

Sexsmith Site Community Plan 2020

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Marpole-Cambie Corridor



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1.0 Plan & Site Overview

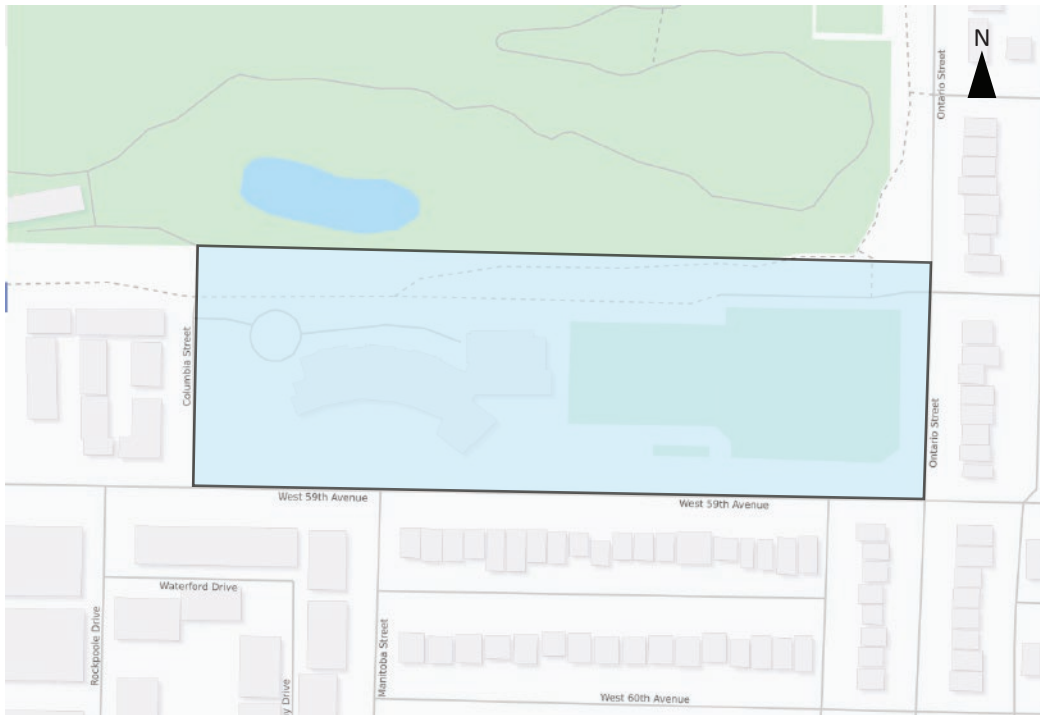


Figure. 1 Sexsmith Site

Planned Sexsmith Site

This plan explores the fundamentals of the Sexsmith site Project at Sexsmith School in Southern Vancouver’s Marpole neighbourhood. This is accomplished by first going over the general area of the site and looking at its history, profile and neighbourhood context. The purpose of this project is explained followed by the values and the project’s design guidelines. A review is conducted of the City’s planning and policies which help establish a framework for the planning of the site going forward. This review will then inform actions and policies that will be explored for this site after in the document.

1.1 History

Area

The Marpole neighbourhood currently makes up 5% of the City of Vancouver’s total land area comprising 1,386 acres (561 hectares). Marpole has a storied history that goes back to time immemorial when it was inhabited by the Musqueam Nation over 4,000 years ago. There is a culturally significant Musqueam village and burial site, known as the Marpole Midden (cəsnaʔəm). This site was designated as a National Historic Site in 1937. The first European settlers arrived in the area in the late 1860s. The Marpole area was largely rural populated with farms and dairy until the 1930s when it began to develop as Vancouver expanded.

Marpole transitioned to a largely residential area with industry retained south of Southwest Marine Drive to the Fraser River. The neighbourhood continued to experience growth as road infrastructure was expanded in the 1950s and 60s with the construction of the Oak and Arthur Laing Bridges to better connect Vancouver to Richmond. The construction of the Canada Line Skytrain Line that finished in 2010 for the Winter Olympics and the Cambie Plan has created a new boom in developments in Marpole. The Marine Gateway Project located at Southwest Marine Drive and Cambie was finished in 2016, added 240,000 SqFt of retail, a 14 storey office building, and 461 residential units and has set the tone for large-scale redevelopment in Marpole.



Figure. 2 Marpole & Summerset 1956

The Pearson Dogwood Lands and the Langara Gardens project located on the south and north side of 58th Avenue and Cambie respectively are two large sites that require their own concept plans. These two special sites are not included in the Marpole Plan along with the Cambie Corridor area and the lands located below Southwest Marine Drive as it is part of the South Vancouver Industrial Area. The South Vancouver Industrial Area is an important parcel of industrial land in Vancouver that is becoming increasingly rare, forcing industrial business to move to the periphery of the region as industrial lands are taken over by other more profitable uses.

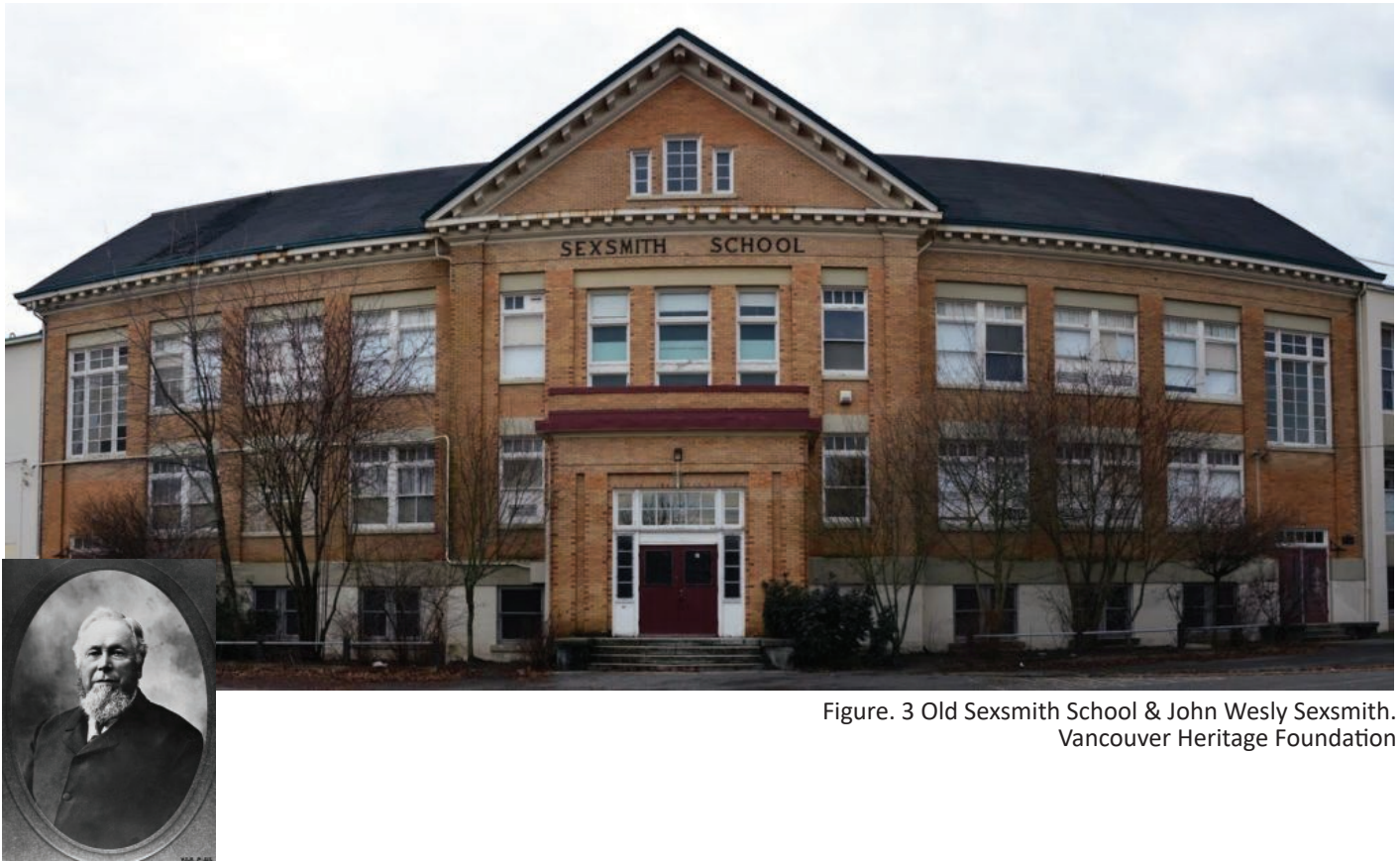


Figure. 3 Old Sexsmith School & John Wesley Sexsmith.
Vancouver Heritage Foundation

Site

The Sexsmith Site has significant historical context in the City of Vancouver that should be respected and built upon for the benefit of the community. One of the first colonial settlers in the Marpole area was John Wesley Sexsmith, who was a farmer who founded the first rural school in South Vancouver, which was later named after him. The original school on the Sexsmith site was constructed out of wood in 1912, with the main brick building being finished a year later in 1913. In 2013, the new Sexsmith Community Schools was opened as the old buildings were considered to be at high risk for seismic events and were too costly to bring up to the modern standard. The two historic buildings from 1912 and 1913 were demolished in 2016 and the land is now a bare field.

1.2 Profile

The Sexsmith Site covers an area of approximately 7.7 acres (3.1 Hectares) and is a rectangular shape. The assessed value of the Sexsmith Site in 2020 is \$50,688,000 for the Current Land Value and \$9,026,000 for the Current Improvement Value. The site is currently occupied by the new Sexsmith Community school on the western side and a large empty field on the eastern side of the site, where the old Sexsmith School was.



Figure. 4.1 Sexsmith Site 59th Ave. Views



Figure. 4.2 Sexsmith Site 59th Ave. Views

It is bordered to the north by the Langara Golf Course which was opened in 1926 that is owned by the City of Vancouver and operated by the Park's Board. To the east of the site is Ontario Street which is an important North-South Bike route to transit the city on bicycle. Ontario Street has a protected bikeline in place in some parts of it. From Ontario Street eastward to Main Street the neighbourhood consists of single family homes.

To the west of the site is a townhouse complex on Columbia Street and a new apartment development that was just finished this year. This was the former site of a Children's Hospital at 250 West 59th Avenue from 1933 until 1982, when it was amalgamated with British Columbia Children's Hospital.

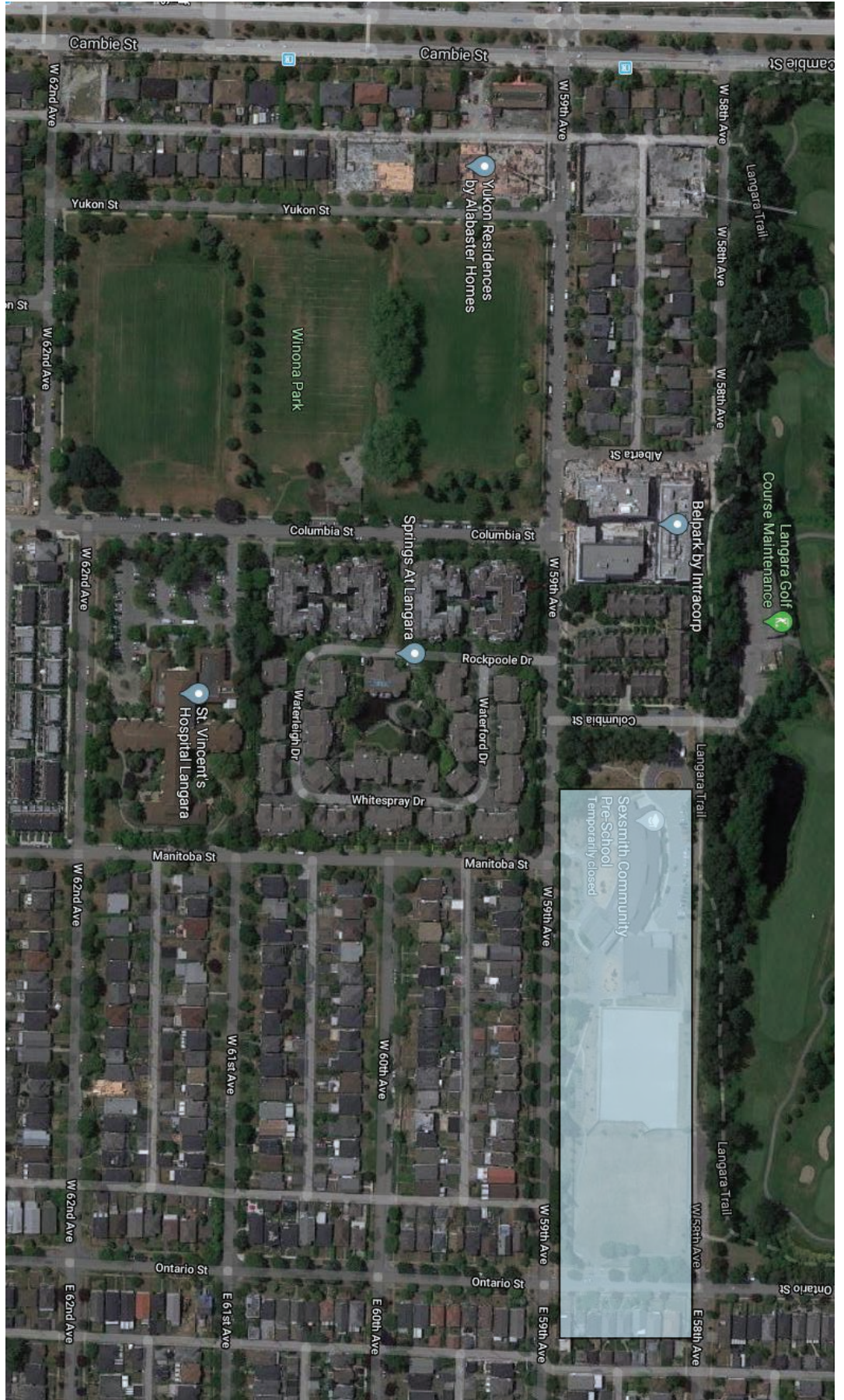
The site is a ten minute walk to the major arterial roads of Cambie Street to the west and to Main Street to the east. Across Cambie Street is the site of two large scale redevelopment projects along the Cambie Corridor, the Pearson-Dogwood Lands (Omni) and the Langara Gardens Project (Concert). The redevelopment of these two large parcels brings with it the possibility of a new Canada Line Skytrain Station at West 57th Avenue and Cambie Street.

