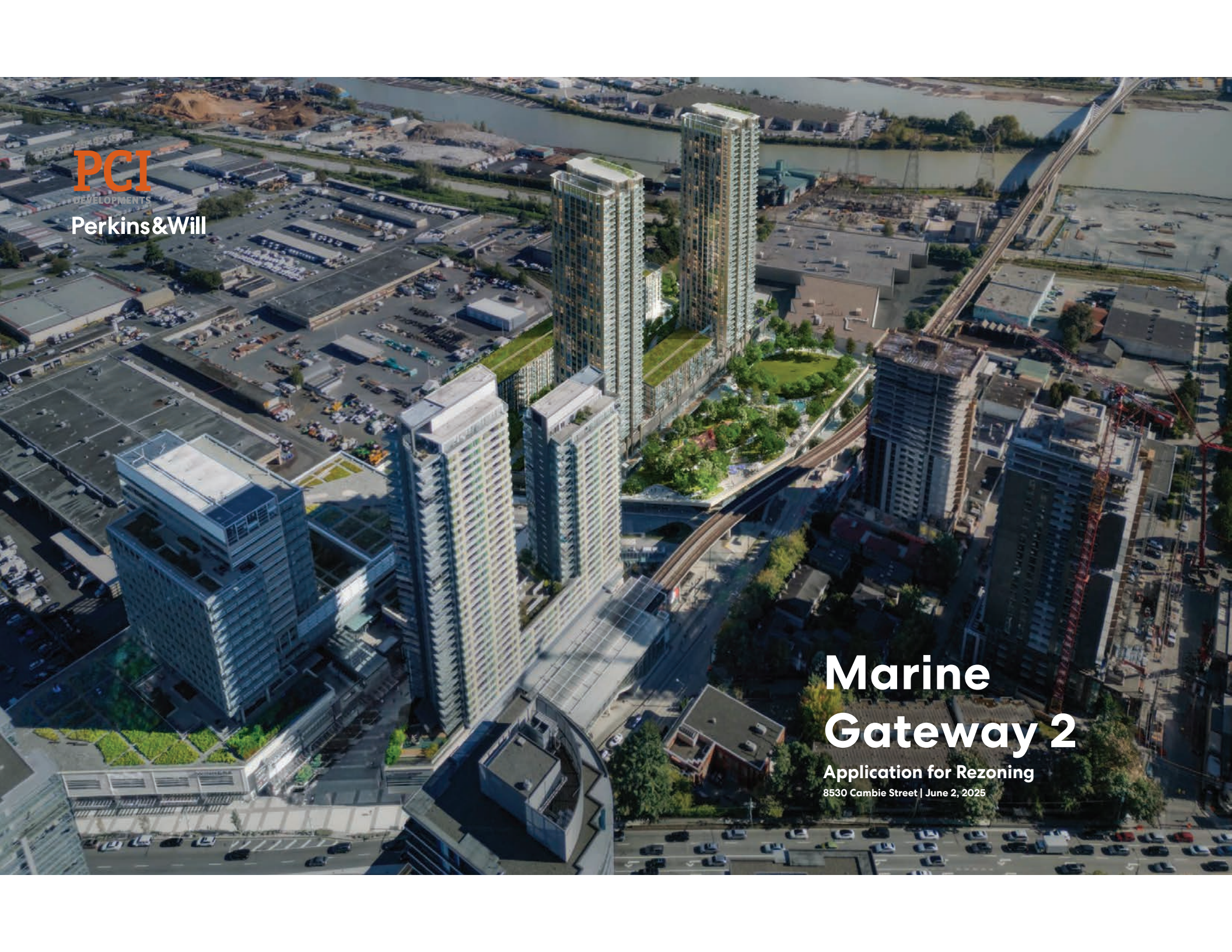




PCI
DEVELOPMENTS

Perkins&Will

Marine Gateway 2

Application for Rezoning

8530 Cambie Street | June 2, 2025

From the team behind

Marine Gateway...

...we are proud to introduce the second phase of this award-winning community.



Developer

PCI Developments is a privately owned Vancouver, B.C. based real estate developer that has invested in and developed over 8Msf in Metro Vancouver, including some of its most prominent urban landmarks. PCI is a successful proponent of mixed-use and transit-oriented development, focused on developing vibrant commercial communities that facilitate long term success of industrial, commercial, and residential components.

