to site size, form/typology, height and scale appropriate for respective locations and transition to adjacent properties. The development potential for each site may fall within, below, or, for anomalous sites, above the FSR range given and will be determined by careful analysis of individual proposals based on urban design and public realm performance and quality.



Example of 6 storey apartment building



Example of 6 storey apartment building



 Apartment (up to 6 storeys)

GRANVILLE

HUDSON

OAK

CAMBIE

6.1.6 Apartment (up to 4 storeys)

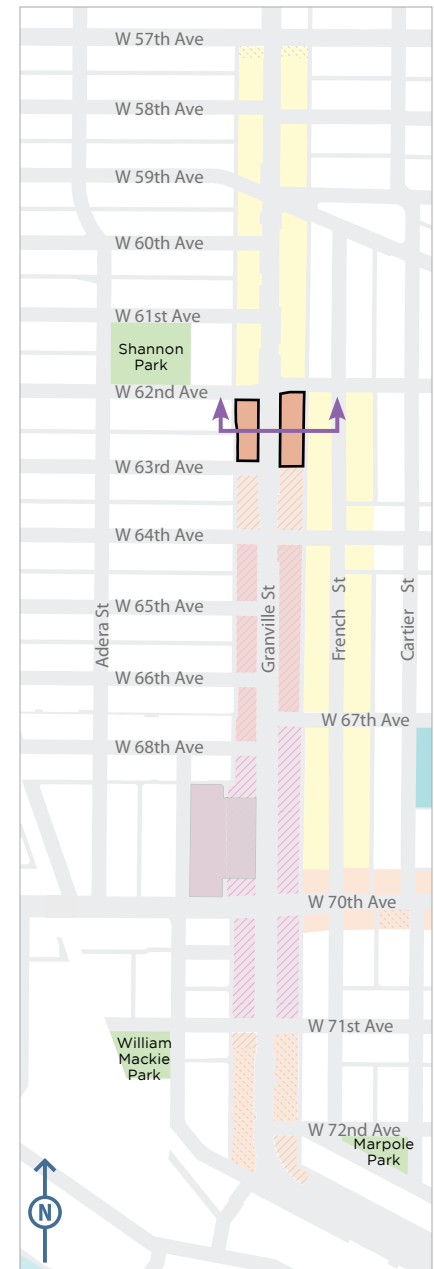
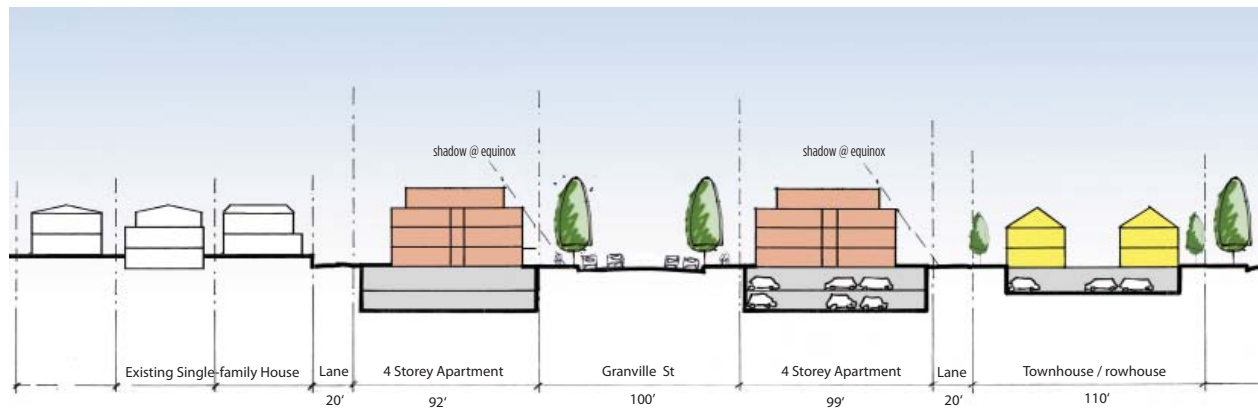
- Height: up to 4 storeys.
- FSR: up to 1.5 for sites with a frontage of 50 feet or more, or up to 2.0 for sites with a frontage of 90 feet or more.
- Residential use permitted.
- Building types such as courtyard or stacked townhouses or rowhouses may be proposed.
- Provide 2 and 3 bedroom units for families (see policies in **8.0 Housing**).
- Incremental and smaller lot development is supported; excessive building widths are strongly discouraged.
- Articulate buildings to provide 2 exterior walls for majority of units.
- Upper storeys massed/set back to minimize appearance of scale and to reduce shadow impacts.
- Provide public realm improvements that include increased sidewalk width, street trees and amenities such as feature lighting, seating, bike racks, etc.
- Refer to **18.0 Implementation** for further details.



Example of a 4 storey apartment building



Example of courtyard stacked townhouse



 Apartment (up to 4 storeys)

6.1.7 Townhouse/rowhouse (up to 3 storeys)

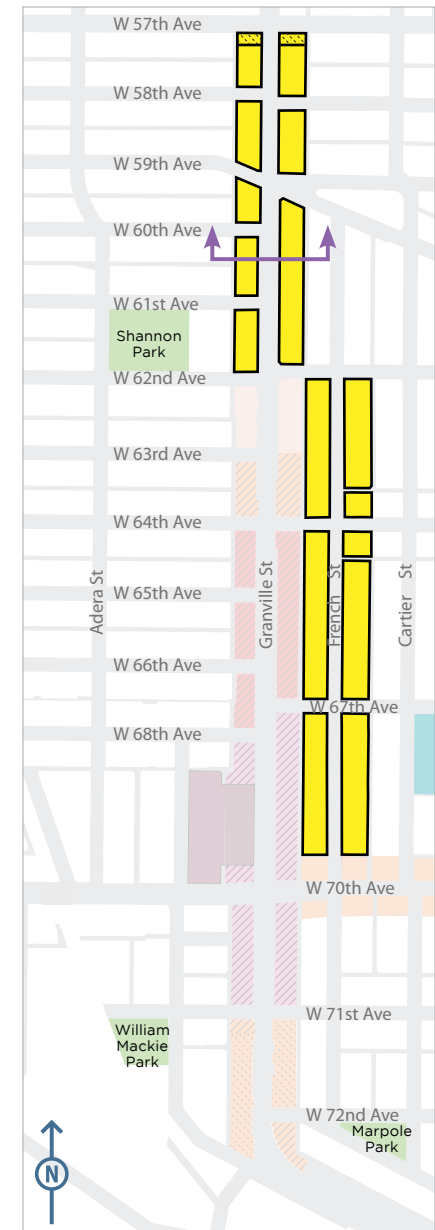
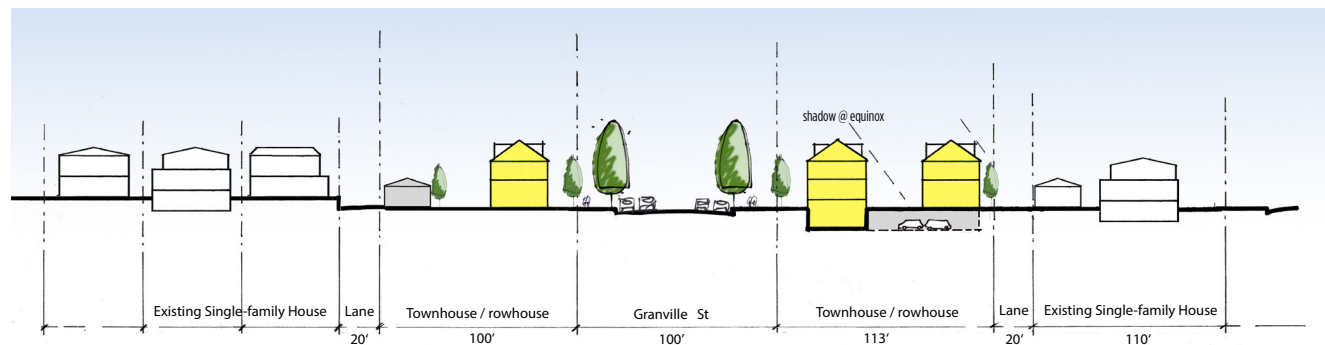
- Height: generally 2.5 storeys, but may have a partial third storey.
- FSR: up to 1.2.
- Residential use permitted.
- Choice of use permitted at grade at West 57th Avenue. Ground floor space will be designed to accommodate a variety of uses, which may include local-serving retail, service, or residential.
- Provide 2 and 3 bedroom units for families (see policies in **8.0 Housing**).
- Smaller sites may have 3 unit triplex.
- Larger sites can accommodate 4 units or more.
- Lock-off units, which may be rented, permitted on some sites.
- Buildings to face the street and, on some sites, the lane, organized around a courtyard.
- Provide public realm improvements that include increased sidewalk width on Granville Street, street trees and amenities that may include seating, bike racks, etc.
- Refer to **18.0 Implementation** for further details.



Rowhouses on Oak Street



Example of an interior courtyard (Credit: Listraor)



- Townhouse/rowhouse (up to 3 storeys)
- Townhouse/rowhouse with choice of use at grade (up to 3 storeys)

GRANVILLE

HUDSON

OAK

CAMBIE



Artist illustration of future Hudson Street looking south toward West 73rd Avenue

6.2 HUDSON

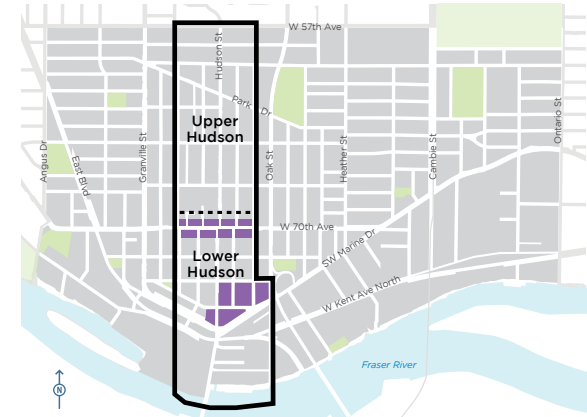
Neighbourhood Character

The southern portion of this area, formerly known as Eburne, was the original neighbourhood centre for Marpole. The construction of the Oak Street and Arthur Laing Bridges shifted the local shopping area from Hudson Street to its current Granville location. Today, this area has high quality, affordable low-rise rental housing units and mature tree-lined streets. Many of its residents are recent immigrants to Canada, and the area is also home to many young families and low-income households. This area is also the 'cultural hub' of Marpole and includes the Metro Theatre, Scottish Cultural Centre and Taiwanese Canadian Cultural Centre. The presence of the Musqueam village of *čəsnaʔəm*, containing one of North America's largest midden sites, makes it a historically significant part of the city and Marpole community.

Upper Hudson will retain its established single-family and duplex character. Lower Hudson will be strengthened as a walkable residential area, with a focus on protecting the existing stock of affordable rental housing. The 'working village' feel will be supported by retaining a mix of uses and celebrating the cultural amenities in the area. Musqueam heritage and culture will be honoured and recognized in a variety of ways. New walking and cycling routes will improve mobility and access to key destinations in the community, with a focus on parks, shops, community facilities and the Fraser River.

Incremental development of new rental housing along West 70th Avenue will be accompanied by improvements to the pedestrian environment. The commercial and cultural area south of West 72nd Avenue will accommodate growth and encourage the retention and expansion of the unique businesses and facilities. New, strategically located public plazas will create places to gather and soften the streetscape. Lighting, wayfinding and other improvements will improve access to the Fraser River and create a memorable walking experience.

The architectural character in the Lower Hudson Street area should reflect its diverse past and eclectic appeal, capturing the spirit of the historic village and current industrial context. Creative gestures and cultural accents are welcomed and encouraged as part of a coherent streetscape composition.



Hudson sub-area



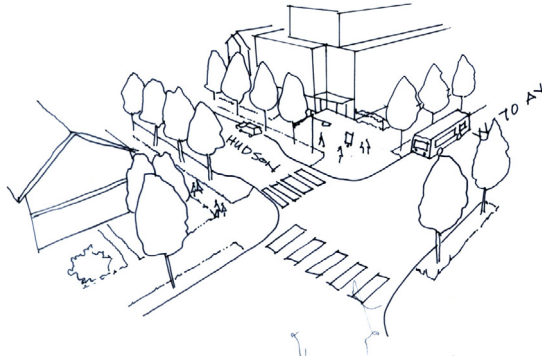
Existing commercial area and apartments on Hudson Street at West 73rd Avenue



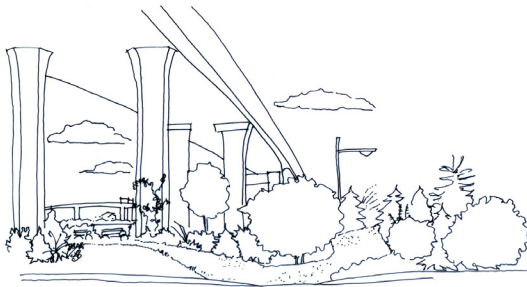
Former grocery store on West 70th Avenue at Cartier Street

Placemaking

- Enhance and announce access to the Fraser River for people walking or cycling from Marpole Place along Hudson Street with a variety of streetscape improvements and experiences, including landscape, seating, signage, lighting, and public art. See Figure 10.2.

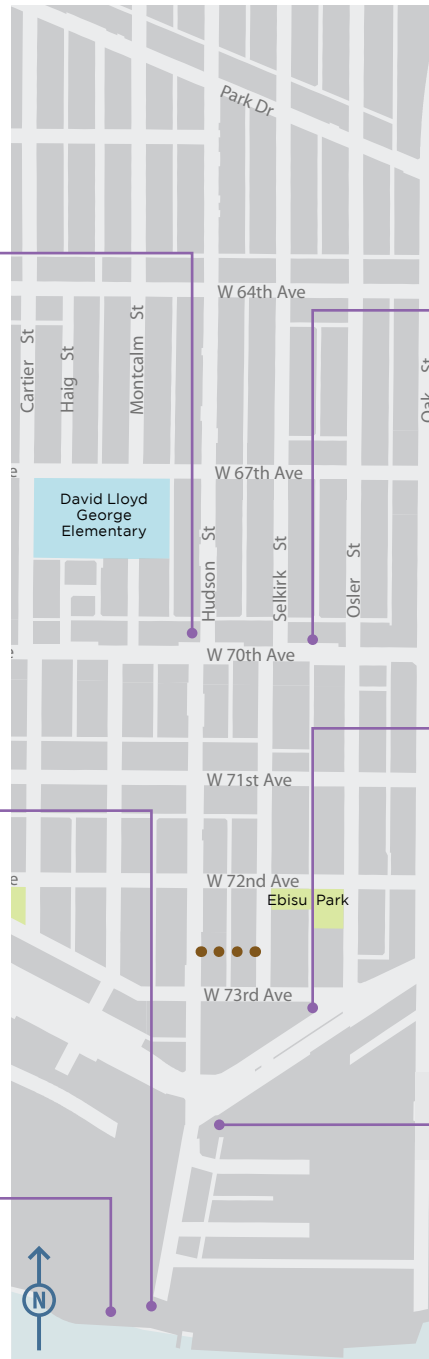


- Create a new open space at the end of Hudson Street, under the Arthur Laing Bridge.



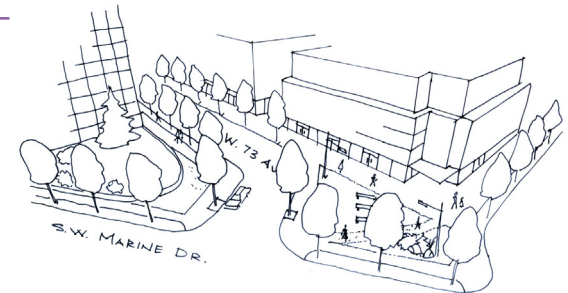
- Continue to pursue opportunities to improve walking and cycling access to and along the Fraser River.

Figure 6.4



- Improve comfort and safety for people walking along West 70th Avenue with wider sidewalks and a double row of street trees.

- Enrich the public realm at the 'flatiron' intersection at SW Marine Drive and West 73rd Avenue by creating an open space with improved safety for people walking and cycling and enhanced landscaping. See Figure 10.2.



- Work with TransLink to improve the Marpole Loop to create a more user-friendly and vibrant area.

● ● ● Mid-block connection

Density, Use, Form of Development

6.2.1 Mixed-use (up to 12 storeys)

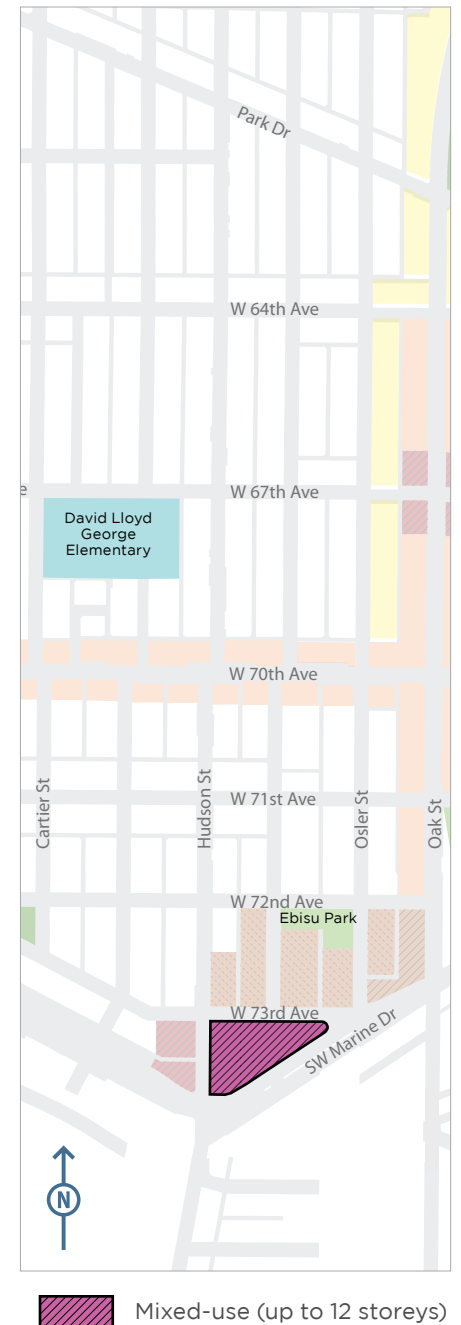
- Height: up to 12 storeys including a 2 to 3 storey podium.
 - A mix of commercial uses, including retail and service, is required at the ground floor.
 - Office use above the first floor level is encouraged.
 - Residential and/or commercial uses permitted on upper floors.
 - Provide 2 and 3 bedroom units for families (see policies in **8.0 Housing**).
 - Retention of existing childcare facility is strongly encouraged.
 - Ground floor commercial units must provide a range of sizes with small street frontages and active access to the street.
 - Storeys above the podium should be located to allow light through the block and articulated to minimize shadowing.
 - Floor plates above the podium level should not exceed 5,500 square feet* for residential use, but may be larger for office use.
 - One building up to 12 storeys will be supported.
 - Support a podium up to 3 storeys in conjunction with existing building at 1200 West 73rd Avenue that provides active uses at the streets.
 - Parking to be located below grade.
 - Provide public realm improvements that include wider sidewalks, street trees and amenities such as seating, and bike racks, etc.
- * The calculation of floor plate size includes elevator cores, storage, stairs, enclosed balconies, etc. but excludes open balconies.



Example of 12 storey mixed-use building



Example of retail and services at grade



6.2.2 Mixed-use (up to 8 storeys)

- Height: up to 8 storeys, including a 2 to 3 storey podium.
- FSR: up to 3.0*.
- A mix of commercial uses, including retail and service, is required at the ground floor.
- Office use above the first floor level is encouraged.
- Residential and/or commercial uses permitted on upper floors.
- Provide 2 and 3 bedroom units for families (see policies in **8.0 Housing**).
- Ground floor commercial units must provide a range of sizes with small street frontages and active access to the street.
- Storeys above the podium should be located to allow light through the block and articulated to minimize shadowing.
- Provide public realm improvements that include open space, street trees and amenities such as seating, bike racks, etc.

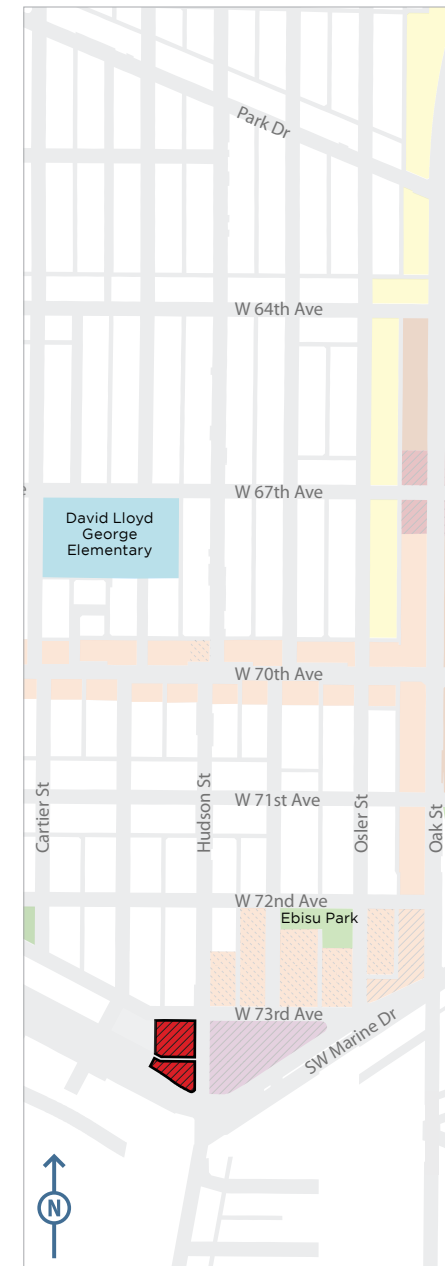
* The proposed floor space ratio (FSR) is an estimate based on intended urban design performance with respect to site size, form/typology, height and scale appropriate for respective locations and transition to adjacent properties. The development potential for each site may fall within, below, or, for anomalous sites, above the FSR range given and will be determined by careful analysis of individual proposals based on urban design and public realm performance and quality.



Example of 8 storey mixed-use building



Example of retail and services at grade



 Mixed-use (up to 8 storeys)

6.2.3 Mixed-use (up to 6 storeys)

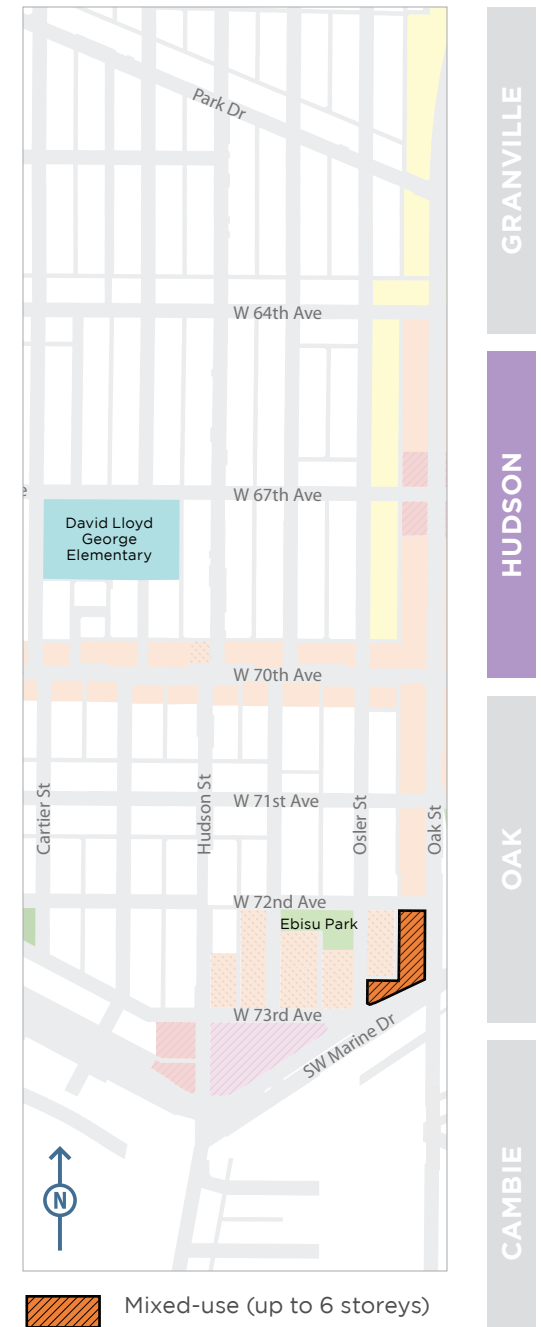
- Height: up to 6 storeys.
 - FSR: up to 2.5*.
 - A mix of commercial uses, including retail and service, is required at the ground floor.
 - Office use above the first floor level is encouraged.
 - Residential use permitted on upper floors.
 - Provide 2 and 3 bedroom units for families (see policies in **8.0 Housing**).
 - Ground floor commercial units must provide a range of sizes with small street frontages and active access to the street.
 - Upper storeys massed/set back to allow light through the block, minimize appearance of scale and to reduce shadow impacts.
 - Provide public realm improvements that include increased sidewalk width, street trees and amenities such as seating, bike racks, etc.
- * The proposed floor space ratio (FSR) is an estimate based on intended urban design performance with respect to site size, form/typology, height and scale appropriate for respective locations and transition to adjacent properties. The development potential for each site may fall within, below, or, for anomalous sites, above the FSR range given and will be determined by careful analysis of individual proposals based on urban design and public realm performance and quality.



Example of 6 storey mixed-use building with commercial at grade



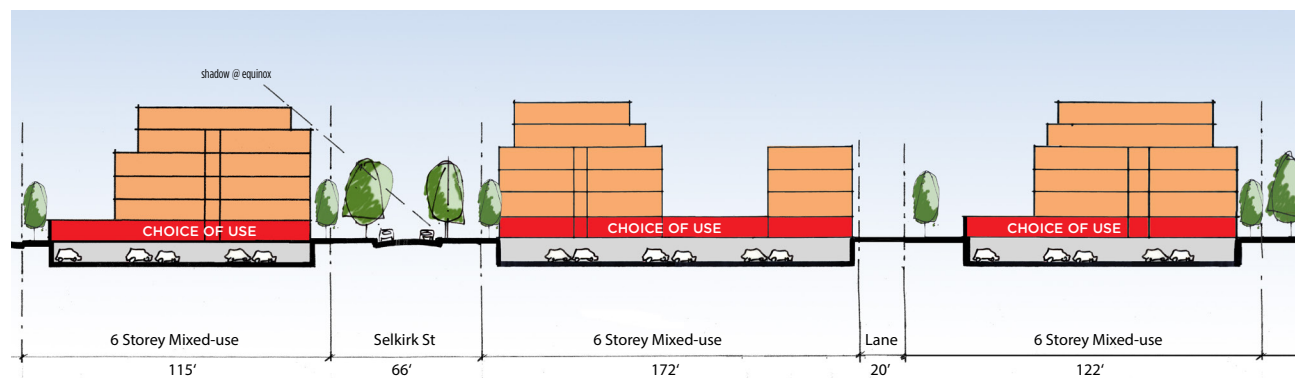
Example of retail and services at grade



6.2.4 Apartment with choice of use at grade (up to 6 storeys)

- Height: up to 6 storeys.
- FSR: up to 2.5* for mixed-use developments.
- A mix of uses required at grade, which may include retail, service, cultural and institutional, live-work, or office.
- Residential use permitted on upper floors.
- 100% rental residential required in existing RM zones (rate of change) (see policies in **8.0 Housing**).
- Provide 2 and 3 bedroom units for families (see policies in **8.0 Housing**).
- Upper storeys massed/set back to minimize appearance of scale and to reduce shadow impacts.
- Where cultural and city-serving uses are proposed, and include rental and/or social housing, greater height may be considered on the following sites:
 - 8886 Hudson Street – up to 8 storeys
 - 8850 Selkirk Street – up to 8 storeys
 - 8853 Selkirk Street/1225 West 73rd Avenue – up to 10 storeys
 subject to a review of urban design performance including transitional scale, massing, shadow, and street-level activation.
- Provide public realm improvements that include street trees and amenities such as seating, bike racks, etc.

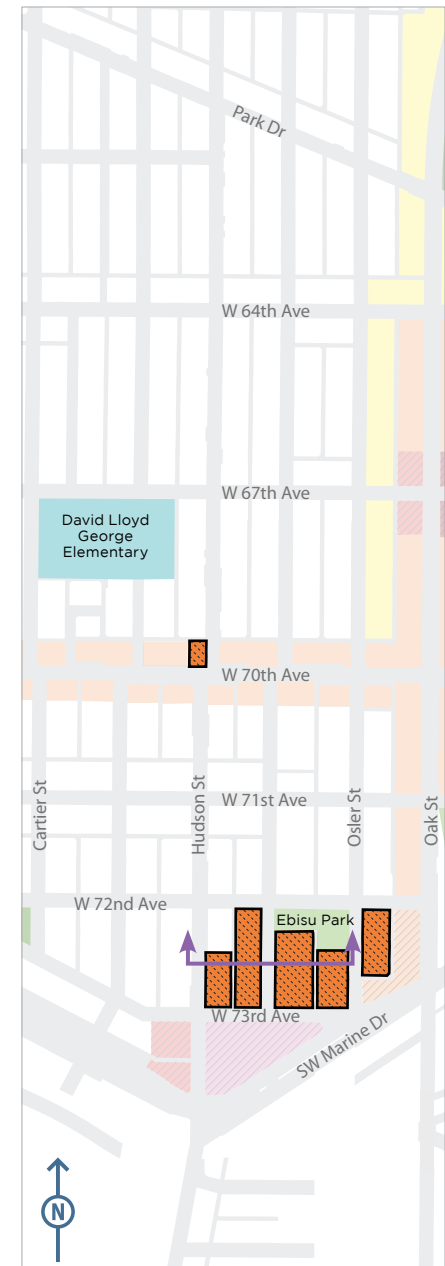
* The proposed floor space ratio (FSR) is an estimate based on intended urban design performance with respect to site size, form/typology, height and scale appropriate for respective locations and transition to adjacent properties. The development potential for each site may fall within, below, or, for anomalous sites, above the FSR range given and will be determined by careful analysis of individual proposals based on urban design and public realm performance and quality.



Example of 6 storey building at Burrard and West 1st Avenue



Example of choice of use at grade



Apartment with choice of use at grade (up to 6 storey)

6.2.5 Apartment (up to 6 storeys)

- Height: up to 6 storeys.
- FSR: up to 2.5*.
- Residential use permitted.
- 100% rental residential required in existing RM zones (rate of change) (see policies in **8.0 Housing**).
- Provide 2 and 3 bedroom units for families (see policies in **8.0 Housing**).
- Incremental and smaller lot development is supported; excessive building widths are strongly discouraged.
- Upper storeys massed/set back to minimize appearance of scale and to reduce shadow impacts.
- Provide public realm improvements that include increased sidewalk width, street trees and amenities such as seating, bike racks, etc.

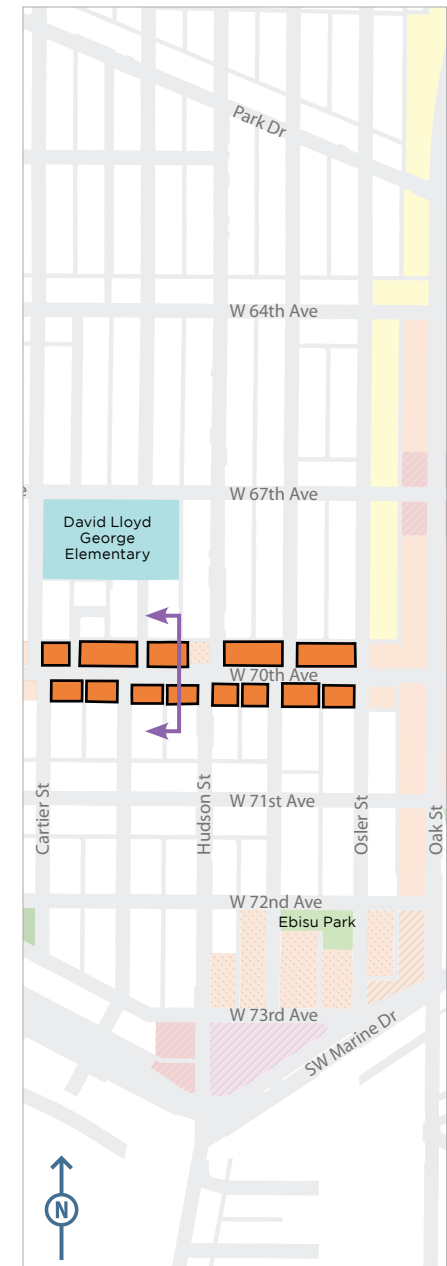
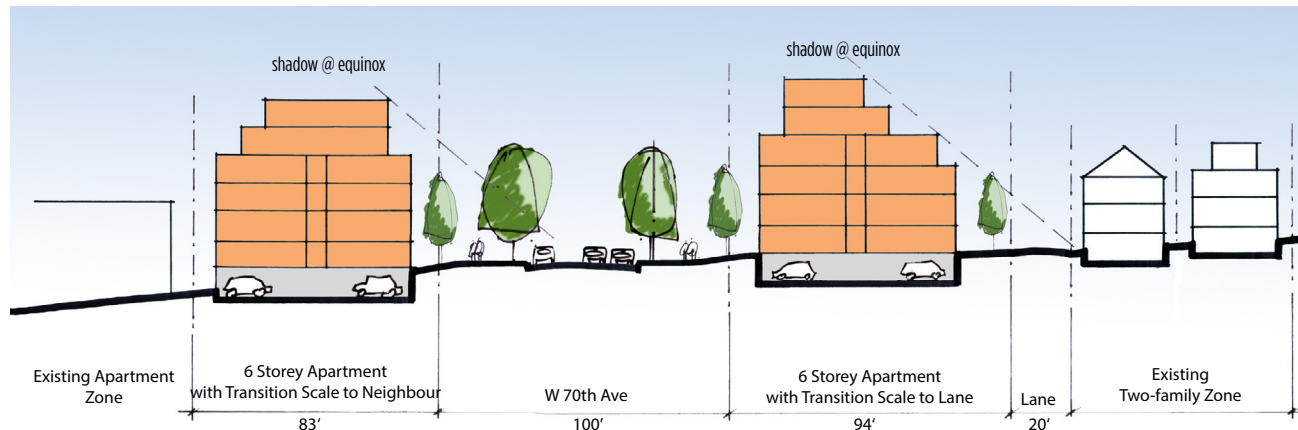
* The proposed floor space ratio (FSR) is an estimate based on intended urban design performance with respect to site size, form/typology, height and scale appropriate for respective locations and transition to adjacent properties. The development potential for each site may fall within, below, or, for anomalous sites, above the FSR range given and will be determined by careful analysis of individual proposals based on urban design and public realm performance and quality.



Example of 6 storey apartment building



Example of residential access from the street



Apartment (up to 6 storeys)

GRANVILLE

HUDSON

OAK

CAMBIE



Artist illustration of future Oak Street looking north towards West 67th Avenue

6.3 OAK

Neighbourhood Character

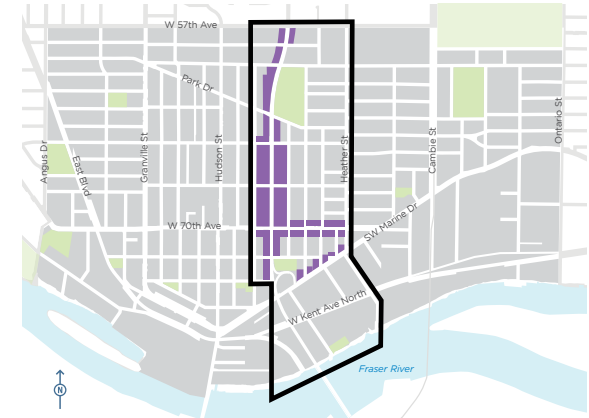
Oak Street is a busy traffic corridor with narrow sidewalks and long blocks with limited opportunities to safely cross. It is part of the Major Road Network, and is an important motor vehicle route for the city and the region, but it physically divides the Marpole community.

Oak Street will transition to have a more urban residential character with new housing types and an improved overall look and feel. Located in the centre of Marpole, Oak Street at West 67th Avenue will become a focus for this area, developed as an urban mixed-use “node”, creating a vital connection between east and west Marpole. The commercial area will be strengthened and enhanced through more prominent mid-rise, mixed-use buildings, including increased retail space at street level, and a new urban plaza to help establish a sense of place. Wide sidewalks, street trees and planted boulevards will create a comfortable, safe and attractive walking experience along Oak Street.

Additional housing variety, including apartments and townhouses, will be introduced, providing a sensitive transition in scale and height to the surrounding residential areas.

West 67th Avenue is a desirable neighbourhood walking and cycling route that connects the Granville shopping area, library, schools and churches to the Canada Line station. Improvements to the public realm at Oak Street will create a pleasant and memorable place on this popular route through the neighbourhood.

The architectural character of the Oak Street area should echo the optimism of its postwar past. Contemporary materials can predominate in combination with traditional materials. Architectural detailing could reflect the feeling of movement that the automobile era inspired, while providing a comfortable pedestrian scale and rhythm at the street level.



Oak sub-area



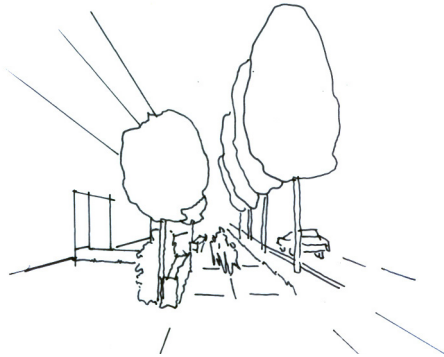
Neighbourhood connector along West 67th Avenue



Existing commercial area at Oak Street and West 67th Avenue

Placemaking

- Create a safe, comfortable walking experience along Oak Street with wider sidewalks, improved crossings, and street trees.



- Create an urban plaza at Oak Street and West 67th Avenue, as new development occurs, that provides a comfortable gathering space with a lively commercial edge. See Figure 10.2.

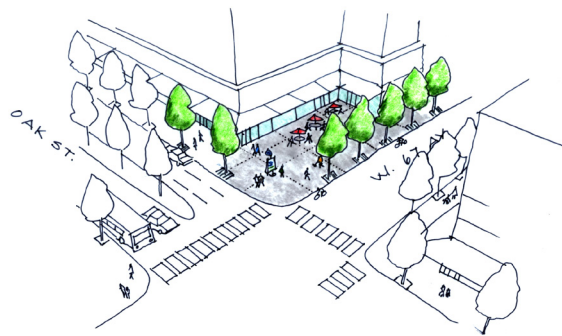
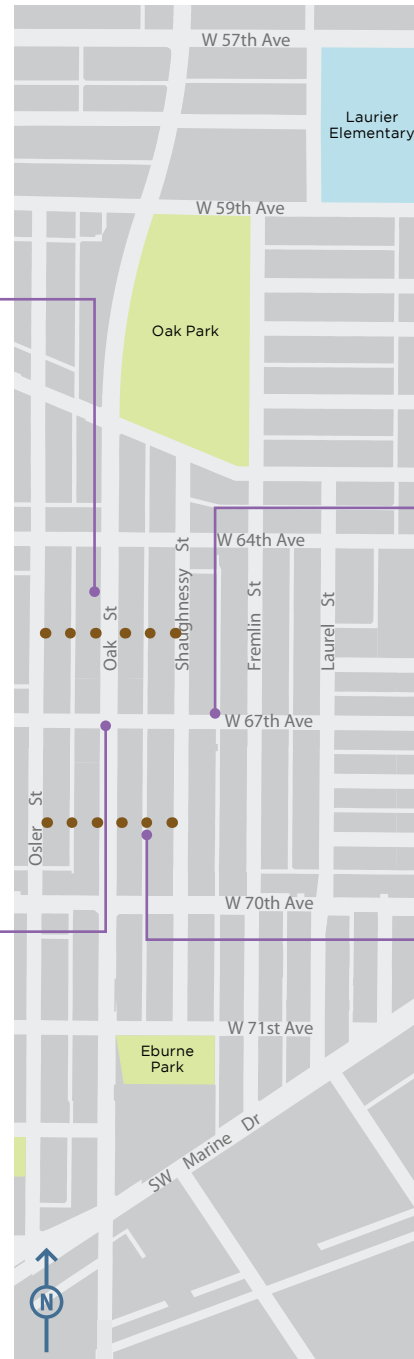


Figure 6.5



- Establish small green plazas, pocket parks and enhanced landscaping along West 67th Avenue.

- Create mid-block connections along Oak Street through blocks longer than a standard block length.

● ● ● Mid-block connection

Density, Use, Form of Development

6.3.1 Mixed-use (up to 8 storeys)

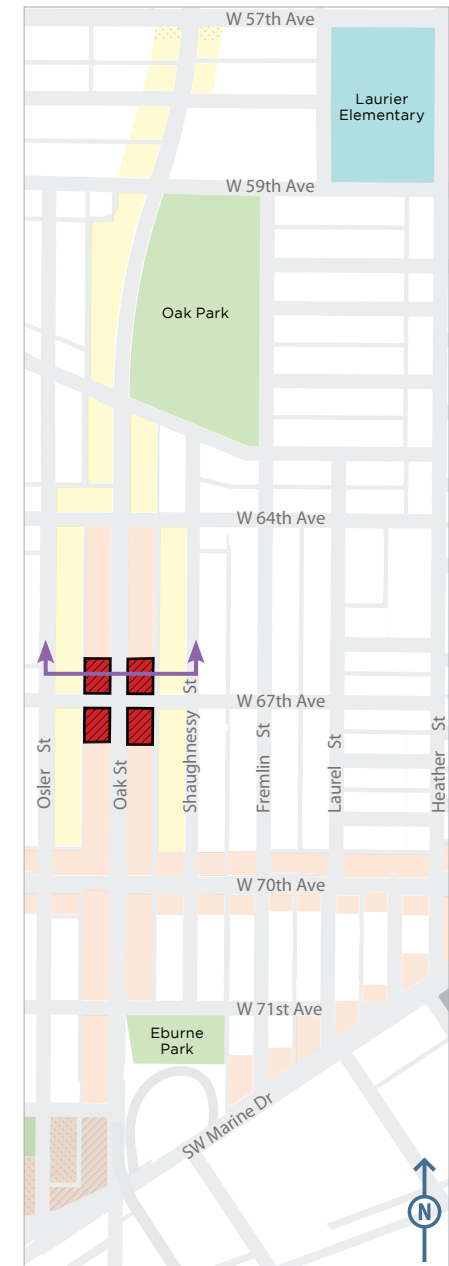
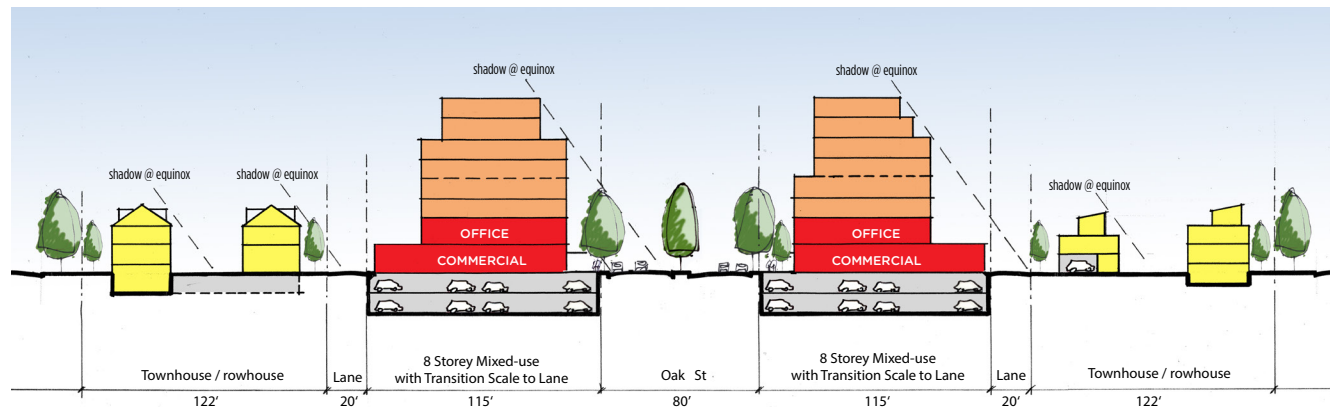
- Height: up to 8 storeys, including a 2 to 3 storey podium.
 - FSR: up to 3.0*.
 - A mix of commercial uses, including retail and service, is required at the ground floor.
 - Office use above the first floor level is encouraged.
 - Residential and/or commercial uses permitted on upper floors.
 - Provide 2 and 3 bedroom units for families (see policies in **8.0 Housing**).
 - Ground floor commercial units must provide a range of sizes with small street frontages and active access to the street.
 - Lot consolidation, to achieve a commercial frontage along Oak Street of approximately 160 feet from all corners, will be supported.
 - Storeys above the podium should be located to allow light through the block and articulated to minimize shadowing.
 - Use building setbacks and landscaping to transition between commercial and residential uses along streets.
 - Provide public realm improvements that include increased sidewalk width, street trees and amenities such as seating, bike racks, etc.
- * The proposed floor space ratio (FSR) is an estimate based on intended urban design performance with respect to site size, form/typology, height and scale appropriate for respective locations and transition to adjacent properties. The development potential for each site may fall within, below, or, for anomalous sites, above the FSR range given and will be determined by careful analysis of individual proposals based on urban design and public realm performance and quality.