To the south of the site is bordered by West 59th Avenue and the area mainly consists of single family homes and a large townhouse complex the "Springs at Langara" and St. Vincent's Hospital Langara, a nursing home. There is a large park to the southwest, Winona Park that has three large multi use fields. It is a ten minute walk south to the major arterial street of Southwest Marine Drive, that has commercial and industrial activity.



Aerial View of Sexsmith Site Neighbourhood

 Sexsmith Site



1.3 S.W.O.T Analysis



Strengths

- Rectangular shape allows for easier development and planning
- The street is currently regarded as a slow zone with many speed bumps and speed restrictions showing strength for pedestrian safety as it discourages fast traffic.



Weaknesses

- Slope, site will require extensive landscaping that will be costly
- Isolation from Public transportation options, requiring the use of other modal options
- Amenities are currently not within walking distance, therefore the development must incorporate amenities that will make it costly



Opportunities

- The Langara Golf Course is both a large green space and a target for development that if developed into housing will densify the area allowing for more services.
- Association of Neighbourhood Houses of BC - ANHBC (Marpole Neighbourhood House)
- Diverse community
- Opportunity to bring in mixed-use designations for the site to encourage local services, walkability, placemaking, and a complete community.
- The Site is on the corner of a bikeway/greenway on Ontario St. and 58th Ave. This could be used as an opportunity to increase placemaking and amenities that caters to cyclists and the local community.
- Marked crossings can afford pre-determined connections to add as part of walkability connections to other parts of the area such as Winona Park or down towards the Fraser River.



Threats

- Distance to transit, as a ten minute walk to all major surrounding streets is the periphery of accessibility. This threat can be combated by the construction of the 57th Street Canada Line station that has been proposed. This is an opportunity to look at alternative non-governmental funding mechanisms such as a Special Assessment District or other value capture mechanism for the premium of rapid transit.
- Threat of cycling and pedestrian crossing accidents could occur and requires safety planning.
- The Marpole Plans key theme of “Residential Character” is a limiting factor for multifamily development not along major streets. This seeks to preserve the “quiet nature” of single-family areas.

2.0 Guiding Policies

A review of City planning and policies could help establish a framework for redevelopment of the site. These policies, among others, will apply at various stages in the process of the redevelopment of the Sexsmith site.



Metro Vancouver Regional Growth Strategy (Metro Vancouver 2040)

(MetroVancouver. July 2011)

To accommodate a continuous regional growth by over 35,000 residents per year, Metro Vancouver Regional Strategy emphasizes sustainability and provides directions for municipalities to work on, among which the following will be supported by the redevelopment of the site:

<p>GOAL 1 Create a Compact Urban Area</p> <p>Metro Vancouver's growth is concentrated in compact communities with access to a range of housing choices, and close to employment, amenities and services. Compact, transit-oriented development patterns help reduce greenhouse gas emissions and pollution, and support both the efficient use of land and an efficient transportation network.</p>	<p>GOAL 2 Support a Sustainable Economy</p> <p>The land base and transportation systems required to nurture a healthy business sector are protected and supported. This includes supporting regional employment and economic growth. Industrial and agricultural land is protected and commercial corridors in Urban Centres throughout the region.</p>	<p>GOAL 3 Protect the Environment and Respond to Climate Change Impacts</p> <p>Metro Vancouver's vital ecosystems continue to provide the essentials of life – clean air, water and food. A connected network of habitats is maintained for a wide variety of wildlife and plant species. Protected natural areas provide residents and visitors with diverse recreational opportunities. Strategies also help Metro Vancouver and member municipalities meet their greenhouse gas emission targets, and prepare for, and mitigate risks from, climate change and natural hazards.</p>
<p>GOAL 4 Develop Complete Communities</p> <p>Metro Vancouver is a region of communities with a diverse range of housing choices suitable for residents at any stage of their lives. The distribution of employment and access to services and amenities builds complete communities throughout the region. Complete communities are designed to support walking, cycling and transit, and to foster healthy lifestyles.</p>	<p>GOAL 5 Support Sustainable Transportation Choices</p> <p>Metro Vancouver's compact, transit-oriented urban form supports a range of sustainable transportation choices. This pattern of development expands the opportunities for transit, multiple-occupancy vehicles, cycling and walking, encourages active lifestyles, and reduces energy use, greenhouse gas emissions, household expenditure on transportation, and improves air quality. The region's road, transit, rail and waterway networks play a vital role in serving and shaping regional development, providing linkages among the region's communities and providing vital goods movement networks.</p>	

- Create a compact urban area which focuses on growth and development in Frequent Transit Areas
- Promote land development patterns that support a diverse regional economy and employment close to where people live.
- Provide diverse and affordable housing choices.
- Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking.



Marpole Community Plan

(City of Vancouver 2014)

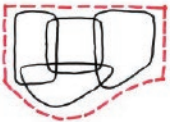
Marpole Community Plan has established a series of principles, of which the following ones are useful guidelines for the site:

- Ensure new developments in higher density areas provide respectful transitions to adjacent lower density neighbourhoods and reflect the character of the existing neighbourhood.
- Provide a range of affordable housing options for low to moderate income households (e.g., social housing, secure, purpose-built rental, and affordable homeownership).
- Make walking and cycling safe for people, and encourage transit improvements to support sustainable transportation.
- Explore opportunities for partnerships and co-location to achieve maximum public benefits in the delivery of amenities.

Urban Design Principles

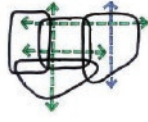
One Community, Distinct Neighbourhoods

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



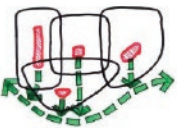
Connected Neighbourhoods

Marpole neighbourhoods will evolve to overcome the separation created by the rail or arterial corridors crossing the community. Marpole will be better connected by public transit and transportation improvements.



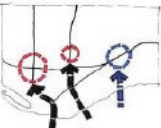
Connected to the River

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.



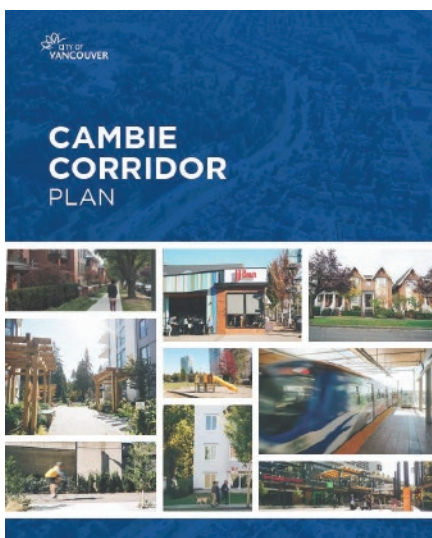
MARPOL COMMUNITY PLAN

Cambie Corridor Plan

(City of Vancouver 2018)

Adopted in 2011 and with Phase 3 updated in 2018, Cambie Corridor Plan is a guideline for future urban redevelopment that highlights the following principles. Cambie Corridor Plan also makes a blueprint that the Marpole neighbourhood will transform to a walkable, vibrant, high-density urban area:

- Transform single-family neighbourhoods into vibrant mixed-use communities.
- Increase housing diversity and supply in neighbourhoods well-served by transit and other amenities. Support the expansion of community facilities, as well as the creation of new amenities and facilities.



Transportation 2040

(City of Vancouver 2012)



Faced with challenges such as rapid regional growth, demand for transit, high cost of housing, and aging population, the City made a long-term transportation plan that tries to integrate transportation, land use, and public investments to achieve the following goals that Sexsmith Site will carry out in the design:

- Utilize land use to support shorter trips and sustainable transportation choices
- Make the majority of trips on foot, bike, and transit
- Eliminate dependence on fossil fuels
- Breathe the cleanest air of any major city in the world



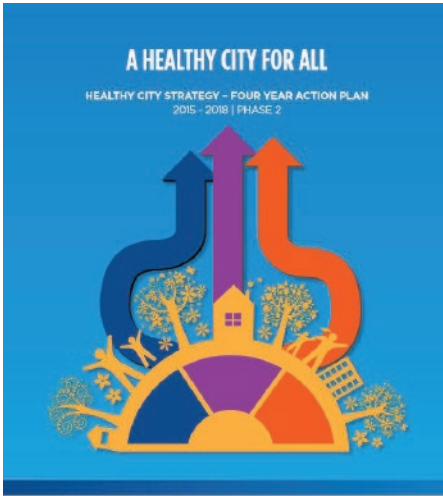
Greenest City 2020 Action Plan Part Two 2015 -2020

(City of Vancouver 2014)

Greenest City 2020 Action Plan outlines long-term targets as well as actions on the ground level. With 80% of targets set for 2011-2014 achieved, Part Two sets higher targets for 2040 and moves forward to a more resilient city. The Sexsmith Site will support the following actions:

- Green Buildings: require all buildings constructed from 2020 onward to be carbon neutral in operations.
- Green Transportation 2040 Target: make at least two thirds of all trips by foot, bike, and public transit.
- Access to Nature: plant 150,000 new trees and improve canopy cover to 22%





Healthy City Strategy 2015-2018 Phase 2

(City of Vancouver 2014)

This Phase 2 Strategy provides 2025 targets to enable all of us to enjoy the highest level of health and well-being. The Sexsmith Site will strive to support the following strategies:

- Increase Vancouver residents' sense of belonging and sense of safety by 10% each.
- Increase public participation and community engagement in arts and culture by 25% over 2014 levels

Vancouver's
Housing and
Homelessness
Strategy
2012-2021
A home for
everyone



Housing & Homelessness Strategy 2012-2021

(City of Vancouver 2011)

Approved in 2012, the Housing and Homelessness Strategy describes the needs and goals for housing in Vancouver in the decade from 2012 to 2021. The Sexsmith Site will incorporate the following actions into its policy statement:

- Increase the supply of housing: Refine and develop new zoning approaches, development tools, and rental incentives as well as pursue a new business model to enhance affordable housing delivery.
- Encourage a housing mix: Target low barrier shelter, supportive housing and social housing, and use financial and regulatory tools to encourage a variety of housing types and tenures.





Housing Vancouver Strategy

(City of Vancouver 2017)

The housing situation in Metro Vancouver has reached a crisis point. To mitigate the issue, the Housing Vancouver Strategy sets key actions, of which the Sexsmith Site will work towards:

- Shift toward the Right Supply – The City must drive a significant shift toward rental, social, and supportive housing, as well as a greater diversity of forms in our ground-oriented housing stock.
- Renew our commitment to partnerships for affordable housing – The City must commit to a new direction for affordable housing delivery, with an emphasis on supporting and aligning with partners across all sectors, particularly non-profit, co-op, and Indigenous housing partners, as well as new stakeholders.



3.0 Vision, Purpose, & Values

3.1 Vision

“A Local Respite for Marpole East of Cambie”

The Sexsmith Site’s vision is for an affordable mixed use development that respects the historic location. The physical location on a major bike network enforces a focus on multi-modal and sustainable options for transportation. With development, the site will seek to incorporate natural features back into the landscape by daylighting forgotten streams on the property and planting native vegetation.

In essence, the site will provide walkable neighbourhood services like a grocer, cafe, and provide a bike repair workshop to cement the site as a destination to visit. As the scale of the site and the development is smaller than Pearson Dogwood or Langara Gardens, this site seeks to create a “complete block” that integrates with the neighbourhood’s character as a whole to facilitate “Building from the past” integrated with a walkable destination.

3.2 Purpose

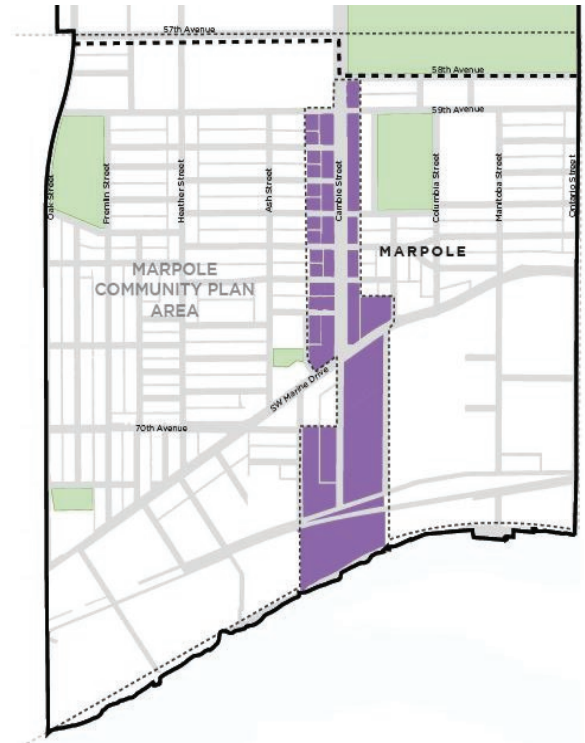
The Sexsmith site relies heavily on plans that affect the marpole region and its surroundings. In terms of vision and goals the *Cambie Corridor Plan (2018)* and *Marpole Community Plan (2014)* will inform this plan as part of the area and will draw inspirations from while building connections to the *Pearson Dogwood Policy Statement (2014)* and *Langara Gardens Policy Statement (2018)* as they are close to the site physically and can infer details as similar sized projects.

Looking at overall designs for the Cambie corridor is the heavy reliance of business and commercial designations for cambie street itself in Marpole leading into the Fraser River.

The corridor plan specifically recognizes the area as “an entranceway to the City” and wants to balance the local character with new mixed uses to give vibrancy. As such this site would need a vision that caters to residential, connections, and service needs to revitalize the area it surrounds as it is not part of the business portion of the corridor and is lacking in all elements except low residential. The Marpole plan also reinforces this notion as mentioned before with directions to focus on local needs.

Marpole

- Recognize area's prominence as an entranceway to the City with significant new opportunities for job space and mixed-use buildings.
- Support transformation of station area into a walkable, vibrant urban area.
- Strengthen connections to the Fraser River.