Perkins&Will

Architect

Since 1935, Perkins&Will have believed that design has the power to make the world a better, more beautiful place. At our Vancouver studio, a culture of collaboration fosters our creativity; we are one team with a common set of goals and values. We aspire to create places where humanity thrives in harmony with nature. Our work is driven by curiosity, powered by research and technology, and fueled by grit and ingenuity.



Landscape Architect

In our nearly 50 year history, PWL Partnership has transformed built and natural environments into vibrant, memorable destinations in ways that honor the cultural, historical, and environmental attributes of place. PWL has designed some of the most significant developments in Metro Vancouver—from False Creek to Coal Harbour. We believe in creating opportunities for dense populations and nature to thrive.

Introduction

Marine Gateway 2 proposes a new typology that successfully combines industrial, recreational, and residential uses in a unique and responsive way, creating a new urban model for the wider city.

It is necessary for us as planners, city makers, and architects to think broader and determine how we can respond to the big issues of our time – the retention of true industrial space, the housing crisis, and environmental sustainability. Our design solution coalesces diverse uses to integrate industrial resiliency, enhance community with privately owned park space, provide livable rental homes, and leverage nearby rapid transit to support growth and foster community in this evolving neighbourhood.

The project site, located between Cambie and Yukon Streets and adjacent to Marine Drive SkyTrain station, is a complex confluence of retail and industrial uses, public transportation, and growing residential development. Building upon the success of Marine Gateway 1, its second phase will create a *complete transit community*, where people can live, work, and gather. The site is a gateway to Vancouver and when experienced from the Canada Line is an opportunity for an architectural expression welcoming visitors and citizens to the city and region. This multifaceted context needs to be carefully considered to provide essential industrial and flex commercial space, community recreation, and livable housing all essential for the city's continued economic vitality.

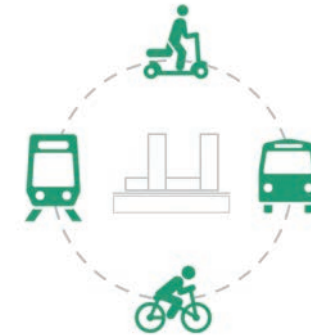
Integrating industrial resiliency, livable rental homes, and public park space, Marine Gateway 2 leverages nearby rapid transit to support growth and foster community.



A Complete Transit Community

A global precedent, Marine Gateway 1 set the bar for transit-oriented development.

Marine Gateway 2 will set a new bar for complete transit communities, putting Vancouver on the map once again.



Marine Gateway 2 completes the bold vision established with Marine Gateway 1 by creating a destination and community hub – **a complete transit community**.

Prioritizing public transportation, cycling, and mixed-use development the project reduces reliance on vehicles by locating employment, services, amenities, and residences at this rapid transit site.

The introduction of community amenities such as a privately owned public park, senior centre, and childcare facility accessible by transit will animate the public realm, enhancing the community.

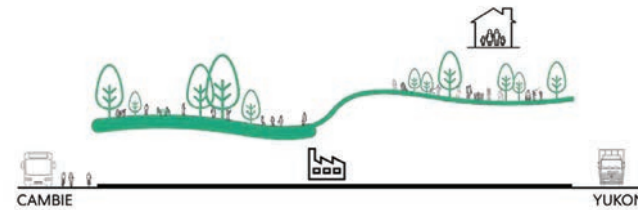
Balancing the industrial nature of the site with the need for mixed-use development enables the project to support stacked industrial, housing diversity, and community spaces.



An Elevated Public Park

Leverage the site as the last remaining opportunity in the neighbourhood to provide park space.

Provide amenities to support the continued use and longevity of the park through diverse landscaped zones and public uses.



Marine Gateway 2 **raises the ground** by elevating an approximately 1.44 ac (0.58 ha) privately owned public park on the southwest of the site above an industrial podium.

The park accommodates unique aspects of industry, infrastructure and mixed-use development while drawing upon the history of the site, furthering the landscape narrative developed in Marine Gateway 1. The park provides a buffer from the industrial workhorse at grade to the recreational and residential community above.

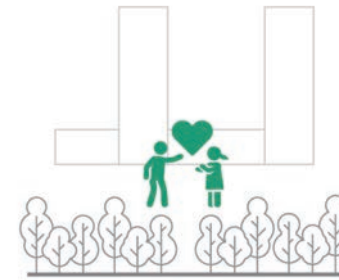
The vision for the park is to provide a meeting place for residents and the community in nature, a place to gather and connect, rest and relax, play and unwind – a place for people and nature to collide in the city.