Example of an 8 storey mixed-use building



Example of commercial use at grade



 Mixed-use (up to 8 storeys)

GRANVILLE

HUDSON

OAK

CAMBIE

6.3.2 Apartment (up to 6 storeys)

- Height: up to 6 storeys.
- FSR: Up to 2.5*.
- Residential use permitted.
- 100% rental residential required in existing RM zones (rate of change) (see policies **8.0 Housing**).
- Provide 2 and 3 bedroom units for families (see policies **8.0 Housing**).
- Incremental and smaller lot development is supported; excessive building widths are strongly discouraged.
- Upper storeys massed/set back to minimize appearance of scale and to reduce shadow impacts.
- Frontage on Oak Street, SW Marine Drive or West 70th Avenue required.
- Provide public realm improvements that include increased sidewalk width, street trees and amenities such as seating, bike racks, etc.

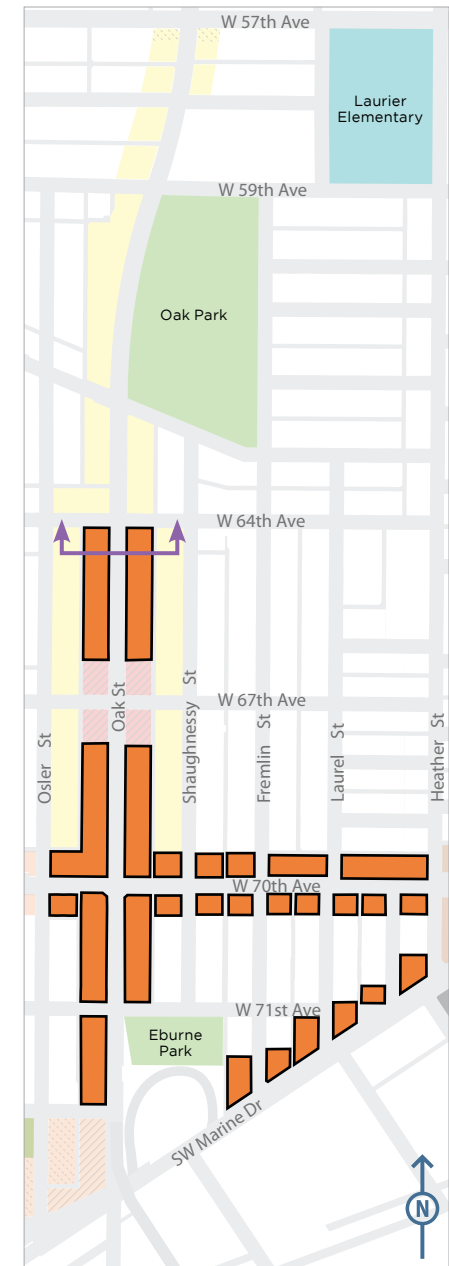
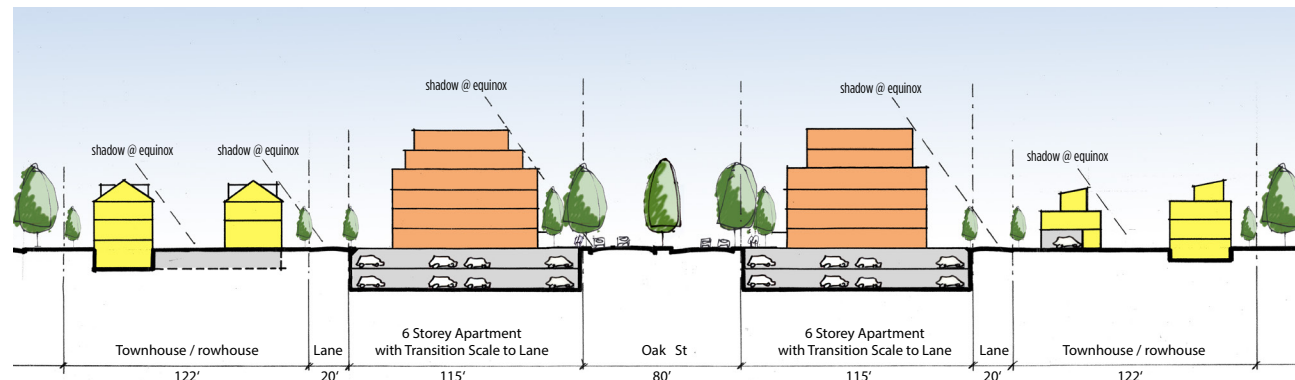
* The proposed floor space ratio (FSR) is an estimate based on intended urban design performance with respect to site size, form/typology, height and scale appropriate for respective locations and transition to adjacent properties. The development potential for each site may fall within, below, or, for anomalous sites, above the FSR range given and will be determined by careful analysis of individual proposals based on urban design and public realm performance and quality.



Example of 6 storey apartment building



Residential access on the street



Apartment (up to 6 storeys)

6.3.3 Townhouse/rowhouse (up to 3 storeys)

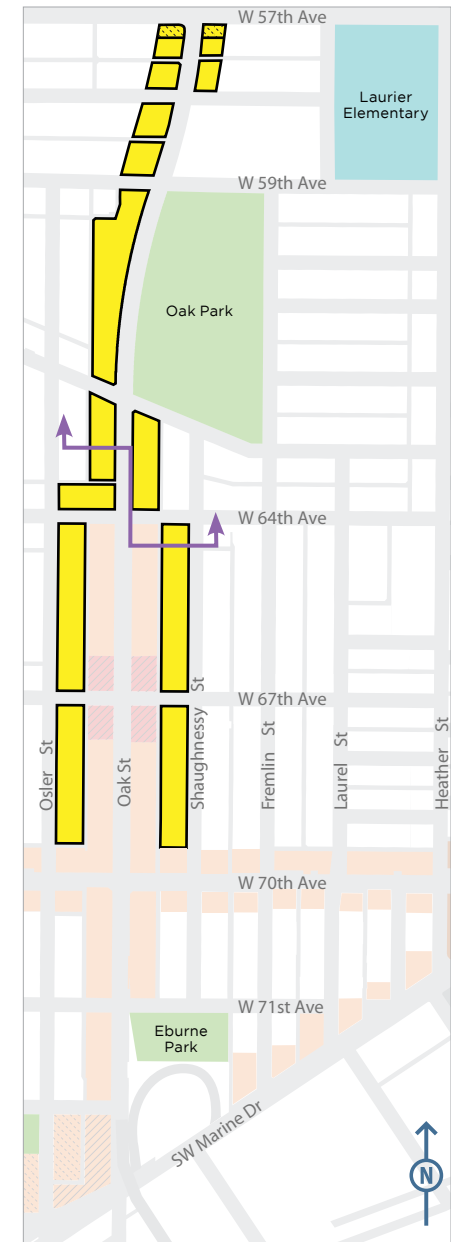
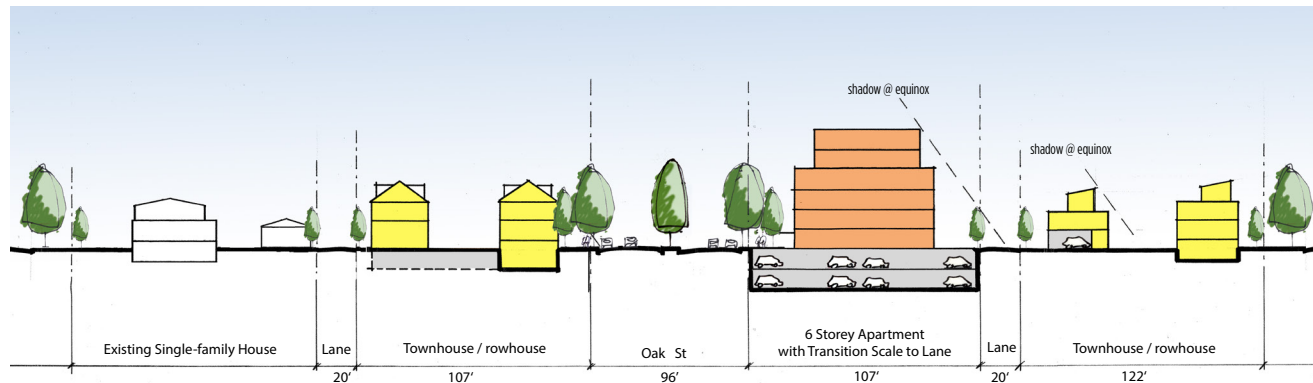
- Height: generally 2.5 storeys, but may have partial third storey.
- FSR: up to 1.2.
- Residential use permitted.
- Choice of use permitted at grade at West 57th Avenue. Ground floor space will be designed to accommodate a variety of uses, which may include local-serving retail, service, or residential.
- Provide 2 and 3 bedroom units for families (see policies in **8.0 Housing**).
- Smaller sites may have 3 unit triplex.
- Larger sites can accommodate 4 units or more.
- Lock-off units, which may be rented, permitted on some sites.
- Buildings to face the street and, on some sites, the lane, organized around a courtyard.
- Provide public realm improvements that include increased sidewalk width on Oak Street, street trees and amenities that may include seating, bike racks, etc.
- Refer to **18.0 Implementation** for further details.



Example of townhouses in Marpole



Traditional rowhouse



- Townhouse/rowhouse (up to 3 storeys)
- Townhouse/rowhouse with choice of use at grade (up to 3 storeys)

GRANVILLE

HUDSON

OAK

CAMBIE



Artist illustration of future West 62nd Avenue and Winona Park

6.4 CAMBIE

Neighbourhood Character

At present, this is predominantly a single-family area interspersed with social housing and institutional uses. South of SW Marine Drive, the area is mostly industrial with limited residential and commercial uses. The area has recently been influenced by the introduction of the Canada Line, which provides rapid transit service to Richmond, YVR, and downtown Vancouver. New developments resulting from implementation of the *Cambie Corridor Plan* (2011) (e.g., Marine Gateway and MC2) are beginning to influence the character of the area.

Through the life of the Marpole Community Plan, the area within a 10 minute walk to the Canada Line will evolve to be a highly walkable, vibrant urban area that responds to its evolving residential context, adjacent industrial area, and relationship to the Fraser River. The mixed-use hub at SW Marine Drive and Cambie Street will

offer new job space, shopping and entertainment uses, housing opportunities and infuse the area with a greater sense of vibrancy. Low-rise buildings and ground-oriented family housing such as townhouses will provide a sensitive transition between higher buildings and single-family homes. New walking and cycling routes through the neighbourhood will provide safe and attractive connections to transit, shops, parks and other key destinations. Opportunities for additional social housing in this transit-supported area will be provided. The industrial areas south of SW Marine Drive will be retained and enhanced with employment opportunities on limited and strategically located sites.

Architecturally, buildings should embrace an urban contemporary character and respond appropriately to the varied context. Mixed-use buildings should reflect the industrial adjacency while providing an animated edge for people walking, including visible entries.



Cambie sub-area



Existing single-family housing in the Cambie area



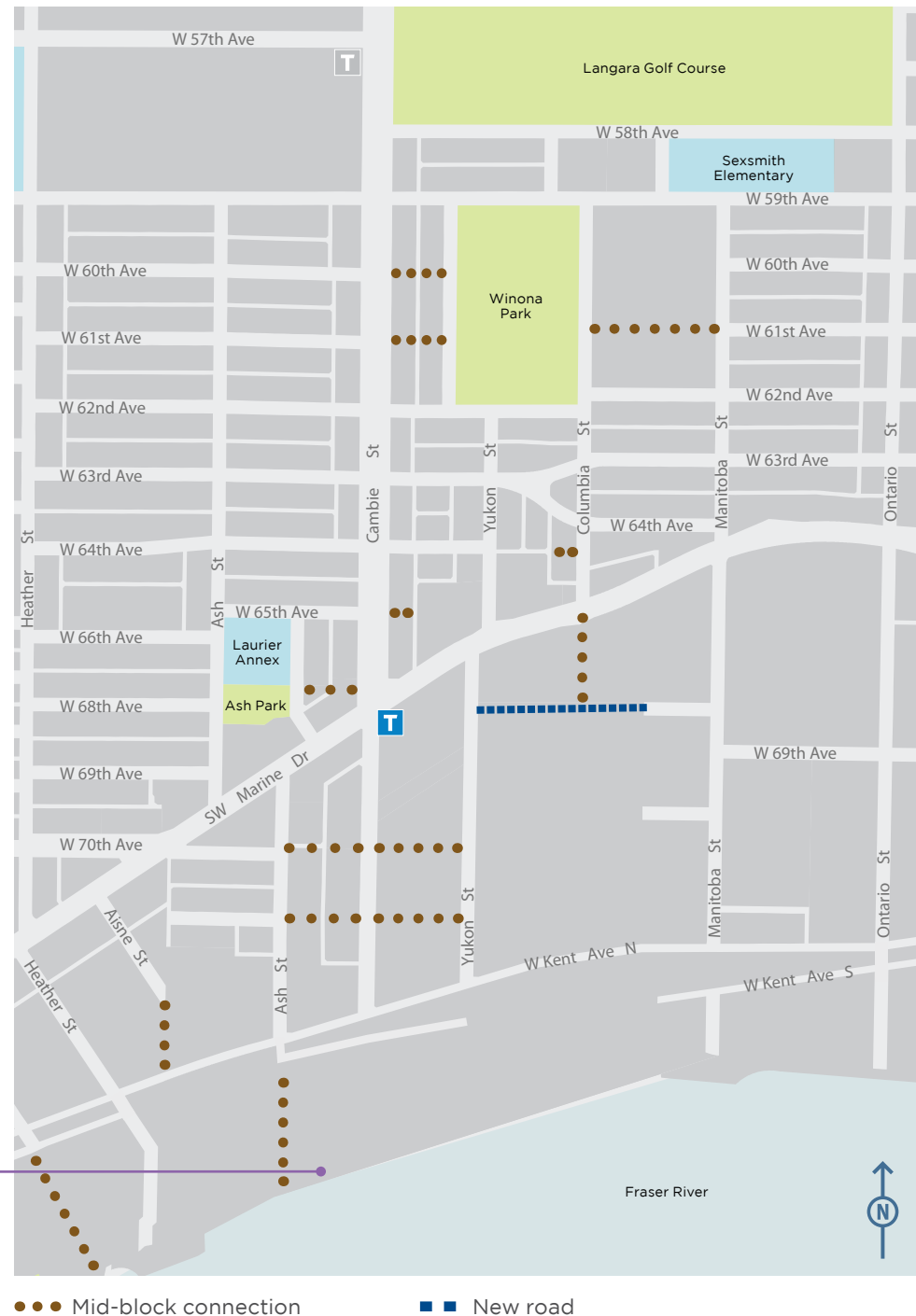
The Fraser River, looking towards the Canada Line Bridge

Placemaking

- Create attractive and safe walking and cycling connections through the neighbourhood, including mid-block connections, prioritizing improvements close to transit, shops, schools and parks.
- Create a more comfortable and engaging walking experience along SW Marine Drive.
- For Intensive Employment Area buildings, refer to the *Marine Landing Policy Updates* (2021).
- Introduce plazas and green open spaces at key points on routes to the Canada Line station. See Figure 10.2 in Marpole Plan and *Marine Landing Policy Updates* (2021).
- Continue to pursue opportunities to improve walking and cycling access to and along the Fraser River.



Figure 6.5



●●● Mid-block connection

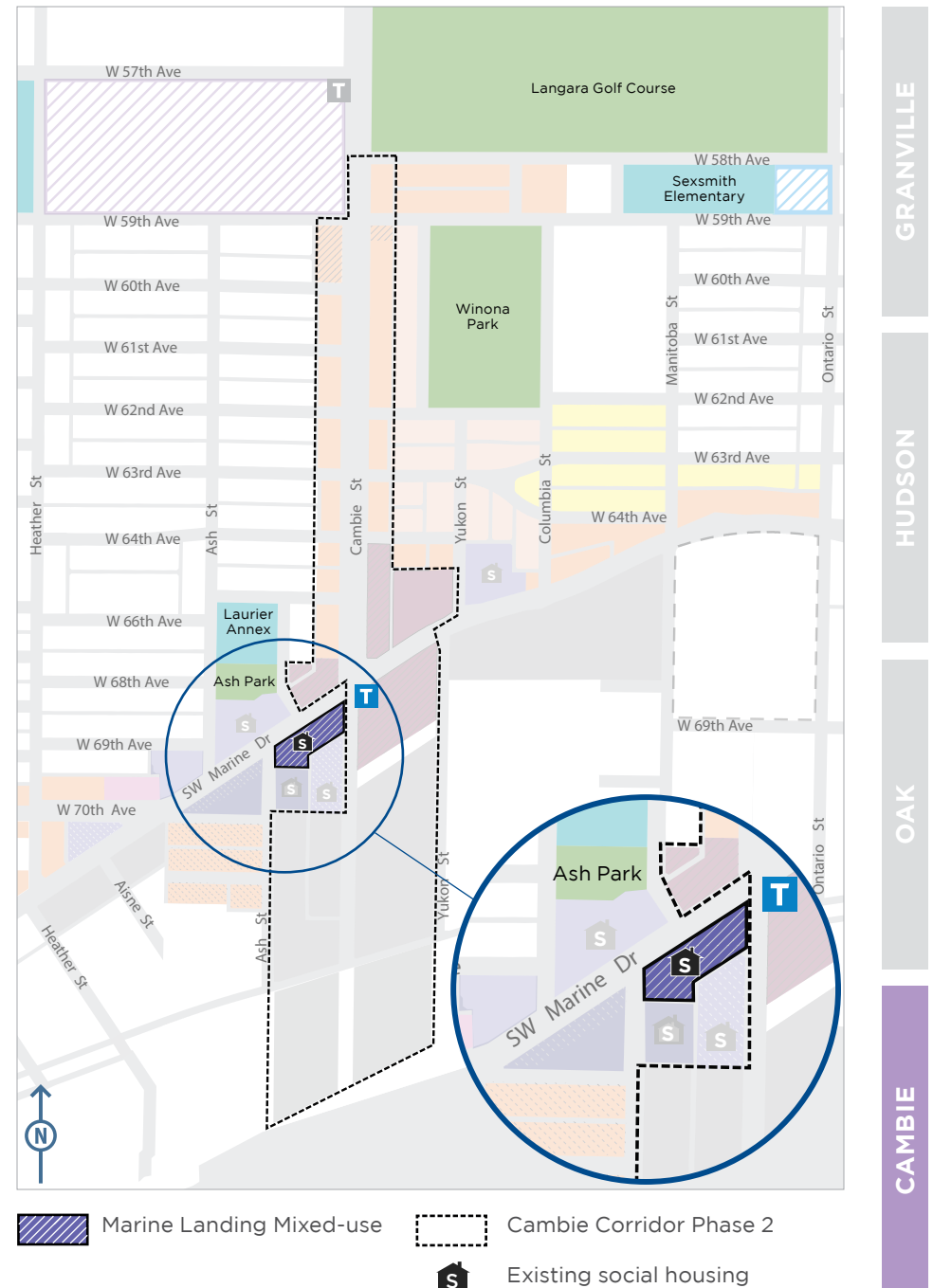
■ ■ New road

Density, Use, Form of Development

6.4.1 Marine Landing Mixed-use

- Heights and densities will be performance-based, subject to compliance with the policies in **8.0 Housing**, and the *Marine Landing Policy Updates* (2021) for built form guidelines.
- A mix of commercial uses including retail and service is required at the ground floor.
- Office use above the first floor level is encouraged.
- Residential and commercial use permitted on upper floors.
- Provide 2 and 3 bedroom units for families (see policies in **8.0 Housing**).
- All sites subject to social housing policies (see policies in **8.0 Housing**).
- Towers should be sited to respond to the pattern of higher buildings in the immediate area, minimize shadows on public space, and maximize privacy and livability.
- Ground floor commercial units must provide a range of sizes with small street frontages and active access to the street.
- Floor plates above the podium level should not exceed 6,500 square feet*, with taller buildings being proportionally slimmer.
- Provide public realm improvements that include increased sidewalk width, street trees and amenities such as seating, bike racks, etc.

* The calculation of floor plate size includes elevator cores, storage, stairs, enclosed balconies, etc., but excludes open balconies.



6.4.2 Marine Landing choice of use at grade

- Heights and densities will be performance-based, subject to compliance with the policies in **8.0 Housing**, and the *Marine Landing Policy Updates* (2021) for built form guidelines.
- A mix of commercial uses, including retail and service, is encouraged at the ground floor.
- Encourage office use to locate above the first floor level.
- Residential use permitted on upper floors.
- Provide 2 and 3 bedroom units for families (see policies in **8.0 Housing**).
- Sites subject to social housing policies (see policies in **8.0 Housing**).
- Ground floor commercial units must provide a range of sizes with small street frontages and active access to the street.
- Storeys above the podium should be located to allow light through the block and articulated to minimize shadowing.
- Floor plates above the podium level should not exceed 6,500 square feet*.
- Provide public realm improvements that include public open space, increased sidewalk width, street trees and amenities such as seating, and bike racks, etc.

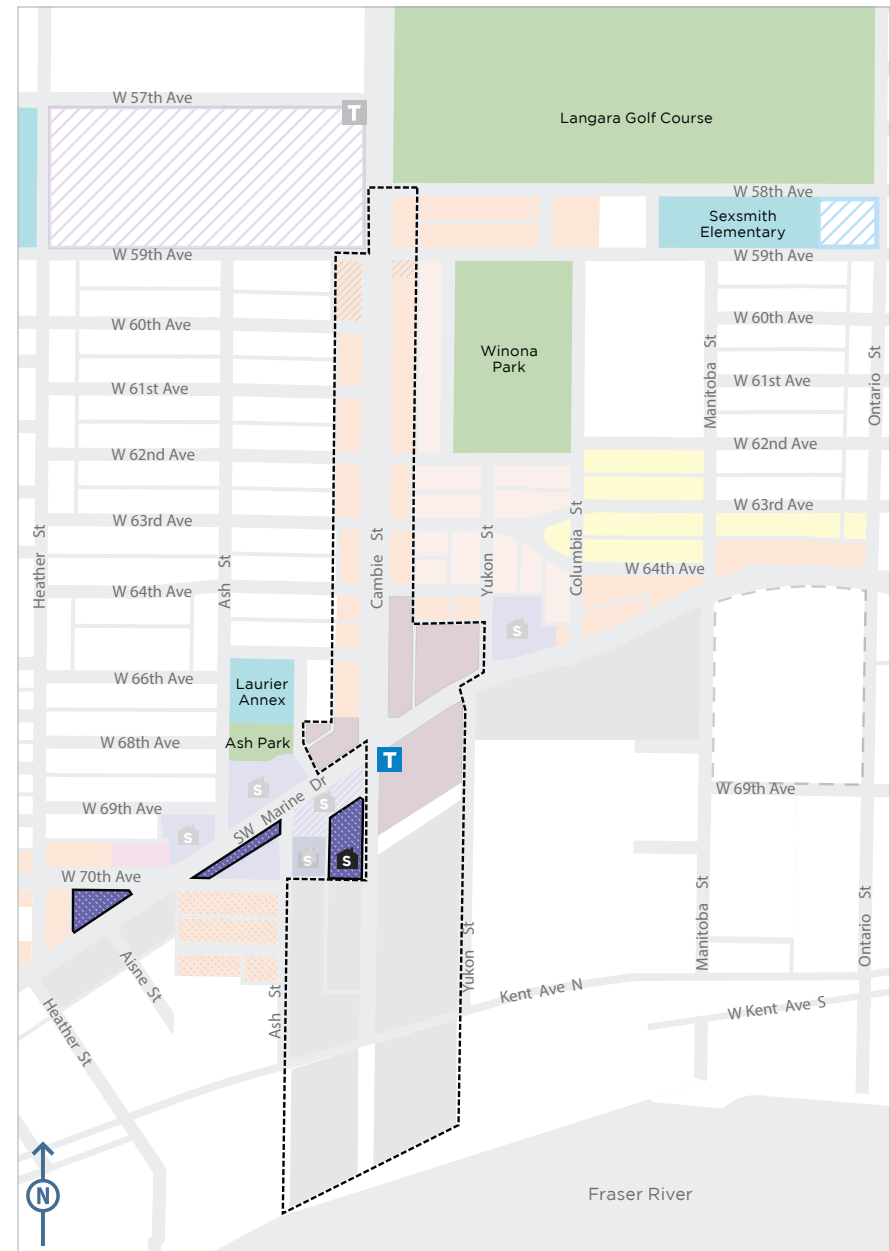
* The calculation of floor plate size includes elevator cores, storage, stairs, enclosed balconies, etc. but excludes open balconies.



Example of an apartment building with choice of use at grade



Example of retail at grade



Marine Landing choice of use at grade



Cambie Corridor Phase 2

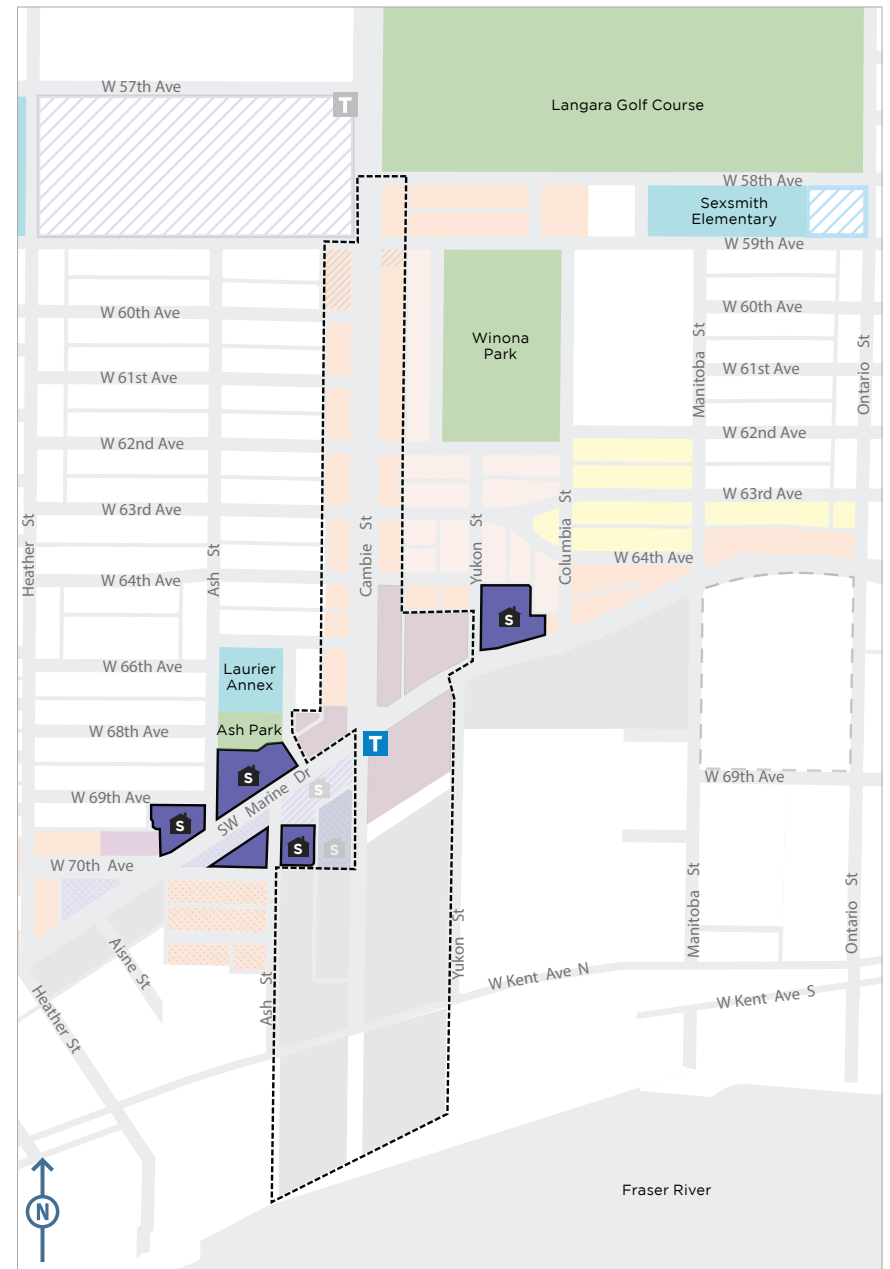


Existing social housing

6.4.3 Marine Landing Residential

- Heights and densities will be performance-based, subject to compliance with the policies in **8.0 Housing**, and the *Marine Landing Policy Updates* (2021) for built form guidelines.
- Residential use permitted.
- 100% rental residential required in existing RM zones (rate of change) (see policies in **8.0 Housing**).
- Provide 2 and 3 bedroom units for families (see policies in **8.0 Housing**).
- Existing social housing sites subject to housing policies (see policies in **8.0 Housing**).
- Storeys above the podium should be located to allow light through the block and articulated to minimize shadowing.
- Floor plates above the podium level should not exceed 6,500 square feet*.
- Minimum 60 foot site frontage required for 704 W 69th Avenue
- Provide public realm improvements that include increased sidewalk width, street trees and amenities such as seating, bike racks, etc.

* The calculation of floor plate size includes elevator cores, storage, stairs, enclosed balconies, etc., but excludes open balconies.



- Marine Landing Residential
- S Existing social housing
- Cambie Corridor Phase 2

6.4.4 Apartment (up to 12 storeys)

- Height: up to 12 storeys including a 4 storey podium.
- Residential use permitted.
- 100% rental residential required in existing RM zones (rate of change) (see policies in **8.0 Housing**).
- Provide 2 and 3 bedroom units for families (see policies in **8.0 Housing**).
- Storeys above the podium should be located to allow light through the block and articulated to minimize shadowing.
- Floor plates above the podium level should not exceed 6,500 square feet*
- Mid-site walking and cycling access may be required.
- Support townhouses in conjunction with existing building at 725 West 70th Avenue.
- Provide public realm improvements that include increased sidewalk width, street trees and amenities such as seating, bike racks, etc.

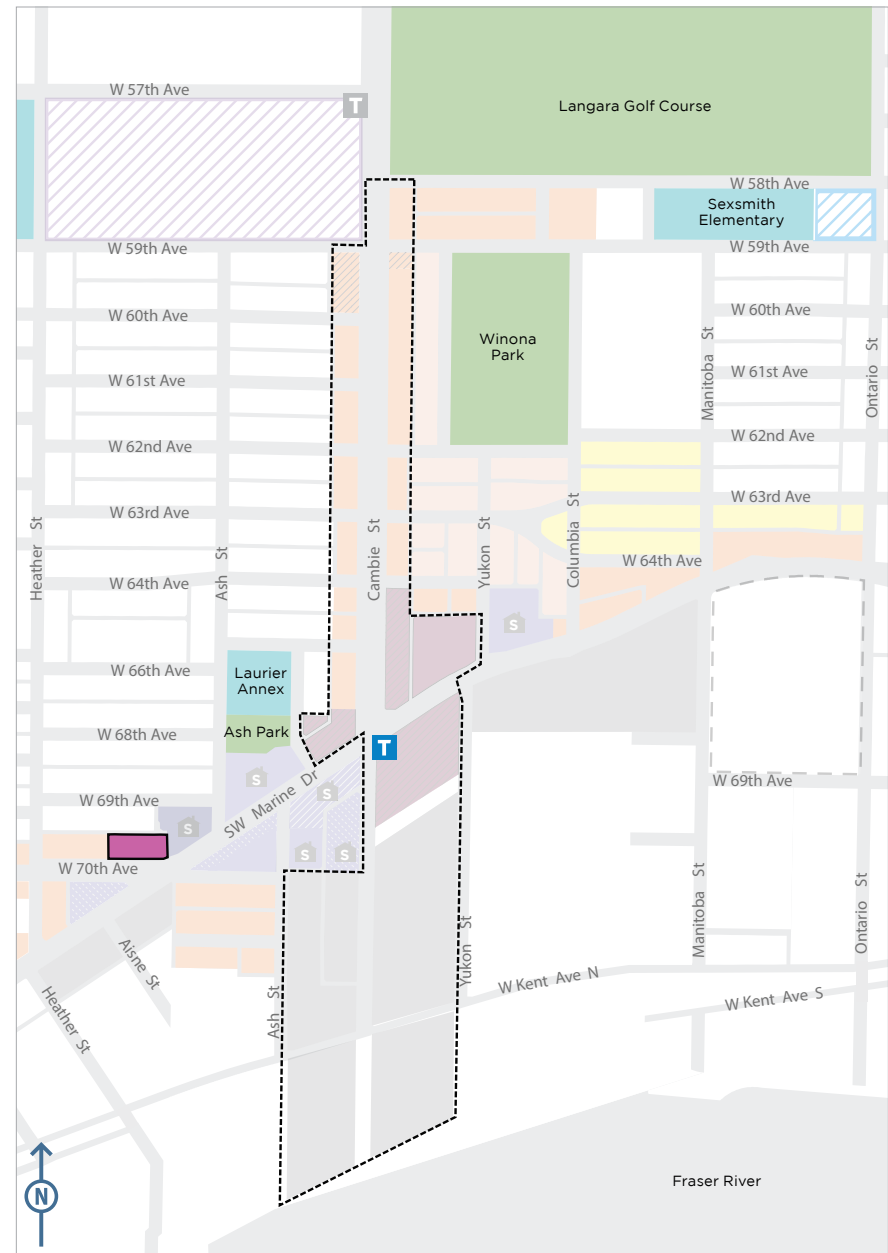
* The calculation of floor plate size includes elevator cores, storage, stairs, enclosed balconies, etc. but excludes open balconies.



Example of 12 storey apartment with podium



Example of 12 storey apartment with podium



- Apartment (up to 12 storeys)
 S Existing social housing
- Cambie Corridor Phase 2

6.4.5 Apartment with choice of use at grade (up to 6 storeys)

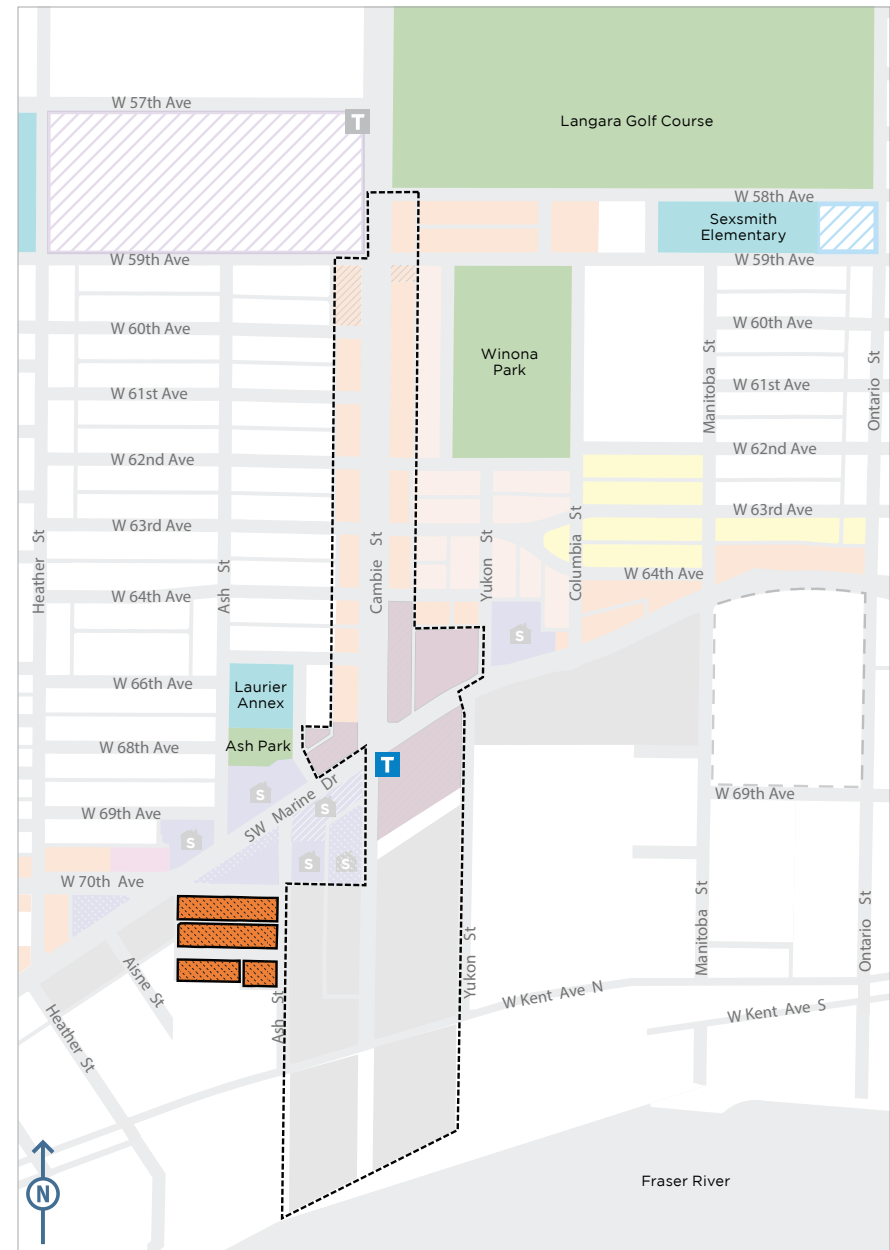
- Height: up to 6 storeys.
 - FSR: up to 2.5* for mixed-use and residential developments.
 - Choice of use permitted at grade which may include retail, service, cultural and institutional, live-work or residential.
 - Provide 2 and 3 bedroom units for families (see policies in **8.0 Housing**).
 - Residential use permitted.
 - Minimum site width of 60 feet.
 - Upper storeys massed/set back to minimize appearance of scale and to reduce shadow impacts.
 - Yard setbacks to accommodate residential adjacencies are required.
 - Provide public realm improvements that include increased sidewalk width, street trees and amenities such as seating, bike racks, etc.
- * The proposed floor space ratio (FSR) is an estimate based on intended urban design performance with respect to site size, form/typology, height and scale appropriate for respective locations and transition to adjacent properties. The development potential for each site may fall within, below, or, for anomalous sites, above the FSR range given and will be determined by careful analysis of individual proposals based on urban design and public realm performance and quality.



Example of a 6 storey building



Example of ground level artist live-work studio (choice of use)



 Apartment with choice of use at grade (up to 6 storeys)

 Cambie Corridor Phase 2

GRANVILLE

HUDSON

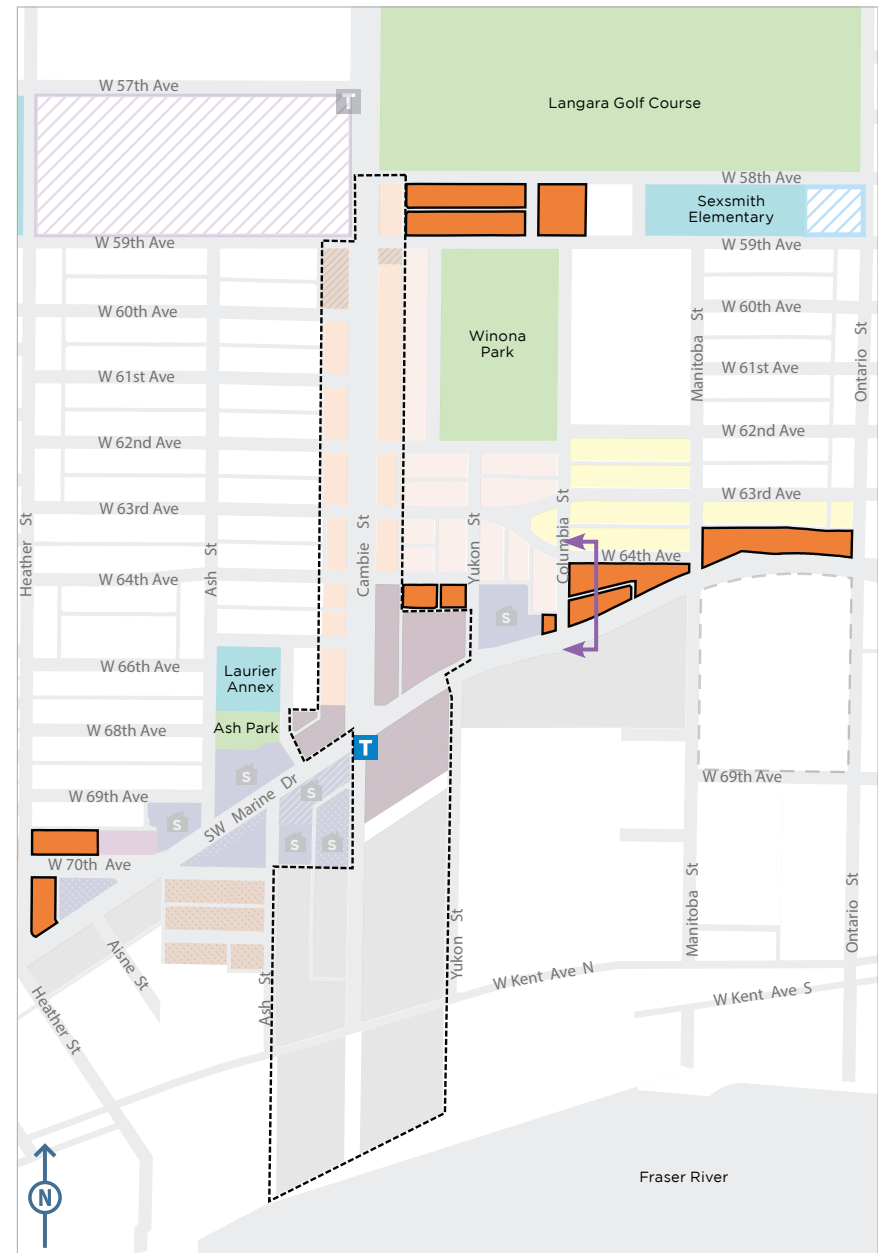
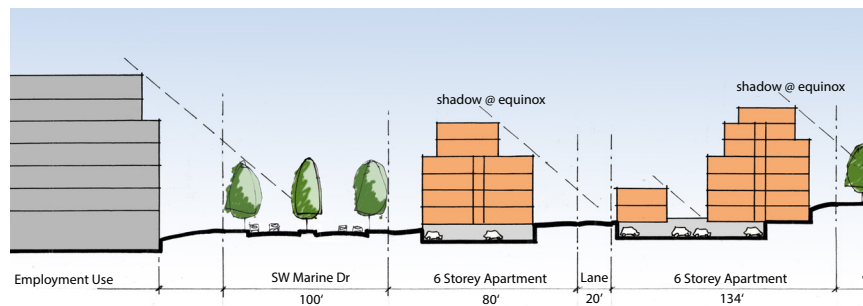
OAK

CAMBIE

6.4.6 Apartment (up to 6 storeys)

- Height: up to 6 storeys.
- FSR: Up to 2.5*.
- Residential use permitted.
- 100% rental residential required in existing RM zones (rate of change) (see policies in **8.0 Housing**).
- Provide 2 and 3 bedroom units for families (see policies in **8.0 Housing**).
- Minimum 60 foot site frontage required for 6 storey developments.
- On sites 130 feet or deeper, 2 storey townhouse buildings may be constructed at the lane.
- Upper storeys massed/set back to minimize appearance of scale and to reduce shadow impacts.
- Provide public realm improvements that include increased sidewalk width (on some sites), street trees and amenities such as seating, bike racks, etc.