Overview of Marpole/Marine Landing



LEGEND

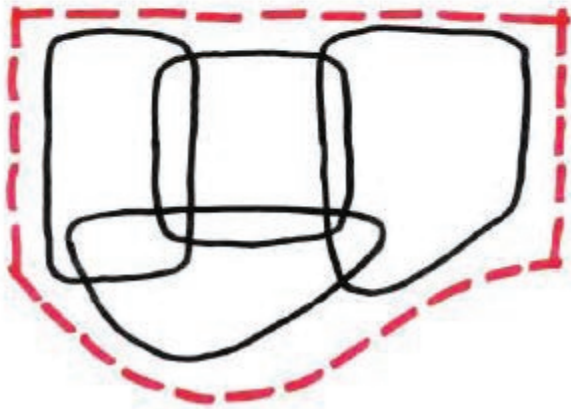
- | | |
|---------------------|-------------------------------|
| Phase 3 change area | Marpole Community Plan (2014) |
| Unique Site | Cambie Corridor study area |
| Phase 2 change area | Existing Station |
| Marpole change area | Future Potential Station |
| Major Project | |

Figure. 5 Cambie Corridor Marpole Public Benefit Highlights. City of Vancouver 2018

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.

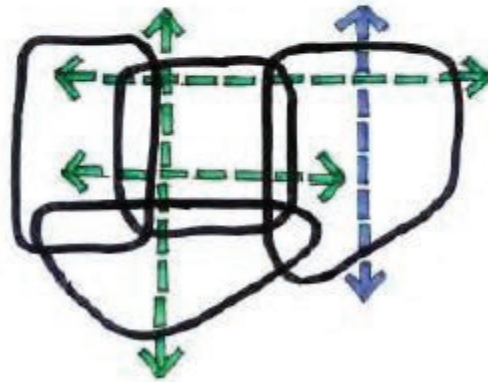


Figure. 6 Marpole Community Plan Urban Design Principles. City of Vancouver 2014

The problem for this plan then is to focus more on harmonizing issues that directly relate to the area. The Marpole plan describes the potential site's area as the cambie area and as a means to challenge issues with population, housing affordability, aging community features, climate, and transportation infrastructure.

One such goal is to ensure "placemaking". The plan looks to ensure connections and character fit the area, compliment with improving services such as schools, parks, and shops, all the while connecting to the transit options on Cambie Street creating a community that locally has everything needed.

Taking in the information provided from the two community plans means that the vision and goals for the Sesxsmith site will focus towards a local complete Community. Parallel to this are the two Policy statements for the Pearson-Dogwood and Langara gardens area whose visions also state in similar words to create a "complete community".

The vision and goals of the site will mirror and connect to the policy statements as it explains the work towards a complete community as it respects residential character, local community needs, and connections to the transit options presented near it.

3.3 Values

The values for the Sexsmith site have been put together with knowledge from the *Marpole Community Plan (2014)* as well as the *Cambie Corridor Plan (2018)*. These guiding principles will enhance the development of this site and support the framework to achieve a vibrant, diverse, and healthy community.



Complete & Healthy Community

While developing and planning the Sexsmith site, this site will attempt to create complete and healthy communities. This will be achieved by implementing different social infrastructure through land use planning to contribute to diverse social amenities. The goal is to “prioritize amenities and facilities that support a range of programs and activities to accommodate evolving needs.” Also to be included are drinking fountains, benches, lighting, and open space for the community to enjoy and gather.



Figure 7. Healthy Community
Cambie Corridor Plan 2018

It will also seek to create “a strong sense of community and sense of place” within the site. Healthy lifestyles will be encouraged by creating spaces to exercise, supporting active forms of transportation by creating connectivity, and promoting and providing access to local food sources. Public safety will be a precedence to ensure that the community can live freely while constantly feeling secure.



Figure 8. Nearby Housing



Figure 9. Sexsmith School



Diverse Housing Options

While developing and planning, the plan will create diverse housing options. Expressed in the Maropole Community plan, this site “[r]ecognizes the value of having a variety of housing choices and community facilities to attract and retain a vibrant workforce, including young families.” In order to achieve this, the plan will involve different housing forms to ensure diversity within the neighbourhood. There will also be a diverse range of unit sizes to meet the needs of a varied population. In addition, affordable housing options will be included for households whose income stands in the low to moderate range.



Environmental Friendliness

While developing and planning, the site will attempt to create widespread environmental friendliness. This will be achieved by implementing specific rainwater management strategies, waste reduction strategies, and greenhouse gas reduction strategies through the use of design, transportation, and land use. Higher density will also be included in the Sexsmith site which will be located near transit stop and mix use. This plan will also “[m]ake 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.” Bike lanes and bike racks will be integrated into the design, along with design strategies that minimize traffic congestions and increase public safety with specific road network design. Green spaces will also be connected by back lanes and sidewalks to ensure ease of usage.



Figure 10. Cultural Inclusion Marpole Community Plan 2014.



Figure 11. Sexsmith Site School Heritage Vancouver Heritage Foundation.



Amplify Culture

While developing and planning, the site will attempt to amplify culture throughout the community. The plan will create “spaces for cultural and social activity [that] reflect the character and identity of the neighbourhood.” Public art will be showcased and interspersed throughout the public realm which will beautify the active forms of transportation and add aesthetic value to the built community. Studio space will also be integrated into the built design of the community, as well as other public and private spaces to encourage cultural gatherings.



Building From the Past

The Marpole Plan outlines several urban design principles, with one “Building From the Past” relevant to this project as it outlines there should be a thoughtful integration and preservation of buildings of heritage and cultural significance. In the case of the Sexsmith Site, the old schoolhouse buildings were not preserved, but elements of their heritage can be implemented in the urban design of the new development. Design elements such as the brickwork and silhouette of the building could inspire the new buildings.

4.0 Engagement Strategy

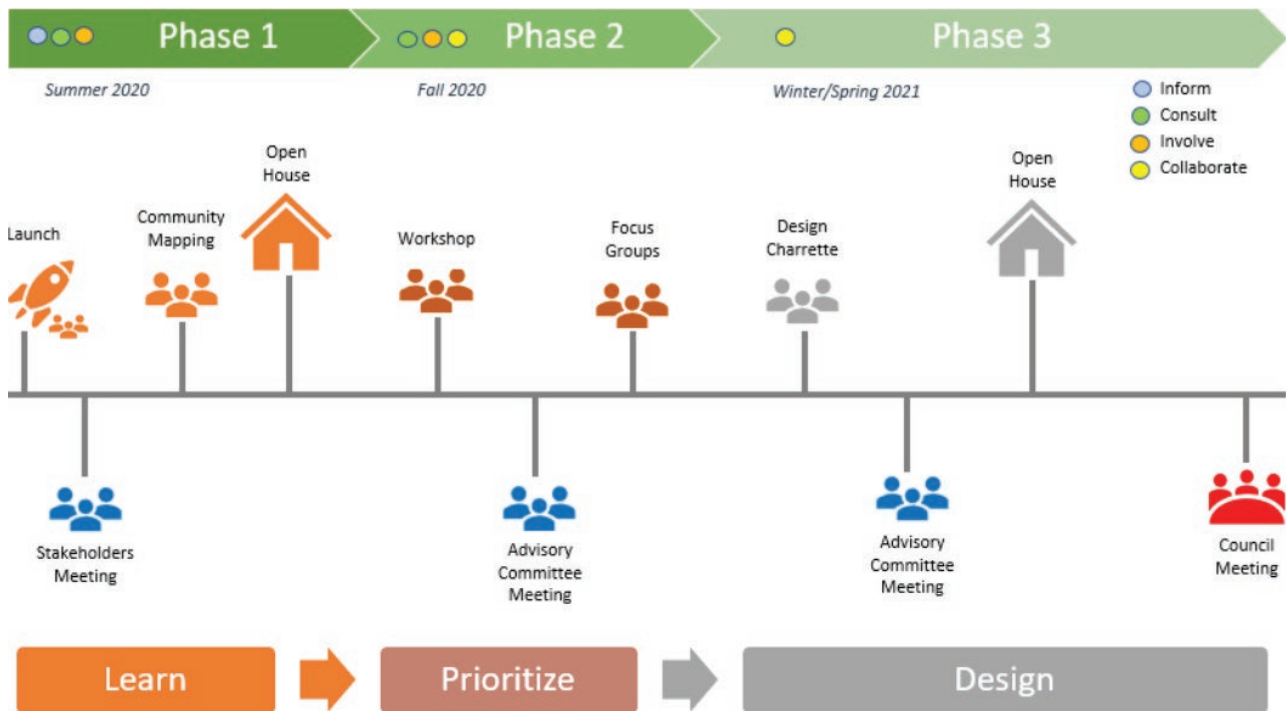
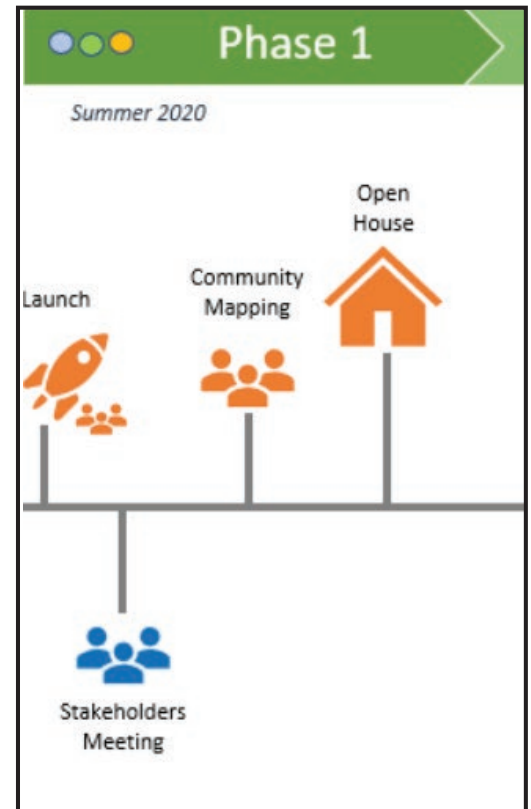


Figure 12. Engagement Strategy

This site plan was developed in a one-year timeframe, starting in the summer of 2020, and it required extensive public participation. The engagement purpose was to identify the community’s needs for amenities, services, and rental housing, prioritize them, understand if and how they connect to each other and lay down ideas of how to best integrate them in a development complex.

Phase 1: LEARN

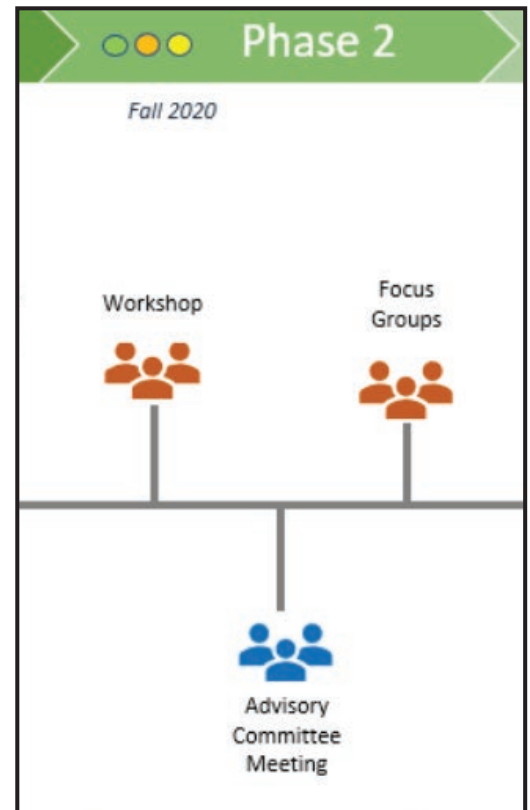
This phase focused on understanding the site, the neighbourhood where it sits, and the regulatory environments it is affected by. The planning team got to know the local community and their needs, as well as other key stakeholders that are important to accomplish the purpose of this plan. This participation process especially focused on engaging all possible beneficiaries of the future site development, which includes people of all ages, ethnic backgrounds, languages, from all types of families. A childcare service was provided during the meetings to allow parents to attend them.



The launch event presented the plan's purpose to all stakeholders, led participants to interact and get to know each other, and ask for suggestions to complement the stakeholders list. It also set the basis for a stakeholders' meeting that started an Advisory Committee to accompany the planning process. Then, a Community Mapping event was held and participants mapped all the existing neighbourhood assets. Special attention was given to amenities, services, and rental housing, and the community identified the missing pieces according to their profile and specific needs. A public Open House was held at the end of phase 1 to present the results of the previous events, which will set the site's and the community's context and lay the foundation for creating a policy strategy. Feedback from this Open House guided actions in phase 2.

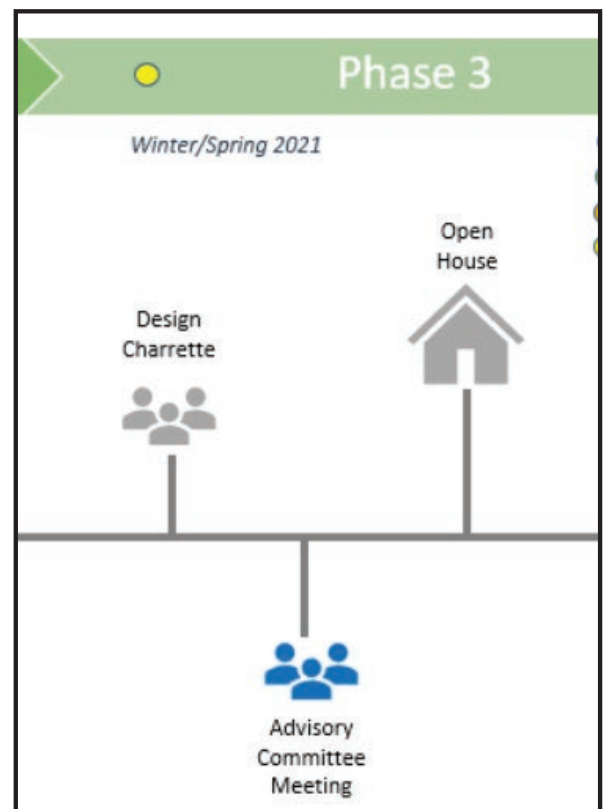
Phase 2: PRIORITIZE

A workshop was held to discuss the community's need for services, amenities, and rental housing based on the list previously created. Participants were encouraged to analyze the items, look for possible conflicts and synergies among them, and prioritize them. Potential housing and service providers and amenities stewards were identified for the selected topics. Towards the end of phase 2, focus groups analyzed opportunities and challenges for establishing the services, amenities, and rental units intended by the community and worked on possible solutions.