1,000 New Homes at Transit

1,000 New Secured Rental Homes at Rapid Transit Station & Bus Loop.

Enhance quality of life in Marpole through the provision of amenities and garden.



1,000 new rental homes on transit, Marine Gateway 2 builds upon the legacy created in Marine Gateway 1 allowing the community to thrive.

Appropriate residential and mixed-use density on a transit site allows the project to be financially viable. Parking reductions reinforce the desire for residents to use public and active transportation. 20% of the residential floor area will be designated for below market units, with rents at 10% below CMHC city-wide average rents.

A mix of housing types provides livable homes for a variety of people in both towers and mid-rise configurations, while indoor amenities are centrally located to take advantage of park and garden views and adjacencies. An approximately 1.50 ac (0.61 ha) garden features urban agriculture, children's play space, and communal gathering for residents.



Anchor Industrial Space

True industrial space supports a diverse workforce and range of uses that will allow the city to prosper well into the future.

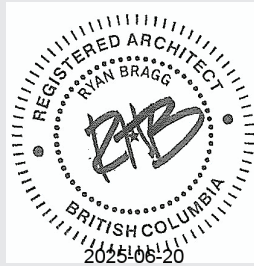


Marine Gateway 2 provides **approximately 23,700 sm (255,000 sf) of industrial space at grade**, and approximately 11,695 sm (125,875 sf) of flex commercial space on level 3, locating industrial employment space adjacent to transit and active transportation supporting a diverse workforce. Marine Gateway 2 showcases the importance of retaining industrial space in our growing city as the engine that makes our cities run smoothly.

High-clearance, flexible, and robust industrial spaces offer flexibility for a variety of potential users to support heavy machinery, racking, and equipment. Loading spaces provided below grade are connected via freight elevators to support vertically stacked industrial user needs.

Marine Gateway 2 presents a model for industrial sites to be developed in economically and mixed-use ways to allow for integrated industrial uses within the city.

1.0



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Section 1.0

Context

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- 1.1 Site Context
- 1.2 Future Context
- 1.3 Site Conditions



1.1 Site Context

1.1.1 Site Overview

The project site, located at 8530 Cambie Street, is located between Cambie and Yukon Streets to the south of Marine Gateway 1 (MG1) at SW Marine Drive. It is adjacent to the Marine Drive SkyTrain station and South Vancouver Bus Terminal, and is within 200 meters of rapid transit.

- Lot Dimensions:
north 152.5 m (500'-5") x east 184.4 m (605'-0")
x south 131.81 m (432'-7") x west 138.1 m (453'-0")
- Lot Area: 20,235 sm (217,807 sf)
- Existing Zoning District: I-2

The current land use is light industrial, and includes a car dealership and service centre, providing employment to approximately 55 workers. The current I-2 zoning allows for 3.0 FSR of industrial uses.

North of the site at the intersection of South West Marine Drive and Cambie Street are new high density residential towers with mixed uses at street level. West of the site include residential and mixed-use developments which continue to be built. Industrial and service uses currently make up the remaining context to the east and south, with the Vancouver Zero Waste Centre, Vancouver Waste Transfer Station, and Manitoba Works Yard to the east.