* The proposed floor space ratio (FSR) is an estimate based on intended urban design performance with respect to site size, form/typology, height and scale appropriate for respective locations and transition to adjacent properties. The development potential for each site may fall within, below, or, for anomalous sites, above the FSR range given and will be determined by careful analysis of individual proposals based on urban design and public realm performance and quality.



Apartment (up to 6 storeys)

Cambie Corridor Phase 2

6.4.7 Apartment (up to 4 storeys)

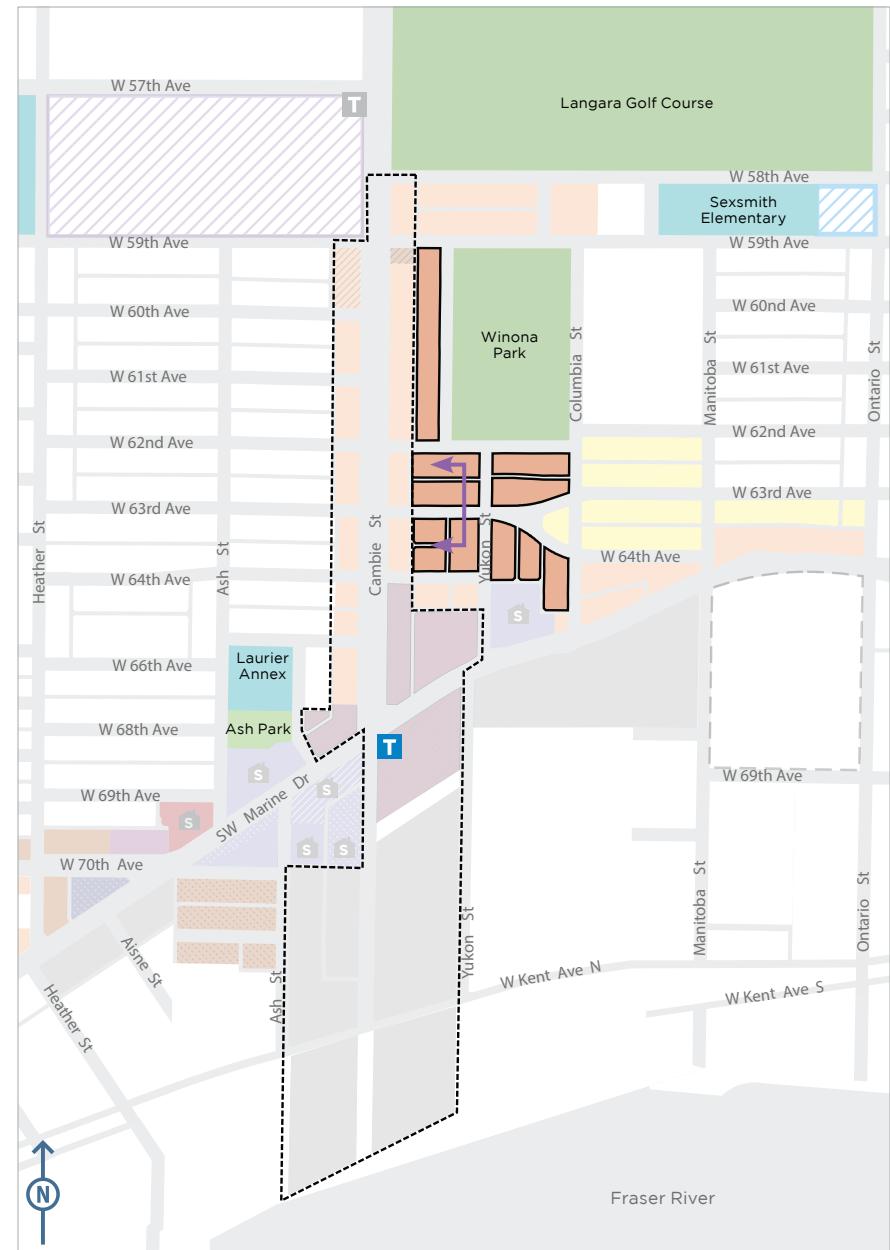
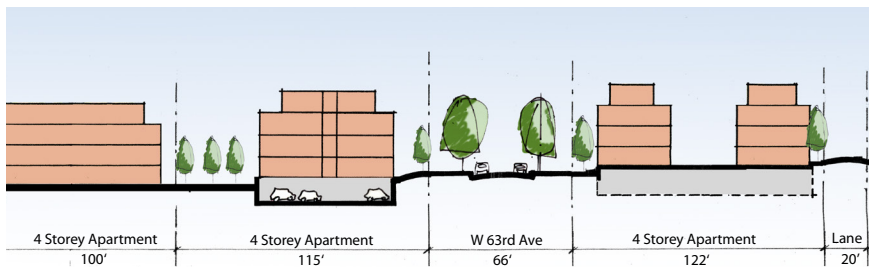
- Height: up to 4 storeys.
- FSR: up to 1.5 for sites with a frontage of 50 feet or more, or up to 2.0 for sites with a frontage of 90 feet or more.
- Residential use permitted.
- Building types such as courtyard or stacked townhouses or rowhouses may be proposed.
- Provide 2 and 3 bedroom units for families (see policies in **8.0 Housing**).
- Incremental and smaller lot development is supported; excessive building widths are strongly discouraged.
- Articulate buildings to provide 2 exterior walls for majority of units.
- Upper storeys massed/set back to minimize appearance of scale and to reduce shadow impacts.
- Provide public realm improvements that include sidewalks, street trees and amenities such as seating, bike racks, etc.
- Refer to **18.0 Implementation** for further details.



Example of 4 storey apartment building



Example of 4 storey apartment building



- Apartment (up to 4 storeys)
- Cambie Corridor Phase 2

6.4.8 Townhouse/rowhouse (up to 3 storeys)

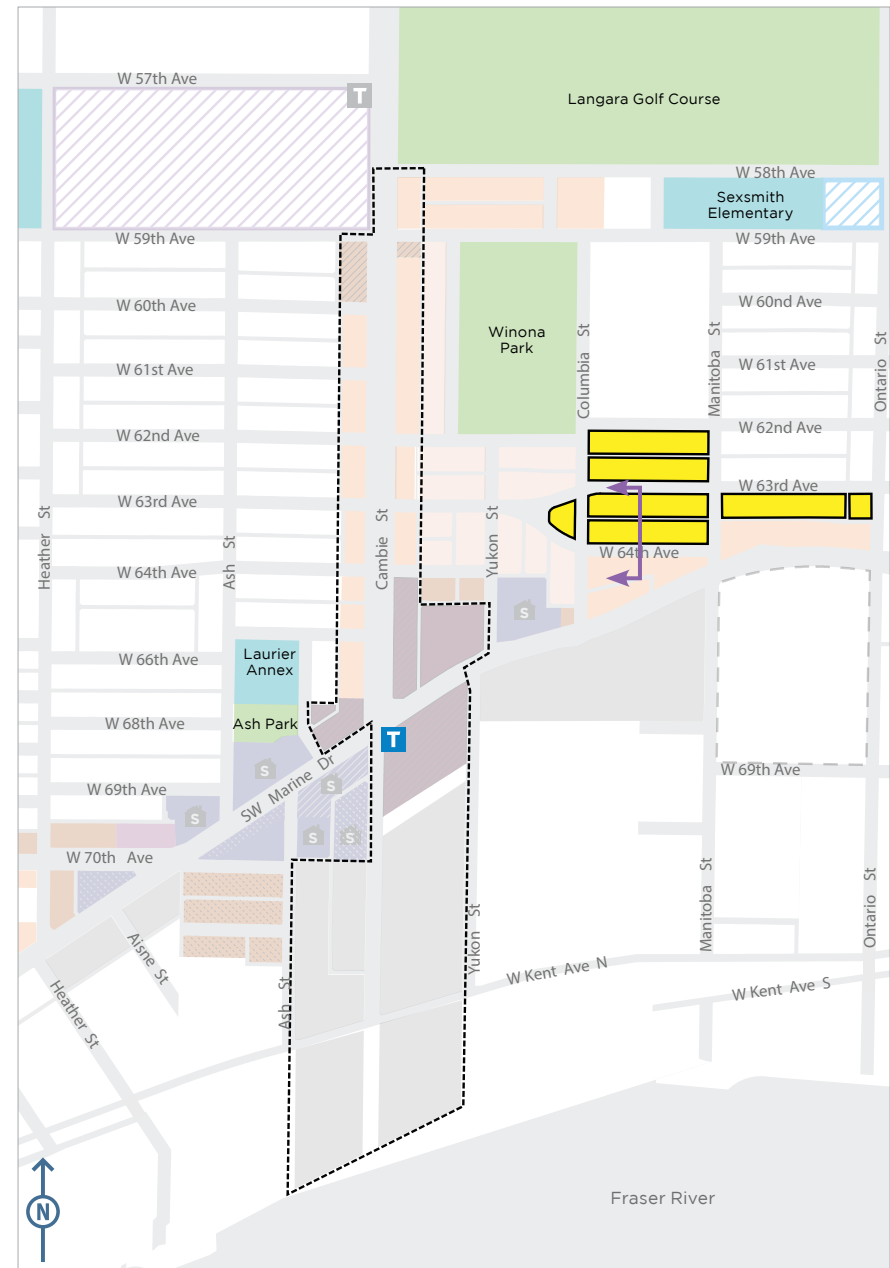
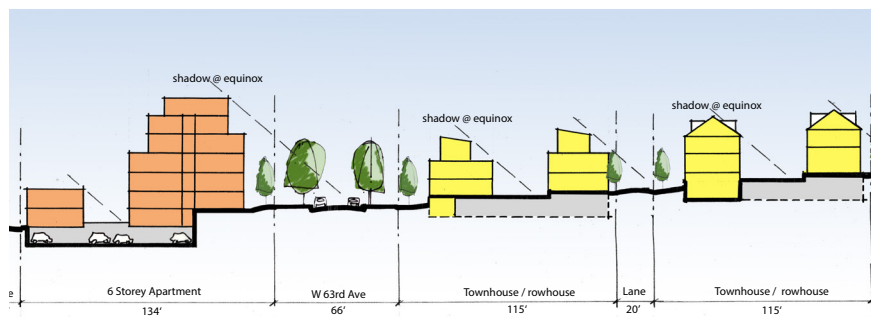
- Height: generally 2.5 storeys, but may have partial third storey.
- FSR: up to 1.2.
- Residential use permitted.
- Provide 2 and 3 bedroom units for families (see policies in **8.0 Housing**).
- Smaller sites may have 3 unit triplex.
- Larger sites can accommodate 4 units or more.
- Lock-off units, which may be rented, permitted on some sites.
- Buildings to face the street and, on some streets, the lane, organized around a courtyard.
- Provide public realm improvements that include sidewalks, street trees and amenities that may include seating, bike racks, etc.
- Refer to **18.0 Implementation** for further details.



Rowhouses on West 58th Avenue east of Oak Street



Example of a traditional rowhouse



Townhouse/rowhouse (up to 3 storeys)

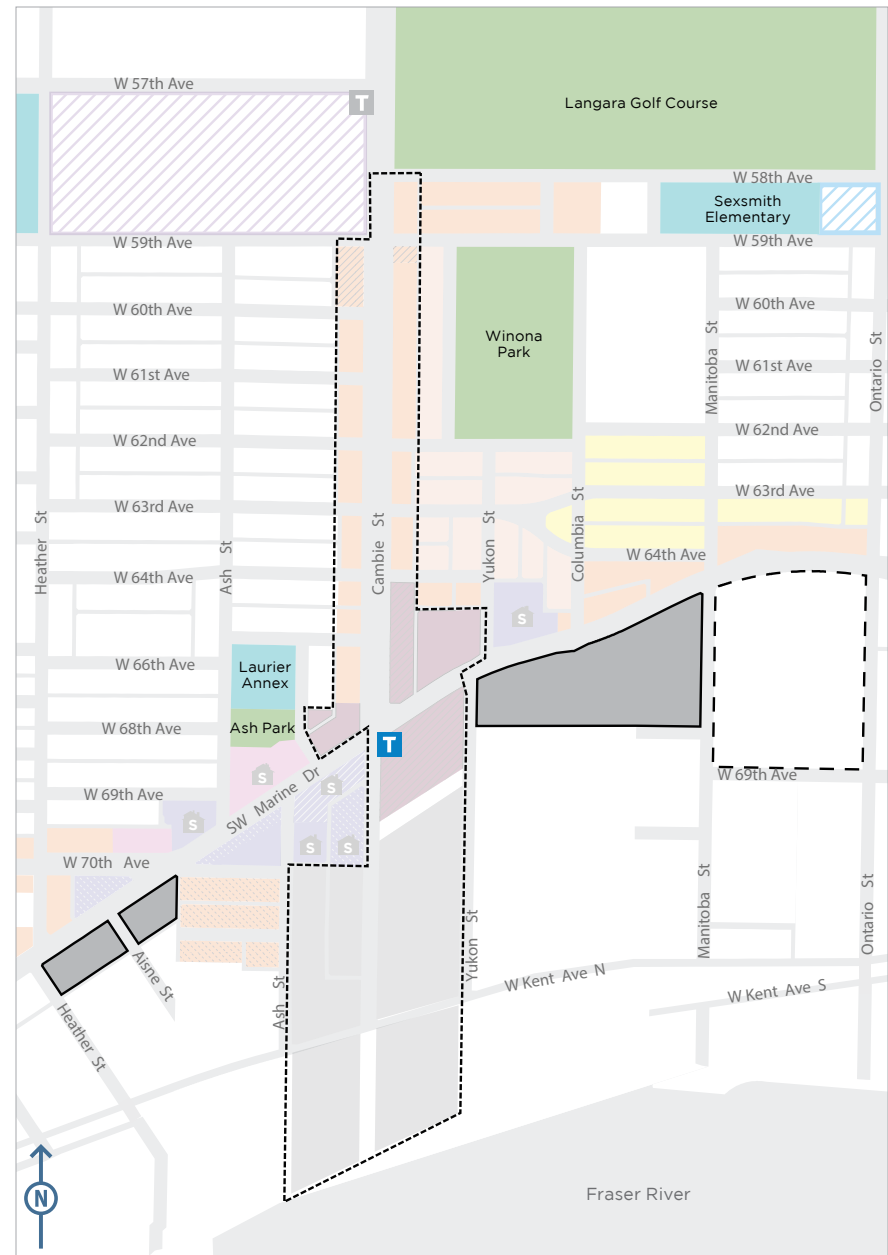
Cambie Corridor Phase 2

6.4.9 Intensive employment area

The intent for these properties is to encourage high-intensity employment uses such as office or institutional uses that are transit-trip generating, while continuing to permit traditional industrial use. Other non-industrial uses, including large format, may be supported only in combination with high-intensity employment uses. The new *Marine Landing Policy Updates* (2021) builds in flexibility that is key to ensuring that buildings can evolve and adapt to changes in economic production and the nature of employment.

- Approximate density of 4.5 FSR subject to provision of multi-level light industrial floor area, in compliance with the height and density in the *Marine Landing Policy Updates* (2021).*
- Employment uses that are transit-trip generating are encouraged (e.g., office, community college).
- Residential use is not permitted.
- Large floor plates are permitted to accommodate a variety of employment uses.
- Other industrial area zoning and policies to remain unchanged.
- Office use and other transit-supportive uses such as community colleges are encouraged in the area. They may be supported by retail use at the ground floor. To achieve a vibrant employment area, retail uses may be supported up to approximately 33% of the proposed floor area, and located on the ground floor.
- Large format and non-industrial uses larger than 1,858 sq. m (20,000 sq. ft.), including grocery and drug store, not supported unless in combination with high-intensity transit-trip generating job uses (e.g., retail at grade with office use above). Grocery or drug store, larger than 1,858 sq. m (20,000 sq. ft.), may be considered only in a location fronting on SW Marine Drive, with a supporting Retail Impact Analysis for grocery store use. The terms of reference for the analysis will be determined by staff, and conducted by an independent consultant at the cost of the proponent. Proposals which increase the variety of retail business in the area are encouraged. Those that reduce competition or those which could lead to store closures in the trade area are discouraged.
- Visual interest and transparent treatment required at street-facing elevations.
- Vehicle access points must balance pedestrian and cyclist safety with site function.
- Provide mid-block and through-site connections to Canada Line station for walking and cycling.

*Density for smaller sites well served by roads and lanes may slightly exceed the threshold subject to meeting urban design objectives.



- Intensive employment area
- Existing Large Format Area (LFA) Policy
- Cambie Corridor Phase 2



Rowhouses located at Ash Street and
West 48th Avenue

7 BUILT FORM GUIDELINES

The following guidelines are meant to provide broad built form direction for new development within Marpole. For all proposals, good urban design principles should be applied.

The guidelines are organized in the following way:

- Mixed-use Buildings
- Residential Buildings



Residential access from the street

Marine Landing

Designated affordable housing sites and intensive employment sites in Marine Landing should refer to the Marine Landing Policy Updates (2021), which supersedes the built form guidelines in this chapter.

7.1 Mixed-use Buildings

Public Realm

The public realm is a network of spaces that provide paths for movement as well as places that invite small and larger gatherings. It includes sidewalks, paths, plazas, and parks. The extent and treatment of the public realm varies depending on the character of the area and whether it is adjacent to a street, building or natural area.

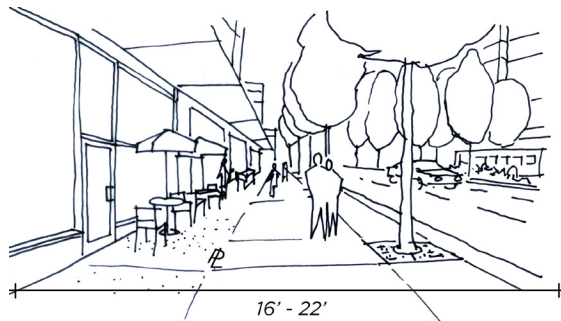
This section outlines the general intent for the public space in front of buildings. The width and type of treatment varies depending on the adjacent building use and heights, and the character of the street. Where there is adequate space treed medians are desirable. Parks and plazas are discussed in **10.0 Parks, Open Space, and Greening**.

Granville

Granville Street is an arterial that carries a high volume of traffic. In the areas that accommodate mixed-use buildings, the intent is to provide a generous space for pedestrian circulation. There is an existing Building Line on Granville Street which has created a functional sidewalk width of approximately 22 feet in some areas. Where the street has additional lanes of traffic the sidewalks are narrow. It is desirable to continue a 22 foot sidewalk south of West 63rd Avenue, however, this may not be viable for some properties.

- 7.1.1 Provide a public realm of 16 to 22 feet, that is predominantly hard-surfaced, and continue street trees on Granville Street south of West 63rd Avenue.
- 7.1.2 Provide a public plaza at the corner of Granville Street and West 67th Avenue. Refer to **10.0 Parks, Open Space, and Greening** for details.
- 7.1.3 Provide public realm amenities such as landscaping, benches, bike racks and feature lighting.

Figure 7.1



Intended public realm for commercial areas

Hudson

Hudson Street is a bus route, but has relatively light pedestrian and vehicle traffic. The plan proposes a potential new walking/cycling route on this street. Other streets in the Hudson mixed-use area, with the exception of SW Marine Drive, have light traffic. Currently, there is approximately 12 to 15 feet between the curb and the property lines on most streets.

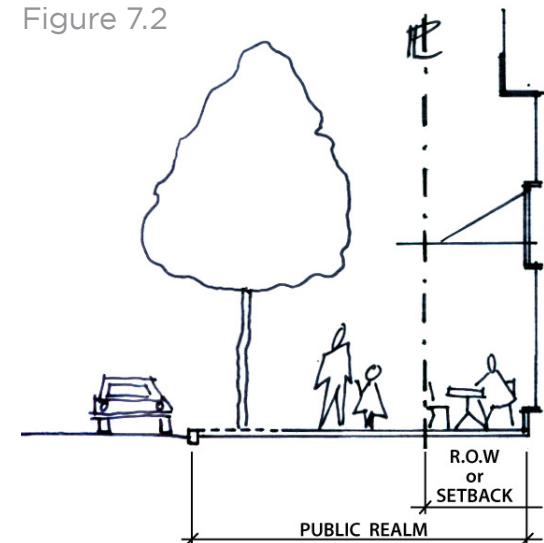
- 7.1.4 Provide a public realm that continues the prevailing width and is predominantly hard-surfaced and continue street trees, except along SW Marine Drive.
- 7.1.5 Along SW Marine Drive in the Hudson sub-area, provide a public realm with a minimum width of 16 feet that is predominantly hard-surfaced and continue street trees.
- 7.1.6 Provide a public plaza at the corner of Hudson Street and West 73rd Avenue. Refer to **10.0 Parks, Open Space, and Greening** for details.
- 7.1.7 Provide public realm amenities such as landscaping, benches, bike racks and feature lighting.

Oak

Oak Street is an arterial that carries a high volume of vehicle traffic. In the areas that will accommodate mixed-use buildings, the intent is to provide a generous space for pedestrian circulation. There is an existing building line on Oak Street however it has resulted in space between the curb and property line of only 8 to 12 feet.

- 7.1.8 Provide a minimum public realm width of 22 feet for mixed-use buildings on Oak Street that is predominantly hard-surfaced and continue street trees.
- 7.1.9 Provide a public plaza at the intersection of Oak Street and West 67th Avenue. Refer to **10.0 Parks, Open Space, and Greening** for details.
- 7.1.10 Provide public realm amenities such as landscaping, benches, bike racks and feature lighting.

Figure 7.2



Public realm and setbacks at commercial buildings

Cambie

The plan recommends mixed-use, choice-of-use or Intensive Employment buildings on most properties along SW Marine Drive in the Cambie sub-area. SW Marine Drive is an arterial that carries a high volume of traffic. In the area that provides pedestrian access to the Canada Line station, the intent is to create a generous and comfortable space for the high volume of pedestrian activity. Cambie Street will accommodate a two-way separated bike lane on the east side.

Choice-of-use buildings are recommended on the 600 blocks of West 70th and 71st Avenues. These blocks have relatively light pedestrian and vehicle traffic. The intent in this area is to create a more intimate urban public realm while allowing a transition to the existing residential properties.

- 7.1.11 Provide a minimum public realm width of 24 feet, that is predominantly hard-surfaced, and continue street trees on SW Marine Drive, in the mixed and choice-of-use areas and;
- 7.1.12 Provide a public realm width increased beyond 24 feet at the corner of SW Marine Drive and Cambie Street, to accommodate comfortable walking and cycling circulation.
- 7.1.13 On the 600 blocks of West 70th and 71st Avenues, and the 8500 block of Ash Street, provide a public realm that is predominantly hard-surfaced close to the building faces. Adjacent to the curb, the area may be hard-surfaced or planted, and must include street trees.
- 7.1.14 Provide public plazas at or near the east and west corners of SW Marine Drive and West 70th Avenue. Refer to **10.0 Parks, Open Space, and Greening** for details.
- 7.1.15 Provide public realm amenities such as landscape, benches, bike racks and feature lighting.

Building Height and Form

The height for mixed-use buildings varies depending on location, character of areas, and scale of adjacent neighbourhoods. Taller buildings are generally located in existing commercial areas and near the Canada Line station. Refer to sub-areas in **6.0 Places** for specific heights. The number of storeys describes a height that assumes a mixed-use building with 2 levels of commercial use with residential use above.

- 7.1.16-1 Some mixed-use building heights are stated including a “podium”. The podium is the lower portion of the building that is generally continuous at the street level and acts as a visual base to the higher portion of the buildings. The podium should be distinguished with setbacks as well as with material and detailing.

For each of the sub areas in Marpole, the following podium heights are recommended:

- Granville Street – 2 to 3 storeys
- Oak Street – 2 to 3 storeys
- Hudson Street – 2 to 3 storeys
- Cambie/ Marine Landing – from 4 to 6 storeys

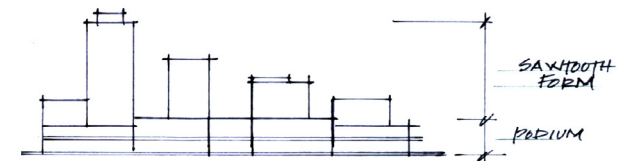
Above the relevant podium height, buildings should have a notable setback of at least 8 feet.

- 7.1.16-2 For buildings higher than 8 storeys, floor plates above the podium are generally expected to be modest in size – approximately 4,000 square feet to 5,500 square feet. Floor plates above the podium level should not exceed 6,300 square feet on any site*.
- 7.1.17 The number of storeys describes a storey height that anticipate 15 to 18 feet for non-residential uses, and 10 feet for residential floors. Higher floor to floor heights may necessitate a reduction in

the number of storeys. Mezzanine levels are considered storeys.

- 7.1.18 For mixed-use buildings 8 storeys or higher, on sites with frontage larger than 200 feet, the upper storeys should be massed in two or more separate building blocks. The building blocks need not be the same height.
- 7.1.19 Residential portions of buildings exceeding 70 feet in height should be separated by 80 feet.
- 7.1.20 For 6 storey buildings in areas allowing choice of use at grade, upper storeys should be reduced to 65% the width of the building base or 50 feet, whichever is greater.
- 7.1.21 Height at the lane must be compatible with the permitted height for buildings across the lane. Minimize shadowing to residential floors of buildings across the lane by careful composition of building massing.
- 7.1.22 Building volumes should be arranged to minimize shadowing on public spaces such as sidewalks and plazas. Avoid shadowing parks during active times of day.
- 7.1.23 Shadow analyses should generally be prepared for 10 a.m. and 4 p.m. PDT at the spring and fall equinoxes.

Figure 7.3



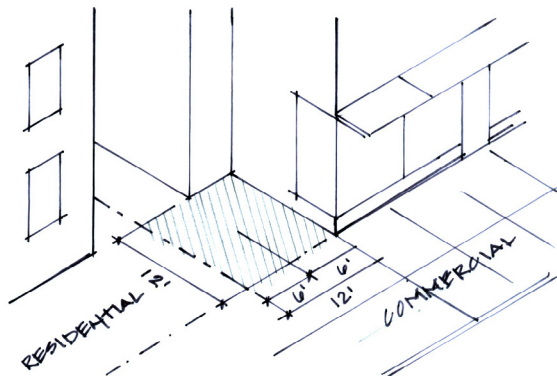
* The calculation of floor plate size includes elevator cores, storage, stairs, enclosed balconies, etc., but excludes open balconies.

Building Yards and Setbacks

The distance a new building is set back from property lines should consider the nature and character of the fronting street (local versus arterial) and the type of adjacent buildings. These setbacks are in addition to the desired public realm condition described above.

- 7.1.24 Buildings with required non-residential uses at grade should be located at the edge of the public realm. A 2 to 3 foot setback may be desirable at grade to accommodate bays or other projections on floors above.
- 7.1.25 Buildings in choice of use areas should generally be located at the edge of the public realm, however those buildings that have residential or live-work use at grade may wish to provide a shallow front yard of 3 to 8 feet to allow a landscaped entry.
- 7.1.26 Buildings adjacent to residential zoned property, without an intervening lane, will provide a minimum side yard of 6 feet, and front yard of 12 feet within 12 feet of adjacent property (see Figure 7.4).

Figure 7.4



Setbacks for commercial buildings adjacent to a residential zone

- 7.1.27 In 6 storey choice-of-use areas the goal is to have a continuous streetwall. For this building type in the Cambie sub-area, there is a need to transition to the existing buildings that may stand for some time. Buildings in the Cambie area should provide a minimum side yard setback of 3 feet, and a front yard setback of 12 feet within 12 feet of the adjacent property.
- 7.1.28 Buildings located on sites which will accommodate public plazas or open spaces should allow for setbacks to support the design parameters as described in **10.0 Parks, Open Space, and Greening**.
- 7.1.29 Buildings located adjacent to mid-block connections should provide a deeper front setback at the passage to improve their visibility and atmosphere - approximately 12 feet by 12 feet.

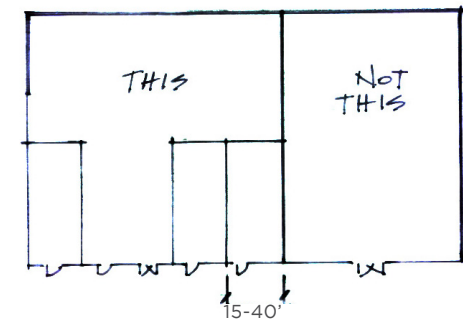
Commercial Frontage and Depth

In mixed-use areas, a consistent streetwall is desired to provide continuity and pedestrian interest. This streetwall is created by continuous commercial frontages that add to the character of the street by being clearly identifiable, inviting, and transparent.

- 7.1.30 Commercial entrances should be clearly delineated with architectural features and fenestration patterns that emphasize a scale appropriate for neighbourhood serving retail.
- 7.1.31 Commercial fronts, including service or office, should be transparent in order to strengthen the connection between public and private space. Where possible, office use should be located above the street level to maintain street vibrancy.

- 7.1.32 In choice-of-use areas, storefronts that can open to encourage a flow between the private and public realm are particularly encouraged.
- 7.1.33 Frontages should reinforce the scale of a pedestrian shopping street. As such, commercial frontages, regardless of the floor area of the space, should be between 15 and 40 feet wide depending on the location within each of the sub-areas.
- 7.1.34 To optimize the viability of retail uses, a 15 foot floor to floor height for the first floor is a minimum, and 18 feet preferred.
- 7.1.35 With very few exceptions, retail units in a development must have a depth of at least 35 feet.

Figure 7.5



Small commercial frontages enliven the street

Architecture

Building architecture should be authentic to its time while considering the architectural history and character of the neighbourhood. Each of the Marpole sub-areas has a different character, based on their history, surrounding context, and local streets. Refer to each sub-area in **6.0 Places** for a description.

- 7.1.36 Mixed-use buildings should express a unified architectural concept that is strong and consistent, and create interest and character by varying facade treatment at key points. Authentic and high quality materials and thoughtful design details are expected to be part of every project.
- 7.1.37 Buildings should have a clear hierarchy of base, middle, and top elements. The proportions of these elements will vary with building height, and should always consider the overall building composition. For taller building forms it is appropriate to incorporate elements to emphasize verticality. For these buildings, the middle or top elements may be quite minimal.
- 7.1.38 As new development will occur incrementally, there will be cases where blank side walls will temporarily exist. The interim treatment of these walls is important to the quality of the streetscape environment. Blank walls, should be treated with architectural detailing that helps to soften their visual impact on the street and on adjacent properties.
- 7.1.39 Artwork, that reflects the community identity, as a permanent element of a building or an open space is encouraged.

Entrances

- 7.1.40 Entrances to office uses above the ground floor should be clearly visible and distinguished from the commercial frontage without creating a void in the streetwall.
- 7.1.41 Entrances to residential floors above should be distinguished from the commercial streetwall. Where possible they should be located off a side street, or adjacent to neighbouring residential uses.

Signage

- 7.1.42 Signage should be incorporated into the overall architectural style of the building as a complementary element, and should be designed to engage pedestrian interest.
- 7.1.43 Vehicle-oriented signs such as billboards or freestanding signs, are not appropriate on most sites.

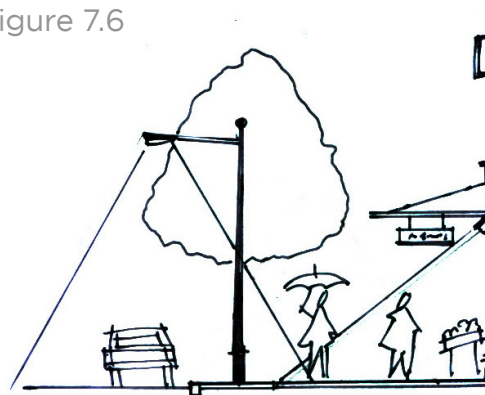
Pedestrian Comfort - Weather Protection and Lighting

- 7.1.44 Developments should integrate continuous weather protection that is part of the building design and overall architecture and composition, and effectively provides pedestrian comfort.
- 7.1.45 Lighting enables the city to be enjoyed at night with safety. New development can improve lighting levels and pedestrian interest by providing low intensity lighting on the building face, both at the street and lane. Light levels and design must avoid glare to residential units above grade.
- 7.1.46 Provide amenities such as benches, bike racks, and trash receptacles to improve comfort and convenience for people walking and cycling.

Parking

- 7.1.47 Parking, and other vehicle access, should be provided from the lane. Parking should not be visible from the street.

Figure 7.6



Comfortable pedestrian area including weather protection, lighting and street trees

Lane Interface

- 7.1.48 Create active edges on lanes that accommodate servicing needs and add to the character of the lane. Consider carrying through the function of the ground floor activity to the lane.
- 7.1.49 Seek high quality design and attractive, durable finishes.
- 7.1.50 Provide landscaping to enhance the lane environment and screen service uses such parkade entries
- 7.1.51 Safely accommodate mid-block connections at lanes with setbacks and other visual cues.
- 7.1.52 Consider public open space improvements that create unique areas along the lane in particular in the Cambie and Granville sub-areas.
- 7.1.53 Minimize conflicts between commercial and residential uses on adjacent sites by grouping compatible uses, managing building scale and overlook, and using built or planted buffers where appropriate.

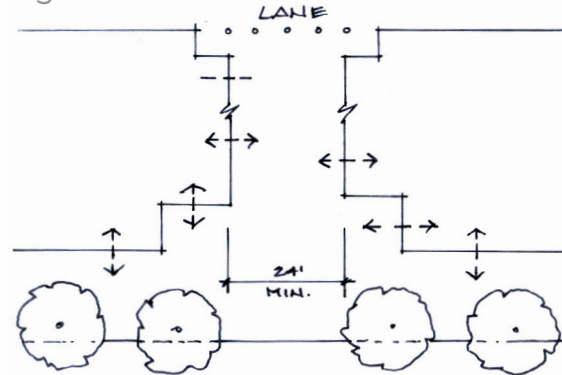


Landscaped lane interface of a mixed-use building

Mid-block Connections

- 7.1.54 Mid-block connections should have a minimum width of 24 feet at lower storeys and should increase to at least 30 feet at the upper storeys.
- 7.1.55 Ground floors adjacent to mid-block connections should have an active edge with entrances and windows facing the pedestrian path, whether the interface is residential or retail in nature.
- 7.1.56 Lighting appropriate to the adjacent uses (i.e. commercial or residential) should be incorporated to provide a safe and enjoyable walking route.

Figure 7.7



Mid-block connection with a minimum width of 24 feet and active edge consisting of windows and entrances facing the pedestrian path

7.2 Residential Buildings

These guidelines describe expected outcomes for properties that permit apartment buildings, and associated buildings at the lane. Development parameters for lower-scale ground-oriented residential buildings such as townhouse/rowhouse are addressed in **18.0 Implementation**.

Public Realm

The general intent for the public space in front of buildings is to provide a generous and comfortable space for pedestrians, especially on arterial routes, to create a landscaped street edge, and to continue the street tree network. Where there is adequate space a treed median is desirable. The width and type of treatment for sidewalks will vary depending on the adjacent building use and heights, and the character of the street.

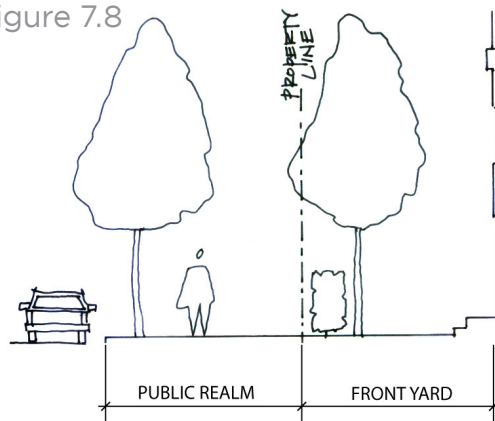
- 7.2.1 On Granville Street, north of West 63rd Avenue, provide a paved sidewalk width of at least 8 feet, and an outside planted boulevard width of at least 6 feet with street trees.
- 7.2.2 On West 70th Avenue provide a paved sidewalk width of at least 8 feet, and an outside planted boulevard width of at least 6 feet and a double row of trees. The inside boulevard trees should be located on private property.
- 7.2.3 On Oak Street provide a paved sidewalk width of at least 8 feet, and an outside planted boulevard width of at least 6 feet and a double row of trees. The inside boulevard trees will be located on private property.
- 7.2.4 West 67th Avenue is envisioned as a special neighbourhood walking and cycling route. On West 67th Avenue provide a paved sidewalk with a generous outside boulevard to accommodate landscape treatment, street trees and other public realm improvements.

- 7.2.5 The north side of SW Marine Drive is intended to have a green landscaped edge. Provide a generous paved sidewalk width, and planted outside boulevard width and a double row of trees. The inside boulevard trees will be located on private property.
- 7.2.6 Yukon Street provides a special public realm opportunity reflecting the location of historic waterways. Refer to **10.0 Parks, Open Space, and Greening** for additional information.
- 7.2.7 Continue the sidewalk and street tree network on all streets.
- 7.2.8 Provide public realm amenities such as landscape, benches and bike racks.

Building Height and Form

The height of residential buildings varies depending on location, character of the area, and scale of adjacent neighbourhood. Taller residential buildings are generally located near the Canada Line station and commercial areas. Refer to sub-areas in **6.0 Places** for specific building heights.

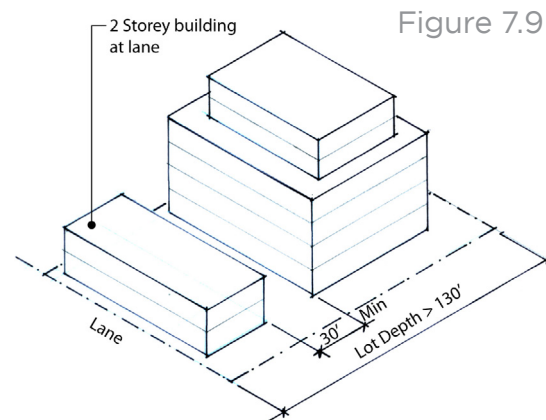
Figure 7.8



Public realm and setback at residential buildings

Where feasible and where lot dimensions allow (generally deeper than 130 feet), apartment building sites may propose separate buildings at the lane. Lanes may be edged with smaller scale residential buildings such as townhouses or other similar buildings compatible with the scale and character of the lane.

- 7.2.9 The number of storeys describes a height that anticipates floor to floor heights of approximately 9 feet. Higher floor to floor heights may necessitate a reduction in the number of storeys. Mezzanine levels are considered storeys.
- 7.2.10 Building volumes should be arranged to minimize shadowing on public spaces such as sidewalks and public plazas. Avoid shadowing parks during active times of day.
- 7.2.11 For buildings of 5 to 6 storeys, provide a notable setback above 4 storeys to create a building scale that is visually compatible with adjacent buildings. Taller buildings should have a similar setback that takes into consideration the recommended podium height of adjacent buildings and the overall composition of the development. Setbacks should have a depth of at least 8 feet.



On sites where 6 storey building are permitted, a separate building on the lane is recommended on lots deeper than 130 feet

- 7.2.12 Reduce the scale of the buildings towards the lane and minimize shadow and overlook to adjacent residential properties by stepping building form. Setbacks will increase with the height of the building
- 7.2.13 Corner buildings should apply comparable setbacks on both street frontages that respond appropriately to each adjacent building. It is anticipated that the building massing will wrap the corner, and transition down in height toward the lane.
- 7.2.14 Buildings at the lane may be up to 2 storeys. The form of laneway buildings should consider the narrow width of lanes and the adjacent buildings to ensure that overlook and shadow impacts are minimized.
- 7.2.15 Shadow analyses should generally be prepared for 10 a.m. and 4 p.m. PDT at the spring and fall equinoxes.



Example of townhouses on the lane

Building Width

The width of a building impacts the character and feel of the street and lane. Buildings should be limited in width, both real and perceived, to allow for light, views, and compatibility with existing buildings on the street.

- 7.2.16 Building widths should reflect prevailing lot patterns, and adjacent streets and building types. Smaller widths create a more incremental and interesting streetscape and are strongly encouraged. Building widths of approximately 100 feet may be supported for most 4 and 6 storey buildings. Apartments located facing SW Marine Drive may have a building width up to 120 feet.
- 7.2.17 Front facades should be articulated both vertically and horizontally to create an incremental building appearance that assists with compatibility with existing buildings on the street.
- 7.2.18 For buildings at the lane, the maximum frontage should be less than the principle building at the street, and allow for pedestrian access to the lane. Individual lane frontages should not exceed 50 feet. Pedestrian access to the lane between buildings should be a minimum of 8 feet, but should increase significantly on wider sites.

Building Yards and Setbacks

The distance a new building is set back from its property lines should consider the nature and character of the adjacent streets (local versus arterial), typical setbacks of adjacent buildings, and the space available between the curb and the property line.

- 7.2.19 Building setbacks should accommodate the desired public realm condition, as described in sections 7.2.1 to 7.2.8. Front yard setbacks of 12 to 16 feet are generally appropriate in addition to those for the public realm.
- 7.2.20 Side yard setbacks should vary depending on building height:
 - Up to 4 storeys: 6 feet minimum
 - Above 4 storeys: 8 feet minimum
- 7.2.21 Side yard setbacks should be increased beyond the minimums to ensure that primary outlook for dwelling units meets standard Horizontal Angle of Daylight requirements.
- 7.2.22 Exterior side yards on flanking streets should be treated as front yards, with entries and patios, and should have yard setbacks similar to front yards.
- 7.2.23 Lane buildings should generally be set back a minimum of 4 feet to allow for edge elements such as landscaping, vehicle manoeuvring and safe pedestrian access.
- 7.2.24 On lots of standard depth, without a lane building, a setback of 16 feet from the lane or rear property line is appropriate to provide outdoor space as well as reduce overlook to neighbours.