Phase 3: DESIGN

Through a Design Charrette, the community had a say in how to physically display service providers, amenities, and rental units in the subject site. A final open house was held to present the community with the engagement process results and to get some feedback to be considered in the final concept to be developed by the planning staff. The final step was to present the Site Plan (Sexsmith Community Plan) in a Council Meeting for their appreciation.



5.0 Complete Community Block

5.1 Housing

The following sources contributed to this section:
Statistics Canada
Marpole Census Data
Marpole Neighbourhood Social Indicators Profile 2019
Vancouver Demographic Report – Marpole, Central 1 CMHC.



Figure 13. Multi-Storey Dwelling

Housing Data

Household Income

In 2016, residents in Marpole annually earned about \$12,000 less than Vancouverites.

Marpole’s median household income was only \$53,782 and about one in four lived in low income.

Occupied Private Dwellings and Density

The increase of occupied dwellings in Marpole kept accelerating in the two decades from 1996 to 2016, totalling 10,875 in 2016, which was about 4% of the inventory stock of Vancouver. Correspondingly, density kept increasing from 16.5 to 19.4 dwellings per hectare (43 persons per hectare) in the twenty years.



Figure 14. New Buildings Next to Old

Types of Dwellings

Despite a slight increase in the first five years, single-detached houses peaked at about one-third of dwellings in 2001 and decreased significantly to one-fifth in 2016. Apartments of under 5 storeys represented more than half of all types of dwellings in 1996 (55.5%). They also saw a mild decrease in the two decades (50.1% in 2016). The decrease of these two types of dwellings was made up by the increase of the other ones, among which apartments of 5 or more storeys quadrupled from 2011 to 2016 and reached a significant share of almost one-tenth. (Table 1, Type of Dwelling 1996-2016, Marpole)

This indicates that Marpole was growing denser and higher. Compared with the figures in Vancouver, there was still room for future growth. In 2016, the density of Vancouver was 24.8 dwellings per hectare, to which apartment of 5 or more storeys contributed a share of almost 30%

Age of Dwellings

The neighbourhood has been experiencing continuous redevelopment over the years. In 1996, more than 70% of the dwellings were built before 1980. In 2016, this figure shrank to only 50%. New dwellings built between 2011 and 2016 occupied a share of about 10%.

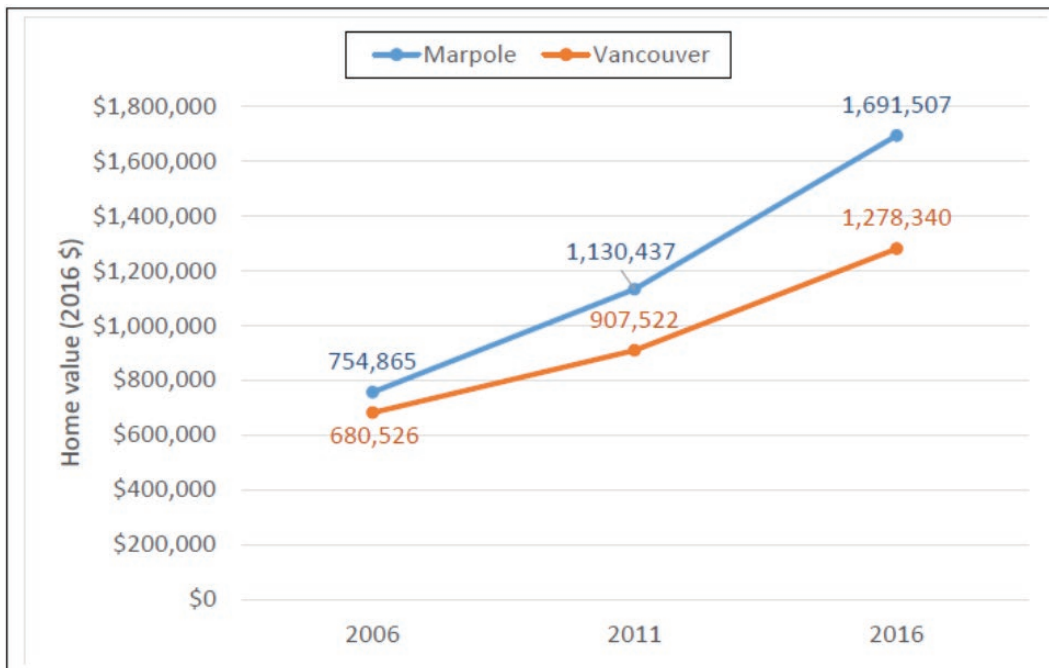
In Vancouver, the redevelopment was on a larger scale than Marpole. However, the renewal slowed down in the five years from 2011 to 2016, which was shown by new dwellings making up only 7.6% of all dwellings. Five years might not be long enough to make projections, but it is a universal trend that urban renewal always took place in urban centres, then gradually shifted to suburban areas such as Marpole. (Table 2, Age of Dwelling 1996-2016, Marpole)

1996-2016
Marpole &
Vancouver
Census Data
Tables 1 & 2

Statistics Canada,
Census

Marpole						
Community Statistics	1996	2001	2006	2011	2016	2016
Census (Short Form)*	Marpole	Marpole	Marpole	Marpole	Marpole	City of Vancouver**
Area of land						
Hectares	559	559	559	559	559	11,467
Population						
Census Population	21,730	22,416	23,785	23,835	24,460	631,485
Population 5 years prior	19,453	21,730	22,416	23,785	23,835	603,502
Population change in 5 years	11.7%	3.2%	6.1%	0.2%	2.6%	4.6%
Age Groups						
19 and under	20.0%	20.0%	19.9%	18.8%	16.5%	15.6%
20-39	36.8%	33.6%	30.5%	28.5%	31.1%	34.6%
40-64	29.9%	33.3%	37.1%	39.6%	37.0%	34.3%
65 and over	13.2%	13.1%	12.5%	13.2%	15.5%	15.5%
Language - Mother Tongue (single response)						
English	46.0%	42.3%	36.5%	37.3%	37.9%	51.3%
Chinese	31.2%	36.5%	40.7%	37.9%	37.2%	21.5%
Tagalog (Pilipino, Filipino)	2.9%	3.1%	3.2%	3.8%	4.3%	3.1%
Japanese	1.2%	Not available	0.9%	1.5%	1.6%	1.1%
Spanish	0.5%	0.9%	1.3%	1.1%	1.4%	1.9%
Korean	Not available	1.0%	1.4%	1.1%	1.3%	1.3%
Households <i>Please see notes below</i>						
Number of private households	9,210	9,280	9,805	10,075	10,875	283,915
One-person households	38.3%	36.0%	35.1%	37.1%	39.1%	38.8%
Average size of household	2.3	2.3	2.4	2.3	2.2	2.2
Families <i>Please see notes below</i>						
Number of families	5,010	5,705	6,140	6,075	6,280	160,875
Children living at home	5,615	6,170	6,890	6,740	Not Available	74,760
Single parent families	15.4%	15.2%	17.3%	18.2%	19.1%	4.1%
Type of dwelling <i>Please see note below</i>						
Single-detached house	31.6%	34.6%	26.2%	24.4%	20.0%	14.6%
Semi-detached house	3.7%	5.3%	5.5%	5.7%	5.3%	1.6%
Detached duplex	5.2%	1.5%	8.7%	10.2%	11.7%	18.7%
Row house	2.6%	4.0%	4.0%	4.9%	3.4%	3.5%
Apartment, under 5 storeys	55.5%	53.6%	53.4%	52.5%	50.1%	32.2%
Apartment, 5 or more storeys	1.2%	0.9%	2.1%	2.2%	9.1%	29.3%
Dwellings <i>Please see note below</i>						
Occupied private dwellings	9,205	9,280	9,805	10,075	10,875	283,915
Dwellings per hectare	16.5	16.6	17.5	18.0	19.4	24.8

Marpole						
Community Statistics	1996	2001	2006	2011	2016	2016
Census (Long Form)*	Marpole	Marpole	Marpole	Marpole	Marpole	City of Vancouver**
Tenure <i>Please see note below</i>						
Rented dwellings	66.2%	61.6%	57.2%	56.4%	58.8%	53.1%
Average gross rent ***	\$1,011	\$993	\$970	\$989	\$1,113	\$1,296
Mobility						
Population who moved since the last census	63.7%	52.3%	52.7%	47.0%	44.8%	46.7%
Age of dwelling						
built before 1960	32.8%	30.2%	26.9%	24.0%	20.2%	23.3%
built 1961-1980	39.0%	35.8%	35.3%	34.0%	30.9%	25.1%
built 1981-1990	20.2%	20.3%	18.3%	20.0%	18.0%	12.8%
built 1991-2000	7.8%	13.6%	13.4%	13.0%	11.4%	15.9%
built 2001-2005			6.1%	5.0%	6.0%	7.1%
built 2006-2011				4.0%	3.8%	8.2%
built 2011-2016					9.9%	7.6%
Labour force						
Employed labour force	10,725	10,765	11,865	11,965	12,450	350,145
Working at home	6.6%	7.5%	8.2%	7.4%	8.1%	8.9%
Working in the City, outside the home	52.1%	48.8%	46.6%	46.8%	47.6%	53.5%
Unemployment rate	9.3%	8.4%	6.8%	7.1%	7.2%	5.6%
Mode of travel to work						
Car, truck, van as driver	60.4%		59.7%	54.7%	51.3%	45.4%
Car, truck, van as passenger	5.5%	No reliable mode of travel data available due to a transit strike.	6.4%	4.2%	3.7%	3.6%
Public transit	25.5%		27.1%	34.6%	36.9%	29.7%
Walked to work	5.2%		4.4%	3.5%	4.6%	13.7%
Bicycle	2.3%		1.4%	1.7%	2.6%	6.1%
Other method	0.7%		1.0%	1.2%	0.9%	1.4%
Income <i>Please see note below</i>						
Median household income****	\$47,228	\$50,666	\$48,433	\$51,385	\$53,782	\$65,423
Population in low income households	35.3%	30.5%	32.2%	24.2%	24.7%	18.8%



Graph 1. Average Home Values 2016, Marpole.

Average Home Value

Home value in Marpole kept increasing and reached an average of \$1,691,507 in 2016, which was more than twice of 2006 (\$754,865). The gap between Marpole and Vancouver was widening during the decade of 2006-2016. In 2006, home value in Vancouver was \$680,526, which was very close to that of Marpole. However, in 2016, the gap was more than \$300,000. This may be caused by different shares of dwellings. As Vancouver had less single-detached houses while about 30% are apartments of 5 or more storeys, home values may be diluted by higher density and a smaller average building size. (Graph 1, Average Home Value 2016, Marpole)

Tenure and Average Monthly Costs

The Marpole neighbourhood had about 60% of dwellings rented at \$1,113 in 2016, among which new households had 89% renters. This represented a shift back toward building rental housing in Marpole. In Vancouver, about 53% were rented at a higher price of \$1,296 per month.

Owners in Marpole spent more on monthly housing costs than renters. In 2016, the average monthly costs of owning were \$1,620 in Marpole and \$1,681 in Vancouver. However, more tenants (about 45%) had housing stress than owners (30%) in the ten years from 2006 to 2016 in both Marpole and Vancouver.

Residential BP	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
One Family Dwelling	635	653	623	486	468	400	324	288	280	175
One Family Dwelling with Secondary Suite	402	584	656	636	746	850	796	808	822	516
Laneway Dwelling	192	232	354	352	377	523	500	589	734	433
Two Family Dwelling	76	110	142	128	160	144	96	106	98	108
Multiple Dwelling	503	776	774	730	861	2175	2391	2600	4081	3114
Mixed Use	1966	2199	3090	2960	3317	3429	2586	2174	1252	889
Total	3744	4554	5639	5292	5929	7521	6693	6565	7466	5235

Table 3. Residential Building Permits Issued 2010-2019
City of Vancouver

Inventory Stock

The economic growth in Metro Vancouver was mild and slow and the real estate sector has been a key driving force in GDP growth in recent years. During the past 10 years, total residential building permits the City of Vancouver issued saw significant growth and has been fluctuating since 2015. Multiple dwellings are the fastest increasing type of dwellings, which is consistent with data analysis of the type of dwellings in Vancouver in 2016.

This indicates that the supply of housing kept increasing and investments have been affected by policies (such as foreign buyer taxes) as well as by the economic climate in recent years. (Table 3, Residential Building Permits Issued 2010-2019, the City of Vancouver)

Regional Market

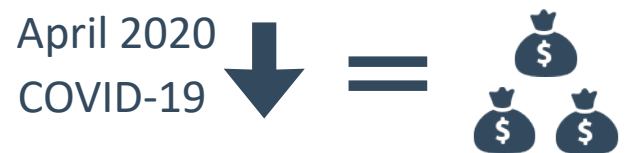
By the third quarter of 2019, low evidence has been detected that the housing market in the Vancouver CMA was overheated, neither did housing prices accelerate despite a moderate overall assessment of overvaluation. The inventory of multi-unit dwellings is rising in the Vancouver CMA, with vacancy rate remaining low, which means the market is not over-supplied (Housing Market Assessment, Vancouver CMA, First Quarter 2020, CMHC).



Rental Market Report (Vancouver CMA, 2020, CMHC) also shows a very low vacancy rate of around 1%. At the end of Quarter 3 2019, under construction inventory of rental units was equivalent to 5.8% of the rental universe. The increase of the universe of rental apartments was mainly concentrated in Vancouver, Langley and New Westminister.



As of the end of 2019, the regional housing market was stable. However, the pandemic has severely impacted the housing market in the past several months. The regional housing market is now warming up as COVID-19 is fading out and physical distancing restrictions are gradually released. According to B.C. Economic Briefing (Week of June 1-5, Central 1), Lower Mainland home sales bounce higher after April plunge, with prices holding steady.