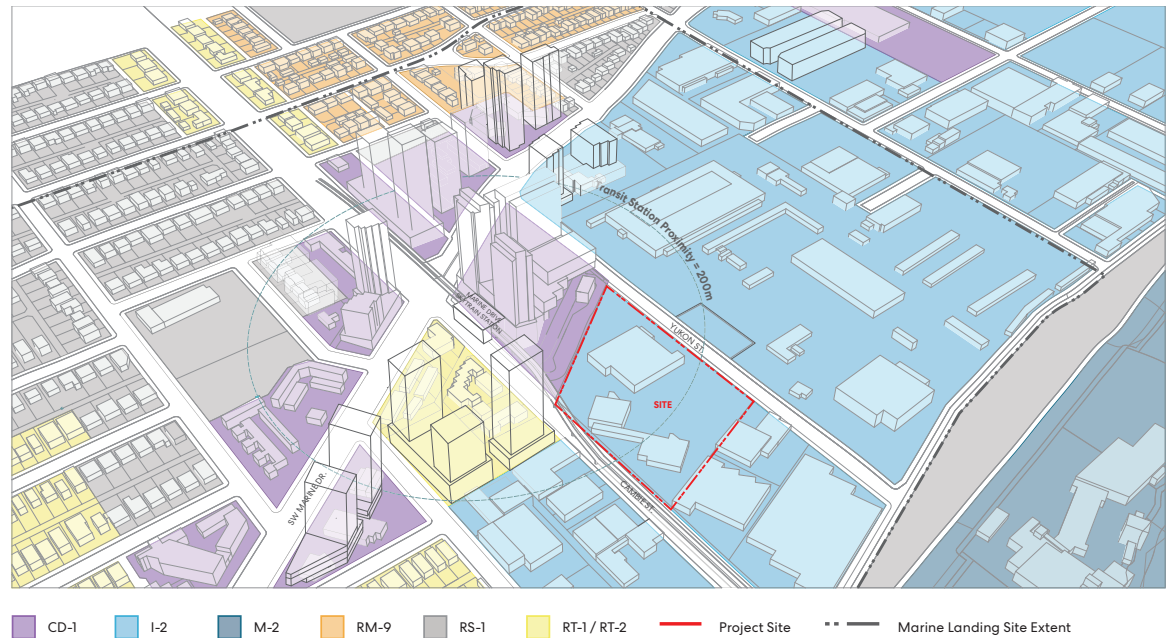


1.1.2 Existing Zoning

The Marine Gateway 2 (MG2) site falls within the Cambie sub-area of the Marpole Neighbourhood. Marpole is a primarily residential neighbourhood with a mix of housing types and residents. The neighbourhood is evolving and is comprised of single-family homes, midrise multi-family, and since completion of the Marine Drive SkyTrain station significant high rise mixed-use development has occurred at the South West Marine Drive and Cambie Street node.

The site is at the confluence of rezoned CD-1 mixed-use developments, RT-1/RT-2, and I-2 Industrial zoning. It has direct access to rapid transit, and is within 200 meters of both the Canada Line SkyTrain and South Vancouver Bus Terminal, connecting it to downtown Vancouver, Richmond, YVR, and Metro Vancouver. The Cambie Corridor policy anticipates densification on all of these sites.

The site falls within the Cambie Corridor Plan and Marine Landing Plan, and is a unique blend of employment and industrial. Refer to the Policy section 3.0 for more information.



CD-1 I-2 M-2 RM-9 RS-1 RT-1 / RT-2 Project Site Marine Landing Site Extent

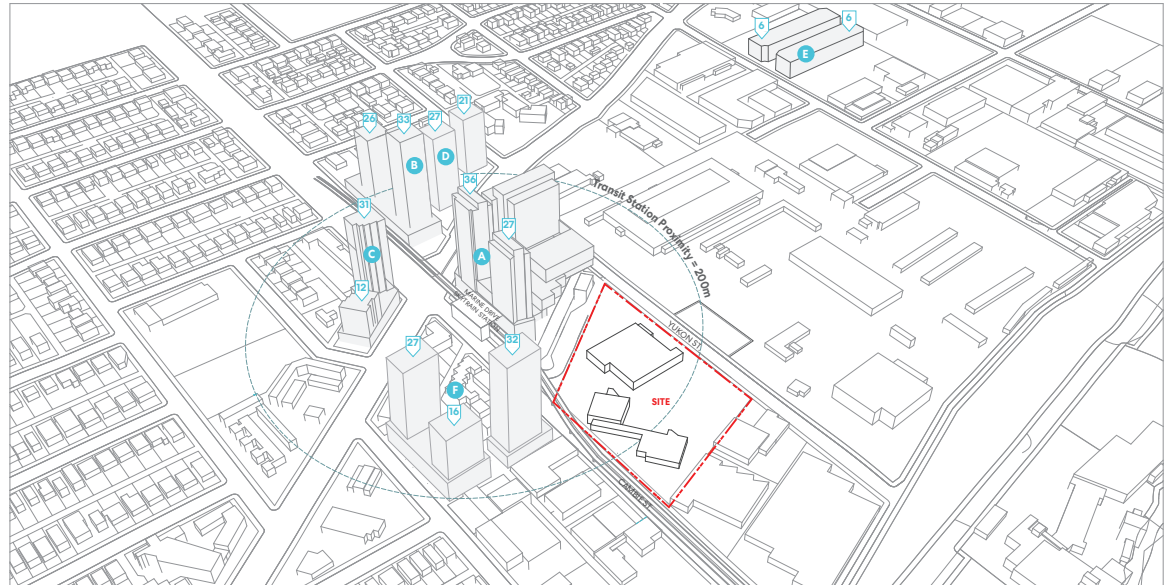
1.1.3 Existing Development Context Map

Cambie Street and Marine Drive has developed into a significant Transit Oriented Development hub. Height and density has been located in proximity of the transit stations, clearly identifying the transit node within the urban fabric.