Relationship to Finished Grade

- 7.2.25 Ground floor relationships may vary depending on the fronting street and dwelling unit style (i.e. apartment or townhouse). The first floor may be raised above grade (maximum 3 feet) for both street and lane-facing buildings, in order to provide a comfortable relationship with passing pedestrians and vehicles. Where Universal Access is required, a flush entrance can be incorporated.
- 7.2.26 Buildings at the lane are intended to have access and outlook directly on to the lane. The first floor level should be designed to facilitate interaction with the lane level.
- 7.2.27 On sloping sites the establishment of floor elevations needs careful consideration to respond to site topography. Floor levels should step to follow natural grade. Dwelling units should not be located more than 3 feet below adjacent grade. On some sites, this may mean that the lowest floor is comprised of both dwelling units, and non-dwelling space such as storage.
- 7.2.28 Care should be taken on sloped sites to ensure the relationship between the first floor at the front and rear of sites does not create blank wall conditions.
- 7.2.29 Continuous parking structures should not be evident above the natural grade.

Orientation

- 7.2.30 Ensure a consistent street orientation by having new development on corner sites establish a frontage character on both streets.
- 7.2.31 Buildings with only one principle entrance should be oriented to reflect the predominant pattern on the adjacent streets.

Entrances

Building entrances are a place of welcome and interaction along a street or lane. They can also provide points of distinctiveness in the overall streetscape treatment.

- 7.2.32 Building entrances should be clearly identifiable and should be appropriately scaled to the building and street context.
- 7.2.33 To provide visual interest and variation, buildings could include separate units with individual entrances facing the street, including the flanking street on corner sites.
- 7.2.34 Where developments include buildings at the lane, access to these buildings must be distinguished and identifiable from the street. This will necessitate a wider side yard, or a mid-lot courtyard.
- 7.2.35 Lane buildings have a role to activate and animate the lane. Entry doors should have direct access to the lane, though for firefighter access, a door or pathway from the street side is normally required as well.



Example of residential entrances off a lane

Architecture

Building architecture should be contemporary while considering the architectural history and context of the area, and the emerging character of the neighbourhood.

- 7.2.36 Individual buildings should express a unified architectural concept that is strong and consistent, and create interest by varying facade treatment at key points. Authentic and high quality materials and thoughtful design details are expected to be part of every project.
- 7.2.37 Developments that include more than one building should display a single, strong architectural concept, while introducing variety between buildings. While a consistent architectural language should be used, creativity is encouraged to distinguish buildings.
- 7.2.38 Buildings with townhouses at grade should distinguish the townhouses architecturally from the primary building.
- 7.2.39 Variety is encouraged among building developments to avoid repetition and to create an interesting streetscape environment.
- 7.2.40 Taller buildings should have a hierarchy of base, middle and top elements. The proportion of these elements will vary depending on the building type, but a clear expression of base and entry is expected.
- 7.2.41 Enclosed balconies can assist with noise attenuation on busy streets. If used, they should be designed to be distinct but integrated within the overall architecture of the building. They are not eligible for floor area exclusion.

Courtyards

- 7.2.42 For projects that include laneway buildings, the space between the primary fronting buildings and the lane buildings (the courtyard) needs to be large enough to ensure the livability of all units. A minimum 30 foot depth is recommended.
- 7.2.43 On sites with more than one building facing the street, the separation between these buildings should be at least 24 feet to allow for a neighbourly interface with the adjacent dwellings.
- 7.2.44 While different site orientations will determine solar access to the courtyard, massing explorations should seek to achieve a maximum amount of sunlight in the courtyard. Variations in height, building setbacks and breezeways can be explored.
- 7.2.45 Courtyards that are incorporated into an individual building form (i.e. alphabet-type buildings) should have a minimum width of 24 feet at lower levels and 30 feet at the upper two levels.
- 7.2.46 Dwellings facing courtyards should be carefully designed to mitigate privacy concerns and overlook.



Example of residential entrances off a courtyard space

Parking

- 7.2.47 Parking should be accessed from the lane, regardless of site topography. It should be underground and not visible from the street. The access point should be in a location that minimizes disruption to the lane environment.
- 7.2.48 Sloping sites introduce challenges for the exposure of parking structures. Continuous parking structures should not be evident above the natural grade. Natural grading should be respected, especially at site edges.
- 7.2.49 Parking for laneway buildings will be incorporated within the primary building's parking.



Example of parking accessed from the lane

Landscape and Private Outdoor Space

- 7.2.50 The overall landscape approach should reinforce the neighbourhood character by providing a variety of plant materials and treatments, some of which will achieve a substantial size at maturity.
- 7.2.51 Mature trees and prominent landscape elements should be retained whenever possible.
- 7.2.52 Landscape should be used to enhance and emphasize the design of a project, highlighting the entry, circulation, private and public spaces.
- 7.2.53 On arterial streets, provide a row of trees at the front property line to create a double row of trees in coordination with the street trees on City property.
- 7.2.54 New development should enhance the landscape image of the lane.
- 7.2.55 Provide locations for urban agriculture, whether at or above grade.
- 7.2.56 Dwellings should have private outdoor space in the form of a balcony or patio. Shared rooftop gardens can also be provided to increase opportunities for outdoor enjoyment.
- 7.2.57 Private outdoor spaces for dwellings at grade should be defined by layered planting rather than solid fencing.

Mid-block Connections

- 7.2.58 Mid-block connections should have a minimum width of 24 feet at lower storeys and should increase to at least 30 feet at the upper storeys.
- 7.2.59 Ground floors adjacent to mid-block connections should have an active edge with entrances and windows facing the pedestrian path (see Figure 7.7). Layered landscape screening should be incorporated.
- 7.2.60 Lighting appropriate to the adjacent uses (i.e. commercial or residential) should be incorporated to provide a safe and enjoyable walking route.

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Roof detail
(Credit: Christine Edward)

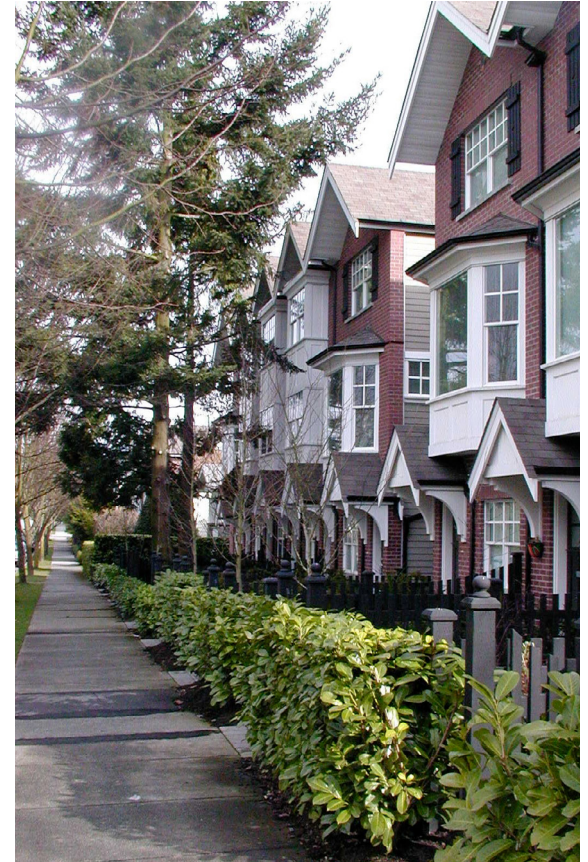
8 HOUSING

Introduction

Vancouver is a growing and diverse city with significant housing challenges. Providing a range of housing options for households of all income levels and abilities is critical to the social and economic health of the city and our communities. This includes emergency shelters and housing for the homeless through to affordable rental housing and home ownership, as well as housing that is accessible, affordable, and suitable for seniors, families, and people with disabilities.

Providing a range of housing options in Marpole will ensure that the community remains diverse and resilient. Housing needs can change dramatically over the course of a lifetime and a more diverse housing stock in Marpole will improve choices for residents over the long-term. Local businesses and the economy of the city overall will also benefit from growth and diversification of the housing stock in the neighbourhood.

The housing policies for Marpole have been harmonized with existing citywide policies on affordable housing, including the Housing and Homelessness Strategy, and complement the Marpole Public Benefits Strategy.



Traditional townhouses

Citywide Context and Policies

Regional Growth Strategy (2011)

The Regional Growth Strategy (2011) outlines five major goals in advancing sustainability in Metro Vancouver. The Marpole Community Plan housing policies strongly align with each of these goals, and are closely tied with the creation of a compact urban area and the development of complete communities. Implementing these policies will increase the housing supply, while at the same time provide greater diversity of housing options for people in an area close to employment, amenities and services. Similarly, these are also reflective of City-specific policies in the Greenest City Action Plan (2011) and Transportation 2040 Plan (2012).

Housing and Homelessness Strategy (2011)

The Housing and Homelessness Strategy (2011) lays out the City's overall direction for housing, including what we need, and how we will achieve it over the next 10 years. The strategy identifies the different kinds of housing necessary to meet the needs of all our residents, as well as ways to improve and preserve the housing we already have.

The Housing and Homelessness Strategy applies to the entire housing continuum - the range of housing options available to households of all income levels, extending from emergency shelter and housing for the homeless through to affordable rental housing and homeownership. In order to meet the demand for affordable housing, the Strategy includes targets for all types of housing along the continuum.

Community Directions

Marpole is a relatively affordable place to live within the city. The preservation, renewal and growth of affordable housing in Marpole is a primary community concern. Affordable housing can be provided by government, non-profit and for profit partners, and it can be found along the whole housing continuum. The degree of housing affordability results from the relationship between the cost of housing and household income.

The housing policies for Marpole seek to ensure that existing affordable housing is preserved and renewed and that additional affordable housing stock is made a priority. The policies apply to the entire continuum of housing in Marpole, from services for the homeless through to affordable rental housing and home-ownership options. The housing policies are also intended to broaden the diversity of housing options available in the community.



Vera Housing Co-operative in Marpole

Figure 8.2: Housing Types in Marpole - Total of 10,100 units (2011)

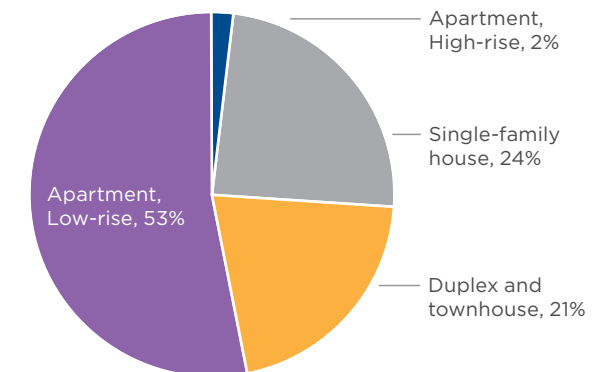


Figure 8.1: Citywide Housing Targets 2012-2021

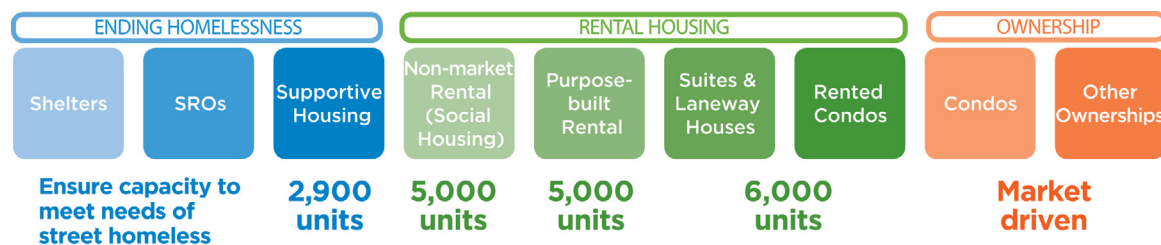
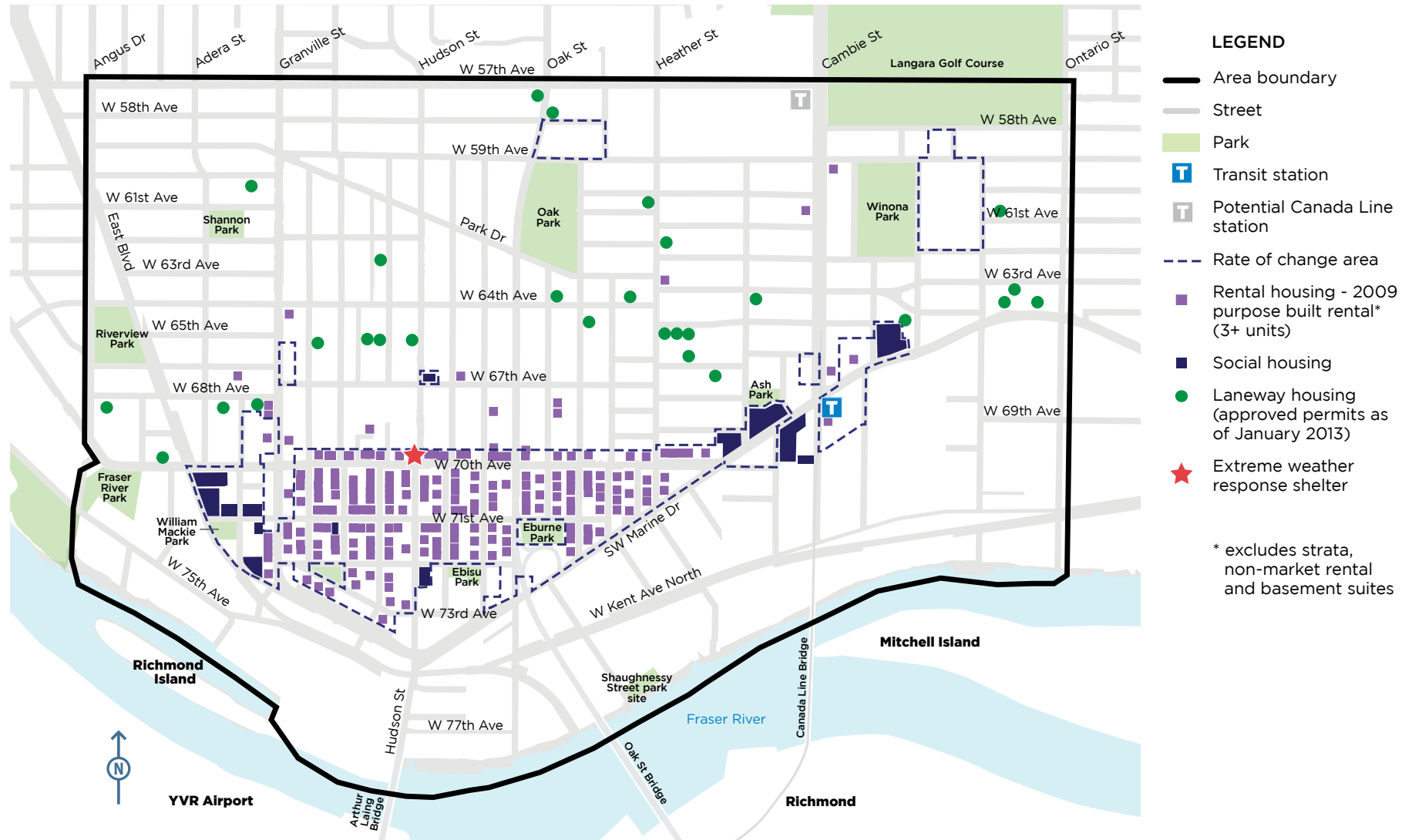


Figure 8.3: Affordable Housing



8.1 Provide a Diversity of Housing Options in the Neighbourhood

Increasing the diversity of housing in Marpole will ensure that the community has access to a wide range of options to meet the diverse needs of the population. This includes housing that is suitable for families, singles and seniors as well as housing that is accessible for people with disabilities.

Additional ground-oriented housing has been identified as an important priority in Marpole. There is also evidence of a need for more family sized units, as the proportion of families with children living in studio and 1-bedroom housing units is higher than the city overall (23% vs 13%). There are approximately 950 families with children living in studio and 1-bedroom apartments in Marpole.

In addition to meeting current needs, a broader diversity of housing options in Marpole will also serve to attract new residents and support the local and citywide economy. As the city grows, the demand for young workers will continue. Given the recent addition of the Canada Line, Marpole offers an excellent opportunity to provide new housing that is well-connected to downtown Vancouver's business core.

Policies

- 8.1.1 Offer a variety of housing choices and community facilities to attract and retain a vibrant workforce, including young families.
- 8.1.2 Locate new housing close to services, amenities and transit.
- 8.1.3 Increase affordable home ownership options by encouraging additional ground-oriented housing (e.g., townhouses) and new apartments to meet the needs of the diverse population.
- Introduce new townhouse/rowhouse and 4 storey apartment zones in designated areas.
 - Allow rezoning for new apartments above 4 storeys in designated areas.

- 8.1.4 In accordance with the City's Family Room: Housing Mix Policy for Rezoning Projects, or as amended from time to time, require that new multi-family developments have 2 and 3 bedroom units for families.
- For residential strata housing, require a minimum of 35% family units, including 10% of units with three or more bedrooms, and a minimum of 25% of units with at least two bedrooms. The Director of Planning may relax the requirements of this policy as per the considerations set out in the citywide Family Room: Housing Mix Policy for Rezoning Projects.
 - For secured market rental housing, target a minimum of 35% family units with two or more bedrooms.
 - For social housing, target 50% family units with two or more bedrooms.
- Family unit requirements and targets do not apply to seniors and supportive housing.

- 8.1.5 Consider mobility and sensory limitations of individuals as well as "aging in place" by applying the safety and accessibility provisions that are reflected in the Vancouver Building By-law.



Example of family-oriented housing (rowhouse)



Example of an infill/ laneway house



Existing rental buildings in Lower Hudson



David Wetherow Housing Co-operative in Marpole

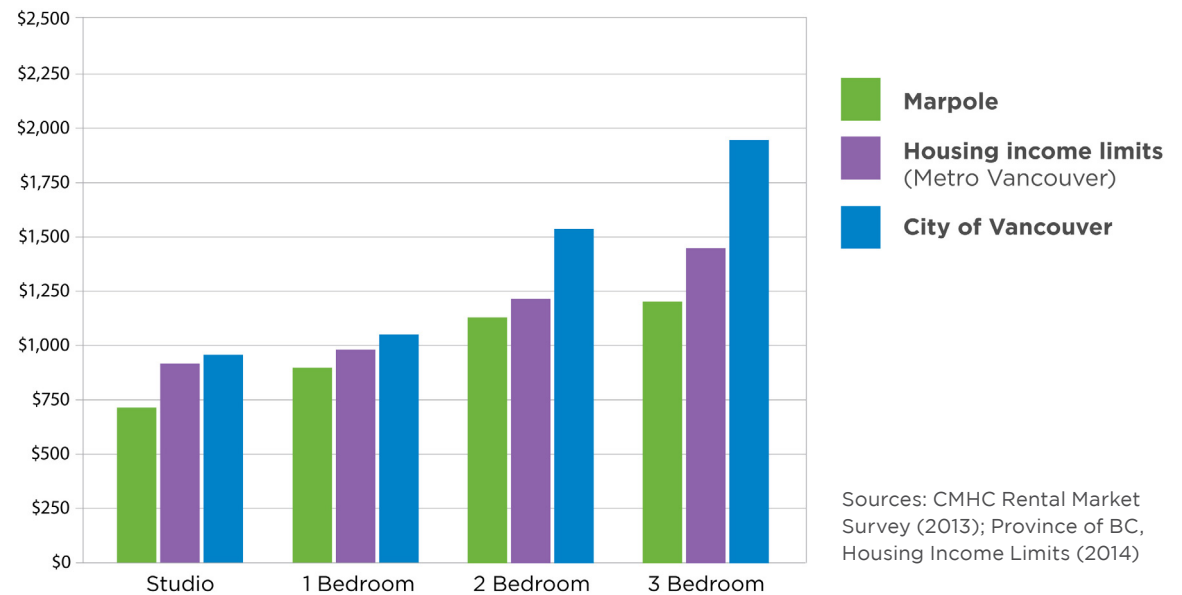
8.2 Provide a Range of Affordability in the Neighbourhood

Increasing the options for affordable housing in Marpole will ensure that residents of all income levels can find accommodation in the neighbourhood. This includes housing for the most vulnerable residents, including persons who are homeless or at risk of homelessness through to affordable rental housing options and opportunities for home ownership.

There is a continued need to increase the stock of affordable housing in Marpole. In 2011, about 24% of the population was in a low income household, and about 650 renter households spent over 50% of their income on rent. About 1/2 of these households are singles, 1/3 are families and 1/10 are single seniors. Homelessness and the risk of homelessness are concerns in the community and in the city overall. The plan seeks to increase the amount of affordable housing to meet community needs.

The rental housing area south of West 70th Avenue (Lower Hudson) represents a significant part of the affordable housing supply in Marpole and the city as a whole. There are over 4,000 units of relatively affordable market rental housing in the area, 85% of which were built prior to 1975. Rents are about 22% below the city average for all unit types, and up to 40% below the city average for units that are appropriate for families (2 and 3 bedroom units). Average rents in Marpole are significantly lower than the Housing Income Limit rents (HILs) used by BC Housing to determine eligibility for social housing (see Figure 8.4). The plan seeks to find a balance between preservation of this important source of affordable housing, and the need for growth and renewal of this stock.

Figure 8.4: Average Market Rents in Marpole Compared to Citywide and Housing Income Limits



Policies

- 8.2.1 Increase housing options for vulnerable community residents
- Increase housing for vulnerable residents including persons who are homeless, those with mental illness and addictions, persons with disabilities and seniors to reflect needs.
 - Work with community partners to address homelessness by improving provision of support services for the homeless.
 - Identify appropriate opportunities for supportive housing, including new supportive housing developments and/or the use of a “scattered sites” approach where rent supplements and support services are provided to individuals living in rental buildings.
- 8.2.2 Increase the amount of social housing (non-market rental housing)
- Where new development is proposed as enabled by this plan, and social housing is included, consider modest increases in height and density to assist with project viability. Modest increases in height and density for social housing will also be considered throughout the entire RM-3A and RM-4 districts in order to facilitate renewal of the existing rental housing stock while maintaining or improving affordability.
 - On sites with existing social housing (e.g., 590 SW Marine Drive, 8495 Cambie Street, 8380 Ash Street, 704 West 69th Avenue, 8080 Yukon Street), ensure that older social housing buildings can be renewed if needed over the life of the plan, with the goal of increasing the number of social housing units and maintaining or improving the level of affordability being provided. Rezoning of these sites will be considered to renew and increase the

stock of social housing, recognizing that projects can include a market housing component (rental or ownership) to assist with project funding.

- On other sites identified for social housing (e.g., 8401 Cambie Street, 709 SW Marine Drive, 8471 Cambie Street, 8427 Cambie Street, 8483 Cambie Street, 622 SW Marine Drive), provide one of the following affordable housing options:
 - 20% of residential units to be provided as social housing on-site through rezonings. In all cases where social housing units are secured through provision of additional density, units will be delivered as completed units on terms satisfactory to the City.
 - 100% of the residential floor area as secured market rental, with a minimum 20% of the net residential floor area for households with moderate incomes. Affordability and operational requirements will be provided in accordance with applicable City below-market rental policies.
- Ensure the inclusion of family units in all social housing developments, with the objective of 50% of units being provided to families, except for seniors or supportive housing projects.

- 8.2.3 Increase the amount of new secured market and below-market rental housing

- Allow modest increases in height and density on sites already eligible for at least eight storeys for projects which include 100% of the residential floor area as secured rental housing, with 20% of the net residential floor area as below market rental housing, in accordance with the Below-Market Rental Housing Policy for Rezonings.

- 8.2.4 Encourage retention of and re-investment into existing market rental buildings

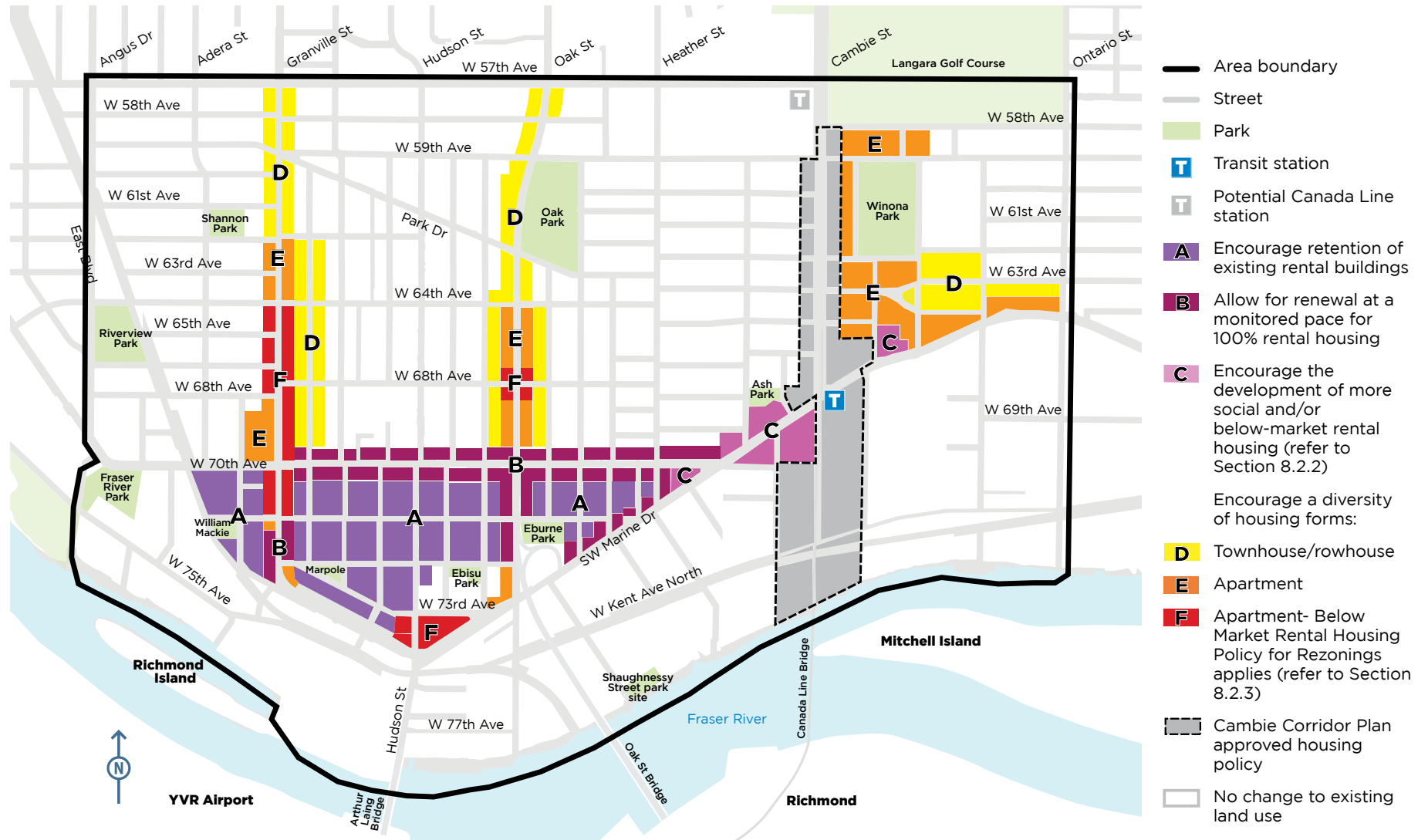
- Continue to prioritize retention of existing purpose-built rental housing through the Rental Housing Stock Official Development Plan regulations, recognizing the value of the stock as a critical source of housing for low to moderate income households in the neighbourhood and the city.
- Encourage re-investment into existing buildings through partnerships and available incentive programs.



Existing rental buildings located in the RM-3A area between West 70th Avenue and SW Marine Drive

- 8.2.5 Allow for renewal of existing market rental buildings at a controlled pace
- In the Marpole RM-3A area, allow rezonings in accordance with this plan for 100% rental developments in identified locations (e.g., Granville Street, Oak Street, West 70th Avenue, and SW Marine Drive). As these projects will be implemented through new CD-1 zoning districts, the net gain in rental units on these sites will not impact the calculation of the rate of change in the Marpole RM-3A zoning district. The rate of redevelopment in the Marpole RM-3A apartment area will be monitored through each rezoning report.
- 8.2.6 In all cases where tenants will be displaced as a result of demolition or renovations, a tenant relocation plan, as outlined in the Rate of Change Guidelines, will be required. Given the special role of the Marpole rental apartment area in housing lower-income residents, the City will work with applicants to enhance the level of assistance provided to tenants affected by redevelopment.
- 8.2.7 Provide opportunities for expansion of the market rental stock in key locations
- In areas identified for new apartment and townhouse/rowhouse developments, encourage market rental housing through the City's Secured Market Rental Housing Policy (Rental 100). Allow lock-off rental suites in new ground-oriented housing forms (e.g., duplex, townhouse/rowhouse).

Figure 8.5: Housing Policies



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Walking and cycling signalized crossings at
SW Marine Drive and Ontario Street

9 TRANSPORTATION

Introduction

The transportation network, which includes major roads and local streets, transit infrastructure, rail corridors, bridges, sidewalks and pathways, and cycling routes, is an essential component of our communities, the city and the region. Enhancing sustainable transportation choices will allow us to address the challenge of continued growth without increased road space, and help us achieve our sustainability goals.

Citywide Context and Policies

Transportation 2040 Plan (2012)

Transportation 2040 is a long-term strategic vision for the city that will help guide transportation and land use decisions and public investments for the years ahead. The plan includes ambitious targets for sustainable transportation and improved safety. By 2040, we aim for two-thirds of all trips within Vancouver to be made by sustainable modes (walking, cycling or transit) and are striving for zero transportation-related fatalities.

The following are key principles from the Transportation 2040 Plan:

- Make walking safe, convenient and delightful, and ensure streets and sidewalks support a vibrant public life that encourages a walking culture, healthy lifestyles, and social connectedness.
- Make cycling safe, convenient, and comfortable for people of all ages and abilities. Prioritize

connections to important destinations like schools, community centres, transit stations, and shopping areas.

- Support transit improvements to increase capacity and ensure service that is fast, frequent, reliable, fully accessible, and comfortable.
- Support the efficient movement and delivery of goods and services, while reducing negative impacts to the community and the environment.
- Manage the road network efficiently to improve safety, minimize congestion, and support a gradual reduction in car dependence. Make it easier to drive less. Accelerate the shift to low-carbon vehicles and car-share alternatives.
- Support shorter trips and sustainable transportation choices by creating compact, walkable, transit-oriented neighbourhoods.

Transportation 2040 also established that the City's transportation decisions will generally reflect a hierarchy of modes for moving people, as prioritized below:

1. Walking
2. Cycling
3. Transit
4. Taxi / Commercial Transit / Shared Vehicles
5. Private Automobiles

Transportation 2040 is a part of the City's larger strategy to ensure an inclusive, healthy, prosperous, and livable future for Vancouver.

Community Directions

Marpole has a diverse transportation network, with facilities for walking, cycling, transit, motor vehicles and goods movement. The community is traversed by five major arterials: Granville Street, Oak Street, Cambie Street, SW Marine Drive, and West 70th Avenue. High traffic volumes and congestion during peak periods, high speeds during off-peak periods, and limited signalized crossings along these arterials pose significant barriers for walking and cycling. Forty percent of trips in Marpole are made by walking, cycling or transit, versus 47% citywide (Statistics Canada 2011 National Household Survey*). Transit service in Marpole changed significantly with the introduction of the Canada Line, which led to re-routing local and regional bus routes and eliminating the 98 B-Line express service along Granville Street.

* Note that the NHS estimates are derived from a voluntary survey and are therefore subject to potential non-response error.



Pedestrian crossing at Granville Street and West 70th Avenue

9.1 Walking and Cycling

Walking, cycling and other non-motorized modes of travel provide healthy, affordable and fun options for getting around. Most local streets in Marpole provide quiet, tree-lined routes; however, major streets can be unpleasant for walking and cycling. Limited crossing opportunities along the major streets with heavy traffic volumes and narrow sidewalks, minimal buffers from vehicles and relatively high vehicle speeds result in an uncomfortable environment.

Currently, access for walking and cycling to and along the Fraser River is limited to only a few disconnected locations. Long-standing City policies seek to improve existing access points and ultimately provide a continuous walking and cycling route near or along the waterfront to complete the Fraser River Trail. Completion of the trail is also supported by Metro Vancouver, through its “Experience the Fraser” project, which aims to connect communities, parks, natural features, historic and cultural sites and experiences along the Lower Fraser River.

Although significant improvements have been made to cycling facilities in the past 20 years in Vancouver, the overall cycling network in Marpole is poorly connected within the neighbourhood and to other parts of the city and region, with few routes suitable for people of all ages and abilities. The North Arm Trail Greenway was recently introduced and provides a comfortable east-west connection for walking and cycling. Another recent improvement is the walking and cycling pathway under the Canada Line Bridge that connects Vancouver with Richmond. Further improvements to walking and cycling connections to the Marine Drive station are either planned or underway.

Policies

Make walking safe, comfortable, convenient and delightful, and ensure streets and sidewalks support a vibrant public life that encourages a walking culture, healthy lifestyles, and social connectedness.

Make cycling safe, convenient, comfortable, and fun for people of all ages and abilities. Prioritize connections to important destinations like schools, community centres, transit stations, and shopping areas.

- 9.1.1 Enhance and maintain a well-defined, accessible walking network that balances the needs of all users and provides better connections throughout the neighbourhood, with a focus on east-west routes. Support upgrades and new connections as opportunities arise through new development and existing City programs.
- 9.1.2 Improve crossing opportunities on major streets (e.g., SW Marine Drive at Ash Street, Oak Street at West 64th Avenue, and Oak Street at West 71st Avenue). This may include adding signals, intersection realignments, curb ramps, improved lighting, etc.
- 9.1.3 Pursue improved walking safety and comfort on major streets with adequate landscaped boulevards, wider sidewalks, and pedestrian priority measures such as curb bulges to shorten crossings, wider crosswalks, and countdown timers.
- 9.1.4 Pursue wider sidewalks and smoother surfaces to meet current City standards.
- 9.1.5 Consider removing and replacing uneven, wavy pattern concrete surrounding Arthur Laing Bridge ramp areas.

Figure 9.1: Existing Transportation Routes and Facilities



- 9.1.6 Complete the sidewalk network, including curb ramps, to improve accessibility in priority areas, which includes areas close to: schools; parks; childcare and seniors' facilities; major transit connections; and, key community destinations.
- 9.1.7 Prioritize public realm improvements on key walking streets, including all shopping areas (e.g., Granville Street, Oak Street at West 67th Avenue, Cambie at West 59th Avenue and Marine Landing). This may include new benches, lighting, landscaping, street trees, wayfinding, etc.
- 9.1.8 Refer to Marine Landing Policy Updates (2021) for updated public realm and transportation requirements.
- 9.1.9 Work with other agencies and senior levels of government to redesign the loop ramp at the north end of the Oak Street Bridge to improve conditions for walking and cycling.



Existing narrow sidewalks on Oak Street

- 9.1.10 Enhance and maintain a well-defined cycling network suitable for people of all ages and abilities, providing new north-south and east-west connections to important destinations such as schools, community facilities, transit stations, and shopping areas (see Figure 9.2).
- 9.1.11 Extend the existing separated bike lane on the east side of Cambie Street north of West 63rd Avenue. This would provide an all-ages-and-abilities cycling and walking connection from the Canada Line Bridge to the North Arm Trail Greenway.
- 9.1.12 Provide a new protected bike lane on SW Marine Drive between Cambie Street and Main Street to enhance connections between the Canada Line Station and the broader cycling network.



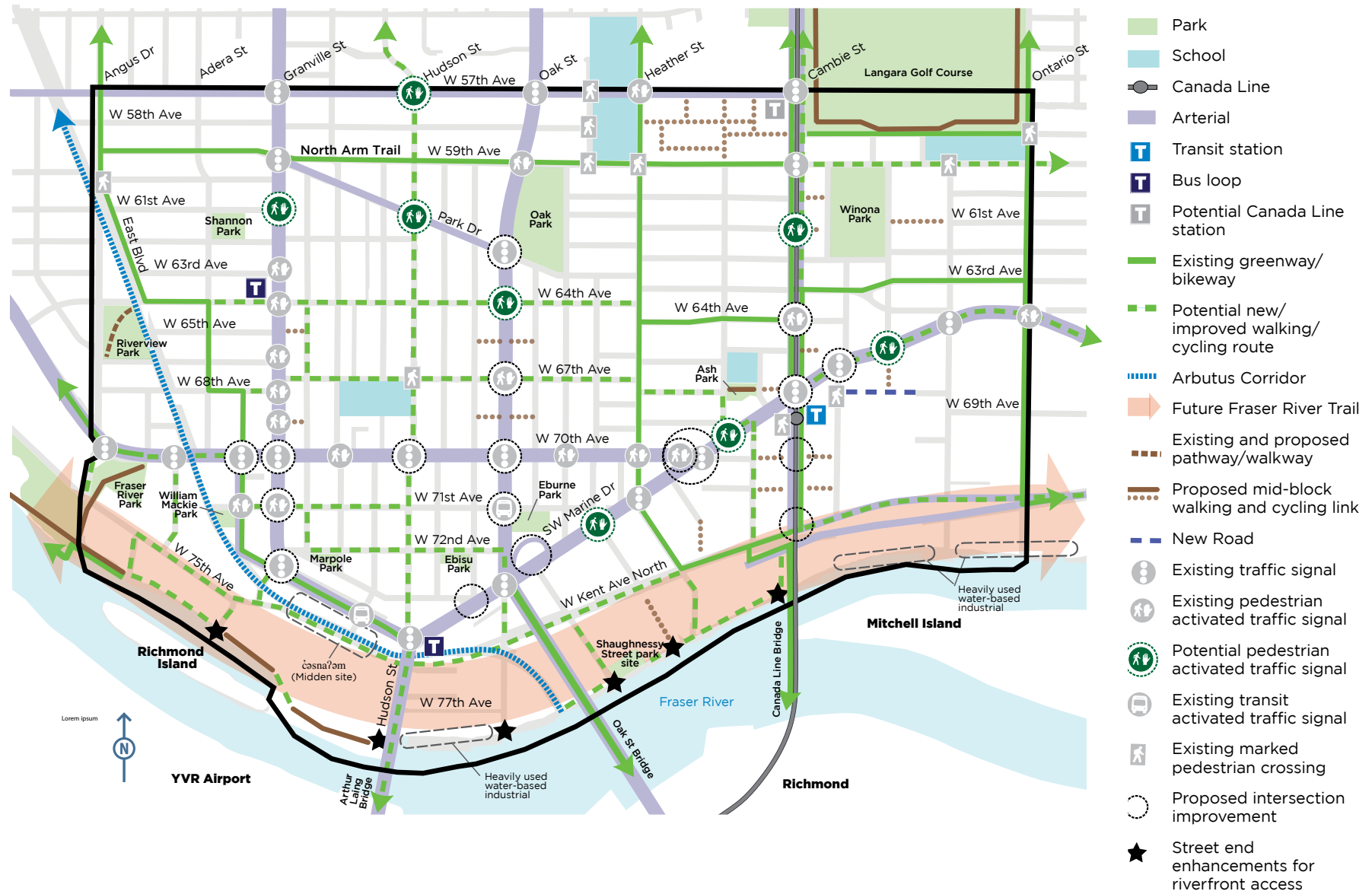
Cypress Bikeway at Adera Street and West 68th Avenue

- 9.1.13 Support improved cycling access by providing end-of-trip facilities such as secure and weather-protected bike parking and public washrooms at key destinations, including commercial areas, particularly Granville Street.
- 9.1.14 Support public bike share implementation and installation at strategic locations around the community, including as part of new development.
- 9.1.15 Work with the Vancouver Park Board to develop the Fraser River Trail.
- 9.1.16 Work with senior levels of government and external agencies to explore options for improving walking and cycling connections to and across the Fraser River, particularly connecting the Arthur Laing Bridge with Hudson Street.
- 9.1.15 Preserve the Arbutus Corridor as a future transportation corridor, and pursue future walking and cycling facilities.



Cyclists and pedestrians crossing the Canada Line Bridge
(Credit: Paul Krueger)

Figure 9.2: Existing and Potential Walking and Cycling Routes*



*Refer to Marine Landing Policy Updates (2021) for updated priorities

In 2009, the Canada Line was introduced providing access in Marpole to high-quality, high-capacity rapid transit service. This resulted in re-routing several local bus routes and removing 14 suburban express diesel bus routes from Granville and Oak Streets, including the elimination of the 98 B-Line express service. The Canada Line ridership has grown to 125,000 boardings on an average weekday. Currently, the only east-west bus service through Marpole is along SW Marine Drive, with connections at the bus loops at SW Marine Drive and Hudson Street and the Marine Drive Canada Line station.

Policies

Support transit improvements to increase capacity and ensure service that is fast, frequent, reliable, fully accessible, and comfortable.

- 9.2.1 Work with TransLink and Coast Mountain Bus Company (CMBC) to improve transit services with better connections to the Canada Line, downtown, and areas south of the Fraser River. This includes improved transit services along Granville Street, a new Canada Line station at

Cambie Street and West 57th Avenue, and new transit service connections along West 57th Avenue, and/or West 70th Avenue.

- 9.2.2 Work with TransLink and CMBC to improve transit loops, particularly the Marpole Loop at SW Marine Drive and Hudson Street, to create a more user-friendly and vibrant area (e.g., improved sidewalks, benches, shelters, lighting, signage, wayfinding and landscaping).
- 9.2.3 Improve passenger waiting areas at transit stops with better sidewalks, benches, shelters, lighting, signage, wayfinding and landscaping.
- 9.2.4 Support water-based taxi or transportation service along or across the Fraser River.
- 9.2.5 Preserve the Arbutus Corridor as a future transportation corridor, and pursue future transit opportunities.

9.3 Goods Movement and Loading

The five major streets within Marpole are part of the Major Road Network (MRN) and have regional importance for transit, goods movement and commuter traffic. Managing these roads efficiently and redefining these spaces while maintaining their functionality will enhance livability and comfort and improve safety for all users.

Policies

Support the efficient movement and delivery of goods and services, while reducing negative impacts to the community and the environment.

- 9.3.1 Continue to support local businesses by planning for loading and deliveries and by ensuring potential customers have exposure and convenient access by all modes of travel.
- 9.3.2 Seek to improve industrial streets for walking and cycling, while still providing necessary access for industrial users.



Bus loop at SW Marine Drive and Hudson Street



Transit along Granville Street



Delivery trucks serving businesses in the South Vancouver Industrial Area

Figure 9.3: Transit and Motor Vehicle Routes



9.4 Motor Vehicles and Parking

Similar to goods movement and loading, major streets play an important role for regional connections for commuter and local traffic. However, over the last 15 years the total number of cars entering the city on a daily basis has declined slightly. Looking for opportunities to improve livability along these streets will be important.

Alternative parking regulations on major streets could improve livability. Under current regulations, the environment for walking along major streets is worsened when parking is removed to provide additional moving lanes during rush periods. Reducing or removing rush hour parking restrictions (and allowing full-time parking) would provide a buffer between the moving cars and people walking on sidewalks.

Residential parking in Marpole includes a variety of permit parking areas as well as other regulations to support visitor and commercial parking. Encouraging residents to explore opportunities to expand or create new permit areas may be one tool to help address concerns over localized parking issues within the neighbourhood areas.

Policies

Manage the road network efficiently to improve safety, minimize congestion, and support a gradual reduction in car dependence. Make it easier to drive less. Accelerate the shift to low-carbon vehicles and car-share alternatives.