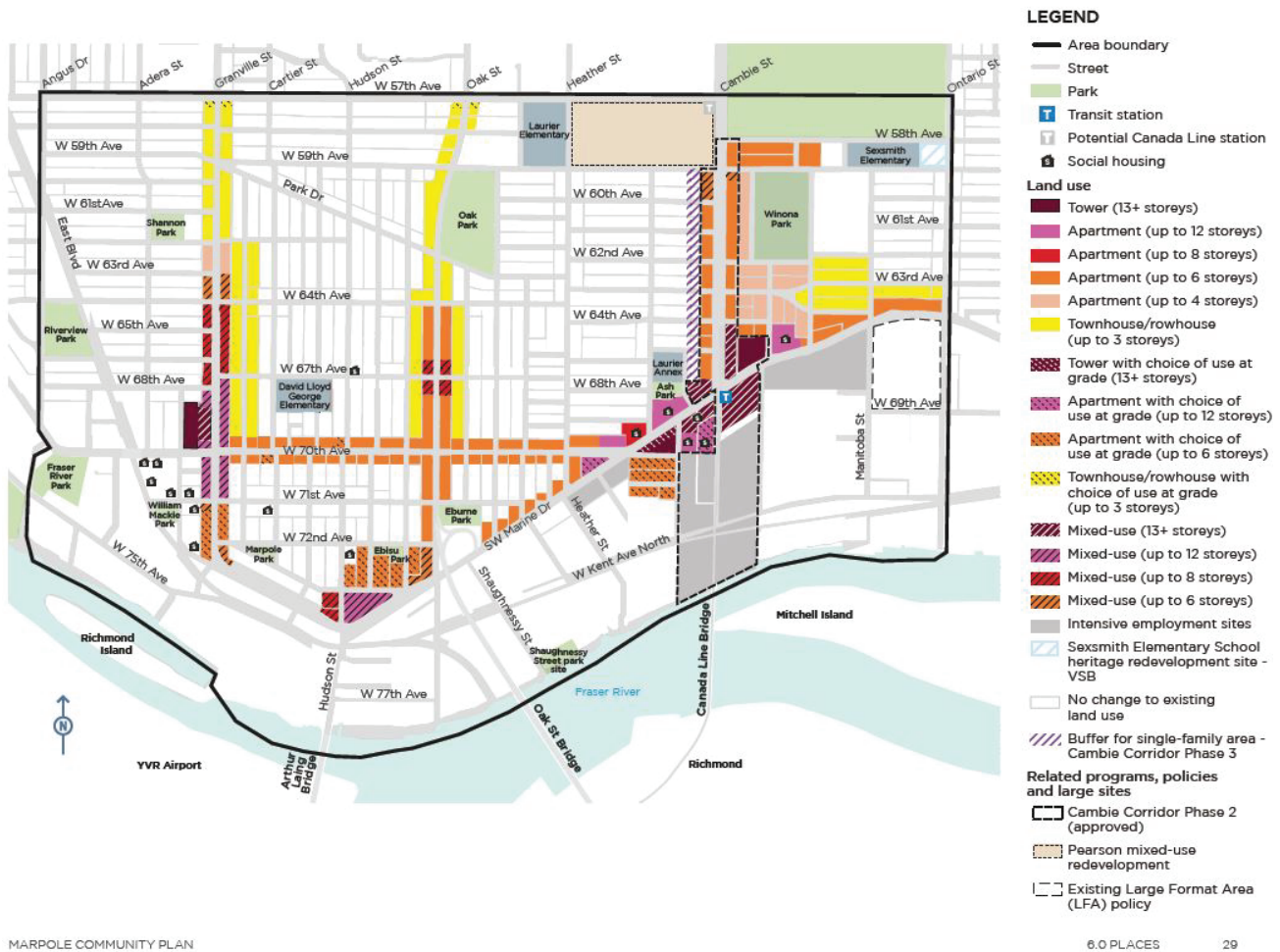


Figure 15. Marpole Land Use plan City of Vancouver 2014

Development Activities

Based on data analysis and site observation, housing redevelopment patterns can be summarized to be shifting from city centres to suburbs as well as from frequent transit areas (Cambie St, Cambie-Marine intersection) to surrounding built environment. Marpole is experiencing what has happened in Vancouver city centres, i.e., being growing denser, higher, younger, and more expensive. When zooming into the neighbourhood around the Sexsmith Site, it is evident that these changes are spreading from Cambie St and Cambie-Marine intersection gradually to the east and the north.

These activities are implemented under the framework of the Cambie Corridor Plan (2018) and the Marpole Community Plan (2014). (Figure 3, Land Use, Marpole)

Affordability Changes in Vancouver



Housing Affordability Issue

The housing situation in Vancouver has reached a crisis point. Housing is considered affordable when monthly housing costs (rents or mortgage payments including property taxes, strata fees, and heating costs) consume less than 30% of before tax (gross) household income (Regional Affordable Housing Strategy 2016, Metro Vancouver, Page 8). In 2016, residents around the Sexsmith Site spent 31% (Census Profile, Statistics Canada 2016) of their income on shelters, which indicates the severity of housing affordability in the neighbourhood.

Housing affordability is severe in Marpole and could be deemed as a catalyst for the redevelopment of the site. Since the site is within a 15-minute walk to two stations of Canada Line (Langara-49th Ave Station and Marine Drive Station), it could be an ideal site selection for a social housing project because very low and low-income people rely heavily on public transit.

5.2 Built Form & Land Use

Regulatory Features

The land use for the Sexsmith Site currently falls into the RS-1 category, which accommodates a variety of land uses. Table 2 lists some uses that could be applied to the Sexsmith Site. The density is either maximum 0.7 for two-family dwelling use (or with secondary suite) or 0.6 for other uses.

Uses Allowed	Uses Allowed with Conditions
Dwelling; Community Care Facility Class A; Accessory Buildings	Community Centre/Neighbourhood House; Park/Playground; Library; Child Day Care; Community Care Facility Class B; Group Residence; Parking; Retail (Farmer's Market, Neighbourhood Grocery Store)

Table 4. RS1 Zoning
City of Vancouver 1997

Uses Allowed	Two-family dwelling or two-family dwelling with secondary suite	Uses except for two-family dwelling or two-family dwelling with secondary suite
Height	10.7m/2.5 Storeys	9.5m/2.5 storeys (might be increased but not to exceed 10.7m)
Density	0.7	0.6
Site Coverage	45%	40%

Table 5. RS1 Height / Density
City of Vancouver 1997

Surrounding Building Heights

Cambie-Marine:

Mixed-use Tower (13 Storeys)

Apartment (6, 8 or 12 Storeys)

58-59 Ave:

Apartment (Up to 6 Storeys)

59-64 Ave:

Townhouses / Rowhouses (Up to 3 Storeys)

Langara Gardens:

3-28 Storeys



Figure 16. Nearby Building Heights

5.3 Public Realm & Amenities

The Sexsmith Site will coincide with the *Cambie Corridor Plan's* (2018) four systems that define the foundation for the public realm within this area. Additionally, the *Marpole Community Plan* (2014) is composed of six Community Public Realm Principles.

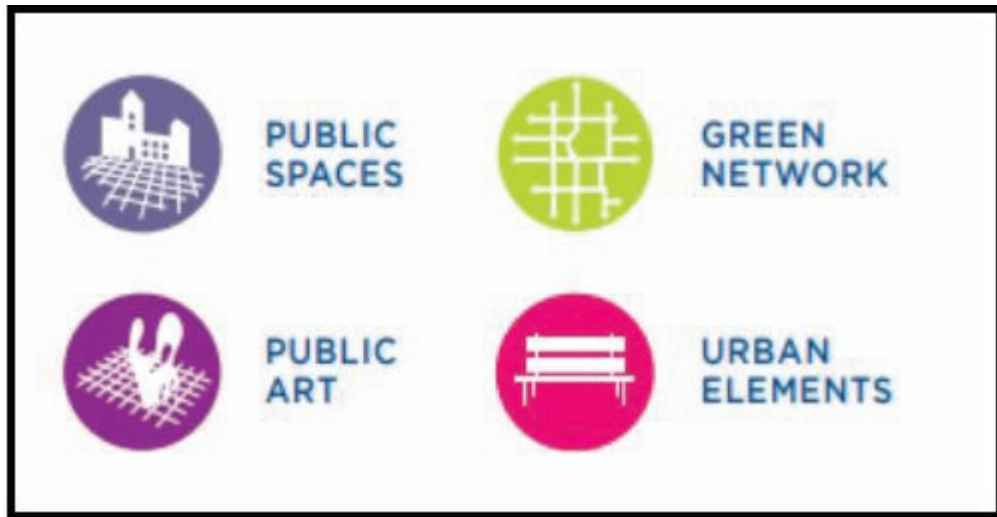


Figure 17. Cambie Corridor Plan Public Realm Foundations
City of Vancouver 2018



Urban Design

Sexsmith Community school is built with bricks and wood. This gives it more of a modern and natural aesthetic look that blends into the natural surrounding environment. It appears as though the school is designed for its backdrop by adding visual elements that coincide with the theme of nature. The built playground also uses beige, brown and red colours to enhance its natural landscape through tones that correspond with the ambiance of the earth.



Figure 9. Sexsmith School

Space

The old Sexsmith school building is no longer located here, and it is now home to Sexsmith Community school which is located on the Western side of the site. The middle area of the site is a large gravel field, and the Eastern side of the site holds a large green field. This seems to act as a semi public zone as there is plenty of open space, as well as benches and bike racks. The area is open from 7:00 am until 10:00 pm each day. The nearest public green space to the site is located at Winona park, which is approximately a 5 minute walk.



Figure 18. Eastern Site Area

Figure 10.2: Parks, Plazas, and Open Spaces

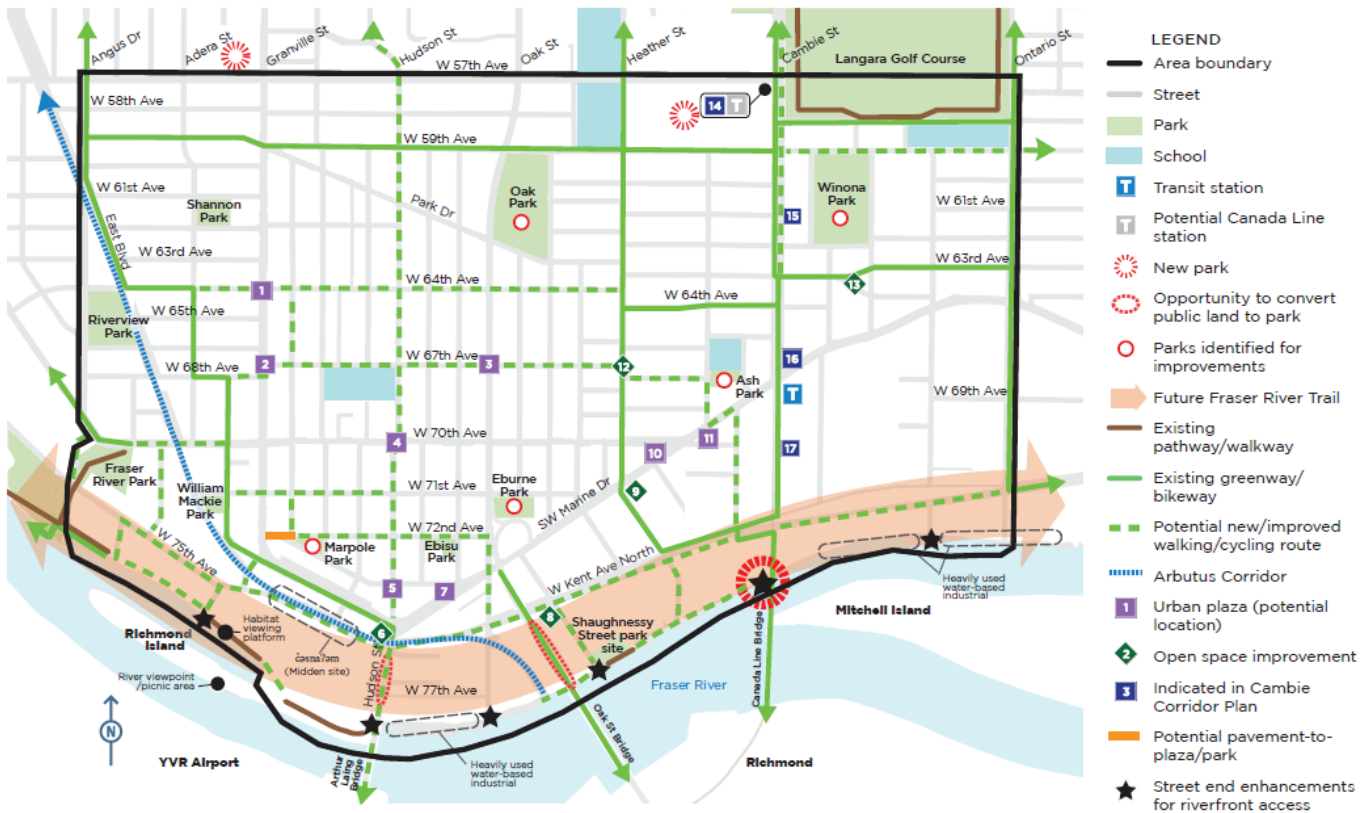


Figure 19. Parks, Plazas, and Open Spaces City of Vancouver 2014

Placemaking & Recreation

The Sexsmith site has access to bikeway and walkway paths; the North Arm Trail, and the Masumi Mitsui Greenway. There are also plenty of bike racks and benches throughout the site, creating a space that encourages the community to stay and enjoy time outdoors.

The Sexsmith Community school has also created a school garden that holds multiple plots. There are picnic benches on the West side creating a space to encourage gathering, learning, and promoting local and healthy eating.

In the site's neighbourhood, there are 2 large park / natural areas and connections to and from them. The site itself has empty fields where recreation where outdoor activities or sports can be used. Winona Park is the closest park readily connected by a marked crosswalk to the southwest. As noted in the Marpole Community Plan, heavily there are plans to enhance park features as it currently does not have many uses.