There are six completed, or under construction to be completed in 2025, mixed-use developments adjacent to the project site highlighted in blue on the adjacent diagram:

- **A:** Marine Gateway 1 - residential, commercial, office
- **B:** MC2 - residential
- **C:** Northwest - residential, commercial
- **D:** W1 - residential
- **E:** Marine Landing - industrial, office
- **F:** Signal - residential

 Building Height (storeys)



A. Marine Gateway - PCI

Height: 36 & 27 storeys
Residential Units: 418
Distance from SkyTrain: ~70 m
Year of Completion: 2015



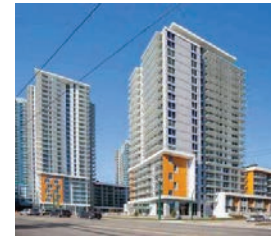
B. MC2 - Intracorp

Height: 33, 26 & 6 storeys
Residential Units: 444
Distance from SkyTrain: ~200 m
Year of Completion: 2016



C. Northwest - Onni

Height: 31 & 12 storeys
Residential Units: 350
Distance from SkyTrain: ~88 m
Year of Completion: 2018



D. W1 - Concord Pacific

Height: 27 & 21 storeys
Residential Units: 458
Distance from SkyTrain: ~216 m
Year of Completion: 2019



E. Marine Landing - Wesbild

Height: 6 & 6 storeys
Residential Units: 242
Distance from SkyTrain: ~1 km
Year of Completion: 2025



F. Signal - Intracorp

Height: 16, 27 & 32 storeys
Residential Units: 649
Distance from SkyTrain: ~145 m
Year of Completion: Construction completion 2025

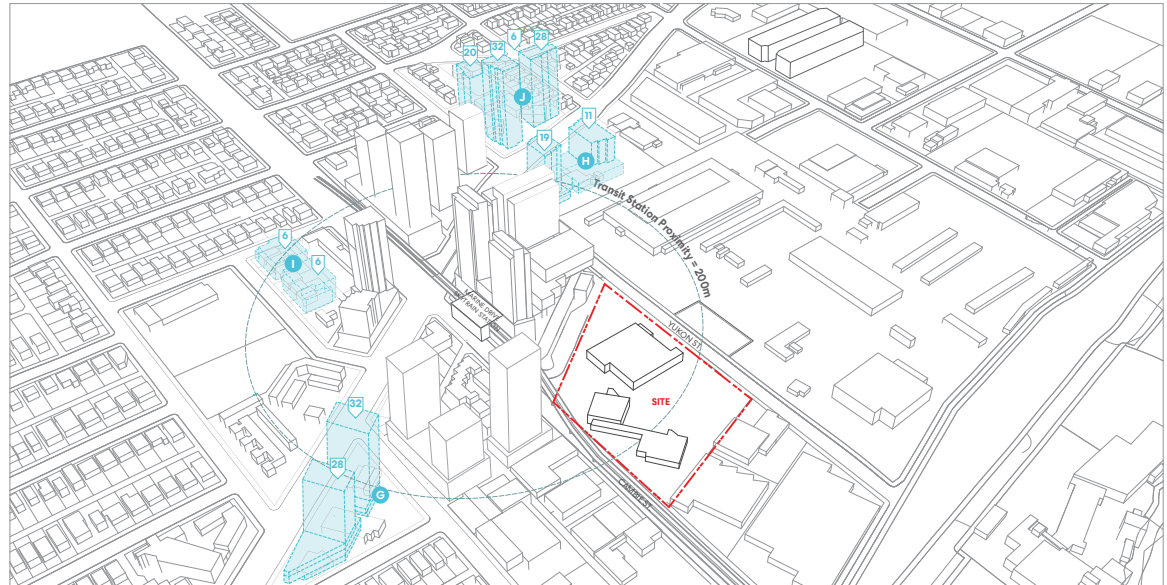
1.2 Future Context

1.2.1 Approved Future Developments

There are several rezoning applications approved for mixed-use developments surrounding the site, the most notable including the following:

- **G:** The Cascades (622-688 SW Marine Drive) - residential, amenities, childcare
- **H:** 396 SW Marine Drive - commercial, office, light industrial, childcare
- **I:** 540 W 65th Ave and 8120-8168 Lord St. - residential
- **J:** Southwynd Place RD (8080 Yukon St.) - residential

Approved Future Development
Building Height (storeys)



G. The Cascades - Chard

Height: 28 & 32 storeys
Residential Units: 580
Distance from SkyTrain: ~238 m
Year of Approval: 2022



H. 396 SW Marine Drive - Mercury LP

Height: 11 & 19 storeys
Use: Commercial, office, light industrial, childcare
Distance from SkyTrain: ~500 m
Year of Approval: 2023



I. 540 W 65th Ave and 8120-8168 Lord St

Height: 6 storeys
Residential Units: 146
Distance from SkyTrain: ~172 m
Year of Approval: 2023



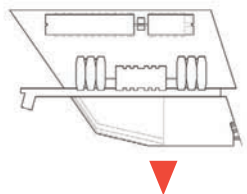
J. Southwynd Place RD - Purpose Drive Development

Height: 6, 20, 28 & 32 storeys
Residential Units: 847
Distance from SkyTrain: ~308 m
Year of Application: 2025

1.3 Site Conditions

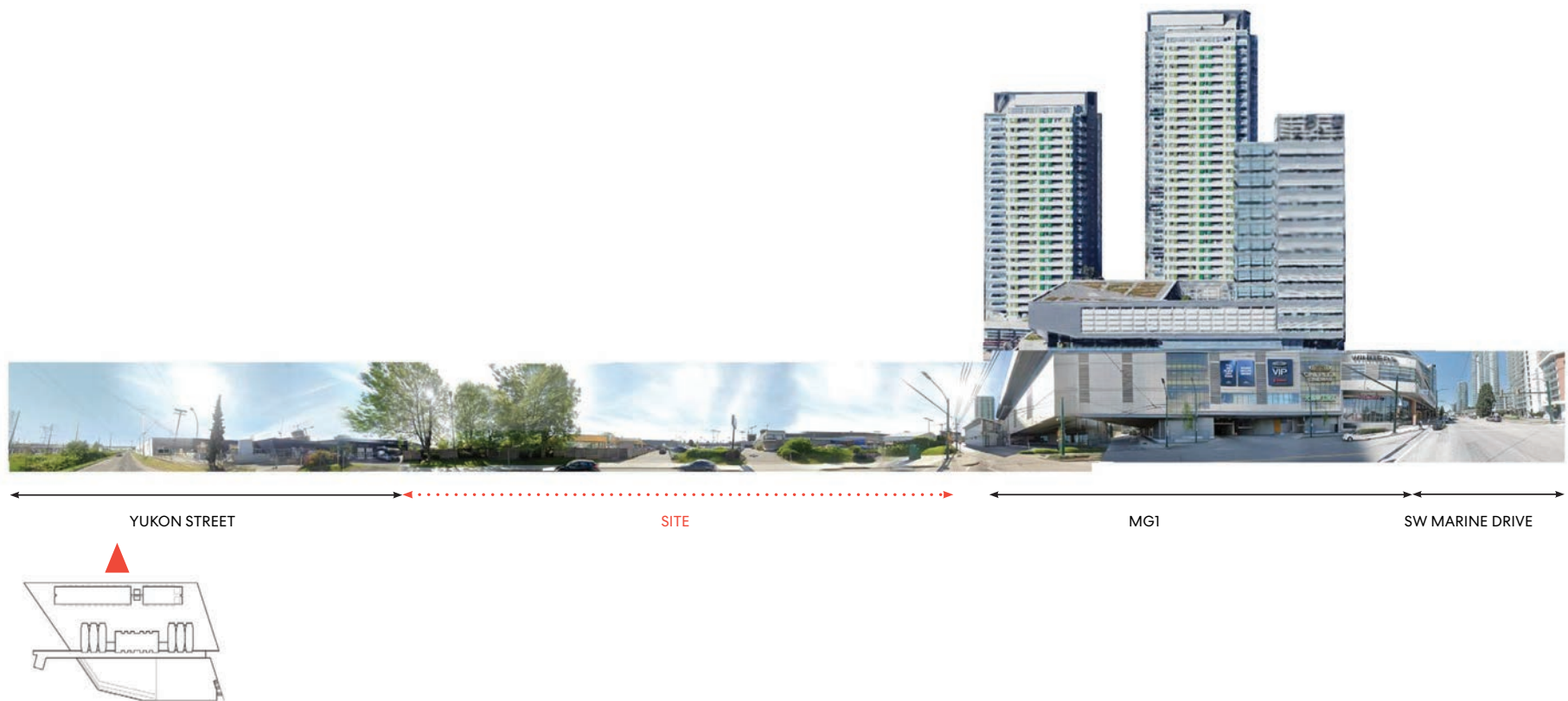
1.3.1 Cambie Streetscape

Cambie Street, on the west side of the site, is a more pedestrian-focused street with an active bikeway. The elevated Canada Line SkyTrain runs above the sidewalk right of way and crosses Cambie Street.



1.3.2 Yukon Streetscape

Yukon Street, on the east side of the site, is a more industrial and vehicular-focused street with lower pedestrian activity and higher industrial operations that involve regular loading, unloading, and logistics.



1.3.3 Industrial Context

The existing buildings on the site include a car dealership with an auxiliary service building.

Over 50% of the site is currently used as parking storage for the car dealership's inventory and staff.