- 9.4.1 Continue to periodically review rush hour parking restrictions for opportunities to extend parking hours along major streets with an aim to improve walking comfort and safety as well as providing enhanced public realm opportunities. Key streets to consider include:
 - Granville Street
 - Oak Street
 - West 70th Avenue
 - SW Marine Drive
- 9.4.2 Improve safety and efficiency of key intersections for all road users (e.g., Oak Street at West 70th Avenue, Granville Street at West 70th Avenue, SW Marine Drive at Cambie Street, and SW Marine Drive at Granville Street).
- 9.4.3 Monitor and review traffic calming measures to limit short-cutting on local streets between Granville Street and Oak Street.
- 9.4.4 Continue to work with the community to address neighbourhood traffic concerns as they arise.
- 9.4.5 Ensure sufficient short-term parking for goods loading and delivery, HandyDART, taxis, and other short-term users (e.g., through designated loading zones, designated passenger loading zones or short-term parking).

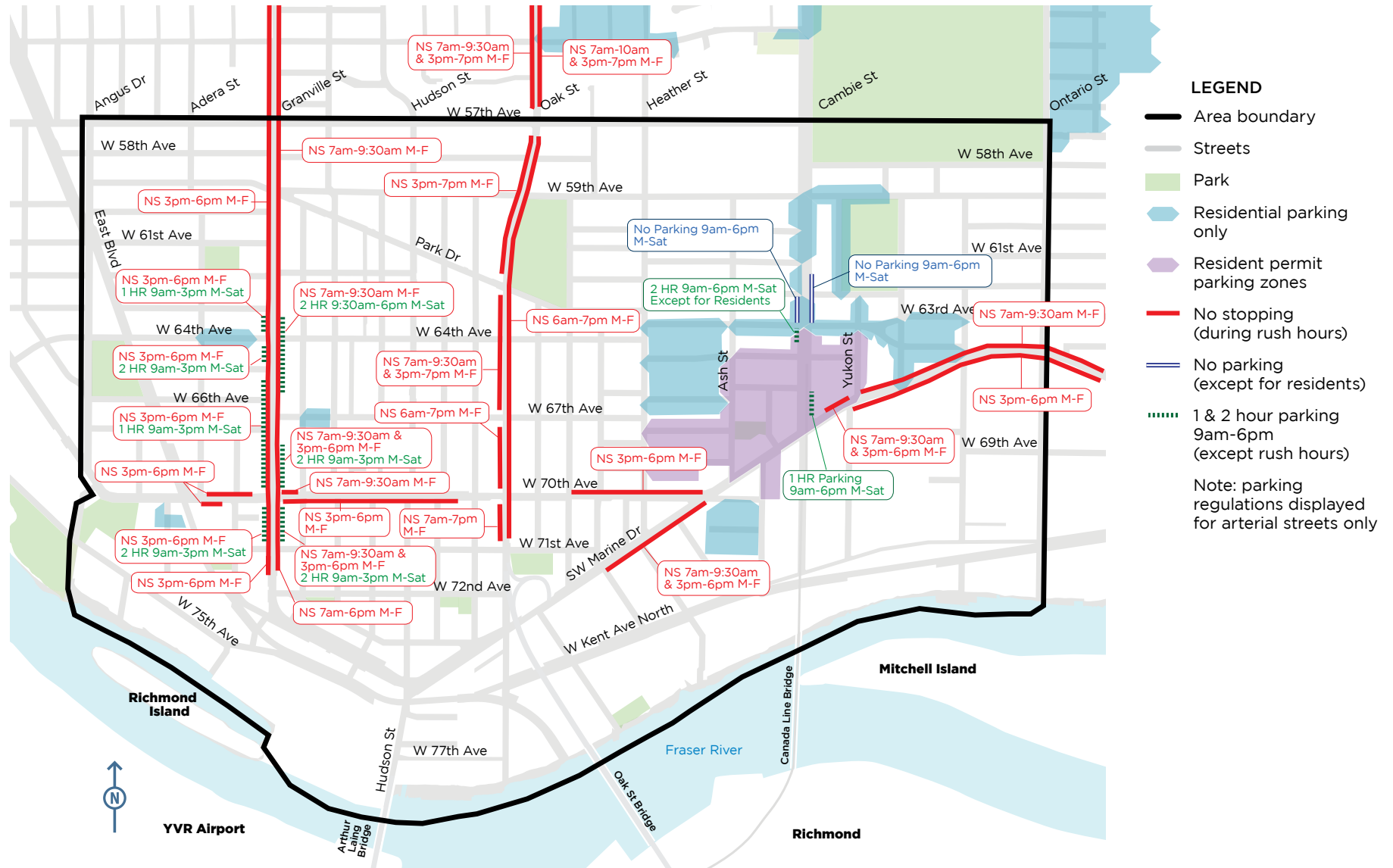


Rush hour parking regulations on Oak Street



Traffic on Granville Street at West 70th Avenue

Figure 9.4: Residential Permit Parking Areas and Current Rush Hour Regulations





Mysterious arch leading to great Oak Park,
Marpole photo contest submission (Credit: Allan Lai)

10 PARKS, OPEN SPACE AND GREENING

Introduction

Vancouver's identity and reputation as one of the world's most livable cities is strongly tied to its natural beauty and the quality of its public spaces. Whether it's the surrounding mountains, smaller neighbourhood parks, community gardens, waterfront walkways, or that favourite bench, connection to nature has known benefits to our health and well-being. These spaces contribute to our sense of community by creating places for recreational activities, children to play and neighbours to meet and socialize.

As Marpole continues to grow over the next 30 years and public space becomes more valuable, these spaces will need to be maintained, improved, and expanded to meet future needs.

Refer to the Marine Landing Policy Updates (2021) for more guidance on public realm improvements in the Marine Landing sub-area.

Citywide Policies and Context

The City is committed to ensuring that everyone has equal opportunity to enjoy our parks, open spaces and greenways. One of the City's key policies in this regard is the Greenest City 2020 Action Plan (2011). Targets related to parks and open spaces in this plan include:

- Ensuring everyone is within a five-minute (400 metre) walk of a park, greenway, or other natural space by 2020.
- Planting 150,000 new trees by 2020.

Transportation 2040 highlights the importance of public plazas and gathering spaces in supporting a vibrant public life that benefits both commerce and the community. The plan provides direction on creating public spaces by reallocating road space, or using streets differently. Potential locations for public space improvements, such as transforming pavement-to-plazas, are identified for Marpole.



Ebisu Park

Community Directions

Marpole's green spaces - its parks, greenways, open spaces, urban forests, and the Fraser River - are vital to the health and well-being of the environment and residents.

10.1 Parks

Marpole has 11 parks, ranging in size from 0.67 to 13.2 acres (0.27 to 5.31 hectares), which provide for a variety of activities and uses. Five of these parks have been added over the last 30 years (Ebisu, Shaughnessy Street park site, William Mackie, Ash and the upper, wooded portion of Fraser River Park) as well as two riverfront walkways (eastern section of Fraser River Park and Fraser River Trail).

About half of the existing parks in Marpole are in poor condition and access to park space relative to population density is uneven. Additional park land acquisition will be pursued as part of comprehensive redevelopments and prioritized in areas where there is the greatest need. Park upgrades will be considered on a citywide basis and as funding becomes available, with priority given to parks in the poorest condition and in areas of the community that are most deficient.

Upgrades and redesign will be carried out as parks are renewed. However, during the community plan process, both the Park Board and the community identified opportunities for improvement. Generally, the community would like to see more trees, more food assets (e.g., community gardens and fruit trees), an off-leash dog park or designated off-leash area, and a greater variety of uses within some of the larger parks that are currently underutilized. Specific improvements are outlined in Figure 10.1. These recommendations should be considered in all future park planning processes.

Policies

10.1.1	Add new park space and renew existing parks, targeting areas that: 1) are park deficient; 2) increase access to the Fraser River; 3) have higher population growth.	10.1.4	Collaborate with the provincial government to gain additional public access to the Fraser River (e.g., use land under the Oak and Arthur Laing Bridges as open space).
10.1.2	Add more amenities in park spaces identified for improvements (e.g., benches, sidewalks, jogging trails, off-leash dog areas, art, historic information, community gardens and playgrounds).	10.1.5	Support urban ecological systems, wildlife habitat, and stormwater management practice in all parks and open spaces.
10.1.3	Increase the multi-use function of the parks and open space network		

Figure 10.1: Park Size and Suggested Improvements

Park name	Size in acres	Suggested Improvements
Ash Park	1.26 (0.51 ha)	Upgrade playground, address drainage and grading issues, add picnic tables, and integrate new uses into the park
Ebisu Park	0.99 (0.40 ha)	Plant more trees and add washrooms
Eburne Park	2.22 (0.90 ha)	Resurface tennis courts, add more amenities, and reconfigure loop ramp at the north end of the Oak Street bridge to consolidate the two green spaces
Fraser River Park (portion in Marpole)	4.99 (2.02 ha)	Winterize washrooms, add picnic area with BBQ pit, and plant more trees
Marpole Park	0.67 (0.27 ha)	Add picnic area and community garden, plant more trees, and upgrade playground
Oak Park	12.97 (5.25 ha)	Upgrade perimeter walkway, tennis courts, and waterpark; add picnic tables; plant more trees (especially to buffer Oak Street); and diversify park uses (e.g., community gardens, new playground, cafe)
Riverview Park	5.88 (2.38 ha)	Create more pathways
Shannon Park	2.32 (0.94 ha)	Add more amenities (e.g., playground, benches, community garden)
Shaughnessy Street park site	1.38 (0.56 ha)	Improve access, signage, and lighting; and create better connection from parking area
William Mackie Park	0.91 (0.37 ha)	Improve drainage, upgrade the playground, and finish the sidewalks
Winona Park	13.12 (5.31 ha)	Diversify park uses
Total	46.71 (18.91 ha)	



Example of underused area under the Arthur Laing Bridge



Mini-plaza at Main Street and East 18th Avenue, formerly a slip-lane

10.2 Open Spaces and Plazas

While larger parks serve an important role in a community, so do smaller public spaces – either hard-surface or landscaped open spaces and plazas – that promote an active and engaging public life. Well-designed and inviting public spaces provide opportunities for socializing and special events. Plazas and open spaces will be integrated into Marpole’s urban fabric to provide added interest, mark special places, provide moments of rest, and create a memorable public realm experience as you move around the neighbourhood.

A series of plazas and open spaces are envisioned for Marpole, distributed throughout the community in strategic locations where there is high pedestrian activity. They will be attained in a number of ways: through future redevelopment opportunities, funding partnerships, and/or the creative reuse of underutilized, over-paved areas. The City also has a number of initiatives and programs to support the creation and creative use of public spaces such as: VIVA Vancouver, greenways, orphaned spaces, green streets, community gardens, boulevard fruit trees, street-to-park, and pavement-to-plaza. These spaces can be designed to accommodate temporary or recurring events.

Policies

- 10.2.1 Support conversion of over-paved or underused areas located on public land into plazas or open spaces.
- 10.2.2 Introduce public plazas and open spaces in strategic locations, prioritizing commercial areas and key walking and cycling routes.



Local gathering space

Open Spaces and Plazas – Character Intent and Preferred Locations

It is envisioned that new plazas and open spaces will be integrated into Marpole's urban fabric over time. A description of the intended character and location for these new public spaces is provided below; however, as new development occurs, and as city-led initiatives and opportunities arise (e.g., VIVA, greenway/bikeway improvements), the location and character may be modified. **Refer to the Marine Landing Policy Updates (2021) for updated open space and priorities in Marine Landing.**

- 1. Granville Street at West 64th Avenue (any corner):** Small urban plaza; local identity, identifying shopping area, seating, lighting, wayfinding; hardscape; retail activity at edge engaged with plaza.
 - 2. Granville Street at West 67th Avenue (southeast or northeast corner):** Large urban plaza; neighbourhood identity, marking neighbourhood "heart" and entry to West 67th Avenue connector, seating, lighting, public art; commercial/community edge opens to plaza.
 - 3. Oak Street at West 67th Avenue (northeast or northwest corner):** Mid-size plaza; neighbourhood identity, a gathering place on the West 67th Avenue neighbourhood connector, seating, lighting, drinking fountain; hard/softscape; retail activity at edge engaged with plaza.
 - 4. West 70th Avenue at Hudson Street (northeast or northwest corner):** Small urban plaza including corner bulge; neighbourhood identity, enhancing experience of Marpole Place, making use of offset grid, wayfinding, public art; hard/softscape; residential/community edge.
 - 5. Hudson Street at West 73rd Avenue (southwest corner intended, or northeast or southeast corners):** Small urban plaza; local identity, reflecting diverse area character, seating, lighting, wayfinding to Fraser River; hardscape; retail activity at edge engaged with plaza.
 - 6. Hudson Street at SW Marine Drive (southwest corner):** Small plaza; local identity; lighting, wayfinding for Fraser River Trail, storytelling opportunity, historic recognition in collaboration with Musqueam, industrial/rail character; softscape.
 - 7. Traffic island at intersection of Osler Street, West 73rd Avenue and SW Marine Drive:** Small to mid-size urban plaza; neighbourhood identity, opportunity from realignment of intersection, lighting, seating, public art, hard/softscape; commercial/cultural uses to engage with plaza.
 - 8. Shaughnessy Street at West Kent Avenue South (southeast or southwest corner):** Small plaza; local identity; lighting, wayfinding for park site at Shaughnessy Street and Fraser River, industrial/rail character; softscape.
 - 9. Heather Street at SW Marine Drive (southwest or southeast corner):** Mid-size bicycle plaza creating identity and visibility of Heather Bikeway/Greenway; drinking fountain, wayfinding to south Kent Bikeway and Fraser River, seating, public art; hard/softscape; interface with employment uses.
 - 10. West 70th Avenue at SW Marine Drive (southwest flatiron corner):** Mid-size urban plaza; neighbourhood identity; lighting, public art, possible relationship to flatiron plaza across SW Marine Drive; hard/softscape; commercial uses engage with plaza.
 - 11. SW Marine Drive at West 70th Avenue (southeast flatiron corner, or elsewhere on site):** Mid-size urban plaza; neighbourhood identity; lighting, public art, possible relationship to flatiron plaza across SW Marine Drive; hard/softscape; commercial uses engage with plaza.
 - 12. Heather Street at West 67th Avenue (any side or corner):** Small plaza (could be expanded onto the street); highlights Heather bikeway connection to east-west neighbourhood route; lighting, drinking fountain, seating; softscape; residential edge.
 - 13. Y intersection splitting West 63rd Avenue and West 64th Avenue (triangle boulevard on southwest corner, between Yukon Street and Manitoba Street):** Small plaza; local identity, bicycle amenity, seating, lighting, drinking fountain; storm water feature opportunity; softscape; residential edge.
- As Identified in the Cambie Corridor Plan**
- 14. Urban Plaza: Southwest corner of West 57th Avenue (to lane):** Large urban plaza; potential future transit station, arrival plaza neighbourhood identity, lighting, seating, public art, multi-functional space; hard/softscape; future retail activity/transit station at edge and engaged with plaza.
 - 15. Mini-park: East of Cambie West 60th/61st Avenue (midblock):** Small plaza; marking mid-block connection through to Winona Park, seating, local identity, lighting; softscape; residential at edge engaged with plaza.
 - 16. Urban Plaza: Northeast corner of SW Marine Drive (corner):** Large plaza; linear attitude past portal, unique design elements and character, lighting, seating addressing grade; hardscape; retail activity along edge engaged with plaza.
 - 17. Urban Plaza/ Mini-Park: South of SW Marine Drive (mid-block):** Large plaza; industrial; art wall connection; hard/softscape; industrial/commercial animation.

Figure 10.2: Parks, Plazas, and Open Spaces



10.3 Fraser River Connections

Marpole is a vibrant, riverfront community and includes key land and water-based industrial lands along its waterfront. This unique industrial area is a part of the broader South Vancouver Industrial Area (SVIA), which supports over 10,000 jobs and is vital for the kind of diverse economic base that

will continue to make Vancouver a sustainable, economically resilient city.

At the same time, the Fraser River is a highly valued natural feature in the community, and has significant ecological, historical and cultural importance. Opportunities to better enjoy and

experience the “working river,” while balancing the needs of industry, continue to be a long-term goal for the area.



Artist illustration of Fraser River Trail connections and the Canada Line walking-cycling Bridge

Figure 10.3: Fraser River Connections

Policies

Recreation and Activity

- 10.3.1 Enhance recreation and activity opportunities along the Fraser River.
- 10.3.2 Explore provision of street end enhancements in combination with the walking/cycling connection at the foot of the Cambie Street Bridge.
- 10.3.3 Continue to explore opportunities for a large riverfront park on the Fraser River near Marpole, as well as opportunities for new park space within Marpole.
- 10.3.4 Provide for a waterfront destination within a riverfront park setting, which can accommodate larger community functions, celebrations and events.

Access and Connections

- 10.3.5 Enhance walking and cycling opportunities along the Fraser River.
- 10.3.6 Provide for a continuous trail along or near the Fraser River, balancing the needs of existing and future industrial users.
- 10.3.7 Seek new connections and improve existing connections for safe, convenient, and comfortable access through the industrial areas to the waterfront and Fraser River Trail.
- 10.3.8 Improve wayfinding to the Fraser River Trail, particularly along the commercial areas (Granville Street, Lower Hudson, and Marine Landing), greenways and other walking/cycling routes, and at transit stops and other key locations.
- 10.3.9 Ensure the Fraser River Trail is well-connected to a broader walking and cycling network, linking important local destinations and regional connectors (e.g., greenways, Arthur Laing and Canada Line walking and cycling bridges).



10.4 Habitat & Biodiversity

Ecological features such as natural forests and wetlands have been shown to provide important ecosystem services in urban areas. They help to capture air pollution, act as water filtration systems and moderate temperatures of over-paved surfaces. The Greenest City 2020 Action Plan includes a tree planting target that supports enhanced natural habitat and biodiversity within our communities. Three new strategies – the Urban Forest Strategy, Biodiversity Strategy, and Bird Friendly Strategy – will ensure we maximize opportunities to improve habitat in Marpole and other neighbourhoods. Key considerations will be given for connecting habitat between Marpole’s parks, green spaces, and the Fraser River.

In addition to public lands (parks, boulevards, greenways), backyards and other private lands will play an essential role in supporting biodiversity in Marpole by providing trees, shrubs, and other habitat elements for native birds and pollinators such as bees as they move through the urban landscape. Nest boxes for birds, bat houses, and bird feeders also help support biodiversity in urban neighbourhoods.

Along the Fraser River, a riparian buffer should be enhanced in concert with the design of a new waterfront trail. The riparian buffer will help restore the Fraser River’s aquatic and terrestrial systems, prevent erosion, and provide additional recreational value to residents.

Policies

- 10.4.1 Protect and restore the Fraser River waterfront and upland areas by focusing on habitat restoration and enhancement, natural landscaping (e.g., unmowed meadow areas), and habitat corridors.
- 10.4.2 Incorporate natural landscaping practices into existing parks and open spaces. Key streets which connect Marpole’s parks and open spaces will be selected as “habitat connection” corridors.
- 10.4.3 Support ecological systems, wildlife habitat, and sustainable stormwater management in all parks and open spaces.



Rain garden

Stormwater management best practices:

conveying rainfall and other sources of water not absorbed by the ground (from areas such as streets, parking lots, and rooftops) to permeable surfaces that can naturally absorb the water, preventing this run-off from going into our stormwater or sewer pipes. Best practices include rain gardens, landscaped bump outs, absorbent soils, etc.



Creekway Park (Credit: Amy Gore, Golder Associates Ltd.)

Wetland: land or areas that are covered, often intermittently, with shallow water or have soil saturated with moisture (e.g., marshes or swamps).

Riparian Buffer: a vegetative area or strip composed mainly of native trees and shrubs that provides aquatic and terrestrial habitat and prevents erosion.



Enhanced area

Habitat Connection Corridor: a street(s) enhanced with trees, rain gardens, corner bulges and natural landscaping, to allow wildlife, such as birds, to move between Marpole’s green parks, open spaces, and areas along the Fraser River.



Planted boulevards, Marpole photo contest submission
(Credit: Valerie C.)

10.5 Urban Forest

Vancouver's urban forests provide important ecosystem services such as cleaner air and water, habitat for wildlife and improved rainwater absorption.

Across the city, work is underway to develop an Urban Forest Strategy that will guide the management of trees on public and private lands. The strategy will describe methods for reaching the city's goal of planting 150,000 new trees by 2020. A new citywide analysis of tree canopy undertaken as part of the Urban Forest Strategy will augment an existing street tree inventory to identify parks, other public lands, and streets in Marpole that should receive additional trees. Planting trees on private property and planting food-bearing trees on public property will also be initiated in partnership with community stewards and local organizations in Marpole.

One of the quick-start tree planting projects in Marpole will be to increase trees in Riverview and Fraser River parks to provide habitat for songbirds and other species.

Policies

- 10.5.1 Support the City's Urban Forest Management Plan by planting trees in parks, open spaces, on public and private property, and by planting food-bearing trees on public property.

What is an Urban Forest?

It is the sum of all trees in the city, including trees in streets, parks, and on private property.

10.6 Street Tree Inventory

Most of the city's easy street tree planting sites on streets have been planted; what remains are the more challenging streets. Marpole's street tree inventory, which will be updated when the Urban Forest Strategy is complete, will be used to inform future tree planting initiatives. Streets that lack trees include Oak Street, West 70th Avenue, SW Marine Drive, Park Drive, Granville Street (West 64th Avenue to West 57th Avenue) and West 57th Avenue (Granville Street to Oak Street).

Policies

- 10.6.1 Continue to plant additional street trees, prioritizing streets with few or no existing trees.

10.7 Community Gardens

The Marpole Community Plan is an opportunity to help realize the local food goals in the Greenest City 2020 Action Plan and Vancouver's Food Strategy. Community gardens and fruit trees are simple and powerful ways residents can participate in local food production. Marpole's parks and underused open spaces have been identified as potential locations for new community gardens and fruit trees.

Policies

- 10.7.1 Identify opportunities for local food production in Marpole's parks and open spaces.

10.8 Linkages and Connections

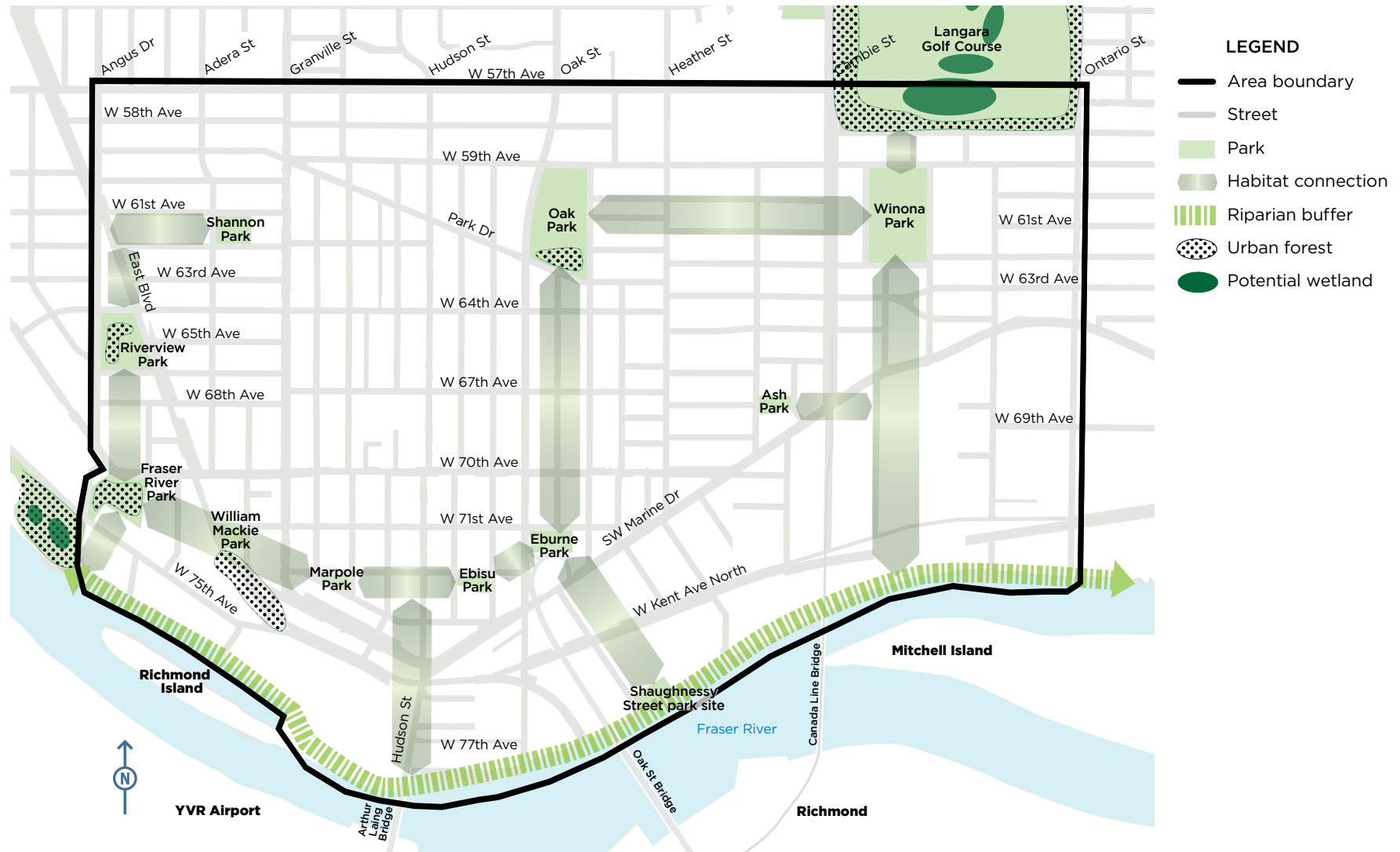
The City's goal is to have all residents living within a five-minute walk of a park, beach, greenway or other natural space by 2020. Providing and enhancing connections to open spaces will help advance our progress towards achieving this target.

Currently, there are poor connections to many of the open spaces in Marpole (e.g., missing sidewalks and curb let-downs, limited crossings for people walking) and the community is divided by five major arterials that are barriers to accessing Marpole's parks and open spaces.

Policies

- 10.8.1 Improve access and create a more enjoyable walking and cycling experience to Marpole's parks and open spaces through the addition of new crossings and public realm improvements (e.g., street trees, improved habitat, seating, bike racks, lighting and wayfinding).
- 10.8.2 Preserve the Arbutus Corridor as a future transportation corridor (e.g., transit, walking and cycling), better connecting Marpole's parks and green spaces.
- 10.8.3 Use interpretive signage in parks and open spaces for educational opportunities, and connecting people to the history and natural ecology of the community.

Figure 10.4: Habitat Connections





AIRPORT SQUARE

Airport Square and South Vancouver Industrial Area
(Credit: Lil Ronalds)

11 LOCAL ECONOMY

Introduction

Successful local commercial and industrial areas are a key component of complete and sustainable communities. Vibrant, mixed-use neighbourhoods that include a range of transportation options, attractive amenities and a range of housing options help attract both businesses and employees.

Marpole's commercial, industrial and employment areas provide a diversity of shops, services and jobs for local and regional residents. As Marpole grows and changes, protecting and enhancing its commercial, industrial and employment areas is key to the long-term sustainability and economic resilience of the community.



Arthur Laing Bridge through a sewer pipe, Marpole photo contest submission (Credit: Graeme Brown)

Citywide Context and Policies

Digital Strategy (2013)

Digital technology is changing the way the City of Vancouver delivers services and the way citizens and businesses engage with the City and each other. While continuously evolving as digital technologies evolve, the City's Digital Strategy (2013) outlines four key pillars and goals:

1. Engagement & Access: Citizens and businesses can easily interact with the City through digital channels.
2. Economy: Vancouver is a global leader in supporting innovation and growth in the digital economy.
3. Infrastructure & Assets: Vancouver has a robust digital infrastructure built through strategic investments and partnerships.
4. Organizational Digital Maturity: The City of Vancouver has a mature, citizen-centric digital culture.

Vancouver Economic Action Strategy (2012)

The Vancouver Economic Action Strategy (2012) has three major areas of focus, each containing a series of actions and outcomes:

1. Create a healthy climate for growth and prosperity.
2. Provide support for local business, new investment and global trade.
3. Focus on people – attract and retain human capital.

The strategy focuses on changes that will continually improve Vancouver's business climate, support existing local businesses, facilitate new investment, and attract workers essential to our future.

Metro Core Jobs and Economy Land Use Plan (2009)

The Metro Core Jobs and Economy Land Use Plan (2009) is a long-term land use policy plan that aims to accommodate the future economy and jobs in the core of Vancouver. It helps determine how the city's land supply can be used to accommodate business growth and economic activity, while ensuring there is enough transportation capacity to support this growth. The plan focuses on protecting land for job space opportunities.

Community Directions

Generally, there are three types of employment generating spaces in Marpole: local serving commercial areas that offer shops, services and office spaces; industrial lands, located south of SW Marine Drive; and health-related spaces such as Pearson Hospital and the St. Vincent's – Langara care facility. All of these are important in supporting a strong, diverse local economy within Marpole.

11.1 Local Shopping Areas

Active and engaging shopping areas that are distributed throughout the community are important for promoting public life, social health, and community connections. Marpole has a number of local commercial shopping areas, including Granville Street, which serves as the main neighbourhood commercial centre. Other smaller scale shopping areas are distributed throughout the community: Lower Hudson Street, Oak Street at West 67th Avenue, Cambie Street at West 59th Avenue, and Cambie Street at West 57th Avenue. The goal is to support and revitalize these local business areas to better serve the community.

The new commercial hub at Cambie and SW Marine Drive will fill an existing gap in this part of the community by providing access to a grocery store, movie theatres, office space, and other shops and services to support this growing area.

Policies

- 11.1.1 Support vibrant local commercial areas through a variety of retail uses in new mixed-use developments.
- 11.1.2 Support an active, vibrant retail shopping experience through public realm enhancements such as wide sidewalks, landscaping, rain protection, lighting, seating, bike racks, and plazas and open spaces where feasible.



Local shopping area at Oak Street and West 67th Avenue

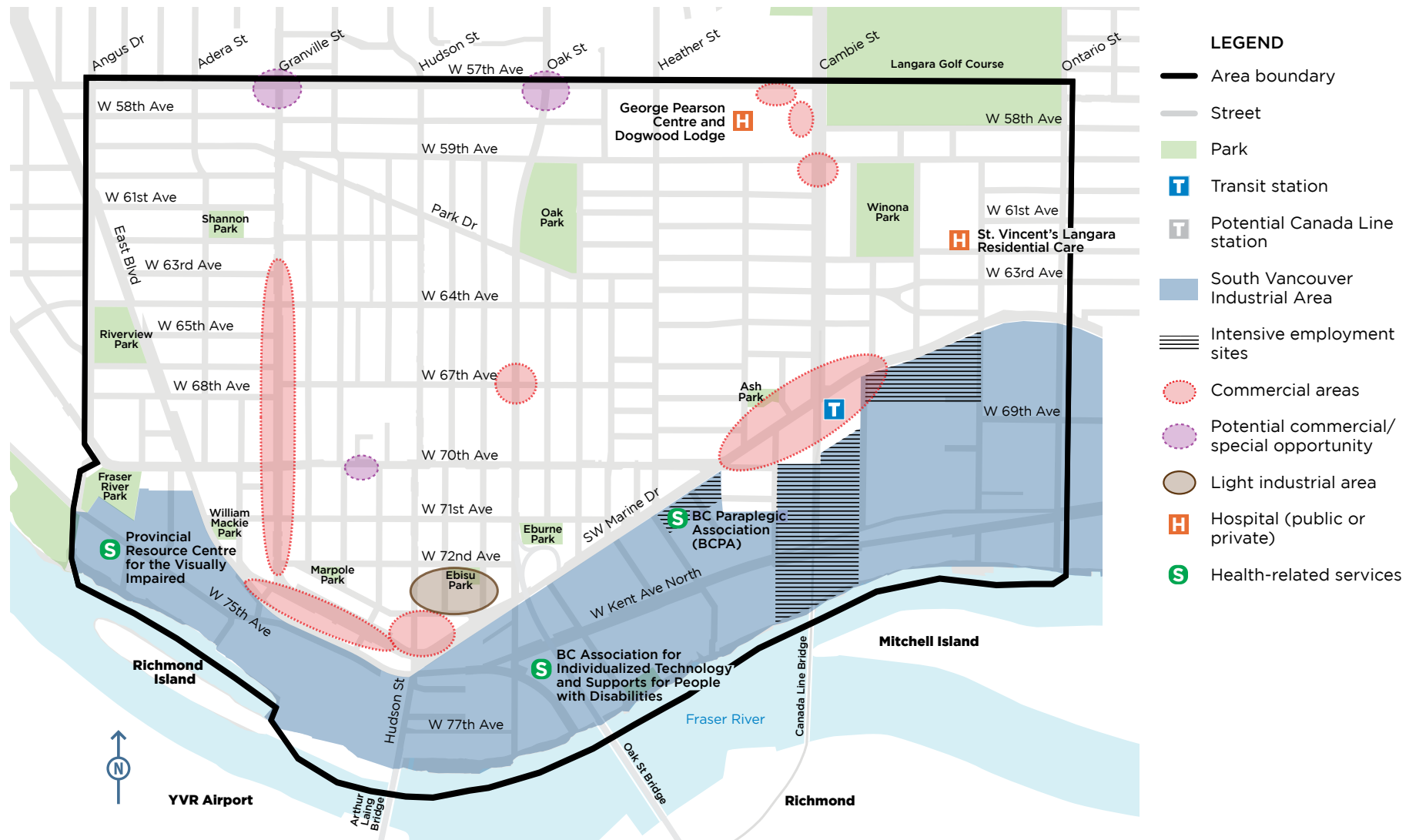


Commercial area along Granville Street



New commercial hub at Cambie Street and SW Marine Drive
(Credit: Perkins+Will)

Figure 11.1: Commercial and Employment Areas in Marpole



- 11.1.3 Recognize the importance of affordable commercial spaces when assessing development proposals by ensuring appropriately sized commercial unit space and frontage.
- 11.1.4 Strengthen and revitalize the Granville Street High Street as the main neighbourhood shopping area in Marpole.
- 11.1.5 Strengthen small scale retail viability in the Lower Hudson area through additional housing opportunities, preservation of nearby job space, and public realm improvements.
- 11.1.6 Enhance the retail node at Oak Street and West 67th Avenue through additional housing opportunities and improved public realm, including an improved crossing at this intersection.
- 11.1.7 Continue to support retail enhancements at Cambie Street and SW Marine Drive, as per the Cambie Corridor Plan.
- 11.1.8 Work with community partners (e.g., Marpole BIA and local businesses) to foster vibrant local business areas through creative place-making opportunities.
- 11.1.9 Support additional small-scale retail opportunities in select locations to address existing gaps where shops are not within walking distance of homes.
- 11.1.10 Ensure good connections for walking and cycling to retail areas.

11.2 Encouraging Green Enterprises

Including green enterprise in new developments within Marpole is an opportunity to meet one of the Greenest City 2020 Action Plan goals. Vancouver's green economy is growing more than twice as fast as traditional sectors. Developing a green economy is a way for Marpole's businesses to be more competitive, gain market shares,

prepare for carbon regulation, and help provide a healthy, sustainable future for all of us.

Policies

- 11.2.1 Encourage the inclusion of green enterprises or sustainable technologies in new developments.

11.3 Supporting the Digital Strategy

Digital technology is changing the way the City of Vancouver delivers services and the way citizens and businesses engage with the City and each other. Currently, the City of Vancouver is implementing a Digital Strategy that will outline both immediate and future areas of opportunity to enhance digital engagement and access, improve infrastructure and support the digital economy to the benefit of people who live, work and play in Vancouver.

Policies

- 11.3.1 Coordinated with ongoing work on the City's Digital Strategy, continue to support improvement of infrastructure, digital connectivity and the public realm environment to support business competitiveness, sharing between businesses and institutions and create opportunities for local residents for education, self-employment and micro business development.

11.4 Intensive Employment Sites

Marpole's new intensive employment sites, which are within walking distance of the Marine Drive Canada Line station, will add a significant amount of job space close to rapid transit. Buildings may include space for a variety of employment uses.

Policies

- 11.4.1 Maximize employment-generating space on strategic sites located within walking distance of the Marine Drive Canada Line station, emphasizing employment in innovative, green enterprise.



Broadway Tech Centre

- 11.4.2 Consider increases in heights and/or densities for 100% job space projects which include multi-level light industrial space to assist with project viability. Refer to Marine Landing Policy Updates (2021) for additional considerations.
- 11.4.3 Support arts and culture spaces through opportunities for work-only artist studios in mixed-use developments, in coordination with the City's cultural infrastructure plan.
- 11.4.4 To preserve space for intensive employment uses, prohibit mini-storage and self-storage uses in the Marine Landing Intensive Employment area.

11.5 Mixing Uses

Mixed-use buildings are a productive use of space, and they add more vitality to a neighbourhood.

Policies

- 11.5.1 Encourage the provision of office, entertainment, cultural, educational and retail space, where appropriate.
- 11.5.2 Prioritize light industrial uses on intensive employment sites to create more compatible interfaces with residential and commercial land uses on individual and/or adjacent sites, aligned with the intent of the IC-1 District Schedule.

11.6 Protecting Industrial and Employment Space

The South Vancouver Industrial Area (SVIA), stretching along the Fraser River from Angus Drive to Argyle Street, represents more than one-third of the remaining industrial land in the city and supports over 10,000 jobs. It is also the most affordable of Vancouver's industrial areas.

Policies

- 11.6.1 Protect existing and future industrial and employment space by retaining zoning within the South Vancouver Industrial Area.
- 11.6.2 Ensure that the Fraser River Trail and other improvements for walking and cycling are done in a way that does not compromise ongoing industrial activity.
- 11.6.3 Support the creation of job intensive spaces on strategically located sites around the Marine Drive Canada Line station.



South Vancouver Industrial Area and Arthur Laing Bridge

11.7 Healthcare Services and Jobs

Various health care facilities in Marpole, including Pearson Hospital, Dogwood Lodge and St. Vincent's Langara residential care facility serve local residents and collectively provide jobs for over 500 people.

Policies

- 11.7.1 Encourage the retention of existing healthcare services and related jobs in Marpole to serve local residents and provide employment.

11.8 Childcare for Employees

Accessible and affordable childcare is essential to the health and well-being of Marpole's children and families. Quality childcare and early learning opportunities also play a crucial role in the community's social and economic stability.

Policies

- 11.8.1 Encourage the provision of on-site childcare in mixed-use and office developments to attract and retain a diverse workforce.
- 11.8.2 Look to enhance the affordability and availability of childcare for working families.



St. Vincent's Langara residential care facility in Marpole



Aerial of South Vancouver and North Arm Fraser River, 1948
(Credit: City of Vancouver Archives, LP 153.2)

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12 HERITAGE



Great Blue Heron pestle (Credit: ɬəsnaʔəm/ Marpole, DhRs-1, MA 3299, with permission of Musqueam Indian Band and courtesy of the Laboratory of Archaeology, UBC, Vancouver, Canada)

Introduction

Heritage value is any feature or place that has aesthetic, historic, cultural, scientific, social, or spiritual importance within a community. Marpole has a rich heritage that contributes to its distinctive community character. Identifying heritage resources helps inform the community and the City on opportunities to conserve resources that have heritage value and are important to the community. Celebrating and protecting Marpole's heritage features will contribute to the cohesion and continued sense of place of the community.



Heritage plaque for C. Gardiner Johnson House Oakhurst in Marpole

Citywide Context and Policies

The Vancouver Heritage Register and Conservation Policies

In 1986, Council created the Vancouver Heritage Register to identify sites and features that have heritage value. Council's Heritage Policies and Guidelines state that, where possible, resources on the Register are to be protected. Currently, there are 20 sites in Marpole listed on the Vancouver Heritage Register. Sites listed on the Register on private lands are eligible for consideration under the City's Heritage Incentive Program which can include development benefits in return for heritage conservation and protection.

A Musqueam village and burial site, commonly known as the Marpole Midden, was recognized as a National Historic Site in 1937.

Marpole Historic Background

The Musqueam presence in Marpole is part of a continuum starting 4,000 to 5,000 years ago with the settlement of the village site of *čəsnaʔəm*, which came to be known variously as the Great Fraser Midden, Eburne Midden, and Marpole Midden. The Musqueam have continuously used and occupied portions of their traditional lands and continue to have strong cultural, spiritual, and physical connections to *čəsnaʔəm*. Musqueam people and populations were profoundly affected by smallpox in the late 1700s. Musqueam people and their lands were further disrupted with European settlement of the area, beginning in the 1860s. Lands along the Fraser River were pre-empted for farming, which eventually led to the emergence of a new community at the foot of Hudson Street called Eburne.

The growth of the regional transportation network has been a significant shaping force in Marpole. Musqueam had established numerous trails throughout the Point Grey area, extending through Marpole and into New Westminster. The earliest road from Marpole to New Westminster generally followed a Musqueam trail. By the early 1900s, bridge and rail connections to Steveston and New Westminster spurred the industrialization of

the river and opened up the lower edges of the community to development. Real estate ads capitalized on the new commuting options for residents, with slogans such as “Travelling accommodation galore”. By 1911, the popularity of the automobile led to paving Granville Street and establishing a new commercial district. At the same time, SW Marine Drive was also paved transforming it from a winding country road into a significant traffic artery, which opened it up to the southern edge of the community. This was to the detriment of the *čəsnaʔəm* site as shell materials from the midden were used as road bed during construction.

The makeup of the community was typical of the Vancouver area of the time. Resource workers employed at the mills, local shop owners and commuters to Vancouver and New Westminster were attracted by the area’s affordability. Marpole had a sizable Japanese-Canadian community, many of whom were cannery workers, boat builders and merchants.

In the 1950s and ‘60s, the postwar building boom filled in the remaining lots in Marpole. Apartment construction began in the area south of West 70th Avenue, replacing the last of the original Eburne houses.

By 1953, construction began on the new Oak Street Bridge, which would lead to the rerouting of traffic away from the Granville Street shopping district and a significant loss of business. The 1975 opening of the Arthur Laing Bridge would bring back traffic to Granville Street, helping reinforce the retail uses in the area, but would eliminate the final traces of the historic business community at the foot of Hudson Street.

In the 1980s, as the hand-over of Hong Kong to China approached, there was a significant wave of Chinese immigration and settlement in Marpole. By 2011, the dominant mother tongue shifted from English to Chinese. This cultural character is reflected in the community activities and local shops and services in Marpole.

Most recently, the 2010 opening of the Canada Line has reintroduced enhanced commuter options in Marpole. New developments along the Cambie Corridor and at the Marine Drive Station will provide an enhanced sense of vibrancy to this area through more housing diversity, new job space, shopping and entertainment uses.



North arm of the Fraser River from Granville Street and Marine Drive, 1911 (Credit: City of Vancouver Archives, Pan P50; Photographer: H.O. Dodge)

Community Directions

The framework of heritage themes are informed by the cultural history of Marpole. These five themes try to reflect the heritage of the community with insights into its formation and evolution. They serve to guide an understanding of Marpole's heritage values and the identification of key heritage features.

1. staḷəw̓/Fraser River

This theme relates to the role of staḷəw̓, or the Fraser River, and its influence over the physical and cultural evolution of Marpole.

2. x̣məθḳəỵəm (Musqueam) Presence

This theme addresses the Musqueam Nation's ongoing presence in what is now Marpole as the guardians of the staḷəw̓, and the continued occupation of and interest in their traditional lands.

3. Emergence of Eburne

This theme describes the early settlement of Marpole by Europeans, the disruption of Musqueam lands, resources and people, and the rise of the old Eburne agricultural township on Hudson Street (a former Musqueam trail), as well as the development of industries along the Fraser River.