Figure 20. Sexsmith Site Bicycle Racks

Figure 17.1: Existing Public Facilities and Amenities

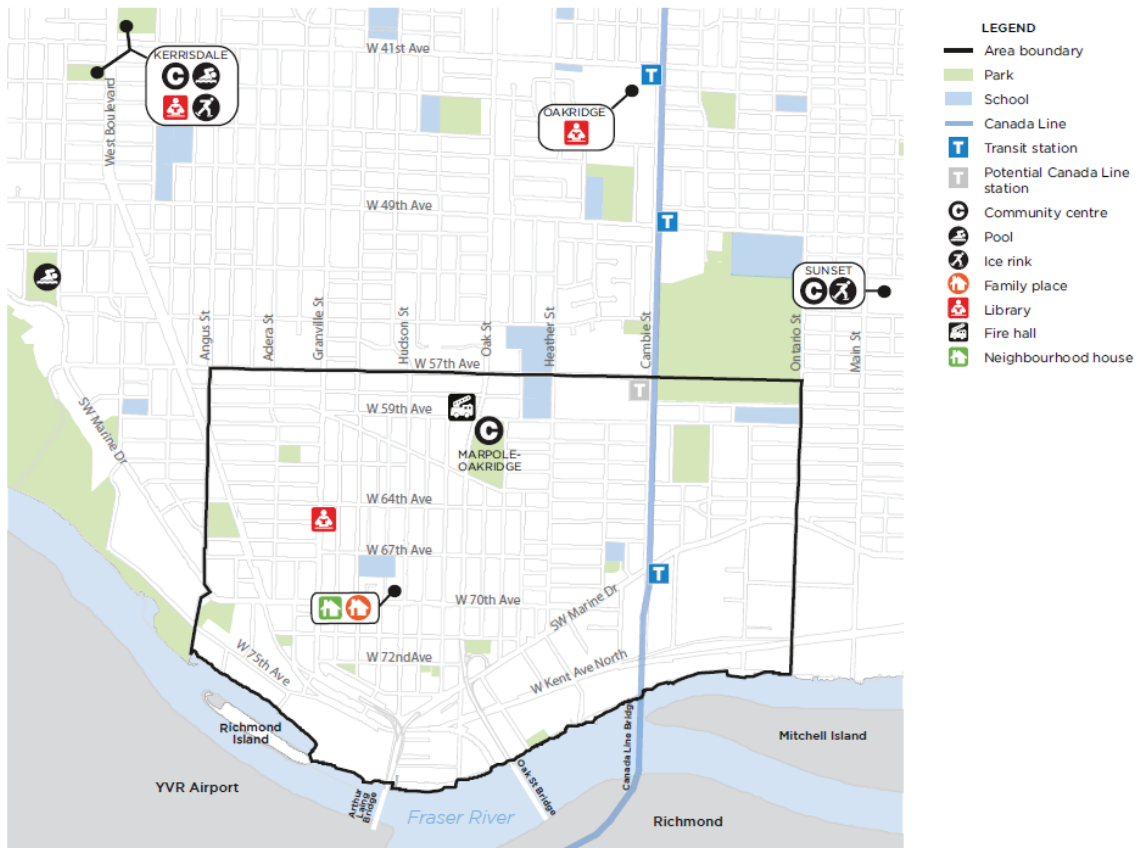


Figure 21. Public Facilities and Amenities
City of Vancouver 2014

Neighbourhood Amenities

Marine Drive Canada Line Station

Public Schools along Laurier St. and Ash St.

Marpole Oakridge Community Centre & Firehall on Oak St. and 59th Ave.

Community Garden near Cambie St. and 59th Ave.

Neighbourhood House, community market, garden & Family Place on Hudson St. and 70th Ave.

Library on Granville St. and 68th Ave.

Multiple community gardens west of Granville St.

Arts and Culture facilities Generally located on and west of Cambie St.

5.4 Economy & Transportation

There is no retail, business or, commercial at the Sexsmith Site. It is approximately a ten minute walk and three minute drive from the site to SW Marine Dr. which has various commercial and industrial activity. There are a variety of amenities and local businesses here including a liquor store, grocery store, restaurants, car dealerships, movie theatre, and much more. Oakridge mall is also easily accessed by the Canada Line which is a ten to fifteen minute walk from the site.



Figure 22. Walking Distance to SW Drive Retail
Google Maps 2020

Figure 11.1: Commercial and Employment Areas in Marpole

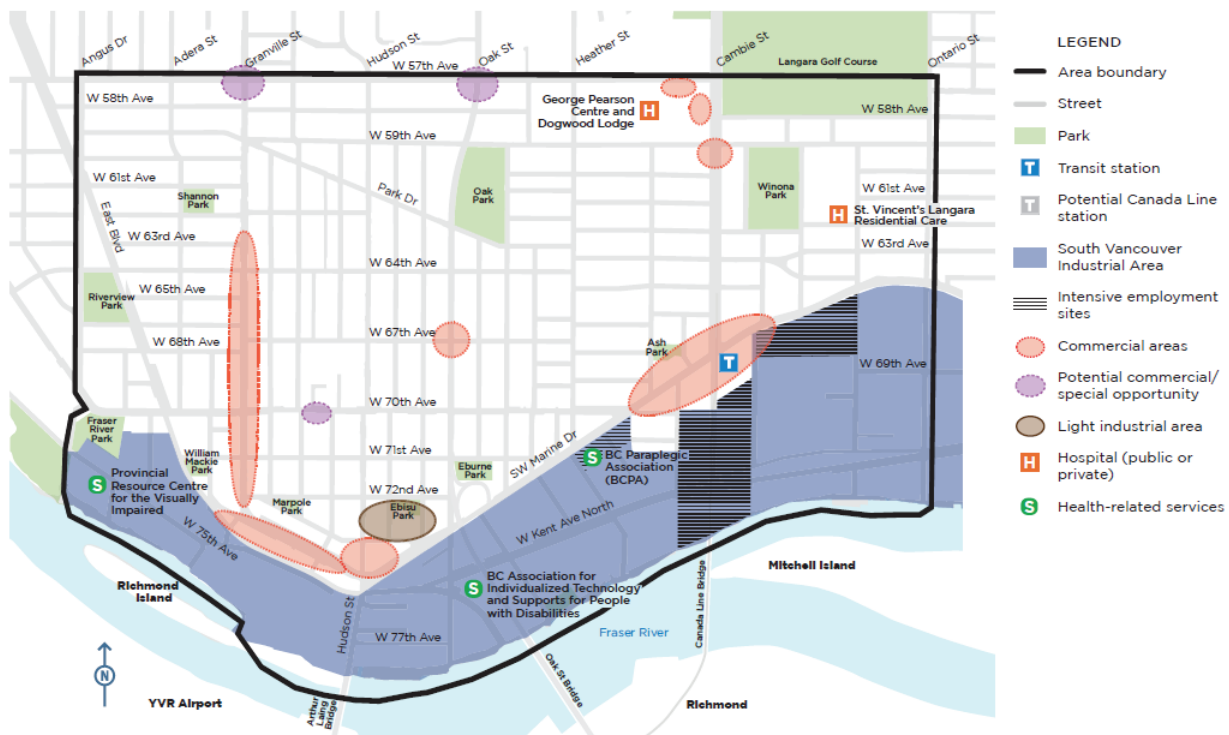


Figure 23. Commercial and Employment Areas in Marpole
City of Vancouver 2014

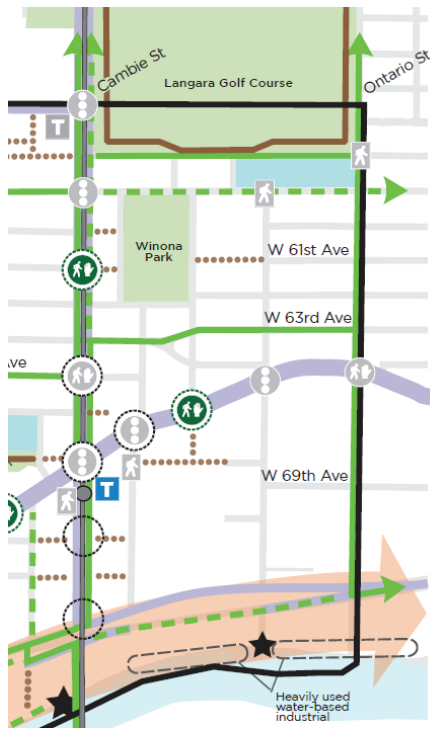


Figure 24. Sexsmith Site Nearby Cycling & Walking Paths City of Vancouver 2014

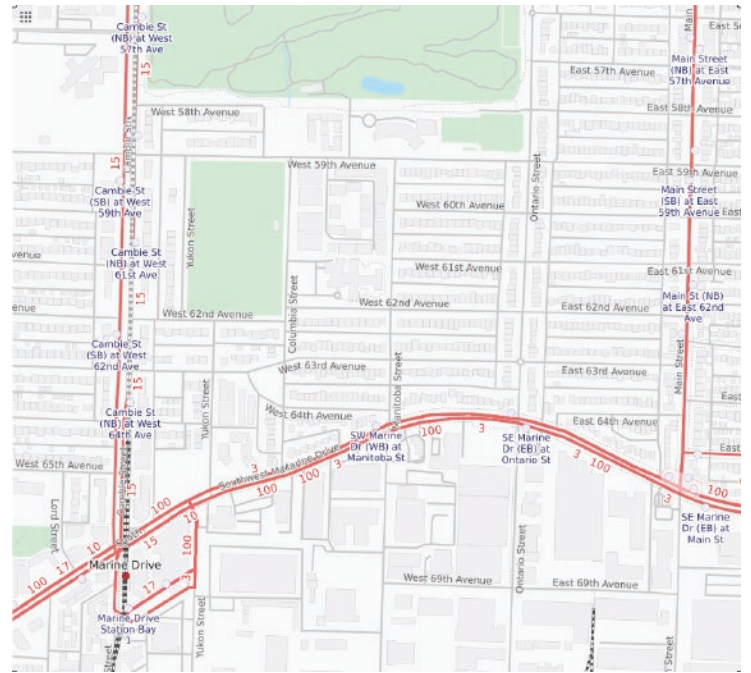


Figure 25. Major Arterials near Sexsmith Site OpenStreet Map

Walking & Cycling Network

Within a 5-minute walking distance of the Sexsmith Site consists of a trail and multiple close greenway/bikeways. The site corners a major bikeway / greenway on Ontario Street with a separated pathway and 58th Ave as a cycle only road. There are potential plans to create and extend the 59th Ave cycling route across giving the site a north, south, and east access to the network towards Cambie Street and SW Marine Drive. Current pedestrian walkways include the Langara trail as it connects from the north to the bike path on 58th Ave. and two marked crossings connected to the site south and east. Close-by, there are plans to connect Winona park from Cambie Street to 61st Ave with new walking pathways

Road & Transit Network

The Sexsmith Site's closest major arterials include Cambie Street to the west, SW Marine Drive to the South, and Main Street to the East. The site itself borders local roads Ontario Street, Columbia Street, and 59th Avenue. These roads connect to beyond the neighbourhood. The local roads surrounding currently have school speed limits with speed mitigation places such as speed bumps and narrower pathing. There are currently school zones and 2-hour parking restrictions surrounding the site.

The closest transit within a 10-minute walking radius available are on Cambie Street, Main Street, and SE Marine Drive as bus routes. The closest Skytrain station is a 15-minute walk to Marine Drive Canada Line station.

Relevant Plans & Strategies

- Cambie Corridor Plan
- Cambie Corridor Public Realm Plan
- Marpole Community Plan
- Metro Vancouver Sustainability Framework
- Translink Sustainability Policy
- Greenest City 2020 Action Plan
- Rain City Strategy
- Renewable City Strategy
- Climate Change Adaptation Strategy
- Urban Forest Strategy

Redevelopment on Sexsmith Site must abide by the City's regulations such as the Rezoning Policy for Sustainable Large Developments and the Green Buildings Policy for Rezonings. It also should strive to help the City achieve its strategic goals, by incorporating recommended concepts and practices into the new development design.

Vancouver's strategies seek to protect its residents' livability and health, which can be threatened by urban growth and climate change effects. Urban growth, for instance, puts pressure on permeable lands, increasing the risk of flooding and erosion caused by runoff water. Verticalized built forms can cause loss of access to sunlight and views, impacting people's physical and mental health. The main driver of climate change is GHG emissions, which lead to heat island effect and sea-level rise. In Vancouver, buildings alone are responsible for 56% of GHG emissions, and transportation accounts for 36%.



Rain City Strategy

The Rain City Strategy objectives are to remove pollutants from water and air, increase managed impermeable area, reduce volume of rainwater entering the pipe system, harvest and reuse water, mitigate urban heat island effect, and increase total green area. To achieve that, the City promotes the implementation of Green Rainwater Infrastructure (GRI), such as bioretention, subsurface infiltration, permeable pavement area, rainwater tree trench, engineered wetland.

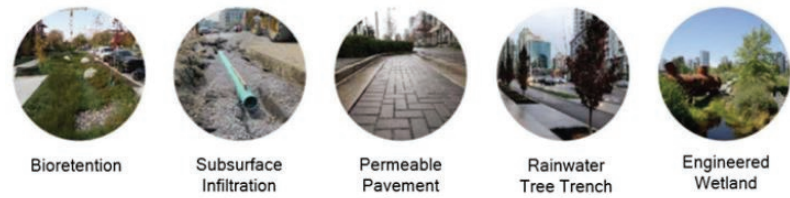


Figure 26. Rain City Strategy
City of Vancouver

Rezoning Policy

The Rezoning Policy for Sustainable Large Developments (SLD) requires that development proposals put forward through rezoning applications on lots having a total site size of 8,000 m² (1.98 acres) or more must submit plans or studies

Green Buildings Policy

The Green Buildings Policy for Rezoning requires all new buildings to meet the Passive House requirements and achieve a minimum of Built Green Gold, or LEED® for Homes Gold, and a minimum score of EnerGuide84. Moreover, the Renewable City Strategy prioritizes low-carbon energy systems, and encourages the implementation of the Passive House principles and sustainable technology, such as photovoltaic (PV) systems, solar hot water systems, wind power systems, and heat pumps and geexchange.