A. North West Corner: Looking north



B. North West Corner: Looking east



C. North East Corner: Looking west



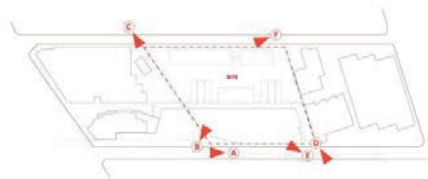
D. South West Corner: Looking west



E. South West Corner: Looking north



F. South East Corner: Looking north



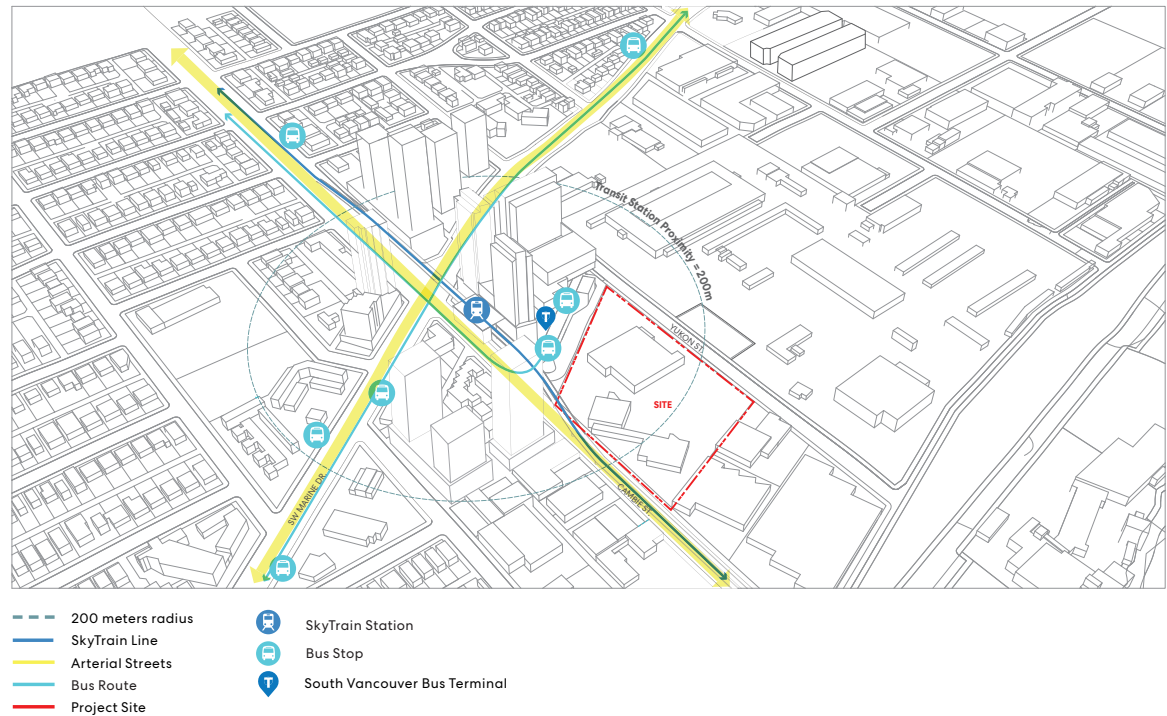
1.3.4 Transit Shed

The site sits at the intersection of two major arterials which are regional connectors. Cambie Street runs north-south from downtown Vancouver connecting to Highway 99 running to the Canadian/USA border. Southwest Marine Drive runs east-west, all the way from the University of British Columbia to New Westminster, connecting with Highway 1 running across Canada.

The site is predominantly located within 200 metres of the Marine Drive SkyTrain station, providing rapid transit to Downtown Vancouver and Broadway Uptown to the north and Richmond/YVR to the south.