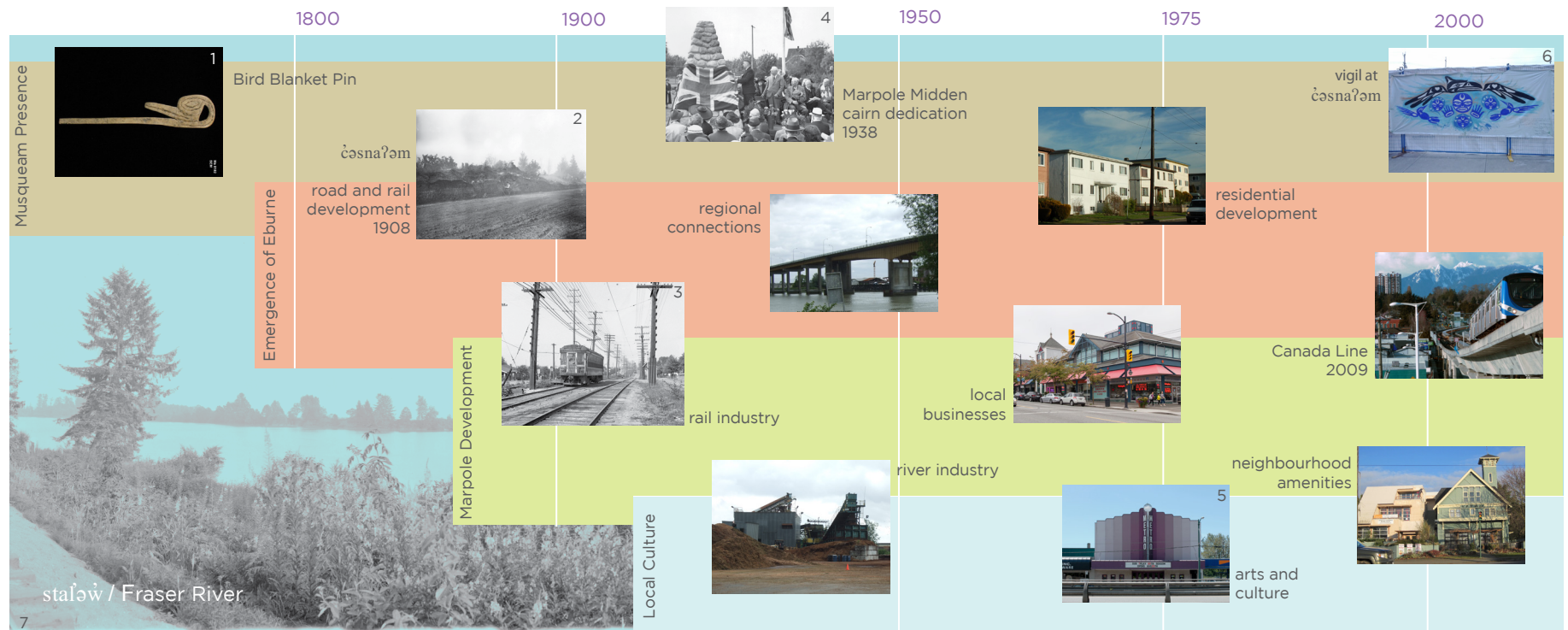
4. Marpole Development

This theme describes the transformation of Eburne into a suburb of Vancouver and the increasingly important role of Marpole as a nexus of regional transportation routes. Major by-law changes in the 1920s and the 1950s to allow for denser residential development and improved streets and boulevards are significant factors associated with this theme.

5. Ongoing Culture

This theme describes the local culture of Marpole including cultural diversity, the growth of local businesses, community groups, and neighbourhood events.

Each of these themes is further explored in the Marpole Historic Context Statement (2013).



(Credits: 1 - cəsnaʔəm/Marpole, DhRs-1, MA 8182, with permission of Musqueam Indian Band and courtesy of the Laboratory of Archaeology, UBC, Vancouver, Canada; 2 - City of Vancouver Archives, CVA 677-574; 3 - BCS 1226, source unknown; 4 - City of Vancouver Archives, Mon P13; 5 - Adam Stenhouse, Marpole photo contest submission; 6 - Musqueam Indian Band; 7 - City of Vancouver Archives, PAN NIIID)

12.1 Heritage Resources

There are many significant heritage resources in Marpole that reflect the evolution and character of the community, some of which are on the Vancouver Heritage Register. Currently, there are 20 heritage buildings on the Register.

Policies

- 12.1.1 Use tools and incentives available through existing citywide heritage policies to protect and recognize heritage resources within Marpole.
- 12.1.2 Look to identify heritage resources significant to the community and consistent with the five themes for possible addition to the Vancouver Heritage Register when opportunity arises.

Heritage Resources

- 20 heritage sites on the Vancouver Heritage Register. 6 are classified as A (Primary Significance), 13 are classified as B (Significant) and 1 is classified as C (Contextual or Character)
- Cairn (a stone monument) in Marpole Park commemorating the Marpole Midden as a National Historic Site
- Marpole Midden containing cultural materials and intact burials of the Musqueam people
- stałəw - the Fraser River



Marpole Cairn in Marpole Park

12.2 Heritage Expression

In addition to protecting heritage buildings and structures, there are meaningful ways of celebrating Marpole's heritage through expression in art, architecture, signage, and interpretation.

Policies

- 12.2.1 Recognize the five themes in new development in terms of character and history, including the development of public spaces and streets.
- 12.2.2 Look for ways to use art and cultural expression in public spaces to recognize diverse cultural contributions in the area, including Musqueam history in collaboration with the Musqueam First Nation.



Heritage building, 1179 West 67th Avenue (Credit: Heritage Vancouver, Marpole Historical Society, and Durante Kreuk)

12.3 x'məθk'əyəm (Musqueam) Presence

The Musqueam presence in Marpole dates back 4,000 to 5,000 years with the settlement of the village site of čəsnaʔəm, which came to be known as the Marpole Midden. The Musqueam have continuously used and occupied their traditional lands and continue to have strong cultural, spiritual, and physical connections to čəsnaʔəm and the Fraser River.

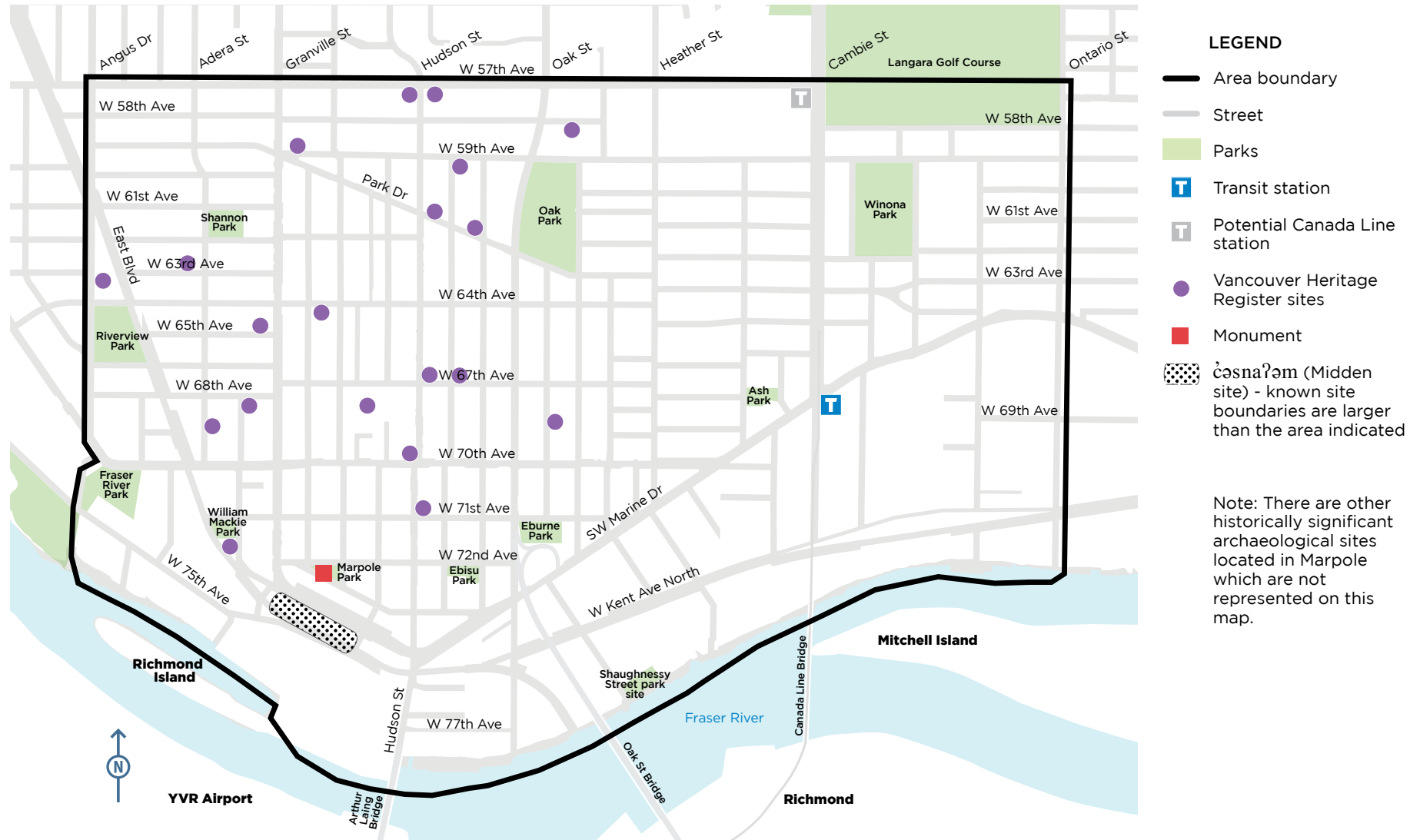
Policies

- 12.3.1 Encourage collaboration and consultation with the Musqueam First Nation, which owns several lots on top of the village, to explore options for čəsnaʔəm (commonly known as the Eburne Midden, Marpole Midden or Great Fraser Midden) that acknowledge its historical and continuing cultural importance as an ancient village and burial site of the Musqueam people, and as a significant marker in the history of Vancouver.
- 12.3.2 Look for opportunities to integrate Musqueam place names, history and cultural expression into public spaces and streets.
- 12.3.3 Refer to Marine Landing Policy Updates (2021) for additional requirements relating to archaeological reviews and other considerations for the Fraser River foreshore.



Stone carving from Great Fraser River Shell Mound exhibit, 1931 (Credit: City of Vancouver Archives, CVA 677-711.15)

Figure 12.1: Heritage Resources





Street mural on West 66th Avenue, just west of Granville Street

13 ARTS AND CULTURE

Introduction

Arts and cultural spaces are vital to every community. They serve residents, attract tourists, enable business development and enhance our quality of life. Artists, cultural workers and creative commercial businesses contribute to our local economy. Spaces for creative work also enable connections and opportunities for people to learn, share, and participate in their neighbourhood and city.

Marpole has a collection of cultural facilities that range from venues for live performance and exhibition, to creation, production and administration spaces. These spaces are home to important artists and arts and cultural organizations that ground the community in its history and development, serving the local community and the region.

Citywide Policies and Context

Culture Plan (2008; Strategic Directions 2013)

The central vision of the 2008 Culture Plan is to promote and enhance the culture and creative diversity of the City of Vancouver to the benefit of our citizens, our creative community, and our visitors. The plan builds upon Vancouver's diverse and plentiful artistic and entertainment offerings to create a new dynamism and pride in Vancouver's cultural life. In 2013, City Council received Vancouver's Culture Plan: Strategic Directions - the Next Five Years. Key objectives articulated in the directions include increasing participation and engagement in arts and culture, integrating arts and culture in community plans and entering into partnerships to retain, enhance and develop affordable, sustainable spaces.

Cultural Facilities Priorities Plan (2008)

The Cultural Facilities Plan works to enable the sustainable creation and operation of cultural spaces through partnerships, resources (including the Cultural Infrastructure Grant Program) and capacity building. In response to the 2013 Strategic Directions, the plan is evolving towards a stronger partnership model for advancing Vancouver's cultural facility ecology. These include: empowering the private sector and arts and cultural community in the development and operation of cultural spaces; using City investment to leverage additional resources; securing key cultural assets in the public domain through ownership by non-profits, foundations and other agencies; and optimizing existing civic assets.

Public Art Program

The Public Art Program aims to engage residents and visitors through a stimulating program of public art throughout the city. Contemporary art is incorporated into city planning and development through civic and community art initiatives, required private-development artist commissions, temporary projects and donations. The program offers a range of opportunities and mentors less experienced artists, supporting excellence in public art of many kinds, in new and traditional media, and through award-winning commissions and artist collaborations.

Community Directions

A wide range of cultural organizations and spaces adds to the livability, character and identity of a community. To support this diversity in Marpole, more affordable and adaptable neighbourhood-serving creative spaces are needed, as well as opportunities to preserve existing key spaces, for artists and cultural organizations to create, produce, perform and present their work.

13.1 Arts and Cultural Facilities

Cultural facilities include discipline-specific venues such as theatres and multi-use flexible spaces such as outdoor event areas.

Marpole has a number of facilities that serve the needs of artists, arts and cultural organizations and audiences. Compared to the rest of the city, a higher share is owned by the cultural organizations themselves. In the future, existing key facilities will require more investment to ensure their long-term viability. Some examples of existing arts and cultural facilities in Marpole are:

- Joy Kogawa House (creation/production, presentation space)
- Metro Theatre (creation/production, presentation space)
- Marpole Museum/Colbourne House (presentation/exhibition space)
- Marpole-Oakridge Community Centre (multi-functional space)
- Scottish and Taiwanese Cultural Centres (multi-functional spaces)
- Offices of various non-profit cultural organizations.

In addition to existing spaces, new facilities may be required to meet population growth and address gaps in existing facilities. One type of cultural space that is in limited supply in Marpole is artist studios. While the City of Vancouver's Artist Live/Work Studio Program is currently developing two new studios in Marpole, there are few private artist studios for artists to create and produce their work.

Policies

- 13.1.1 Enable the retention, enhancement and development of flexible public and private spaces for cultural and social activities, including neighbourhood spaces for non-profit office, indoor/outdoor events, artist studios and rehearsal spaces.
- 13.1.2 Encourage the use of non-traditional spaces to host events and festivals.
- 13.1.3 Where appropriate and feasible, integrate cultural space, including artist live-work studios, into residential and mixed-use buildings with a focus on Granville, Lower Hudson, and the duplex area south of SW Marine Drive.
- 13.1.4 Ensure that cultural spaces being upgraded or created address a real gap in cultural infrastructure through an analysis of demand, existing supply, and evolving priorities and practices in the arts and cultural community in Marpole.
- 13.1.5 Ensure that investment in cultural space addresses issues of affordability, suitability and tenure (e.g., securing assets for the longest period possible).
- 13.1.6 Ensure that long-term operational viability is embedded into facility investment decisions.



Metro Theatre on SW Marine Drive



Scottish Cultural Centre at Hudson and West 73rd Avenue



Taiwanese Cultural Centre

Figure 13.1: Arts and Cultural Facilities



13.2 Art in Public Places

Marpole has some permanent public art pieces, including a mural on the Marpole-Oakridge Community Centre building and a sculpture at Marine Drive Canada Line station (see Figure 13.1 for entire inventory). In the near future, several major developments around the Marine Drive Canada Line station and the Safeway site at Granville and West 70th Avenue will include significant pieces of public art. Several weavings by Musqueam artists have recently been installed at the Safeway site. Emily Carr University of Art & Design recently launched its chART: Public Art Marpole initiative that encourages publicly engaged temporary projects and also established a permanent on-street mural (on West 66th Avenue at Granville Street) through collaboration with the Marpole BIA and VIVA Vancouver.

Despite these contributions, Marpole's public art collection remains limited. There are opportunities to increase the amount and diversity of public art in Marpole, especially in public gathering places.

Policies

- 13.2.1 Include art in public places that enhance the pedestrian experience and animate spaces such as the riverfront and gathering places.



Public art in the Marine Drive Canada Line station plaza

- 13.2.2 Provide residents, including youth, with opportunities to participate in celebratory and creative experiences in parks and streets.
- 13.2.3 Look for ways to use art in public spaces to recognize diverse cultural contributions in the area, including aboriginal culture in collaboration with the Musqueam First Nation.
- 13.2.4 Where feasible, look for relevant ways to interpret the cultural history of Marpole to enrich community facility developments.
- 13.2.5 Involve the community in planning for art displays where possible.
- 13.2.6 Consider partnering with local businesses for mural spaces.

13.3 Lower Hudson Cultural Hub

The area south of West 70th Avenue has a concentration of cultural facilities in Marpole, and also includes the Musqueam village site of *čəsnaʔəm*, which has come to be known as the Marpole Midden. With further development and enhancement, this area could become more of a cultural hub. There is an opportunity to enhance existing cultural facilities and consider options for new investment.



Street mural on West 66th Avenue, just west of Granville Street

Policies

- 13.3.1 Develop and enhance the Lower Hudson Street area into a cultural hub, recognizing and collaborating with the diverse cultural groups in the area.
- 13.3.2 Strongly encourage cultural uses in areas where land use designations allow for choice-of-use (e.g., where a variety of uses are accepted at grade, such as retail, service, community serving and residential).
- 13.3.3 Encourage collaboration and consultation with the Musqueam First Nation, which owns several lots on top of the village, to explore options for *čəsnaʔəm* (commonly known as the Eburne Midden, Marpole Midden or Great Fraser Midden) that acknowledge its historical and continuing cultural importance as an ancient village and burial site of the Musqueam people, and as a significant marker in the history of Vancouver.

13.4 Co-locating Cultural and Community Space

Strategically co-locating cultural and community groups can realize economic benefits, operational efficiencies and collaborative potential. In addition to sharing space, and possibly services, groups with shared values and interest can enjoy many benefits from coming together in a shared facility.

Policies

- 13.4.1 Pursue opportunities and limit regulatory barriers for arts and culture groups to be co-located in shared spaces where appropriate.





Children enjoying the playground at Oak Park

14 COMMUNITY WELL-BEING

Introduction

Vancouver's goal of building a strong, safe, and inclusive city will be influenced by how we plan our communities today.

As Marpole continues to grow, the health and well-being of the community will be strongly tied to the accessibility, affordability, and availability of community facilities, programs, access to parks and green spaces, and healthy food for people of all ages, incomes, abilities, and backgrounds.



Planting along Arbutus Corridor, Marpole photo contest submission (Credit: Hanan-Gerster-Sim)

Citywide Context and Policies

While social programs and health programs are the mandate of provincial and federal governments, the City of Vancouver leverages municipal tools and key partnerships with Vancouver Park Board, Vancouver Public Library, Vancouver School Board, Vancouver Coastal Health, other levels of government, and non-profit organizations to provide a range of facilities, services and programs.

Health and Well-Being

The Healthy City Strategy (in progress) will be Vancouver's social sustainability plan toward a healthy city for all, connecting healthy people, healthy communities, and healthy environments through active living, education, early development opportunities, and accessible programs and facilities.

Childcare

The City has a number of guidelines, policies, and strategies to guide childcare facility development and support for families with children. While the City of Vancouver does not directly deliver childcare services, it advocates, forms partnerships, and invests in accessible childcare spaces. Modest funding is prioritized through direct operating grants, capital grants, maintenance, and organizational capacity-building.

Youth

The City is committed to working with the community and senior levels of government to facilitate the development and maintenance of comprehensive youth service hubs to serve a particular age group. These include the Broadway Youth Resource Centre, Directions, Urban Native Youth Association, and South Vancouver Youth Centre.

Diversity

The City of Vancouver aims to ensure that local services and programs are available and accessible to its diverse communities. The City supports non-profit service providers (e.g., immigrant service providers) through community service grants, partnerships, and related financing growth tools.

Healthy and Affordable Food

To become a global leader in urban food systems, the City's Greenest City 2020 Action Plan (2011) and Vancouver Food Strategy (2013) have set citywide goals towards more just and sustainable food production, distribution, access, and waste management. Community food assets are supported through policy, supportive land use, infrastructure, and grants aimed at increasing capacity-building and local food jobs.



Families at Ebisu Park

Community Directions

Marpole is primarily a residential neighbourhood, made up of a diversity of long-time residents, families, seniors, students and newcomers. This diversity enriches the community's character and strengthens social resilience, while creating a unique set of needs for more vulnerable groups to thrive.

Marpole has a network of services, programs, community spaces, and non-profit organizations that enhance a sense of belonging and inclusion (for more context and policy directions on social facilities, see **17.0 Public Benefits Strategy**). Given the diversity of residents in Marpole, there are opportunities to improve overall access to services and community connectedness.

14.1 Low Income Residents

Marpole residents have a lower median household income and a higher share of residents considered low income than the rest of Vancouver. Renters in Marpole face the greatest challenges – in 2011 their median household income was about half the median income of homeowners (\$39,255 compared to \$70,966). In 2011, 32% of rented households spent more than 30% of their income on housing. The area with mostly duplex and single-family homes located north of West 70th Avenue (Granville, Oak and Cambie sub-areas) had a higher median household income than the rental apartment area south of West 70th Avenue (Lower Hudson sub-area).

Along with lower income levels, the Lower Hudson area also has a strong newcomer community. As a result, community assets, social programs and service delivery needs to be accessible and appropriately located to serve the higher needs of these residents.

Figure 14.1: Demographic and Household Characteristics: Marpole and City of Vancouver (2011)

	Marpole	Vancouver
Age		
Median age	41.6	39.7
0 to 4 years	4%	4%
5 to 14 years	9%	8%
15 to 19 years	6%	5%
20 to 29 years	15%	17%
30 to 44 years	22%	25%
45 to 64 years	31%	28%
65 and over	13%	14%
Children		
Children (0 to 12 years) per hectare	4.1	4.8
Households with children	38%	30%
Families with children	68%	58%
Income		
Median household income	\$48,308	\$56,113
Population in low income households	24%	21%
Language - Mother Tongue		
English	37%	50%
Chinese	39%	23%
Housing Tenure		
Rented dwellings	56%	51%

Neighbourhood houses are important community assets with a range of social and cultural programs geared towards integrating and stabilizing more vulnerable populations. These programs are heavily relied upon by newcomers, seniors, low-income groups, and at-risk youth. Marpole Place Neighbourhood House is a City-owned, repurposed heritage fire hall. The building configuration, location, and interior layout of Marpole Place are not optimal for community gatherings so an appropriately-sized and well-located neighbourhood house is an immediate need (see **17.0 Public Benefits Strategy**).

Policies

- 14.1.1 Ensure high-quality, affordable social programs and services, with continued connections to a neighbourhood house and family place.
- 14.1.2 Continue to support grants for neighbourhood-specific programs and services that are financially accessible for residents.



Toddler and slide (Credit: Christine Edward)

14.2 Children and Families

Marpole is a family-oriented community, which many young families choose for its affordability, amenities and quality schools. As of 2011, 2,485 children under the age of 12 were living in Marpole, and future growth is anticipated to bring more young families with children into the community. In 2011, 68% of families in Marpole had children living at home, compared to 58% citywide. Marpole also has a slightly higher proportion of single parents than the city as a whole.

Affordable and accessible early childhood education, including childcare, is important for healthy early development, particularly for newcomer, single parent and lower income families. Anticipated population growth in Marpole will increase demands for childcare, education, and family services. Family places are also a valuable resource for families with young children (see **17.0 Public Benefits Strategy**).

There are 337 licensed childcare spaces in Marpole serving children up to 12 years old. The current supply of childcare meets an estimated 31% of need in the area. Additional spaces are required to meet existing and future demand, particularly for infants and toddlers (up to 2 years) and school age children (5 to 12 years). Shortages in childcare present challenges for families.

Figure 14.2: Licensed Childcare Spaces in Marpole (2012)

Age Served	Number of Spaces
0 to 4	144
5 to 12 (school age)	193
Total (ages 0 to 12)	337

There are 307 licensed preschool spaces in Marpole providing early childhood education, serving up to 614 children ages 3 to 4 on a part-time basis (typically half-day sessions one or more days a week, operating September to June).

Access to primary and secondary education is also essential for healthy childhood development. There are five public elementary schools (David Lloyd George Elementary, Sir Wilfrid Laurier Elementary, Sir Wilfrid Laurier Annex, J.W. Sexsmith Elementary, and McKechnie Elementary) and two public secondary schools (Sir Winston Churchill Secondary and Magee Secondary) serving the Marpole area. As of September 2013, all schools were operating at or near capacity. The VSB is monitoring population growth and enrolment demand to determine the potential timing for expanded school facilities serving the Marpole area.

In addition to public schools, three private elementary schools also operate in Marpole.

Policies

- 14.2.1 Support childcare facilities and programs through grants and financing growth tools
- 14.2.2 Encourage the location of new childcare facilities in convenient pick-up and drop-off locations, particularly along major transit and commercial corridors, areas of high employment, and areas of growth and higher density (e.g., Canada Line vicinity, Granville Street, Lower Hudson).
- 14.2.3 Continue to partner with Vancouver School Board to provide school-aged care on or near school grounds.

14.3 Youth

Youth can be a vulnerable stage of life, particularly for youth who may face language barriers, be in-care or transitioning out of care, and/or live in low-income households. Marpole has a higher proportion of youth living in the Lower Hudson and Oak sub-areas - both of which are lower-income neighbourhoods with a higher number of new immigrants. The southwest part of Vancouver does not have a youth hub, and the closest hub is too far from Marpole. The area needs well-located and culturally-appropriate youth services and programs within the neighbourhood.

Youth in Marpole have expressed the need for greater opportunities for personal development, social interaction and community connections that are available in places they frequent, such as parks and schools. This includes ensuring continued youth programs in schools, the community centre, library, and YMCA, and ensuring Marpole's parks meet the needs and interests of youth.

Policies

- 14.3.1 In partnership with community service providers, ensure high-quality, neighbourhood-specific programs and services for youth are accessible, affordable and culturally appropriate.
- 14.3.2 Increase the multi-use function of the parks and open space network to meet the needs of all users, including youth.
- 14.3.3 Continue to work with the Vancouver School Board, community organizations, youth and their families to ensure programs and services address the needs of youth.

14.4 Seniors

Marpole has an older population than the city as a whole, and the aging of its largest group - ages 45 to 64 years - will mean a growing seniors population in years to come. The 2011 census data shows that of the 3,100 seniors living in Marpole (13% of Marpole's population), 28% live alone, many of whom live on a fixed income. Financial and physical access to services, programs, community facilities, and healthy food will help to minimize isolation and improve quality of life for seniors.

Immigrant seniors also face greater challenges, especially those arriving later in life who have additional barriers such as limited English fluency and isolation challenges.

The seniors in Marpole have identified gaps and opportunities in their neighbourhood that would better serve an aging population, including:

- more affordable services.
- improving accessibility to recreation programming and age-friendly parks.
- ensuring accessible community gardens and more affordable food options.
- more compact communities suitable for seniors.



Child with face painting

Policies

- 14.4.1 When relocating or upgrading facilities, ensure they have strong transit connectivity and are adapted to consider the ease of mobility, location, and affordability for seniors.
- 14.4.2 Where appropriate, ensure seniors-specific programming in community facilities.
- 14.4.3 Explore opportunities in Marpole for a seniors' hub and other programs, which include active programming for persons with dementia and supports for caregivers and families, building on successful models elsewhere in the city.
- 14.4.4 Where appropriate, locate wheelchair-accessible community gardens in higher density areas to improve access for seniors close to home.



Comfortable seating areas

Figure 14.3: Existing Social Resources



14.5 Ethno-Cultural Diversity

Marpole is an immigrant-receiving community and home to a greater share of residents who were born outside of Canada compared to citywide. Approximately 9%* of the population is recent immigrants (arrived in Canada less than five years ago); compared to 7% of the citywide population. In Marpole, Chinese is the most commonly spoken mother tongue (39%) while English is the dominant mother tongue citywide (50%). While such cultural diversity strengthens the social fabric of Marpole, newcomers continue to face greater income, language, and isolation challenges.

Immigrant service providers are essential to the well-being of newcomers. S.U.C.C.E.S.S. B.C., located on Granville Street at West 66th Avenue, is one example of an organization that has provided settlement and employment services, and language programs for immigrants in the area since 1999. Neighbourhood houses can also provide programs and services through culturally sensitive programs and services that celebrate diversity.

The majority of Marpole's newcomers live in the Lower Hudson area, which is also home to lower-income residents. Locating non-profit service providers closer to these immigrant and lower-income residents would improve overall access to these services.

Policies

- 14.5.1 Continue to support non-profit immigrant service providers within walking distance of areas in Marpole with many new immigrants (e.g., Lower Hudson).
- 14.5.2 Continue to provide grants that provide culturally relevant services within community facilities, particularly aimed at newcomers and immigrant seniors.
- 14.5.3 Enhance communication with newcomer communities about funding, programming, and educational opportunities for community food initiatives.

14.6 Access to Healthy and Affordable Food

Improving access to healthy and affordable food choices close-to-home has a powerful impact on social connectedness, a sense of empowerment, and ensuring basic needs are met. Of the 102 community gardens and 69 community kitchens in Vancouver, only four community gardens and one community kitchen are located in Marpole. The need for more food assets in Marpole is even more pressing in the Lower Hudson apartment area, where there is limited food growing space, limited food retail options, and a higher share of low-income households. More people living in apartments in other areas of the community will also increase demand for these food assets. Both St. Augustine's Anglican Church and Marpole Place provide free or low-cost food and food programs to the community, but greater support is still required to improve access to local, healthy food.

Policies

- 14.6.1 Support the conversion of underused spaces into food-producing spaces, especially within apartment areas that have limited food growing opportunities, or convert traffic loops to support larger food production sites (e.g., Oak Street loop at Eburne Park).
- 14.6.2 Consider supporting community gardens on private property, such as churches or apartments, to better support food initiatives for lower-income communities.
- 14.6.3 Continue partnering with Vancouver Park Board and Vancouver School Board to identify sites for community food production in suitable parks and school sites to strengthen educational opportunities.
- 14.6.4 Expand healthy food retail options, such as food trucks, adjacent to schools (e.g., Churchill Secondary) and along commercial corridors to provide youth with food options, enliven the public realm and support local job creation.



Community garden

What is a Food Asset?

Food Assets are food resources, facilities, services, or spaces to support residents:

- Community Gardens/Orchards
- Urban Farms
- Community Kitchens
- Community Food Markets
- Healthy Corner Stores
- Farmers' Markets
- Composting Sites

* In 2006, Census data indicated that 13% of the Marpole population were recent immigrants (vs. 7% citywide). In 2011, Statistics Canada changed methodology to a voluntary 2011 National Household Survey (NHS). With the change from a mandatory 2006 Census to a voluntary 2011 NHS, it is likely that 2006 data may be more reliable, particularly given language and cultural barriers that may have played a role in the response rate of recent immigrants.



Farmers' market in the River District



Autumn leaves, Green Scene Winner, Marpole
photo contest submission, (Credit: Kimberly Lui)

15 ENERGY AND CLIMATE CHANGE

Introduction

In Vancouver, we value the beauty of our natural setting, and rely on the prosperity that has been created from our abundant natural resources. We want an environment that is healthy, homes that are safe, and jobs that are rewarding and secure.

Vancouver has the goal of being the greenest city in the world by 2020. This includes aspirations to reduce dependence on fossil fuels and lead the world in green building design and construction. To achieve this, all communities must start taking a more aggressive approach to reducing energy consumption and greenhouse gas emissions. The Marpole community will help contribute to a reduced ecological footprint through strategies related to land use and green building design.

At the same time, Vancouver is preparing for the impacts of climate change we are likely to experience. Scientists anticipate we will experience an increased frequency and intensity of rain and wind storms; hotter, drier summers; a longer growing season; and flooding from sea level rise. Building resilience means looking at the ways we design and maintain infrastructure, and enhancing connections among people and groups in the community to improve our ability to respond to, and recover from, events.

Citywide Context and Policies

Greenest City 2020 Action Plan (2011)

The Greenest City 2020 Action Plan (2011) is a bold initiative that is addressing Vancouver's environmental challenges, focusing on the following three overarching areas: reducing carbon, reducing waste, and supporting healthy ecosystems.

Through a set of measurable and attainable targets, we are putting the city on the path to sustainability, enabling us to become the greenest city in the world by 2020.



Vancouver in the fall

Community Directions

15.1 Green Building Design

Design solutions for energy, water, materials, waste, and indoor environmental quality can help to maximize energy efficiency and health performance of buildings. The City has a wide range of green building programs and policies that influence new developments in Marpole, including LEED Gold™ requirement for all rezonings, passive design solutions, green home building policies for all new one and two-family homes, and green demolition practices. As sustainability policies develop citywide, more stringent requirements will apply as we transition buildings to no longer be dependent on fossil fuels.

Policies

- 15.1.1 Maximize environmental performance of all new buildings. All new buildings are subject to the green requirements in the Vancouver Building Bylaw and all rezoning projects are subject to the City's Green Building Policy for Rezonings. As new and updated sustainability policies develop citywide, these requirements will apply to Marpole as well.

15.2 Energy Conservation and Retrofit

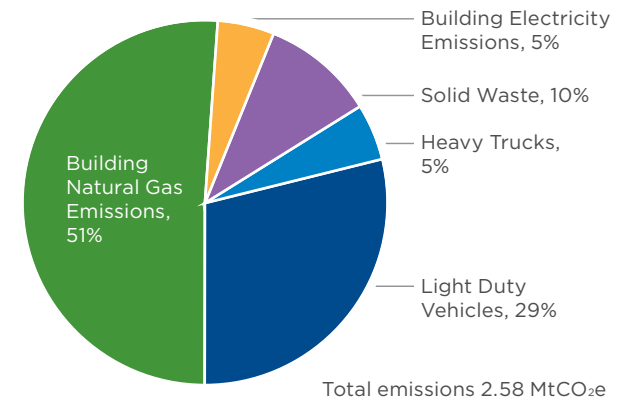
In Vancouver, 56% of all GHG emissions come from buildings. Thirty-six per cent of building-related emissions are from the residential sector (2011 Energy and Emissions Inventory). Due to poor energy efficiency performance, older buildings consume more energy and have greater GHG emissions than newer buildings.

Most of the existing housing stock in Marpole was built before 1975, representing a significant opportunity for energy savings and emissions reductions within the community. The City will look for opportunities to partner with utilities to assist landlords and homeowners to improve the energy efficiency of the building stock—most notably in the large number of rental apartments and condominiums in the community. Ideally, with new buildings emitting much less carbon pollution, the energy upgrades to homes and businesses can allow the Marpole community to reduce its total carbon footprint over time, even in the context of growth.

Policies

- 15.2.1 Offset building energy use from new construction through retrofit programs for existing buildings, with the goal of reducing Marpole's total energy use over time despite a projected growth in population over the next 30 years.

Figure 15.1: Citywide CO₂e Emissions by Source (2011)





Creekside Community Centre - LEED Platinum standard

15.3 Preparing for Climate Change

While we decrease our greenhouse gas emissions through our policy directions, we also need to prepare for the extent of climate change that we will experience given global emission rates. Impacts such as increased rainfall intensity and related impacts such as increased street flooding events can be expected. The City's Climate Change Adaptation Strategy (2012) details actions that will increase the resilience of citywide programs, services and infrastructure to existing and anticipated climate extremes.

Characteristics of Marpole indicate vulnerability to climate change on several fronts:

- The Fraser River will be affected by sea level rise over the coming decades resulting in increased water levels and potential for shoreline flooding (see Figure 15.3 for year 2100 potential flood-prone areas).
- The number of seniors (especially those living alone), young children and prevalence of low-income households in the Lower Hudson rental apartment area are all indicators for increased vulnerability to heat stress and associated illness. Although heat stress may appear less threatening in BC compared to the rest of Canada, much of the BC population is less acclimatized to temperatures above 30°C and air conditioning is uncommon. Emergency room visits in Vancouver already increase with high summer temperatures and are expected to rise further with climate change and an aging population.
- Rainwater enters catch basins around the city and is carried by gravity to water bodies such as the Fraser River. As rainfall frequency and intensity increases, soft infrastructure measures, such as more green spaces and permeable surfaces, will build resilience to overland flooding.

Increased stress on stormwater systems and urban trees, forests and green spaces is anticipated as a result of increased intensity and frequency of rain events and extreme weather. Trees and green spaces contribute to decreasing our community greenhouse gases through absorbing and storing carbon. They also play a significant role in decreasing the impacts felt from a changing climate. Parks and green space can be used to absorb and filter stormwater during heavy rainfall decrease the stress on our stormwater system. They also help keep the city cooler in the summer providing shade, a healthier environment and lowering the need for air conditioning. Models have shown that areas with more pavement can be almost 9°C warmer than areas with heavy vegetation such as parks. The presence of green space, vegetation, permeable surfaces and rain gardens in a community has been associated with a decreased risk of heat-related illness and increased resilience of the stormwater system.

Policies

- 15.3.1 Complete a flood management strategy for the Fraser River shoreline. Meet flood construction levels and implement flood resilient design in flood-prone areas.
- 15.3.2 Work with community groups to identify actions to decrease the risk of heat-related illness. Actions could include identification of community or building cool refuges, volunteer heat registries and patrols etc.
- 15.3.3 Encourage stewardship of trees, green spaces and green stormwater infrastructure (e.g., rain gardens, bioswales). Plant shade trees where appropriate, using species that are hardy to changing climate conditions.

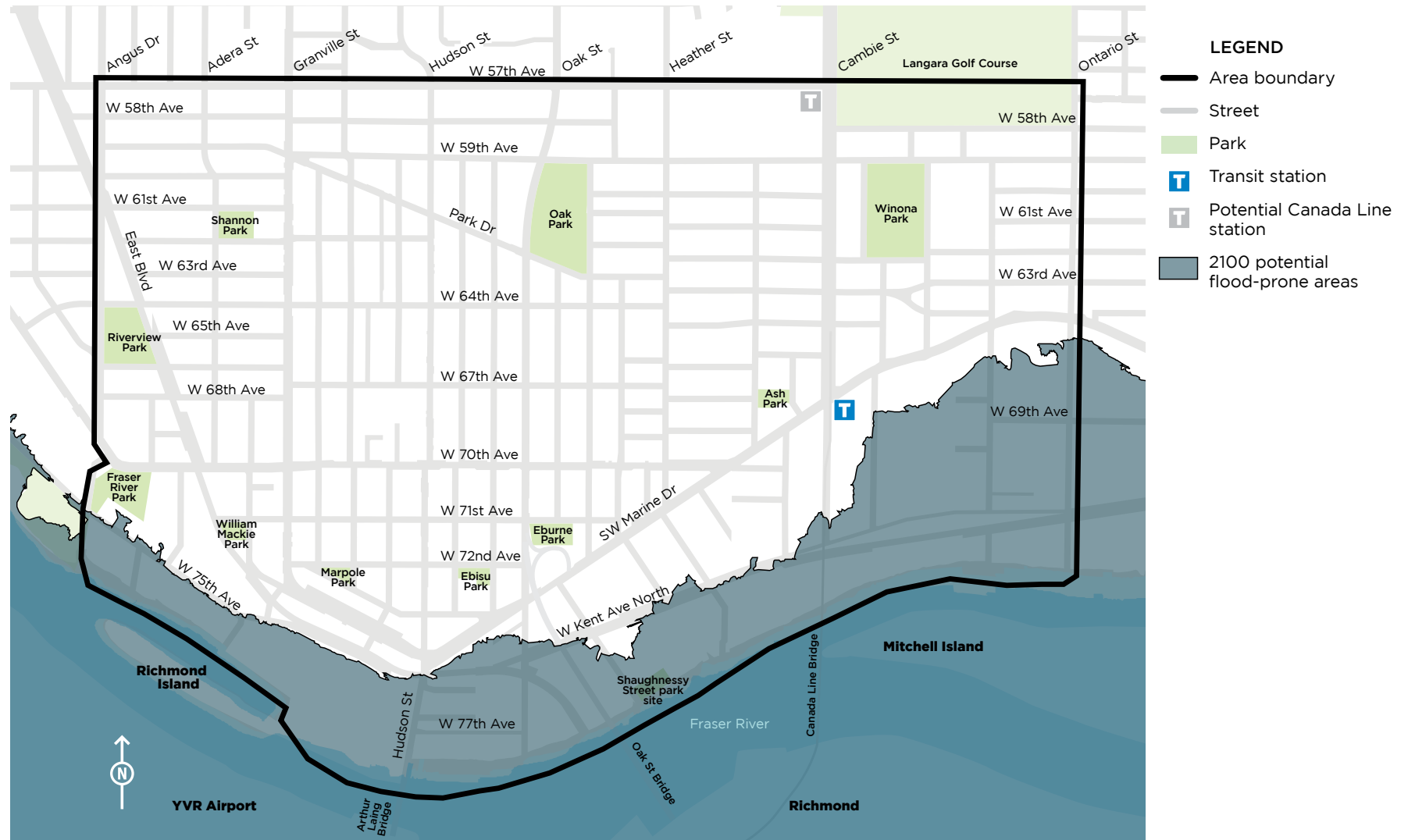


Hydro meter

Flooding along SE Marine Drive



Figure 15.3: Fraser River Areas at Risk of Flooding in the Future





Utility manhole cover

16 UTILITIES AND SERVICES

Introduction

Utilities and services are sometimes hidden, but are vitally important for a City to function. The water, sanitary, stormwater and solid waste systems are key to the city's sustainability, as well as to our health and well-being. Vancouver has:

Safe, accessible drinking water

Vancouver's water is collected in the Capilano, Seymour and Coquitlam reservoirs. On an average day, the water system delivers 360-million litres of high-quality water throughout the city.

Water conservation and protection

Using our water efficiently, being aware of what goes into the sewer and how our local waterways are affected, are important parts of working towards the goal of becoming the greenest city in the world by 2020.

Environmental protection

Replacing combined sewer systems with separated sewer systems ensures sufficient capacity and prevents sewage from entering Vancouver's waterways, protecting the environment.

Emergency preparedness

A major disaster, such as an earthquake, could make our conventional fire protection system unusable. Our dedicated fire protection system (DFPS) is designed to pump potable water, plus salt water when needed. Plans for a hardened grid of water mains citywide will provide further system resiliency.

Maintaining and upgrading Marpole's utilities and services will be essential to meeting our sustainability goals, supporting a growing population, and helping ensure our future health and well-being.

Citywide Policies and Context

Vancouver has the goal of being the greenest city in the world by 2020. To help achieve this, key plans and strategies relating to utilities and services include:

Greenest City 2020 Action Plan (2011)

- Provide the best drinking water quality by 2020
- Reduce potable water use by 33% by 2020
- Protect Vancouver's waterways
- Reduce solid waste going to landfill or incinerator by 50% from 2008 levels

Climate Change Adaptation Strategy (2012)

- Complete and implement a citywide Integrated Stormwater Management Plan (ISMP)
- Separate combined sewers

Metro Vancouver Sustainable Region Initiative (2002-2011)

- Drinking Water Management Plan
- Integrated Liquid Waste and Resource Management Plan
- Integrated Solid Waste and Resource Management Plan

Community Directions

16.1 Waterworks, Sewer and Stormwater Systems

Waterworks

There are 64 kilometres of water pipes in the Marpole area. The age of pipes is as follows:

Age of Pipes in Marpole Area	
Built before 1950	12 km
Built/ rebuilt between 1950 and 1980	40 km
Built/ rebuilt since 1980	12 km
Total	64 km

The City has generally maintained a program to replace deteriorating water mains at a rate of 11 kilometres annually (equivalent to 0.8% of the City's water system each year). Replacement candidates are prioritized based on various physical factors that affect their service lives. As such, over the next 30 years, it is expected that a portion of the watermain inventory in Marpole will be replaced.