Sustainable Large Development Study Topics Required

- Sustainable Site Design
- Access to Nature
- Sustainable Food Systems
- Green Mobility
- Rainwater Management
- Zero Waste Planning
- Affordable Housing
- Low Carbon Energy Supply

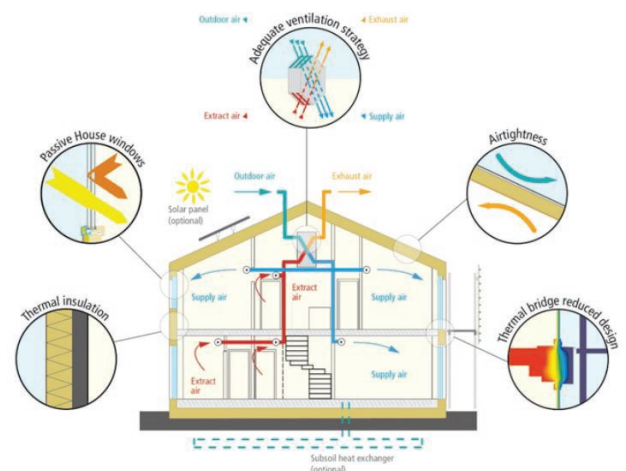


Figure 27. Passive House Requirements
City of Vancouver

6.0

Site Actions & Policies

6.1 Housing

The Sexsmith Site will be a predominantly residential project with a mix of market and affordable housing options in a range of unit sizes and types to targeted households.

Policies

1. Housing Mix

- Integrate affordable housing and rental housing throughout the site.
- Explore opportunities to increase affordability through the construction of wood-frame buildings of 6 storeys or less.
- Some townhouse units may be designed with lock-off suites to increase affordable housing options.
- Ensure ground-oriented housing accessible by designing front doors and private patio spaces to create the garden character at the ground level.

2. Rental Housing

- Provide 100% of multi-residential units as secured market rental housing (MIRHPP).

3. Affordable Housing

- A minimum of 20% of housing units (equivalent to 20% of the new residential floor area) are required to be affordable housing towards meet the needs of low to moderate income households.

4. Family Housing

- A minimum of 35% of affordable housing units will be targeted to families with children. A large portion of Two and three bedroom units are mandatory.
- A further 35% of the market units will be two and three bedroom units, including 25% two bedroom units and 10% three bedroom units.
- Design of family units should be in accordance with the Family Room: Housing Mix Policy for Rezoning Projects (2016).

Actions

Sexsmith Site Unit Breakdown

Total Units: 400 Units	20% Affordable 80 Units	35% Affordable Family 28 Units		
		65% Other Affordable 52 Units		
	80% Market Rental 320 Units	65% Other Market 208 Units		
			35% Market Family 112 Units	71% Two Bedroom 80 Units
				29% Three Bedroom 32 Units

Figure 28. Housing Unit Breakdown

Policies

1. Building Heights

- Building height is proposed to be up to 6 storeys transitioning from west to east and from north to south to be compatible with the surrounding buildings. Solar exposure and building shadows should also be taken into considerations to ensure the compatibility.

2. Transition & Topography

- Focus on a higher level of activity, density and height in the west and the north of the site and gradually decrease towards the east and the south.
- Townhouses should be located in the east and setback the upper floors of buildings of 4 storeys and higher to maintain a human-scaled public realm.
- Regrading should be done along W59 Ave to provide a good transition between the site and the buildings to the south.
- Organize buildings and open spaces to work with the topography in the rest of the site and optimize public views across the site.

3. Density

- A gross floor area of 55,600 square metres (598,473 sq.ft.) is proposed for the gross site. The FSR is approximately 2.2 over the entire site.

4. Building Variety & Design

- Buildings should vary in scale, length and unit types.
- Low-rise townhouses should be located in the east of the site to be compatible with surrounding single-family homes.
- Along W 59 Ave, upper levels of 4 storeys should be terraced and stepped back to create outdoor opportunities and reduce apparent bulk.



Figure 29. Height Transitions & Envisioned Density





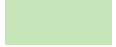
Actions

The existing school building located in the west of the site will be removed to support the redevelopment of the rezoning and amendment of the Marpole Community Plan are mandatory.

With redevelopment in the surrounding area, especially the 6-storey recently built and currently being-built concrete condos along W59 Ave (between Site 4 and Cambie St), Site 4 is expected to maximize the benefits of high-density. The areas directly to the east and the south might gradually change to a limited content, as the *Marpole Community Plan (2014)* states in its land use plan unchanged. The policy of land capacity will therefore, create an opportunity for higher density while in the meanwhile respecting the surrounding neighbourhood.

Sexsmith Site Land Use Designations



-  Institutional
-  Mixed-Use
-  Multi-Family MidRise
-  Townhousing
-  Open / Green Space



Policies

1. Establish Public & Green Spaces

- Establish Public and green spaces to enhance community livability.
- Create a green network and connectivity throughout the site for walking and cycling.
- Create a secluded atmosphere with themes that coincide with the natural landscape.
- Retain significant trees in the southwest corner of the site and use the CPTED principles to remove some of trees to create appropriate open spaces.
- Retain trees along Ontario St and create a small open space which could be used as a stop for cyclists.
- Create a courtyard in the middle of the site with access to sunlight and contribute to a sense of belonging to the community. The courtyard should be suitable for families with children and provide facilities for play.
- Create a human scale for the lower floors of buildings by designing front doors, patios, balconies, etc.
- Dedicate a minimum of 20% - 25% of the site to green spaces, plus possible green roofs
- Integrate mixed use buildings with southwest plaza to create a pleasant customer experience
- Create a central plaza connecting the 58th and 59th Avenues
- Provide a playground and community garden area in the central plaza

2. Create Community Amenities

- Provide in the west of the site about 5,000 sqft of neighbourhood house including a library accessible to all community residents.
- Provide a 49-space fully-finished and equipped childcare to serve infants, toddlers and preschoolers (age 0-5).

3. Intergrate Community Culture

- Create tangible connections with site history and neighbourhood characteristics through public art.
- Build for artistic usage along cycling paths & within open areas and Showcase public art throughout the site, and create specific art spaces.
- Increase community culture & food assets in the neighbourhoods integrating community kitchens, markets, or other aspects into community buildings / open spaces



Figures 30.1 & 30.2. Mixed-Use Open Areas

Actions

1. Establish Public & Green Spaces

The Southwest corner of the site is made up of a tree canopy and the majority of the trees will be kept and left untouched. This areas will also be made into a plaza where the community can gather and enjoy time outdoors. There will be further open space in the middle of the site as well as the Northeast corner which is also where the bikeshare will be located. An art space will also be included in the plan to add to the community's character while also promoting creativity and community building.

A further goal of this development will be to encourage safety as well as the feeling of being safe. This will be accomplished by creating a space that feels open with few hidden viewpoint areas. There will also be lots of lighting around the site for when it gets dark. The site also sits on a slope that is above its neighbouring streets giving it more of a secluded feeling. This adds a further sense of safety because everything around the site appears to be visible.

2. Intergrate Community Culture

Design for the childcare area should be in accordance with the Childcare Design Guidelines and Childcare Technical Guidelines to ensure minimum indoor (555 sqm/6000 sqft) and outdoor space (475 sqm/5113 sqft) and ensure solar performance on outdoor spaces.

At rezoning, confirm the location of the childcare centre with proximity to affordable housing, and take into consideration the accessibility to transit and bike connections, and vehicle drop-off.

Policies

1. Small Retail

- Establish small businesses and create employment opportunities through the use of mixed use land, such as; a small grocery store, a coffee shop and a bike shop.

2. Cyclist Friendly Environment

- Install bike share to encourage sustainable transportation and provide space for a bike share installation next to the bikeway
- Provide a paved and covered area by the bikeway, with benches, a bike repair station, bike parking slots, and lockers
- Provide tree-shaded area with tables and benches for rest and snack beside the covered area
- Provide a vegetated buffer between the plaza and the Ontario Street

3. Mediate Between Transportation Options

- Create entrances that focus movement towards destinations
- Encourage less on-street clutter with underground parking while maintaining limited street parking as traffic calming measures
- Add charging stations for electric vehicles
- Create safe crossings ensuring all forms of transportation can move without difficulty

4. Link Vertical & Horizontal Movement

- Design movement flow to optimize west to east movement.
- North and south movement optimized for Ontario St.
- Connect cycle paths in a coherent manner.

Actions

1. Small Retail
2. Cyclist Friendly Environment

This site will focus on implementing a small local serving commercial area by including mixed use land. There will be a small grocery store where the community is able to attain specific everyday necessities. In addition, a small coffee shop will be a part of the development.

The number of commuters who are using sustainable transportation as a way to reach their place of work has increased in the Marpole neighbourhood, as well as the city of Vancouver. 44% of those who are employed are either walking, cycling or using public transit. In general, Marpole residents tend to have a further and longer commute than the rest of the city. As such, this site will focus on bicycle related retail and servicing. The small bike shop will sell all things bike related as well as having an individual on site to complete repairs. Next to the bike shop will be a bike share service where the community is able to rent bicycles daily.

The Marpole neighbourhood has a multitude of younger families. In the year 2011, 68% of those who lived in Marpole were families with children, whereas the rest of the city had 58%. Accordingly, a daycare will be placed in the Northwest corner of the site. This will provide employment opportunities, as well as ensure parents have a place to leave their children so that they are able to work. The community centre which is located in the same area will also serve as employment opportunities for the community.



Figure 31. Bike Retail



Figure 32. Bike Share



Figure 33. Rest Areas

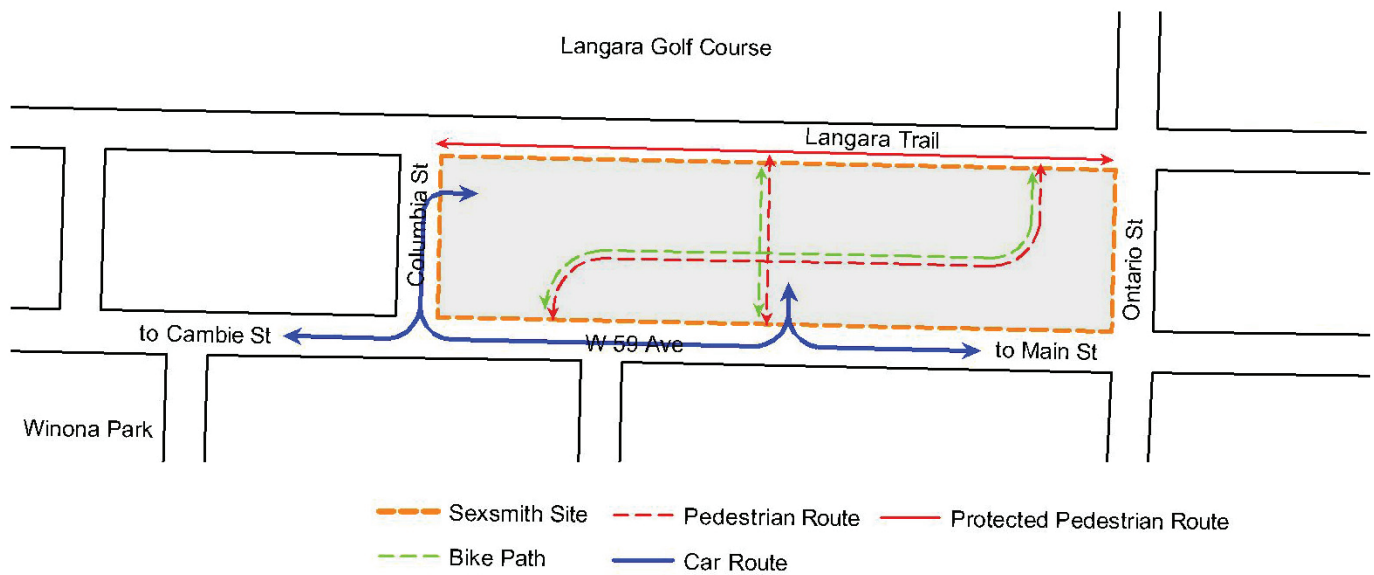


Figure 34. Sexsmith Site Traffic Flow

3. Mediate Between Transportation Options

Charging stations and the idea for car share programs for electric vehicles can also be provided within the underground parking areas further enhancing sustainability options for the site as well as encourage more environmentally friendly decisions for both visitors and residents.

To temporarily access the site such as drop-off or extremely shortstops, allowing for small 5-minute drop-off areas near more business, retail, or institutional components of our site would be highly beneficial and keep the local roads from jamming or seem cluttered. Optimal placement would be on 59th Ave. itself and west through Columbia St. This way, most vehicle traffic is concentrated away from cycling intersections and provides safe usage. Repurposing the current round-about on the northwestern corner of the site would allow for loading zones or larger areas for drop-offs. Entrances to the site for the underground parking will also concentrate on the two roads mentioned.

4. Link Vertical & Horizontal Movement

As the site borders and corners multiple cycle paths, it gives good reasoning to create open spaces that target the cycling routes and connect them to what our site offers and what the rest of the community has. The roads all designated with cycle paths (58th Ave., 59th Ave, and Ontario St.) offer chances where creating spaces for them seem natural and useful.

Policies

1. Increase Canopy Coverage & BioDiversity

- Keep the trees currently bordering the southwest corner
- Plant new trees and bushes on the southwest to increase biodiversity
- Prioritize trees that attract birds and pollinators
- Tree planting can be an opportunity to create a small orchard
- Plant spaced but large trees on the northeast plaza that will grow to form a dense canopy coverage

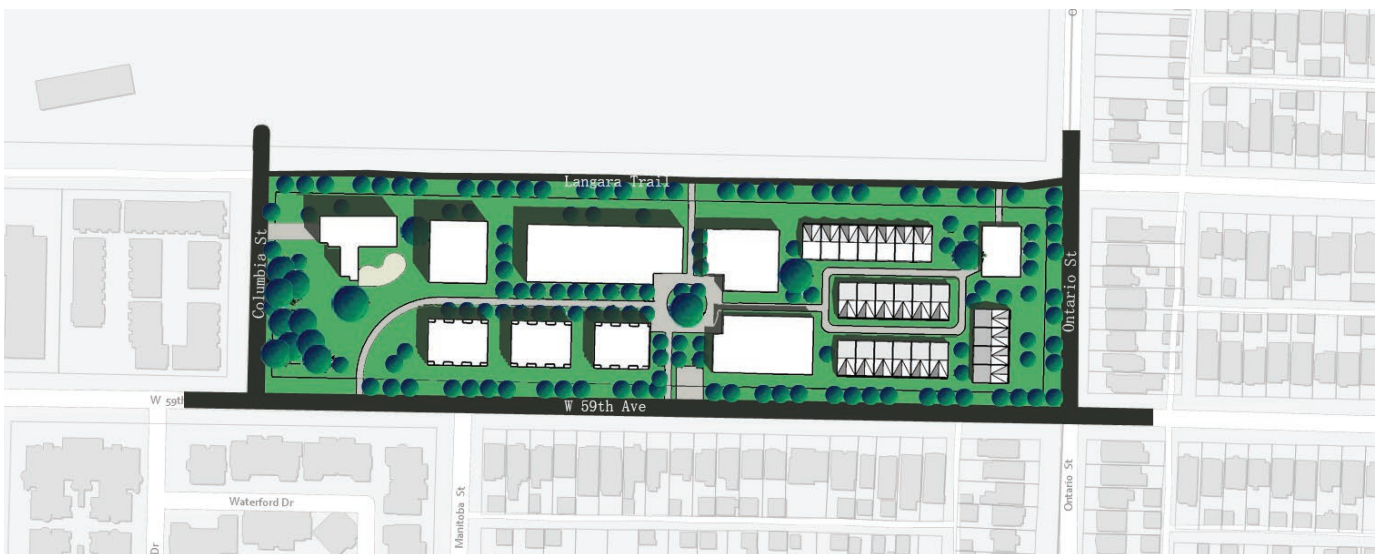


Figure 35. Natural Bike Share Area with Adjacent Bikeway

Actions

The site redevelopment offers an opportunity to create new natural areas and green spaces, with increased canopy coverage and enriched biodiversity, also benefiting the adjacent bikeways. The redevelopment policies for the Sexsmith Site will therefore promote the implementation of interconnected and biodiverse natural areas and green spaces, focusing on an increased tree canopy coverage, to serve the surrounding community.

7.0 Implementation & Concepts



Figures 36 & 37. Sexsmith site Land use, Density, & Built Form Concepts

Envisioned Design

The Sexsmith Site will transition from multistory to townhousing from west to east as described in the Land Use designation map (Page 43) with the community care facility in the northwest area of the site. Open spaces will be connected and placed in the major pedestrian flows in the southwest, central, and northeast areas to maintain maximum usage. As the site is compact, the need for implementing the plan in phases is not warranted.

Shadow Study

During summer months shadows will not intrude beyond the site and will be able to provide shading to the open space areas well.

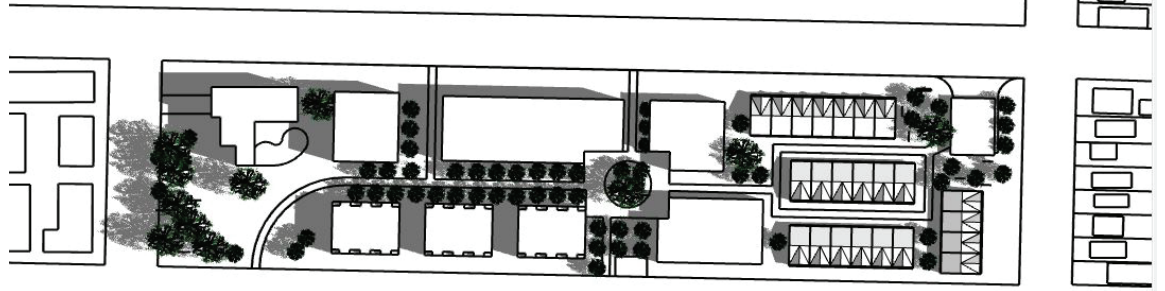


Figure 38. June 10am Shadows

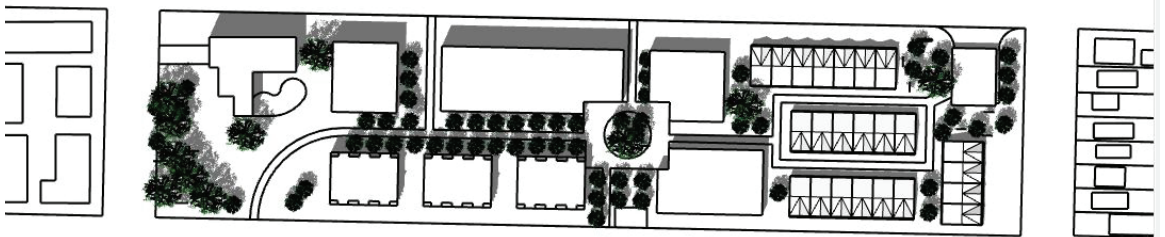
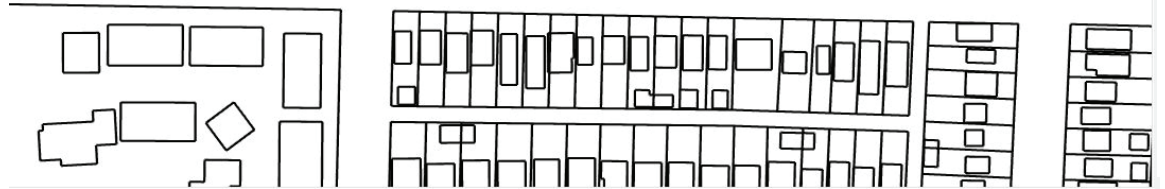


Figure 39. June 2pm Shadows

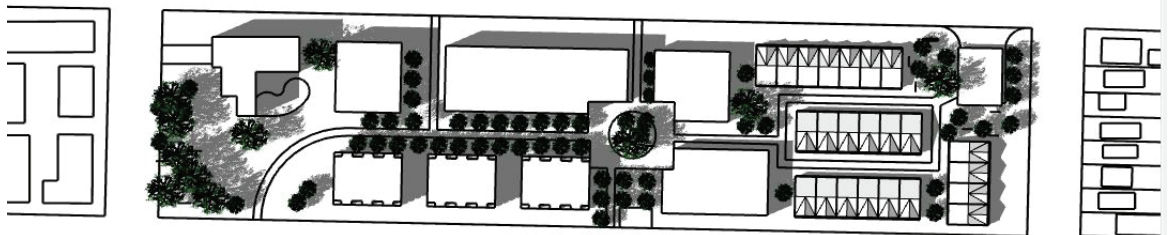
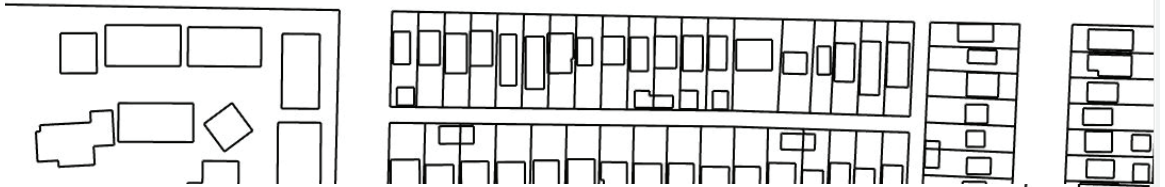
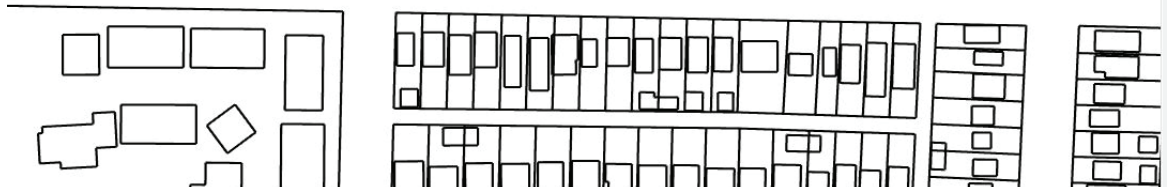


Figure 40. June 4pm Shadows



In the winter months the shadows will spill over onto buildings but will not over shadow most buildings as the higher buildings in the north will be largely un-affected.

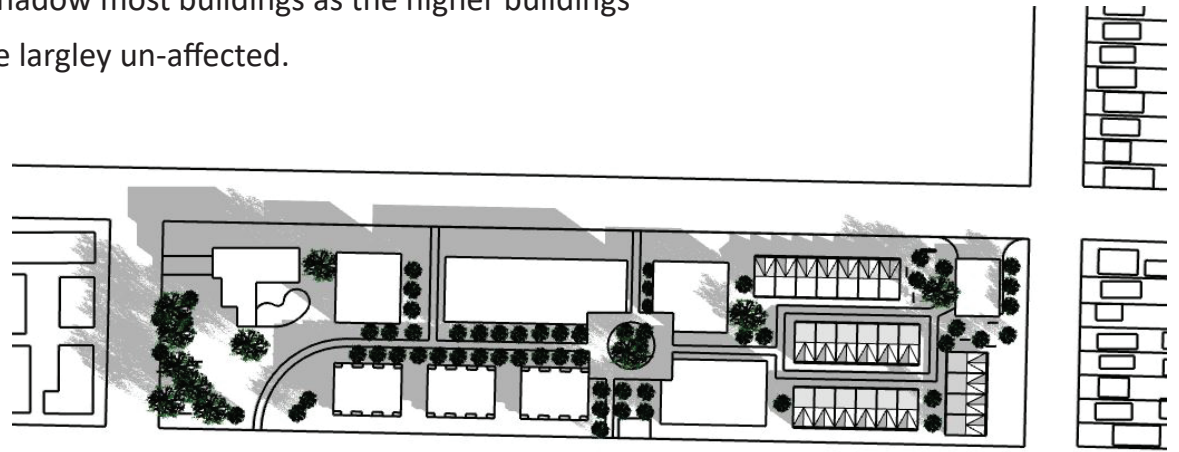


Figure 41. Sept.10am
Shadows

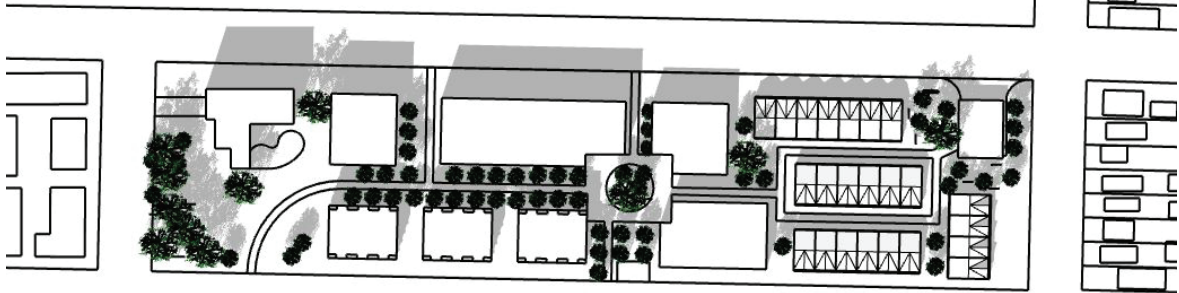
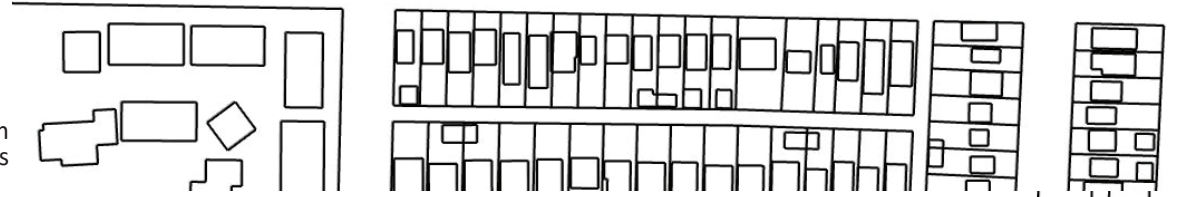


Figure 42. Sept.2pm
Shadows

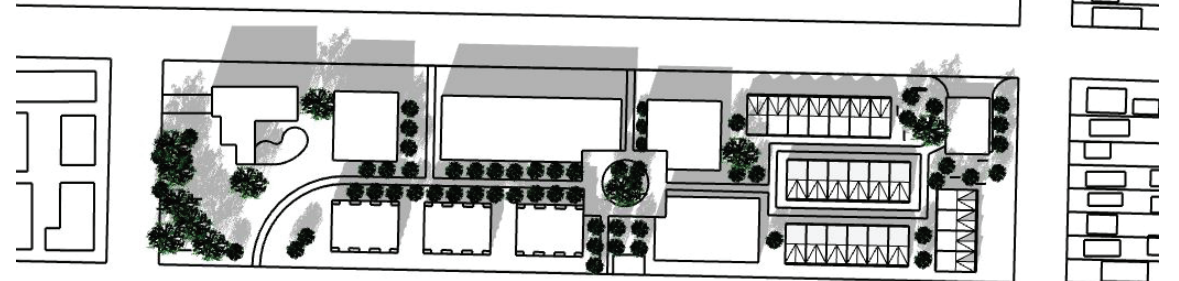
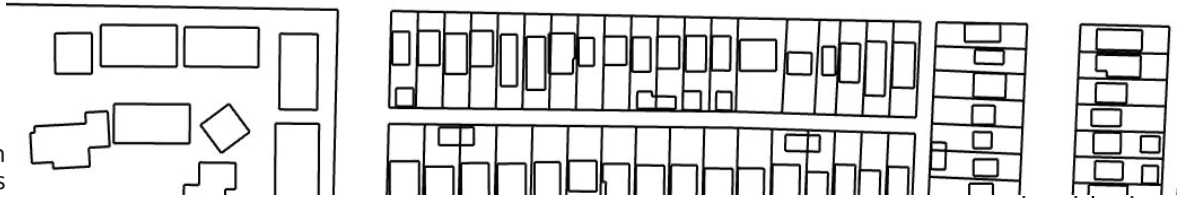
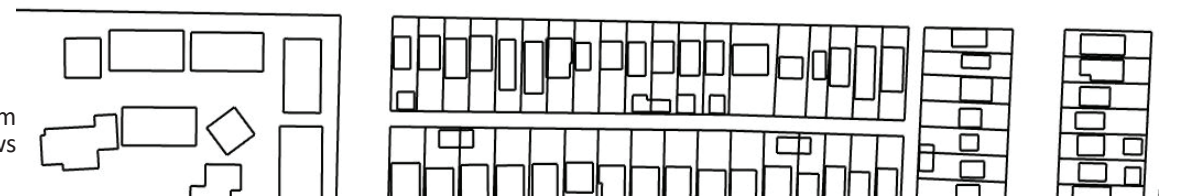


Figure 43. Sept.4pm
Shadows



Acknowledgements

References are mostly in-text and included as part of plan

Otherwise:

Icons: <https://icons8.com/>

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