There are some water mains in the community with diameters that may be undersized for an increase in density. Generally, these are mains with diameters of 15 centimetres or less; however, even the larger diameter mains may require upgrading depending on the fire flow demands for a given form of development.

Where a new development will trigger an upgrade before its scheduled replacement, upgrade costs are generally the responsibility of the development and captured during the rezoning or permitting process. A revised citywide funding formula for growth-related water infrastructure upgrades could be advanced prior to major replacement requirements in Marpole.

Public access to water in Marpole is available from eight drinking fountains at various parks, along greenways, and in community centres in the neighbourhood including Ebisu Park, Winona Park, Oak Park, Marpole Park and at the intersection of Granville and West 59th Avenue. However, there are further opportunities for additional drinking fountains or bottle filling stations in the community that can be leveraged from adjacent redevelopment. Ideal locations for drinking fountains include parks, public spaces/ plazas and along greenways or bikeways.

Avoiding future expansion of Vancouver's current drinking water supply, by reducing demand now, makes sense both economically and ecologically. Reducing discretionary water use, such as that used for landscaping, is being achieved through lawn sprinkling regulations and enforcement. Water wise landscape design guidelines also help property owners minimize irrigation needs. Seasonal rates reflect the availability of water in the drier, summer months and encourage conservation.

It is expected that new development across the city will consider water efficiency as an overarching design imperative. This includes the consideration of high efficiency water fixtures, permeable surfaces to reduce the loads on our storm sewer system, and alternate sources of water to reduce the overall demand for drinking water for non-potable uses such as irrigation.

Aligning building and health regulations at all levels of government to support greywater use and responsible rainwater harvesting will significantly reduce demand on drinking water supply.



Drinking fountain



Watermain construction

Sewers

There are 82 kilometres of sewer mains in Marpole, which are divided into three drainage districts: Angus, Marpole and Manitoba.

Type of Pipes in Marpole Area	
Combined Sewer Pipes	37 km
Sanitary Sewer Pipes	19 km
Storm Sewer Pipes	26 km
Total	82 km

The sewer program for Marpole is mainly focused on replacing aging sewer pipes and separating them into sanitary and storm pipes as part of the city's ongoing, long-term Sewer Separation Program. Fifty-five per cent of the sewer is already separated in Marpole, most of which is south of SW Marine Drive. Although current sewer capacity is adequate to handle existing growth based on the progress of the city's ongoing sewer separation program, any significant increases in demands may trigger sewer upgrades in advance of their scheduled replacement. As the sewer mains are rebuilt, the new pipes will be sized to match future growth in Marpole.

A revised funding formula for growth-related infrastructure upgrades could be advanced prior to major replacement requirements in Marpole.

Integrated Stormwater Management

Stormwater is primarily drained via storm sewers; however, where possible green infrastructure is used to handle drainage needs and improve the quality of the stormwater especially in neighbourhoods with separated sewer mains. Street and laneway designs can minimize impermeable surfaces and optimize absorbent materials to reduce surface flooding and divert stormwater runoff from the sewer system. The absorbed water is filtered by the ground and released slowly into local water bodies, similar to nature's own processes. These designs protect the water bodies that separated storm sewers drain into and help create more attractive and sustainable neighbourhoods.

The City currently requires stormwater detention and treatment on development sites greater than two acres.

The City is currently working on a citywide Integrated Stormwater Management Plan (ISMP), which follows a whole system approach, embracing the ecological principles of rainwater and stormwater management. The plan will provide a toolbox of stormwater management techniques categorized by the appropriate land use. It is anticipated that the ISMP will be completed by the end of 2014.

What is a Rain Garden?

Rain gardens are planted areas behind curbs that filter stormwater from the street.

Policies

- 16.1.1 Continue to expand water distribution services to meet development needs.
- 16.1.2 Continue sewer separation strategy.
- 16.1.3 Support future review and creation of a citywide funding strategy to better address development needs for sewer or other utility upgrades.
- 16.1.4 Support external agency utility upgrades as required to accommodate future growth.
- 16.1.5 Seek to improve livability through undergrounding of utilities where feasible.
- 16.1.6 Seek to use integrated stormwater management techniques, such as infiltration bulges, where feasible.
- 16.1.7 Support the completion of the City's Integrated Stormwater Management Plan (ISMP).



Drought tolerant rain garden

CITY OF VANCOUVER RECYCLING DEPOT



Information ?

PARTIAL QUALITY
Waste management projects are located
at the following locations:

Recycling depot at the Vancouver South Transfer Station

16.2 Waste Transfer Station

The Vancouver South Transfer Station (VSTS) and Recycling Depot, located at 377 West Kent Avenue North, have been in operation since June 1989. The main purpose of the VSTS is to provide a safe, convenient location for residents and businesses to drop off garbage, yard trimmings, and recyclable materials. In 2012, the facility transferred about 200,000 tonnes of garbage from residential and commercial sources, along with about 26,000 tonnes of compostable materials collected from single-family homes. Future facility needs and capacity will be evaluated in the coming years.

Policies

- 16.2.1 Continue to support local waste transfer needs, and explore options to manage odour and traffic congestion at the facility.



Garbage truck at the Vancouver South Transfer Station

16.3 Zero Waste

Current programs that are helping the City reach the solid waste reduction target:

Green Bin Program

Food scraps and food soiled paper represent about 40% by weight of garbage disposed to landfill or incinerator in the region. The Green Bin Program is part of the City's strategy to maximize diversion of compostable organic waste. Currently, the City only collects food scraps primarily from single-family and duplex homes; however, there are future plans to support multi-unit residential buildings, such as rental apartments and condominium complexes.



Recycling bags and bin

Construction and Demolition Waste

Construction, renovation and demolition activity generates one of the largest waste streams in Vancouver, with almost 100,000 tonnes of building materials disposed annually. In order to meet Vancouver's "zero waste" target, the City is focused on significantly reducing the volume of building materials disposed in the landfill. In 2012, the City implemented a program to encourage building deconstruction for renovation and demolition projects. Deconstruction is the practice of systematically disassembling a building in order to maximize the reuse, recycling or recovery of building materials, thereby avoiding disposal to landfill or incinerator. By using deconstruction practices, it is possible in some cases to keep over 90% of a building out of the waste stream.

Deconstruction is a strategy that can achieve multiple benefits including waste diversion, green job creation, improved site cleanliness and safety, and can actually aid in the preservation of heritage structures by making appropriate period materials more available.

Policies

- 16.3.1 Support expanded food scraps recycling services for single-family, multi-unit residential buildings, and businesses.
- 16.3.2 Support the city's efforts to divert waste from demolition, land clearing and construction.



Playground in River District

17 PUBLIC BENEFITS STRATEGY

Introduction and Background

A Public Benefits Strategy (PBS) provides strategic direction for future capital investments in a community over the long-term (30 years). It covers key areas that support livable, healthy and sustainable communities: community facilities, parks and open spaces, affordable housing, heritage, public safety, transportation, and utilities and public works. The PBS takes into account the existing network of amenities and infrastructure within the community, as well as district-serving and city-serving amenities located beyond the community's boundary.

There are four key steps in preparing a PBS:

1. Assessing local needs within a citywide context.
2. Developing a strategy (including outcomes and/or targets) for addressing the identified needs.
3. Providing a rough order-of-magnitude cost to fulfill the strategy.
4. Outlining a financial strategy to support the outcome-based strategy.

The needs assessment considers the following:

- An optimal network of amenities and infrastructure that supports service and program delivery at citywide, district and local levels.
- Existing amenities and infrastructure to be renewed over the next 30 years.
- Current gaps, deficiencies or shortfalls in service and program delivery, if any.
- New demands anticipated from population and job growth over the next 30 years.

The outcome-based strategy for the local community is developed within an overall citywide framework that includes the following guiding principles:

- Provide core services across communities; determine best model for delivering each service.
- Partner strategically across all sectors (government, non-profit and private).
- Adapt to demographic changes; build flexible, adaptable and scale-able amenities.
- Prioritize renewal of existing amenities and infrastructure.
- Prioritize multi-use facilities.
- Phase large-scale projects; enhance cross-project coordination to optimize efficiency.
- Ensure long-term operational/financial sustainability.

The PBS is an aspirational plan that reflects the needs and desires of the community, and is intended to provide strategic direction to guide the City (including City Council, Park Board and Library Board) in making investment decisions on public amenities and infrastructure in Marpole over the next 30 years. The City's fiscal capacity, emerging opportunities and evolving needs in this community and across the city will determine the actual amenity package that will be delivered incrementally over the long-term horizon. As such, the PBS will be reviewed and refined periodically and integrated into the City's 10-year Capital Strategic Outlook, 3-year Capital Plan and annual Capital Budget for prioritization and funding consideration on a citywide level.

Public Benefits in Marpole

Overview

Marpole is home to about 24,000 residents (2011). It currently has many of the facilities, amenities and infrastructure available in communities across Vancouver, including a community centre, branch library, Neighbourhood House/Family Place, parks, social housing, a fire hall and walking and cycling networks. In developing a PBS, the current conditions and service levels at facilities serving Marpole were assessed and compared to citywide service levels. In addition, input from residents and service providers was considered in identifying the community needs and establishing priorities for renewal and new facilities to ensure current gaps are addressed and the needs of a growing population are accommodated.

Similar to other neighbourhoods, a number of the facilities and amenities have been renewed or upgraded in recent years including the construction of Ebisu Park, upgrades in some existing parks, and the completion of a portion of the Fraser River Trail. In addition, more than 7 kilometres of bikeways and/or greenways have been improved, and the Canada Line rapid transit service, together with a walking and cycling bridge has been completed. On the housing side, one non-market building with 11 units, and one market rental building with 35 units have been attained since 2006. In addition, 200 market rental units and two artist live-work studios are currently under construction.

While many parks and greenways/bikeways have been improved recently, several significant community facilities are functionally obsolete and under-sized and will require renewal or expansion in the short-term including the Marpole-Oakridge Community Centre and Marpole Place. Therefore, a major component of the Marpole PBS is to renew these existing facilities and infrastructure that are near the end of their service life. A second component is to add new facilities and infrastructure to address existing deficiencies

and/or population growth. This includes: additional affordable housing, childcare, park space and transportation related improvements.

Marpole is unique in that the community boundaries include two major redevelopment areas: the site of George Pearson Centre and Dogwood Lodge; and Marine Landing – the area adjacent the Marine Drive Canada Line station. These areas will have significant growth, and as a result will provide opportunities to contribute many of the additional public benefits anticipated in Marpole, including affordable housing units, park space, childcare spaces and a new Family Place. As well, amenity contributions from developments in these areas will fund improvements to community facilities in other parts of the neighbourhood that will benefit all Marpole residents.



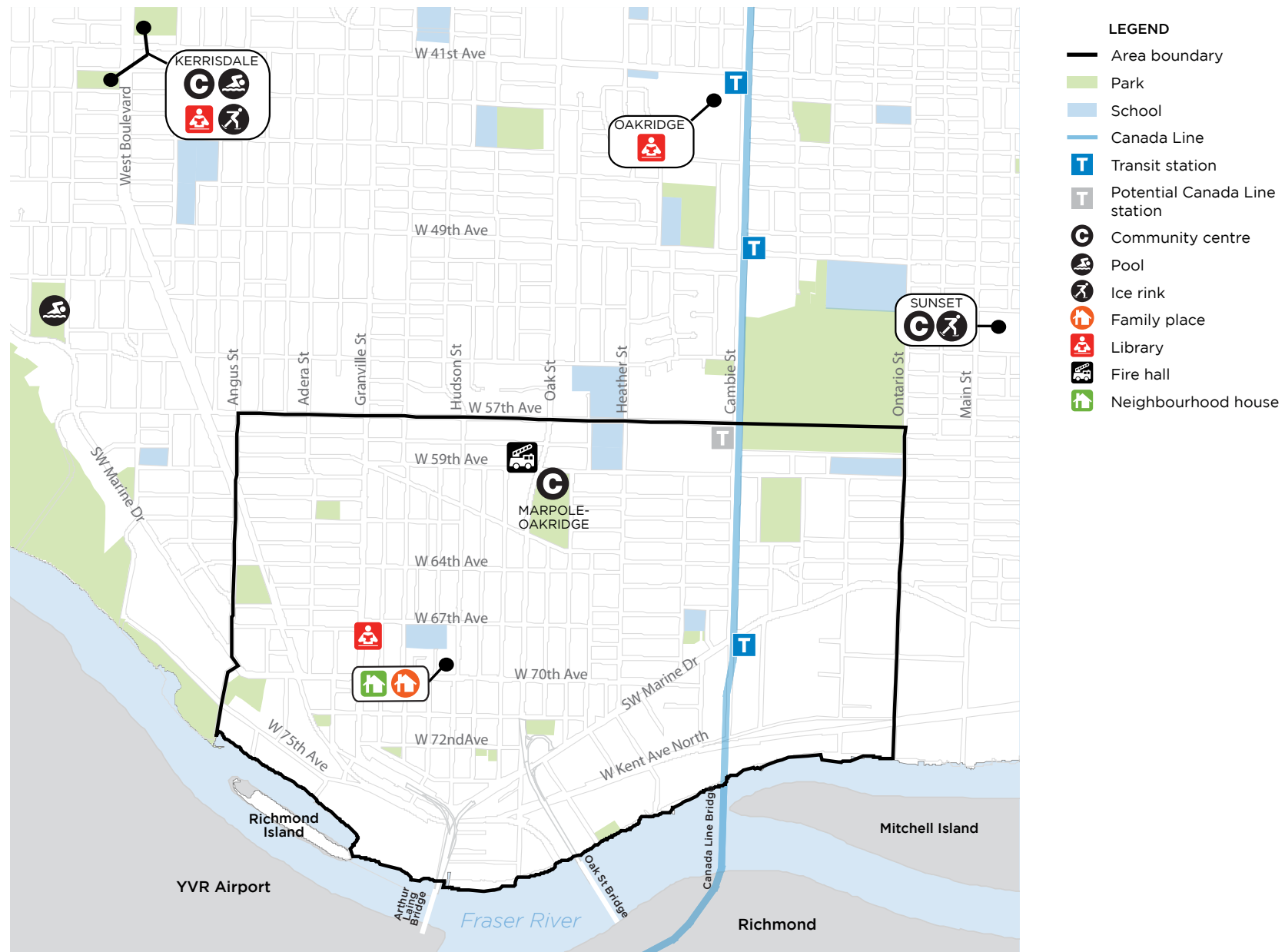
Cambie sub-area

Growth Estimates

Marpole is anticipated to grow by about 12,500 residents to about 36,500 people in the next 30 years. Much of this growth will be focused in the Cambie sub-area, mainly on the Pearson Dogwood Lands and around the Marine Drive station. Together, this entire area will account for almost three-quarters of the population growth within Marpole. It is anticipated that the growth in the next 10 years, estimated at up to 5,000 people, will also be focused in these two areas because of readily available development sites. In addition to population growth, the number of jobs in Marpole is anticipated to increase significantly from about 11,800 currently, to over 21,300 in 30 years. Most of the jobs growth will occur in the Marpole industrial area and at or near the Marine Drive station area.

Refer to Marine Landing Policy Updates (2021): 'Chapter 7: Public Benefits' for updated public benefit priorities for Marine Landing.

Figure 17.1: Existing Public Facilities and Amenities



Public Benefit Directions

17.1 Recreation Facilities

Citywide

Vancouver's network of recreation facilities was built up during the 1945 to 1980 period. The process to renew the oldest facilities started in the late 1990s and, to date, five community centres (Hillcrest, Killarney, Mount Pleasant, Sunset and Trout Lake), three pools (Hillcrest, Killarney and Renfrew) and three ice rinks (Hillcrest, Killarney and Trout Lake) have been renewed. It is anticipated that the renewal process will continue for the next 20-plus years. The location and size of recreation facilities is reviewed as part of the renewal process.

On occasion, the City will add a recreation facility where there will be sufficient concentrated population growth that is not well served by existing facilities, as was the case with the Roundhouse, Coal Harbour and Creekside community centres. Two additional facilities are in the planning stages: community centres in Oakridge and East Fraserlands. The City also has the ability to expand existing facilities to address needs generated by population growth.

A citywide recreation services plan will be developed to guide future investments in this area. As well, opportunities for functional integration across various community services and programs will be explored to enhance customer service and operational efficiencies.

Marpole

The current Marpole-Oakridge Community Centre dates from 1949 and is functionally outdated and undersized (30,000 square feet) given the current population it serves and anticipated growth. Currently, a new community centre is planned as part of the Oakridge Centre redevelopment. The existing Marpole-Oakridge Community Centre needs to be renewed or replaced to provide service to existing and new residents. Notwithstanding the identified need, a specific location for the replacement community centre has not been determined. It is anticipated that following the Marpole Community Plan's approval, a process will be initiated with key stakeholders and community groups to determine the options available to meet the needs of the community.

Currently, there is no public indoor pool in or near Marpole, although two non-City agencies are planning pool renewals – the YMCA and the Stan Stronge Pool.

Strategy for the next 30 years:

- Continue providing for population growth via long-term citywide recreation services plan
- Explore partner opportunities (e.g., YMCA) for additional aquatic services

Ten-year policies:

- Replace or renew the existing Marpole-Oakridge Community Centre. The estimated cost for replacement or renewal is \$20 to \$25 million.
- Work with YMCA as potential partner to deliver aquatic services. Estimated cost TBD.



Existing Marpole-Oakridge Community Centre



Need for aquatic services in Marpole

17.2 Libraries

Citywide

Vancouver's network of libraries includes a Central Library and 20 branch libraries. The Central Library was originally located in the Carnegie Centre at Main Street and East Hastings Street in 1903, relocated to Robson Street and Burrard Street in 1957, and moved to its current location at Robson and Homer Streets in 1995.

A network of branch libraries to serve more neighbourhoods was created in 1927, grew modestly until 1945, and then saw rapid expansion during the 1945 to 1980 period, in which 16 branch libraries were established. Since 1980, two libraries have been added to the system and 10 existing libraries have been renewed. The renewal process will continue for the next 20-plus years. The location, size and service area of libraries are reviewed by the Library Board and the City as part of the renewal process.

On occasion, the Library Board will recommend adding or relocating library services where there will be sufficient concentrated population growth that is not well served by existing facilities, as was the case with the Terry Salmon Branch (relocation and expansion) and the new full-service Downtown Eastside/Strathcona Branch (planned for 2015). As well, the service delivery model will continue to be modernized and streamlined, and opportunities for functional integration across various community services and programs will be explored to enhance customer service and operational efficiencies.

Marpole

The Richard Marpole branch, located on Granville Street, was originally built in 1955 and had a major renovation in 1974. The library is one of the smallest in the system and is currently undersized for the number of users. Population growth will further increase demand making the Marpole branch a priority for replacement in the city. Several options for renewing the library need to be explored as part of a strategy for renewing other community facilities in Marpole over the next ten years.

Strategy for the next 30 years:

- Renew the Marpole library as part of a longer-term strategy for renewing all key community facilities in Marpole.

Ten-year policies:

- Renew the Marpole library, either co-located with other community facilities, or continuing as a stand-alone facility, and design it to meet anticipated population growth (approximately 10,000 square feet). The estimated cost is \$9 million.



Richard Marpole branch of Vancouver Public Library located on Granville Street

17.3 Social Facilities

Citywide

The City of Vancouver has been involved in the provision of social facilities since the 1970s. This includes facilities that support a range of capacity-building programs and resources. Vancouver's social infrastructure can be grouped into three broad categories:

1. Those that welcome the full range of a neighbourhood demographic (e.g., Neighbourhood houses that prioritize free and/or low-cost social programs aimed to integrate more marginalized groups).
2. Those targeting a particular demographic (e.g., Family Places, youth hubs, and seniors centres that offer age-specific programming).
3. Facilities that provide targeted services for vulnerable populations (e.g., S.U.C.C.E.S.S. B.C. that provides resources for newcomer communities).

Neighbourhood houses have been part of the city's social fabric since the 1940s. There are now 11 neighbourhood houses across the city that operate as inclusive community gathering spaces by prioritizing free and/or low-cost social programs that are intended to be accessible while fostering social inclusion and integration. While only five out of the 11 neighbourhood houses are City-owned, all receive either capital investment or programming grants to ensure space and affordable programs are available.

The City also supports age-friendly social facilities, such as Family Places and Youth Hubs, to ensure that the needs of vulnerable age groups are prioritized. Family Places provide programs and resources specifically for parents and caregivers and their children under the age of six. Resources are typically free or low-cost and may include drop-in programming and health and well-being supports. West Side Family Place first offered services to Kitsilano residents in 1975 and today, four of the five Family Places are City-owned. There are four youth hubs in Vancouver, which provide valuable resources, services, programs and housing for at-risk youth. Three out of the four youth hubs are City-owned.

The process of renewing social facilities began in the 1980s and will continue over the coming decades, requiring dedicated resources for renewal and possible expansion. The location and size of social facilities are reviewed as part of the renewal process. As well, opportunities to integrate multiple functions across various community services and programs will be explored to enhance program delivery and operational efficiencies.

Marpole

Compared to the city as a whole, Marpole has a lower median household income, a higher proportion of recent immigrants, and more households with children. These groups, along with renters, (whose household income is half that of homeowners in the neighbourhood), rely most heavily on affordable and accessible social facilities. Given these greater needs, Marpole is currently underserved in terms of social facilities owing to current major facilities that are functionally inadequate and undersized to serve a growing and diverse community.

Marpole Place

Neighbourhood House programming is important for social, cultural, and economic health and sustainability. Despite a number of accessibility challenges, Marpole Place has accommodated community organizations that provide neighbourhood house-type social programs for seniors, newcomers, youth, and families. This City-owned facility has seen a modest expansion of its building for office space in the 1980s yet functions from a 100-year old decommissioned fire hall with resultant compromised spaces. As of January 2014, Marpole Place has been unoccupied as a result of flooding that has damaged the building's electrical and fire suppression systems, and interior finishing. Given these limitations, vulnerable groups, youth, families, and low-income residents would benefit from an accessible Neighbourhood House that is located within walking distance or close to transit.

Family Place

Marpole Oakridge Family Place (MOFP) is a vibrant community organization currently operating out of Marpole Place that supports families with young children. Relocation and expansion of the Family Place to a purpose-built and expanded facility at Cambie Street and SW Marine Drive (Marine Landing neighbourhood) is being planned. This site would support a co-located Family Place with a 37-space childcare facility adjacent to Sir Wilfrid Laurier School Annex to serve the increasing number of young families in this area.

Social Purpose Real Estate

Social purpose real estate refers to facilities that are owned and operated by organizations and investors with the purpose of community benefit. Non-profit organizations provide much needed direct social services, programs, and resources that serve Marpole residents, but lack affordable space. Retaining non-profits close-to-home is essential for the local economy and healthy communities. To strengthen the social

and cultural focus within Marpole, exploring affordable, co-located social purpose real estate opportunities for non-profits would provide multiple benefits and contribute to a more complete community.

Seniors-serving non-profit organizations are vital, especially for seniors living alone and immigrant seniors who often face challenges of isolation, language barriers, and mobility limitations. The Pearson Dogwood Lands will see an Adult Day Centre and the nearby Oakridge Centre area is expected to have a seniors centre, new community centre, and library. However, more accessible seniors services must be both integrated into new and existing facilities including a new Marpole Neighbourhood House and/or community centre. Spaces for non-profit organizations that are affordable and well-designed to accommodate seniors administrative functions and programming to support an aging population are also important.

Strategy for the next 30 years:

- Renew and expand Neighbourhood House and Family Place
- Explore opportunities to purposefully co-locate and secure affordable, multi-tenant office space for community-based non-profit organizations. The estimated cost is up to \$5 million.

Ten-year policies:

- Renew and expand an appropriately-sized Neighbourhood House co-located with compatible non-profit social services (e.g., childcare, seniors services) and well-served by transit. The estimated cost for the Neighbourhood House is \$4 to \$6 million.
- Relocate and expand appropriately-sized Family Place co-located with childcare at SW Marine Drive and Cambie Street to ensure accessibility and functionality. The estimated cost is \$4 million.

17.4 Childcare

Citywide

Childcare for Children under 5 Years Old

High quality early childhood education has demonstrated long-lasting effects on child development, including a reduction in vulnerability, and an increase in school readiness, educational attainment, and healthy lifestyles. In turn, these benefits support a strong economy and a healthier city for all.

Services for children under 5 years old include all-day childcare to support working parents (five days a week or part-time, operating year-round) and preschool programs (typically half-day sessions one or more days a week, operating September to June). While most facilities offer either childcare or preschool, some facilities offer both.

There are approximately 25,000 children under 5 years old living in Vancouver, and approximately 3,800 licensed childcare spaces and 3,000 preschool spaces are currently available. Approximately 1,600 childcare spaces and 630 preschool spaces are delivered in City and Park Board facilities, with the assistance of non-profit childcare operators. Of these, about 650 childcare spaces and 137 preschool spaces have been created in the last 10 years.

Renewal of existing childcare facilities will become more important as older buildings constructed 30 to 40 years ago reach the end of their service lives.

While preschool programs are well supplied across the city, there is a clear shortage of childcare spaces to support working parents, particularly for children under 3 years old. It is estimated that about 9,700 additional childcare spaces serving 0 to 4 year olds are needed to meet current need, and this figure is anticipated to increase as Vancouver's population grows in the future.

The provision of childcare is primarily a senior government responsibility. While the City of Vancouver does not directly deliver childcare services, it advocates, forms partnerships, and invests in creating accessible childcare spaces which are operated by non-profit partners. The City, Park Board and School Board are committed to increasing the number of childcare spaces in Vancouver and have forged a strong partnership with non-profit childcare operators. The City continues to advocate for the participation of the Federal and/or Provincial Governments in the delivery of childcare services.

Childcare for School-age Children

Childcare services for school-age children (5 to 12 years old) include programs for before and after school (five days a week, operating September to June). Ideally, the programs are located at elementary schools. Some programs are offered off-site because of physical limitations at the schools. There are instances where a childcare facility offers programs for both school-age children and children under 5 years old.

There are approximately 37,000 children between the ages of 5 and 12 years old living in Vancouver, and approximately 3,900 licensed out-of-school care spaces currently available. Approximately 2,500 spaces are currently delivered on-site at Vancouver School Board elementary schools and 460 spaces at City and Park Board facilities, with the assistance of non-profit childcare operators. Of these, about 76 spaces have been created in the last 10 years.

Because most programs are offered at elementary schools, renewal of existing childcare facilities can be achieved when the school is renewed.

There is a clear shortage of school age care spaces. It is estimated that about 10,000 additional spaces serving ages 5 to 12 are required to meet current need, and this figure is anticipated to increase as Vancouver's population grows in the future.

The provision of childcare is primarily a senior government responsibility. While the City of Vancouver does not directly deliver childcare services, it advocates, forms partnerships, and invests in creating accessible childcare spaces which are operated by non-profit partners. The City, Park Board and School Board are committed to increasing the number of childcare spaces for school-aged children and have forged a strong partnership with non-profit childcare operators. The City continues to advocate for the participation of the Federal and/or Provincial governments in the delivery of childcare services.



Childcare facility in Marpole

Marpole

Approximately one quarter (24%) of children in Marpole are not ready for school when they enter kindergarten (UBC HELP, 2009-2011), compared to 36% citywide. According to this measure, Marpole has one of the lowest rates of child vulnerability among Vancouver neighbourhoods. However, in terms of childcare supply, Marpole fares about the same as the city overall: an estimated 31% of current childcare need is met in Marpole, compared to 28% citywide. The current estimated shortfall is 763 spaces for all ages, primarily for infants and toddlers (ages 0 to 2 years) and school age children (ages 5 to 12 years). Current supply of licensed childcare in Marpole comprises 144 spaces serving children ages 0 to 4, and 193 spaces serving school aged children (ages 5 to 12). There are also 307 licensed preschool spaces in Marpole. The overall condition of existing childcare facilities in the community is fair.

Anticipated population and employment growth to 2041 is expected to generate an additional need of 343 childcare spaces, for a total shortfall of 1,106 spaces (see Figure 17.2). Anticipated additional need generated by population and employment growth can be broken down as follows:

- 99 spaces generated by new development on the Pearson Dogwood Lands.
- 104 spaces generated by growth along Cambie Street south of West 58th Avenue (including 17 spaces generated by anticipated employment growth south of SW Marine Drive).
- 87 spaces generated by growth within the Marpole Community Plan area where land use changes are proposed.
- 54 spaces generated by growth within existing zoning. This includes need for 18 spaces generated, within existing zoning, by anticipated employment growth in the South Vancouver Industrial Area.

Figure 17.2: Licensed Childcare in Marpole to 2041

	Current supply of licensed spaces*	Current spaces needed	Current Shortfall	Additional need to 2041	Shortfall to 2041
Ages 0 to 4	144	491	348	194	542
Ages 5 to 12 (out of school care)	193	609	415	149	565
Total (ages 0 to 12)	337	1,100	763	343	1,106

Recognizing that childcare is primarily the responsibility of senior governments, but also recognizing the commitment of City Council to contribute to closing the shortfall, staff have proposed a citywide target of 10,000 new City-facilitated childcare spaces by 2041.* Based on evaluation of childcare need in Marpole and the area's proportion of total citywide spaces, approximately 478 of these target spaces should be created in Marpole, split between the age groups as noted in Figure 17.3.

The targeted 234 spaces for the 0 to 4 age group may be provided in a number of ways as part of one or more major developments or through expansion of existing facilities. Cost-effective options will be pursued as much as possible, including co-locating childcare with other family services.

* This proposed target includes new City-facilitated built and committed spaces in licensed group care, but not replacement spaces, family childcare spaces, unlicensed care, or preschool.

Figure 17.3: Childcare Space Targets to 2041 by Age Group for Marpole

Age Group	Spaces
0 to 4	234
5 to 12	244
Total	478



Child playing at water table



Children on a guided walk



Playhouse at a Marpole childcare facility

Renewal or replacement of the Marpole-Oakridge Community Centre may provide opportunities to create additional or renewed space for childcare near community services. In addition, renewal, expansion or relocation of programs currently operating out of the aging Marpole Place Neighbourhood House may allow opportunities to co-locate childcare spaces with other programming serving families with young children. Furthermore, renewal and expansion plans on the Pearson Dogwood Lands include a 69 space childcare. Depending on development and expansion opportunities, type of construction, and the availability of public land, providing the targeted 234 childcare spaces serving ages 0 to 4 is estimated to cost within the range of \$25 to \$30 million (including investments from all partners).

Providing the targeted 244 spaces serving children ages 5 to 12 is estimated to cost within the range of \$4.5 to \$5.5 million (including investments from all partners), depending on availability of space within school buildings or land on school sites, and on the availability of other opportunities near schools. Marpole has four public elementary schools, two of which currently have school age childcare spaces co-located on-site.

Strategy for the Next 30 Years:

- Upgrade childcare facilities and create additional childcare spaces in a cost effective manner.
- Seek opportunities to provide additional childcare for children aged 0 to 4 in the short-term and as population grows (target is 234 new spaces). The estimated total cost is \$25 to \$30 million and includes City, developer, and partnership contributions.
- Work with the Vancouver School Board and other partners to seek new opportunities to provide out of school care spaces on or near school grounds (target is 244 spaces). The estimated cost of \$4.5 to \$5.5 million includes City, developer, and partnership contributions.

Ten-Year Policies:

- Develop an implementation strategy for delivering additional childcare for children 0 to 4 years old.
- Develop a 69 space childcare centre as part of the Pearson Dogwood Lands redevelopment. The estimated cost is \$8 million.
- Develop two 37 space childcare centres as part of new developments in the Marine Landing area. The estimated cost is \$8 to 10 million.
- Explore co-location with schools, park or other public lands/developments where children live/jobs are clustered.
 - Review opportunities on publicly owned sites (including renewal/expansion of the current 24 space childcare as part of the Marpole-Oakridge Community Centre renewal, and other land/buildings owned by the City, Park Board and School Board) and as part of new developments.
 - Explore options to provide new spaces in areas where children live and access services (e.g., co-located with schools, family services, park or other public lands or housing developments) and/or where jobs are clustered.
- Develop an implementation strategy for delivering additional childcare for children 5 to 12 years old.
 - Review opportunities on publicly owned sites (including land/buildings owned by the City, Park Board and School Board) and as part of new developments.

17.5 Cultural Facilities

Citywide

Arts and cultural spaces are vital to every community. They serve residents, attract tourists, enable business development and enhance the quality of life. Artists, cultural workers and creative commercial businesses contribute to our local economy. Spaces in which creative work is undertaken also enable connections and opportunities for people to learn, share, and participate in their community and city.

Vancouver's Culture Plan (2008) and 2013 Strategic Directions aim to enhance, promote and support the culture and creative diversity of the city to the benefit of its citizens, creative community and visitors. The Cultural Facilities Priorities Plan (also 2008) provides a detailed strategy specific to cultural spaces/facilities that focuses on the sustainable creation and operation of cultural spaces. The City provides support for cultural facilities through the provision of space, technical advice and regulatory assistance, and through the capital plan via the Cultural Infrastructure Grant Program, development-related investment (e.g., CACs) and occasional land contributions.

Cultural spaces tend to be unique, singular spaces (no two are alike) that result from a synchronicity of opportunity — that of a clearly identified need, a development opportunity, and an organization capable of addressing the need. The City uses blended staff/community peer review panels to assess priorities and proposals to ensure that investment in cultural spaces addresses critical priorities for arts and culture.

Responding to the 2013 Strategic Directions, the Cultural Facilities Plan is moving toward a stronger partnership model for advancing Vancouver's cultural facility ecology. Long-term goals include: empowering the private sector and arts and cultural community in the development and operation of cultural spaces; using City investment to leverage additional resources for the purpose of developing and operating cultural facilities; securing key cultural assets in the public domain through ownership by non-profits, foundations and other agencies; and optimizing and stabilizing existing civic assets for operational and financial sustainability.

There are approximately 500 cultural spaces across Vancouver, of which over 50 are City-owned or controlled. Renewal of key cultural spaces is an important priority in the implementation of all community plans. There is an interest in the strategic co-location of cultural organizations where appropriate, and in maximizing the effectiveness of existing facilities through investment in the physical structure and in the security of the asset where it may be in a vulnerable ownership or lease situation. Growth in absolute numbers of cultural facilities is less important than strategic and effective investment in existing spaces that improves their long term affordability, suitability and viability as cultural spaces.

Marpole

While Marpole has a limited number of cultural facilities, it is unique within the city in terms of the stability of these spaces—most are within public or non-profit ownership and therefore less vulnerable to loss. In addition, the community has expressed interest in prioritizing neighbourhood-serving spaces for creation/production and presentation as well as encouraging reinvestment in existing spaces.

Strategy for the next 30 years:

- As the community grows and changes, the PBS must consider and respond to new and evolving needs of the neighbourhood including the arts and cultural community. Inclusive of the 10-year targets below, additional neighbourhood consultation and research into demand, supply and gaps in cultural infrastructure will position the community to best respond to new opportunities. Priorities for new or re-investment must address need (through an understanding of demand, supply and gaps) and the ability to provide affordable, viable, suitable space that is secured for the long-term.
- Pending future development opportunities, allocate funds to address key gaps in arts and culture spaces.

Ten-year policies:

Priorities for investment per the following will be determined through consideration of the planning principles and policies (see **13.0 Arts and Culture**) of this plan and the need for, and ability to provide, affordable, viable, suitable space that is secured for the long-term and that best matches the opportunities as they present themselves.

- Stabilize the physical asset of existing key cultural spaces (City-owned or non-City owned).
- Preserve and secure key existing cultural spaces through ownership in the public domain by non-profit organizations, foundations or other similar agencies.
- Retain/create flexible multi-use neighbourhood spaces such as studios, offices, rehearsal/production and indoor/outdoor event space.
- Pursue co-location opportunities for cultural space as appropriate.
- Include art in public places.

17.6 Housing

Citywide

In July 2011, City Council approved the Housing and Homelessness Strategy 2012-2021 and committed to improving choice and affordability for all residents and in all communities across the city. The Housing and Homelessness Strategy considers the entire housing continuum—the range of housing options available to households of all income levels, extending from emergency shelter and housing for the homeless through to affordable rental housing and homeownership. To meet the demand for affordable housing, the strategy includes targets for all types of housing along the continuum (see **8.0 Housing**).

Affordable housing can be provided by government, non-profit and for-profit partners and it can be found along the whole housing continuum. The degree of housing affordability results from the relationship between the cost of housing and household income.

The City achieves affordable housing through a range of tools, including partnerships to develop social housing on City-owned land, capital grants to support nonprofit housing projects, and inclusionary housing policies that require and incentivize the inclusion of affordable housing in private developments. The City has a number of funding sources for delivering affordable housing including development cost levies (DCLs), Capital Plan resources, and through new development (e.g., density bonusing, CACs and inclusionary policies). The City uses these funding sources to leverage significant contributions from partners, including senior governments, non-profits and the private sector. The tools applied in each neighbourhood will reflect the opportunities and unique characteristics of each area. As well, the City will work with senior governments and community partners on a mid to long-term strategy to rehabilitate and renew existing non-market housing stock citywide.

Ultimately, the amount and type of housing that is delivered in each community will reflect both citywide needs and the unique needs and opportunities within each community. The housing strategies for Marpole respond to the unique conditions in the community and are balanced with the overall PBS for the area.

Marpole

Marpole has approximately 4,000 purpose built market rental housing units, representing 40% of the total housing stock in the neighbourhood and about 6% of the total purpose built rental stock in the city. There are 639 units of non-market housing (social housing and co-ops) in Marpole, representing about 6% of the total housing stock in the neighbourhood and about 3% of the total non-market housing stock in the city. The plan provides direction to protect this stock of affordable housing while at the same time allowing for renewal and growth.

Delivery of Secured Market Rental Housing

There are nearly 200 units of market rental housing under construction in Marpole today. In addition, in the areas in the plan identified for new apartment and townhouse development, the City's Secured Market Rental Housing Policy (Rental 100), has the potential to add about 100 more units to the neighbourhood. Additional market rental will also be realized through the gradual renewal of the existing stock south of West 70th Avenue as enabled by this plan. Renewal and expansion of rental in that area has the potential to add another 250 units. Finally, the recently approved policy statement for the Pearson Dogwood Lands includes a target of 10% of total units be delivered as affordable market rental housing (about 285 units). In total, roughly 835 additional units of secured market rental housing are anticipated in Marpole over the next 30 years.

Need for Social and Supportive Housing

Census data indicate that approximately 650 renter households in Marpole pay more than 50% of their income on housing. Homelessness and the risk of homelessness are concerns in the community and the city overall.

The City's Housing and Homelessness Strategy identified the need to ensure that a share of future residential capacity will be secured as affordable housing. Marpole is anticipated to grow by approximately 8,800 households over the next 30 years. Demand analysis shows that approximately 40% of new households in the city will be renters, and 13% of new rental units should be secured as social housing. This growth generates a need for approximately 450 social housing units.

The City also faces a broad challenge with the need for housing for single person households with very low incomes. The City's strategy to meet this need focuses on adding low-income singles housing in all neighbourhoods. In Marpole, this strategy generates a need for an additional 300 social housing units.

The total need for social housing in Marpole is approximately 1,400 units over the life of the plan, reflecting both the minimum existing need and a share of future growth (see Figure 17.4).

Figure 17.4: Summary of Identified Housing Need

	Units
Renter households paying >50% of income towards housing	650
Need generated through population growth	450
Citywide share of need for housing for single person households with very low incomes	300
Total need in Marpole	1,400 units

Delivery of Social and Supportive Housing

It is anticipated that social housing in Marpole will be achieved in the following ways (see Figure 17.5):

- This plan allows for developer-initiated rezonings for increased density to facilitate new apartment and mixed-use buildings in identified areas. These rezonings are anticipated to generate significant Community Amenity Contributions (CACs). This PBS recommends that 50% of the CACs from these rezonings be allocated to affordable housing. The strategy also anticipates the continued allocation of 50% of Cambie Corridor CACs to affordable housing.
- This plan shows sites with existing social housing with the potential to add density through rezoning in order to renew the stock and increase the number of social housing units on site.
- This plan includes a 20% target for social housing on identified large sites along SW Marine Drive.
- The recently approved policy statement for the redevelopment of the Pearson Dogwood Lands includes a requirement that 10% of housing units be provided as social housing (approximately 285 units).

These strategies are expected to result in the development of nearly 1,100 social housing units over the life of the plan, meeting approximately 80% the anticipated need for social housing need in the community (1,100 units out of 1,400 units needed).

Strategy for the Next 30 Years:

- Direct 50% of Marpole Community Plan and Cambie Corridor Plan CACs towards affordable housing (potential for 500 units).
- Allow redevelopment of existing social housing sites to increase the supply of social housing (potential for a net increase of 250 units). Target 20% social housing on identified high rise sites along SW Marine Drive (potential for 50 units).
- The Pearson Dogwood Policy Statement targets 10% of units to be social housing and 10% to be Affordable Market Rental (potential for 285 units of social housing and 285 units of affordable market rental).
- Secure additional affordable market rental housing by encouraging Rental 100 developments in apartment and townhouse areas and through gradual intensification of existing rental sites in identified locations (potential for 350 units).
- Continue to seek strategic partnerships to address unmet need.

The total estimated cost for social housing and affordable rental housing in Marpole for the next 30 years is \$350 million.

Ten-Year Policies:

- Seek to secure 400 units of social housing through the strategies outlined above.
- Seek to secure approximately 500 units of market rental housing (including 200 units under construction today).



Pearson Dogwood Lands

Figure 17.5: Breakdown of Anticipated Social Housing Units

	Number of Units
50% of CACs toward affordable housing	500 units
Allow redevelopment of existing social housing sites	250 units
20% social housing on identified high rise sites along SW Marine Drive	50 units
10% social housing on the Pearson Dogwood Lands redevelopment	285 units
Total	1,085 units

17.7 Parks and Open Space

Citywide

Vancouver has 220 parks. While parks are relatively well-distributed across the city, the ratio of neighbourhood parks to residents is much higher in some areas than in others. Grandview-Woodland and Fairview have the lowest neighbourhood park ratios. The Greenest City 2020 Action Plan target is for all Vancouver residents to live within a 5 minute walk of a park, greenway or other green space. This will be achieved through a variety of approaches including converting portions of city roads to small green spaces and plazas, designing mini-parks into developments occurring on large sites across the city, and targeting acquisition of small sites for conversion to green space. Communities that have a lower park ratio and gaps in access to green space will be given priority for these approaches to increase access to green space. These spaces will be designed to maximize functionality and to create active and highly useable public spaces that are unique to their location and reflect neighbourhood character.

Many of Vancouver's 220 parks have been renewed over the past 20 years, while many others have never been updated and are not as useable as they could be. Given the high land cost of acquiring new park space, a major objective to address the growing need for useable green spaces is to optimize the use of existing parks. Vancouver has an ongoing program of park renewal to upgrade and improve the variety of facilities in existing parks to make them more attractive and functional for a wider range of the population. This program generally targets upgrading one or two major parks in the city annually. All parks across the city in need of upgrading are ranked based on overall condition, current need, recent and projected area population growth and costs to upgrade. Estimated upgrading costs for the top ranked parks are then included in the City's 3-year Capital Plan and are reviewed as part of the annual Capital Budget. The objective is to allocate limited resources equitably and to address areas with the greatest needs first.

Marpole

Marpole has less park space than most other areas of the city and several parks are high on the City's priority list for upgrading in the next several years. Some park improvements and additions to park space have occurred in the past ten years, including one new park (Ebisu Park) and a field upgrade to Winona Park, a playground upgrade in Oak Park and completion of a portion of Fraser River Trail using TransLink funding. New population will increase demands for green space and recreational opportunities. These can be addressed through continued park renewal to make current spaces more useable, and the creation of new park and plaza spaces throughout Marpole. There is a current shortage of park space in the Lower Hudson apartment area, given the greater demand from apartment dwellers and the small size of the current parks in this area. A long-standing aspiration of Marpole residents and current City policy is to add park space to the Fraser River waterfront (e.g., at the foot of Cambie Street) and to complete a continuous waterfront Fraser River Trail while balancing existing and future industrial needs.

In the remainder of Marpole, a new 2.5 acre (1.0 hectare) park will be created as part of the Pearson Dogwood Lands redevelopment and a small park will be developed just adjacent to



Waterfront trail at Shaughnessy Street park site

Marpole on the Shannon Mews site. Beyond these larger new spaces, many development sites will be required to provide small plaza spaces that will function as passive recreational spaces for current and future residents.

Strategy for the next 30 years:

- Create new waterfront parkland.
- Create a new park as part of the Pearson Dogwood lands redevelopment. The estimated cost is \$4 million.
- Seek opportunities to add one additional new park (estimated cost is \$4 million) and five public plazas in strategic locations. The estimated cost is \$0.5 million each.
- Renew one large and four smaller aging parks and add new features. The estimated cost is \$3.5 million for the large park and an average of \$0.75 million for each of the four smaller parks.
- Increase recreational usability of links between parks and other open spaces.
- Continue to pursue public access to the Fraser River and complete sections of the Fraser River Trail as opportunities arise. The estimated cost is \$10 million.

Ten-year policies:

- Create a waterfront park of approximately 10 acres (4 hectares) at the foot of Cambie Street.
- Upgrade one large park (\$3.5 million) and one small park (\$ 0.75 million). The estimated cost for both parks is \$4.25 million.
- Achieve 1 or 2 new plazas through development. The estimated cost is a maximum of \$0.5 million each.
- Improve public access to and along the Fraser River while respecting the needs of the industrial uses.
- Develop a new 2.5 acre park as part of the Pearson Dogwood lands redevelopment.

17.8 Transportation

Citywide

Transportation 2040, the City's recently approved transportation plan, sets a target that two thirds of all trips will be by sustainable modes (walking, cycling or transit) by 2040. Walking is the City's top transportation priority. Transportation 2040 includes policies that aim to make streets safer and more convenient for walking and to close gaps in the pedestrian network. Key initiatives to implement these policies include widening sidewalks in commercial areas and near transit and improving crossings along the three False Creek bridges.

With over 255 kilometres of bikeways, the cycling network has become an important part of the city's transportation system. Policies in Transportation 2040 include building cycling routes that feel safe, comfortable and convenient for users of all ages and abilities (AAA routes), especially in and close to downtown, and improving and expanding the cycling network generally.

Vancouver's transit system includes 24.5 kilometres of rapid transit (SkyTrain including the Canada Line) and numerous bus services across the city. The main policies in Transportation 2040 are to advance new and improve existing rapid and local transit. The top transit priority is high-capacity rapid transit in the Broadway Corridor.



SW Marine Drive and the Arthur Laing Bridge

Improving walking, cycling and transit also requires reinvestment in maintaining and repairing current sidewalks, bikeways, roads and bridges. The City's Asset Management Strategy provides direction for minimizing life cycle costs while providing appropriate service levels by ensuring infrastructure is renewed on a regular basis. Given that only a small portion of rehabilitation candidates can be funded within current budget allocations, renewal is focused on the following key areas:

- Priority transportation routes where restoring the condition of the street pavement is critical for maintaining effective transit service, goods movement, and ensuring safe and comfortable transportation service for all road users.
- Local streets where rehabilitation is coordinated with other utility renewals or addresses priority routes such as local bikeways.
- Sidewalks in areas with high pedestrian volumes or where there is significant need to improve conditions to enhance walking safety.

Marpole

Many of the local streets in Marpole provide enjoyable routes for people who are walking or cycling; however, limited crossings along the major streets can provide challenges for people using these modes. The community has identified the major streets as needing improvements for safety and comfort, including wider sidewalks, landscaped buffers, curb bulges, intersection and signal improvements and more pedestrian/cyclist activated signals. Marpole also needs improvements to sidewalks, including filling in missing sidewalks and upgrading existing sidewalks to make them more accessible. Recent construction of the North Arm Trail and the cycling connection to the Canada Line Bridge provide safer and more enjoyable walking and cycling connections, however, there are still gaps in the walking and cycling network (see **9.0 Transportation**).

The Fraser River Trail has also been identified as an important recreational walking and cycling route. Currently, access to the Fraser River is limited and lacks a continuous path. The completion of a riverfront trail that respects current industrial use is supported by both the City and Metro Vancouver, with improved walking and cycling routes that connect to the future trail playing an important role in improving access.

Transit service in Marpole has changed significantly since the introduction of the Canada Line in 2009. As a result, transit service through Marpole was re-routed and the 98 B-Line express bus service on Granville Street was eliminated. The community has identified a need for more frequent transit service along Granville Street, similar to the previous B-Line service, as well as better east-west transit connections to the Canada Line along West 57th Avenue and/or West 70th Avenue.

A new Canada Line station at West 57th Avenue was identified in the Canada Line project and the Cambie Corridor Plan. As part of the proposed Pearson Dogwood Lands redevelopment, Vancouver Coastal Health has offered a financial contribution towards the cost of the construction of the station, as the station is important for the development of the site. The development would also provide any necessary land to accommodate the station.

Marpole has five arterial streets going through it, all of which play an important role in local and regional goods movement as well as transit and motor vehicle movement. Improving comfort and safety along these major streets through targeted public realm upgrades and intersection upgrades will help to improve connections across the community. The community has also expressed a strong desire to see improvements to monitoring the impacts of traffic on local streets and to review parking regulations along the major streets.

Strategy for the next 30 years:

- Complete the walking and cycling network as opportunities arise.
- Improve and create more crossings at arterial intersections for walking and cycling.
- Pursue improvements to the public realm and secure walking and cycling connections through sites as development occurs.
- Renew sidewalks as required and improve accessibility.
- Provide more and better walking and cycling access to the Fraser River.
- Work with TransLink and Coast Mountain Bus Company to maintain and enhance the existing transit network in Marpole.
- Pursue the construction of a new Canada Line station at West 57th Avenue (cost to be determined)
- Improve safety and efficiency of key intersections for all road users.
- Renew current roads as required.
- Continue to monitor and review traffic calming measures.



Cyclists on Cambie Street

- Work with senior levels of government and external agencies to explore options for improving walking and cycling connections to, and conditions on, the Arthur Laing Bridge.
- Preserve the Arbutus Corridor as a future transportation corridor.

The estimated investment in Transportation for Marpole over the next 30 years is \$75 million.

Ten-year policies:

- Enhance and maintain a well-defined, walking and cycling network that balances the needs of all users and provides better connections throughout the neighbourhood (e.g., Hudson Street, West 67th Avenue, West Kent Avenue South and Ash Street).
- Improve the public realm and provide more crossing opportunities on major streets as development occurs (e.g., Granville Street, Oak Street and Cambie Street).
- Work with the Vancouver Park Board to develop the Fraser River Trail that respects current industrial use, and seek to improve industrial streets to provide access to the Fraser River.
- Work with TransLink and Coast Mountain Bus Company to improve transit services by exploring additional connections to the Canada Line and improve transit loops and passenger waiting areas at transit stops.
- Repave major roads and improve safety and efficiency at major intersections for all road users (e.g., Oak Street at West 67th Avenue and a number of intersections along SW Marine Drive).
- Monitor and review traffic on local streets to respond to concerns regarding speed and volume. Continue to work with the community to address neighbourhood traffic concerns as they arise.
- Continue to support local businesses by planning for loading and deliveries and review parking periodically.

17.9 Fire Halls

Citywide

Vancouver's network of fire halls was built up as the city increased in size and population between the 1880s and the mid-1970s, growing to 19 fire halls overall. Since then, the focus has been on renewing fire halls as they age. Since 1975, 11 fire halls have been rebuilt or renovated. There are four fire halls that are currently more than 50 years old and these are priorities for renewal. The location and size of fire halls is reviewed as part of the renewal process. A citywide Fire Hall and Fire Service Deployment Strategy will be developed to guide future investments in this area. As well, opportunities for co-location with other civic facilities will be explored to enhance operational efficiencies.

Marpole

The Marpole Firehall was rebuilt in the 1980s and is anticipated to be adequate to serve the needs of the area for the 30 year time frame of the Plan.



Marpole Firehall on Oak Street

17.10 Utilities and Public Works

Citywide

The City has generally maintained a program to replace deteriorating water mains at a rate of 11 kilometres annually (equivalent to 0.8% of the city's water system each year). Replacement candidates are prioritized based on various physical factors that affect their service lives. It is expected that new development across the city consider water efficiency as an overarching design imperative. This includes the consideration of high efficiency water fixtures, permeable surfaces to reduce the loads on the storm sewer system, and alternate sources of water to reduce the overall demand for drinking water for non-potable uses such as irrigation.

Since the early 1970s, the City has been transitioning its sewer system from a combined system (sanitary sewage and stormwater conveyed in the same pipe) to a separated system (sanitary and storm in separate pipes). Combined systems were designed to overflow mixed sanitary and stormwater to the nearest water-body during intense rain storms. Under the Provincially-mandated Liquid Waste Management Plan, the City must eliminate these combined sewer overflows by 2050 by separating its remaining combined sewer system at an average rate of 1% per year. Other important criteria that factor into the combined sewer replacement program include replacing seriously deteriorated pipes as well as pipes at risk of causing flooding during rain events.

The City's sanitary system, of which some sections date back to the 1930s, is at or near capacity in some areas. This limits the City's ability to accommodate additional density without sanitary sewer upgrades. The storm sewer system can occasionally have similar issues; however, the City's various policies limiting maximum site runoff to predevelopment levels can usually limit the necessity for off-site storm sewer upgrades.

Marpole

Waterworks

Like most areas of the city, the water supply system in Marpole varies in terms of age and condition. Over the next 30 years, it is anticipated that approximately \$22 million will be spent replacing old watermains. This represents roughly 18% of the water system in the area.

In addition, the existing water system will also require upgrades to support growth identified in the Marpole Community Plan, specifically along Granville Street and Cambie Street, as well as along parts of SW Marine Drive and West 70th Avenue. These upgrades would be done to move bulk quantities of water from Metro Vancouver connection points to areas of concentrated population densities. The estimated cost of water upgrades to support growth over the next 30 years is \$7.2 million, and is typically paid for by development.

Sewers

Marpole has a higher proportion of combined sewers than many other areas of the City, with 37 kilometres of combined sewers currently in service. The City has committed to eliminating combined sewer overflows (CSOs) by 2050. In order to do so, approximately 31 kilometres of combined sewer will be separated in Marpole over the next 30 years, with an estimated cost of \$99 million. The remaining 6 kilometres of combined sewers will then be abandoned or replaced between 2041 and 2050 at an additional cost.

In addition, there are some areas that will require upgrades to the existing sewer system to accommodate future growth. Over the next 10 years, it is estimated that \$8.5 million in upgrades will be needed. Over a 30 year time period, the growth-related costs for sewer increase to \$17 million. These growth-related costs, typically paid for by development, are primarily in areas where the sewer has already been separated but does not have sufficient capacity to handle increased density.



Manhole cover on Cambie Street

Strategy for Next 30 Years:

- Separate approximately 31 kilometres of combined sewer. The estimated cost is \$99 million.
- Upgrade existing sewers as needed to accommodate growth along major arterials. The estimated cost is \$17 million.
- Replace a portion of the aging water system in Marpole, as part of the City's ongoing water replacement program. The estimated cost is \$22 million.
- Upgrade the existing water system by increasing flow from Metro Vancouver connection points to service new development. The estimated cost is \$7 million.

Ten-Year Policies:

- Replace aging sewers along arterials that are identified for repaving. The estimated cost is \$1.5 million.
- Upgrade existing undersized sewers to accommodate growth. The estimated cost is \$8.5 million.
- Continue with ongoing replacement program for water mains.
- Upgrade water and sewer infrastructure as needed to accommodate increased density.

17.11 Heritage

Citywide

The conservation of heritage resources is a citywide amenity that is enjoyed by all Vancouver citizens and visitors. Many sites with heritage value are identified on the Vancouver Heritage Register and can include citywide and neighbourhood landmarks, and vernacular buildings or sites which tell the story of the city's social, cultural and physical development over time. These can be individual sites, clusters and precincts, and streetscapes located in neighbourhoods. Often, other public benefits such as cultural facilities or housing can be accommodated in heritage buildings, or public art can incorporate elements of a neighbourhood's history resulting in multiple public benefits being achieved.

Additionally, sites of national significance are identified as national historic sites by the Federal government. National historic sites

are places of profound importance to Canada; they bear witness to this nation's defining moments and illustrate its human creativity and cultural traditions. Vancouver has nine national history sites.

The City has an array of tools available to facilitate heritage conservation. Council policy encourages the conservation of resources identified on the Heritage Register, which is often done by providing incentives. One of the primary ways to do this is through the use of relaxations and variances to regulations. In some areas, capital grants and property tax exemption is also available. Another key tool is the creation and transfer of heritage amenity density, which involves the allocation of CACs, through a rezoning, towards the purchase of heritage amenity density.



Woven blankets by Musqueam artists located at the new Safeway development on Granville Street

Marpole

Today, 20 sites in Marpole are listed on the Vancouver Heritage Register and the Marpole Midden is identified as a National Historic Site.

Providing support for heritage conservation through the creation and use of transfer of heritage amenity density on a citywide basis will further this public objective. A key principle is to allocate or absorb modest amounts across the city, thereby ensuring local needs will continue to be met and that other public benefits that arise for any rezoning will not be significantly impacted. In other Public Benefit Strategies, such as for Northeast False Creek (approved by Council in 2009), and the West End (approved by Council in 2013) a minimum of 10% of the public benefits to be achieved through rezonings were identified to be applied toward the heritage amenity density bank. To ensure other identified amenities in Marpole requiring CACs are achieved, the recommendation is to allocate up to 5% of the estimated CACs to be collected toward the heritage amenity density bank.

Strategy for the next 30 years:

- Explore opportunities with Musqueam and other partners for funding to recognize historical and cultural importance of the Marpole Midden.
- Allocate up to 5% of the estimated CACs to be collected in Marpole to the heritage amenity density bank. The estimated value is up to \$11 million.

Ten-year policies:

- Review and update the Vancouver Heritage Register to incorporate significant heritage resources in Marpole.
- Reflect significant heritage themes (e.g., Musqueam presence) in public realm, public art and other opportunities as they arise.

17.12 Other Community Needs: Schools

Marpole is served by five public elementary schools (David Lloyd George Elementary, Sir Wilfrid Laurier Elementary, Sir Wilfrid Laurier Annex, J.W. Sexsmith Elementary, and McKechnie Elementary) and two public secondary schools (Sir Winston Churchill Secondary and Magee Secondary). McKechnie Elementary and Magee Secondary are located on the western edge of Marpole and primarily serve the Kerrisdale community. As of September 2013, all schools were operating at or near capacity.

Vancouver School Board staff is monitoring population growth and enrolment demand to determine the potential timing for expanded school facilities serving the Marpole area. Currently, Shannon Park Annex is being leased by the Vancouver Hebrew Academy. As the Marpole area builds out over time, VSB has the ability to reclaim the facility to address local enrolment demand. David Lloyd George Elementary is a supported seismic project and its capacity will be assessed as part of the planning phase. Laurier Annex has also been identified in the 2013/2014 Five Year Capital Plan to expand its capacity to a full size elementary school to meet the anticipated population growth in the Marpole area. The provision of schools is a provincial responsibility, and the timing of funding approval is therefore at the discretion of the Ministry of Education.



J.W. Sexsmith Elementary School in Marpole

17.13 Value of Public Benefits Strategy and Proposed Funding Strategy

The PBS for the Marpole includes projects that renew existing facilities and infrastructure as well as projects that address current gaps or demands anticipated from population and jobs growth. As currently developed, the value of the PBS is estimated to be in the range of \$680 to \$693 million for the next 30 years, as noted in Figure 17.6.

Renewal of existing facilities and infrastructure are typically funded from property taxes and utility fees ("City contribution").

Provision of new or upgraded facilities and infrastructure are typically funded from a combination of Community Amenity Contributions (CACs), Development Cost Levies (DCLs) and direct contributions from developers toward infrastructure upgrades ("Developer contribution"), augmented by funding from other governments and non-profit agencies ("Partnership contribution").



Child playing at the spray park

The PBS is an aspirational plan that reflects the needs and desires of the community, and is intended to provide strategic direction to guide the City (including City Council, Park Board and Library Board) in making investment decisions on public amenities and infrastructure in Marpole over the next 30 years. The City's fiscal capacity, emerging opportunities and evolving needs in this community and across the city will be determinates of the actual amenity package that will be delivered incrementally over the long-term horizon. As such, the PBS will be reviewed and refined periodically and integrated into the City's 10-year Capital Strategic Outlook, 3-year Capital Plan and annual Capital Budget for prioritization and funding consideration on a citywide level.

Certain areas like housing, childcare, social and recreational programs that build on innovative partnerships with senior levels of government, charities, and non-profit organizations will require strategic alignment and coordination with partner entities.

Capital investments, especially for new/upgraded amenities and infrastructure, often result in ongoing financial implications associated with programming and facility operation, maintenance and rehabilitation. The budget impact will likely be added incrementally over the 30-year period as projects get completed and will be considered as part of the long-term financial plan.

Figure 17.6: Cost Estimates and Funding Strategies (all figures in 2014 dollars)

Category	Renewal of existing amenities and infrastructure	New or upgraded amenities and infrastructure	TOTAL*	City contribution (property taxes and utility fees)	Developer contribution (incl. CAC/ DCL)	Partnership contribution (incl. other gov't and non-profits)
- Recreation facilities	\$20-25 M	TBD	\$20-25 M	\$15-19 M	\$5-6 M	\$0
- Libraries	\$4 M	\$5 M	\$9 M	\$4 M	\$5 M	\$0
- Social facilities	\$4-6 M	\$8-9 M	\$12-15 M	\$2-3 M	\$5-6 M	\$5-6 M
- Cultural facilities†	TBD	TBD	TBD	TBD	TBD	TBD
- Childcare (0 to 4 year olds)	TBD	\$25-30 M	\$25-30 M	\$5-6 M	\$15-18 M	\$5-6 M
- Childcare (5 to 12 year olds)	TBD	\$5 M	\$5 M	\$1 M	\$3 M	\$1 M
COMMUNITY FACILITIES	\$28-35 M	\$43-49 M	\$71-84 M	\$27-33 M	\$33-38 M	\$11-13 M
- Parks and open spaces	\$3 M	\$24 M	\$27 M	\$3 M	\$24 M	\$0
PARKS AND OPEN SPACES	\$3 M	\$24 M	\$27M	\$3 M	\$24 M	\$0
- Social and supportive housing	TBD	\$300 M	\$300 M	\$10 M	\$130 M	\$160 M
- Secured market rental	NIL	\$50 M	\$50 M	\$0	\$50 M	\$0
HOUSING		\$350 M	\$350 M	\$10 M	\$180 M	\$160 M
- Walking and cycling	\$30 M	\$20 M	\$50 M	\$27 M	\$20 M	\$3 M
- Transit and major roads	\$13 M	\$12 M	\$25 M	\$15 M	\$3 M	\$7 M
TRANSPORTATION	\$43 M	\$32 M	\$75 M	\$42 M	\$23 M	\$10 M
- Waterworks	\$22 M	\$7 M	\$29 M	\$22 M	\$7 M	\$0
- Sewers	\$100 M	\$17 M	\$117 M	\$100M	\$17 M	\$0
UTILITIES	\$122 M	\$24 M	\$146 M	\$122 M	\$24 M	\$0
HERITAGE	\$11 M	NA	\$11 M	\$0	\$11 M	\$0
TOTAL	\$207-214 M	\$473-479M	\$680-693 M	\$204-210 M	\$295-300 M	\$181-183 M
Percentage of Total	~ 30%	~ 70%	100%	~ 30%	~ 45%	~ 25%

* Totals may vary due to rounding.

† Investment in cultural spaces will be determined at the time opportunities are identified, based on alignment with the City's cultural strategy, needs and operators' viability.



Marpole in the fall, Photo contest submission
(Credit: Janet Fraser)

18 IMPLEMENTATION

Introduction

The policy framework in the plan provides clarity on the appropriate character, scale and land uses in Marpole, identifies areas for growth, revitalization and change, and includes a strategy for providing new amenities and renewing or expanding existing public facilities.

The policy directions in the plan will be realized through a variety of approaches, initiatives, tools and partnerships with community and business groups. These will include plans for reinvestment in the public spaces and sidewalks (e.g., the public realm), revised zoning and design guidelines, the regulation and management of developer-initiated proposals, public benefit funding allocation and delivery strategy, on-street parking policies, and further planning for key community needs such as the community centre and library.

There will be continuing opportunities for those living and working in Marpole to be involved in further work associated with implementing the plan.

How the Plan will be Implemented

Managing and Regulating Future Development

New development will be managed and regulated primarily in two ways:

- Developer-initiated rezonings
- City-initiated rezonings

18.1 Developer-initiated Rezoning

The Marpole Community Plan enables the consideration of rezoning applications when all of the following are met:

1. Site Location

Rezoning applications will be considered in the context of this plan and other relevant city policies and regulations for the sites shaded on Figure 18.1 (other areas noted for change in the Marpole Community Plan will be rezoned through a city-initiated rezoning process).

2. Site Size

For a site to be considered for a rezoning under the Marpole Community Plan, it must be of a size and configuration such that it can reasonably accommodate a form of development as outlined in the relevant section of this plan.

3. Avoid Precluding Future Opportunities

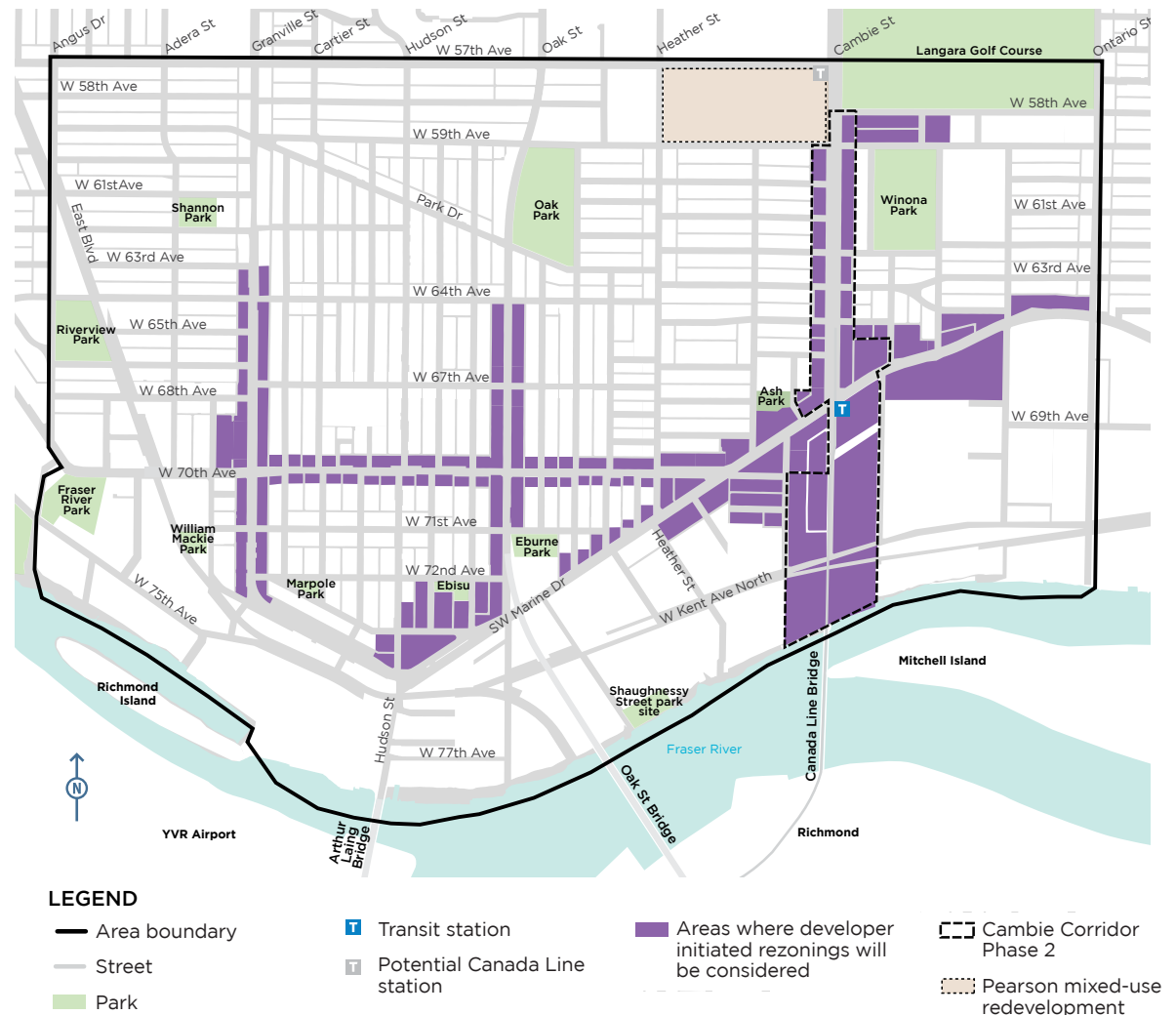
Sites might not be considered for rezoning where future planning and design opportunities are unreasonably precluded as a result of the application (i.e. the application should not, in staff's opinion, result in "leaving behind" isolated, small lots that cannot reasonably be developed). To ensure that sites are not "orphaned", rezoning applicants must demonstrate that sites that are "left behind" can be reasonably developed with consideration for building massing, underground parking and project economics.

4. Compliance with the Plan

Applications must demonstrate compliance with the Marpole Community Plan and all other City policies and regulations.

Prior to submitting a formal inquiry on any site, applicants are strongly encouraged to meet with City staff to discuss submission requirements as well as expectations related to land use mix, density, form and scale of development, and building character.

Figure 18.1: Developer-initiated Rezoning Areas



5. Community Amenity Contributions (CACs)

The CACs provided by rezonings help address growth costs, neighbourhood deficiencies, and other community needs and impacts. The value of CAC offerings are determined by the amount of “lift” due to the creation of additional development rights (i.e., the difference between the value of the property prior to rezoning based on the existing zoning and the projected value of the property after rezoning). This “lift” provides a basis for identifying the value of potential community amenities that may be associated with the rezoning. It is critical that land value assumptions within the plan area reflect pre-rezoned values.

For any project shaded in Figure 18.2 (generally the location of projects that include commercial space and/or social housing opportunities) the CAC will be negotiated on a case-by-case basis as part of a rezoning application.

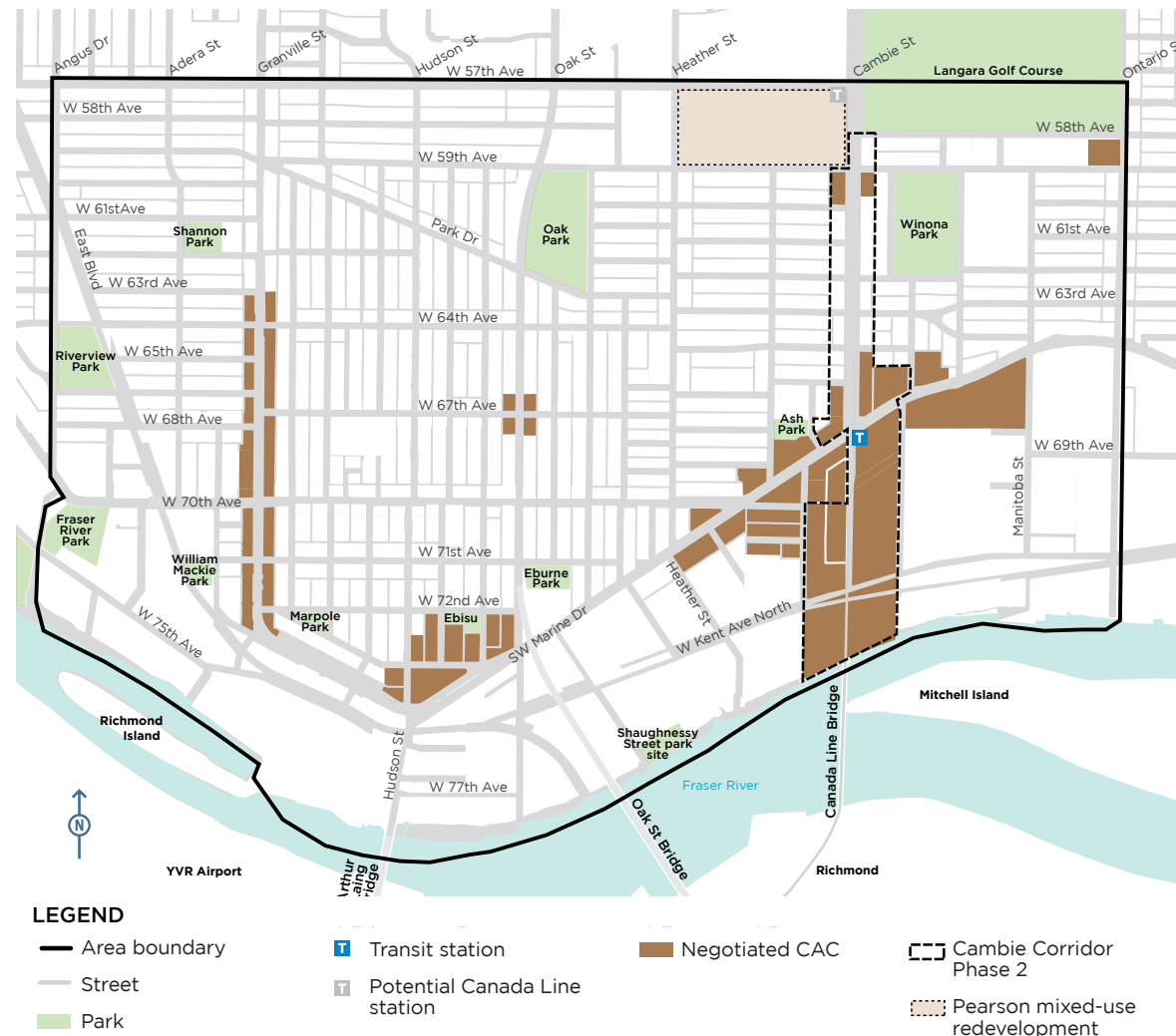
Rezoning projects in the Marpole Community Plan shown in Figure 18.3 (generally where up to six storey residential only projects are permitted) will be asked to contribute a target CAC rate per square foot on the approved net increase in density beyond existing zoning. The target CAC rate will be reviewed periodically to keep pace with market and inflationary changes.

On rezoning projects in the fixed rate CAC target area that include community serving uses, rental and/or social housing, a negotiated CAC approach will apply instead of the fixed rate.

Further, for projects considered “anomalous” that seek additional density beyond what is permitted in the Plan, CACs will also be negotiated.

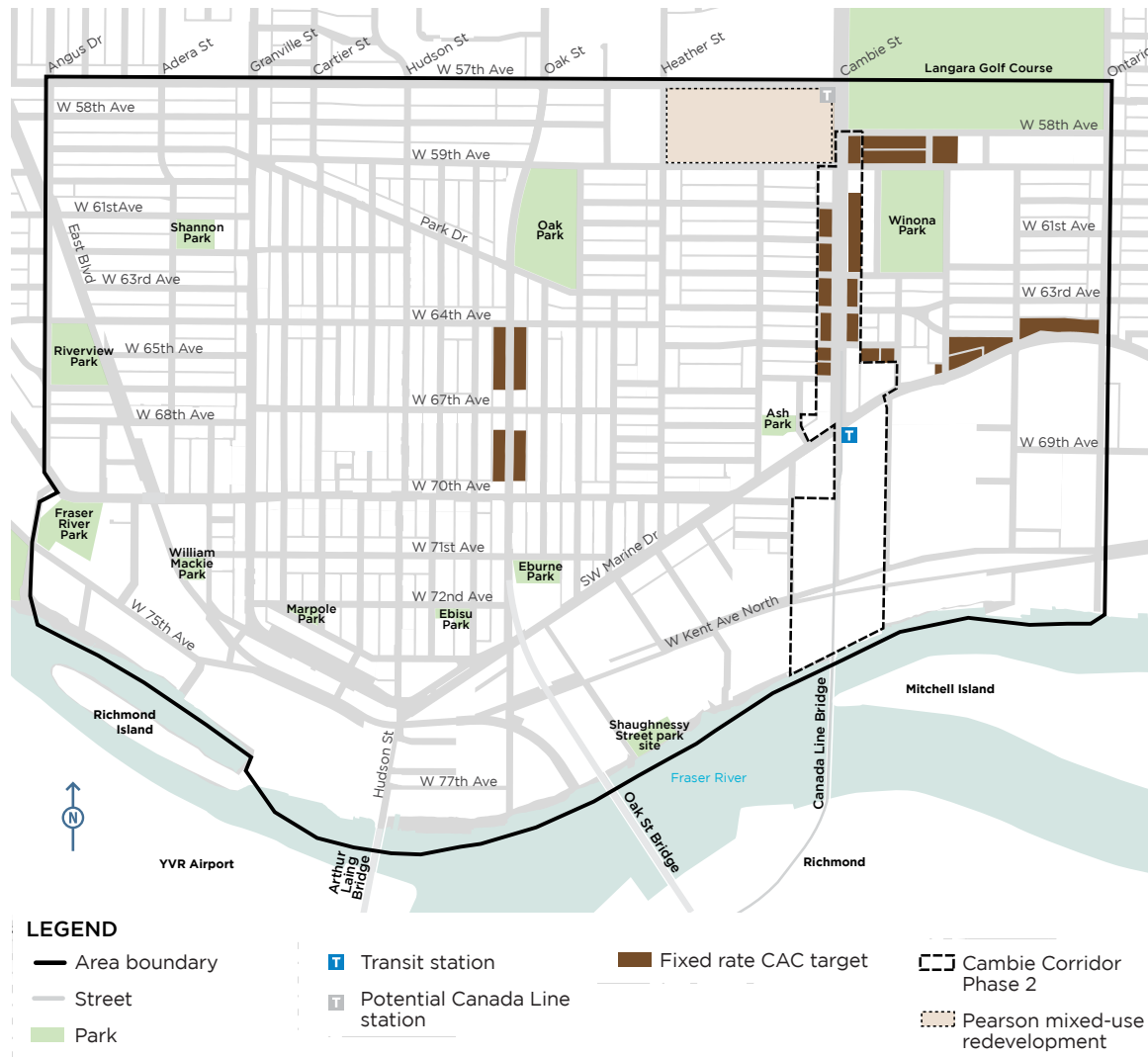
Depending on the characteristics of the rezoning (e.g., size, proposed tenure, location, amenity needs in the immediate area), CACs may be provided as in-kind on-site amenities (e.g., a child care built within the development), or may be provided as cash contributions that are used to help fund community amenities off-site at a later time. All amenity needs for Marpole are outlined in the Public Benefits Strategy (Chapter 17.0).

Figure 18.2: Negotiated CACs*



* For rezoning proposals that seek to rezone to 100% secured market rental or 100% commercial, please refer to the City's City-wide Community Amenity Contribution (CAC) Policy.

Figure 18.3: Fixed Rate CAC Target*



* For rezoning proposals that seek to rezone to 100% secured market rental or 100% commercial, please refer to the City's City-wide Community Amenity Contribution (CAC) Policy.

18.2 City-initiated Rezonings

1. By-laws and Guidelines

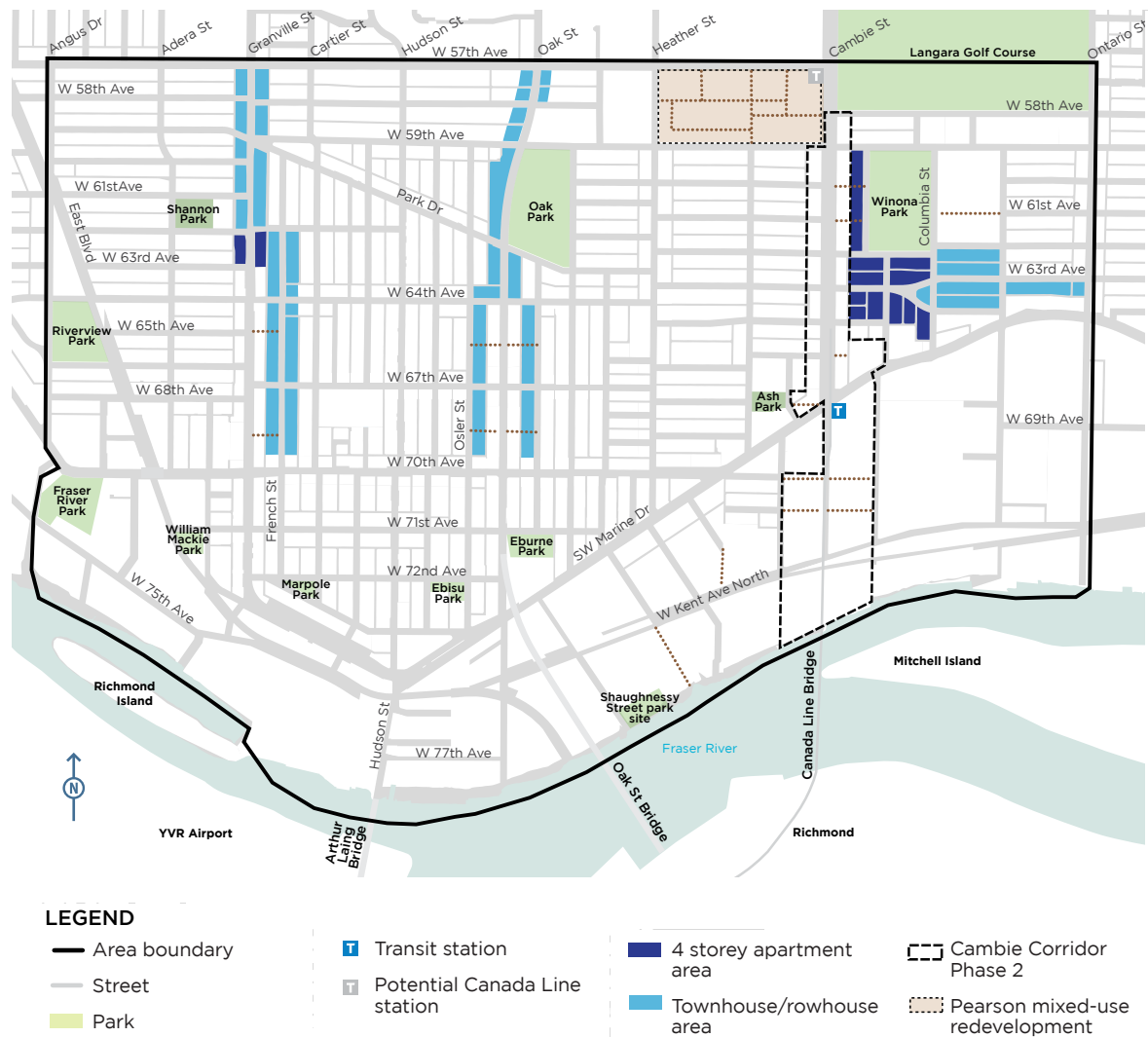
Zoning by-laws and design guidelines are proposed for the 4 storey apartment area and all townhouse/rowhouse areas in the plan shown on Figure 18.4. The by-laws and guidelines are modelled on existing city by-laws for similar areas, with refinements to meet the directions and intent of this plan.

2. Amenity Contributions

The by-laws for the 4 storey apartment areas and townhouse/rowhouse areas include a density bonus provision where projects will contribute a per square foot value on the approved net increase in density towards community amenities. These rates will be reviewed periodically to keep pace with market and inflationary changes.

In the interim period between this plan being adopted and the adoption of the by-laws, projects may proceed on a case-by-case basis consistent with the plan.

Figure 18.4: City-initiated Rezonings



18.3 Public Spaces

Renewed and new public spaces, including park and trail provision (e.g. along the Fraser River), lighting, landscaping and tree and sidewalk improvements will be achieved through new development and city-initiated programs, all in accordance with the directions outlined in this plan.

18.4 Parking (On-Street)

By-law amendments will be introduced to implement on-street parking policy directions as well as Council approval of any rate or permit price changes.

18.5 Partnerships

Implementation of this plan will include ongoing partnerships with community based groups, the Marpole Business Improvement Association, service agencies, residents, businesses, the Musqueam First Nation, and senior levels of government. The participation and capacity of these groups is essential in realizing the goals of this plan.

18.6 Alignment with City Initiatives

The overall policy context, including other city initiatives, will continue to evolve as the Marpole Community Plan is implemented. As such, new policies and priorities may come to inform and guide the plan's implementation.

18.7 Community Facilities

The City of Vancouver (including the Board of Parks and Recreation and the Vancouver Library Board) have identified the need to renew and expand several community facilities in Marpole, including the community centre and library. Following approval of the plan, City staff will continue to work in partnership with the Vancouver Public Library, Park Board and community stakeholders to identify future options for the community centre, library and other community facilities, considering opportunities for their integration and optimal utilization.

ACKNOWLEDGEMENTS

Marpole Community

Thank you to the Marpole community for attending over 90 consultation activities and events and providing a broad range of input for the plan.

Marpole Community Plan Outreach Group (CPOG)

Thank you to the 20 members of the Marpole Community Plan Outreach Group who helped to ensure that broad, inclusive and innovative engagement was achieved in the community throughout the planning process.

Musqueam First Nation

We would like to acknowledge that Marpole falls within the traditional and unceded territory of the Musqueam people. We would like to thank the Musqueam First Nation for their participation in the planning process and thoughtful contributions to the plan.

Community Groups, Stakeholders and Other Organizations

- Ash Street Residents Group
- Churchill Secondary School
- David Lloyd George Elementary

- Green Club Vancouver
- Historic Joy Kogawa Society
- Laurier Elementary School and Laurier Annex
- Marpole Oakridge Area Council Society
- Marpole Brown Bag Lunch Members
- Marpole Business Improvement Association
- Marpole Museum and Historical Society
- Marpole Matters
- Marpole Oakridge Community Association
- Marpole-Oakridge Community Centre
- Marpole Oakridge Family Place
- Marpole Place Neighbourhood House
- Marpole Residents Coalition
- Marpole Residents Coalition Working Group
- Sexsmith Elementary School
- St. Augustine's Anglican Church
- SUCCESS BC Granville Service Centre
- Taiwanese Canadian Cultural Society
- Tzu Chi Buddhist Foundation
- United Scottish Cultural Society
- Urban Development Institute
- Westside Baptist Church
- Youth at Churchill Secondary School

Citywide Groups, Stakeholders and Other Organizations

- BC Hydro
- Metro Vancouver
- TransLink
- Vancouver Board of Parks and Recreation
- Vancouver Coastal Health
- Vancouver Public Library
- Vancouver School Board

City Advisory Agencies, Board and Committees

- Active Transportation Policy Council
- Urban Design Panel
- Vancouver Economic Commission
- Vancouver Heritage Commission
- Vancouver Planning Commission

City Council Liaisons

- Councillor George Affleck
- Councillor Heather Deal

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Vancouver City Council on April 2, 2014.

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