The South Vancouver Bus Terminal is also adjacent to the project site, and collects routes from the South Vancouver slopes providing connectivity to the SkyTrain system. Notable routes travel north/south to downtown Vancouver, Olympic Village, Oak Street and the 22nd Street Station, connecting to the Expo and Millennium SkyTrain lines extending out to Coquitlam, New Westminster, and Surrey.

By these measures, the site is the definition of a Transit Oriented Development.

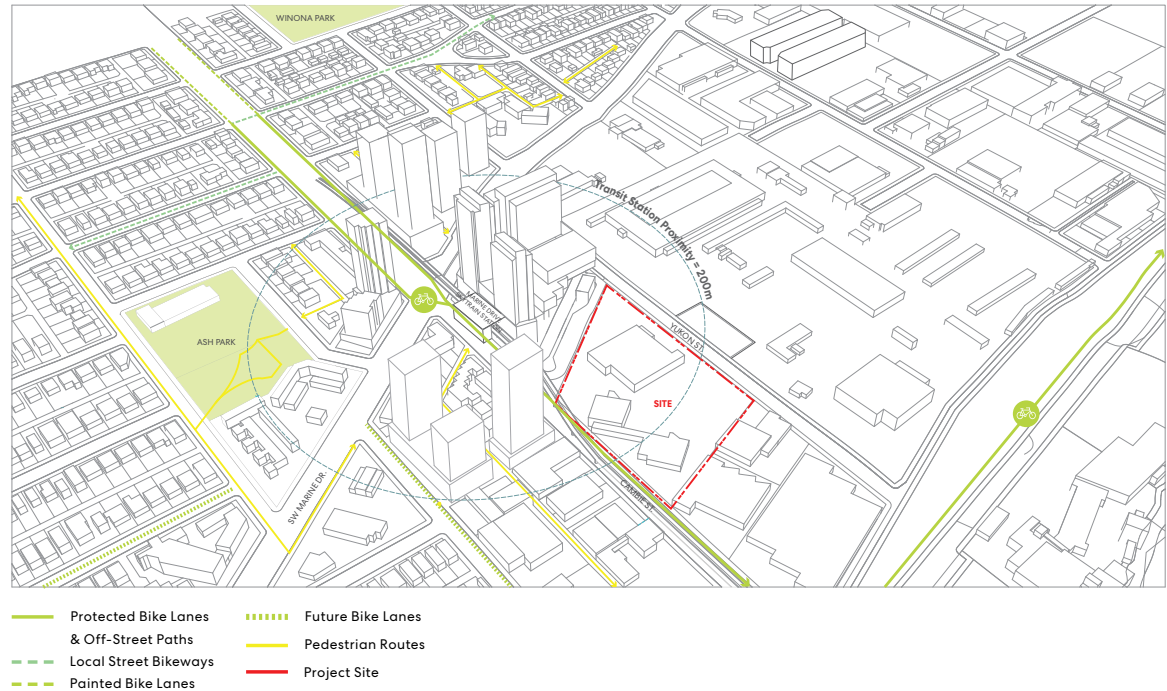


1.3.5 Bike Access and Parks

The site benefits from its adjacency to the existing Cambie corridor bicycle route, a protected bicycle lane extending southward to Richmond across the Canada Line Bikeway Bridge, and northward via Yukon or Heather Street bikeway connections across the Cambie Street Bridge into Downtown Vancouver. Kent Street to the south and 63rd to the north provide east/west cycling connections.

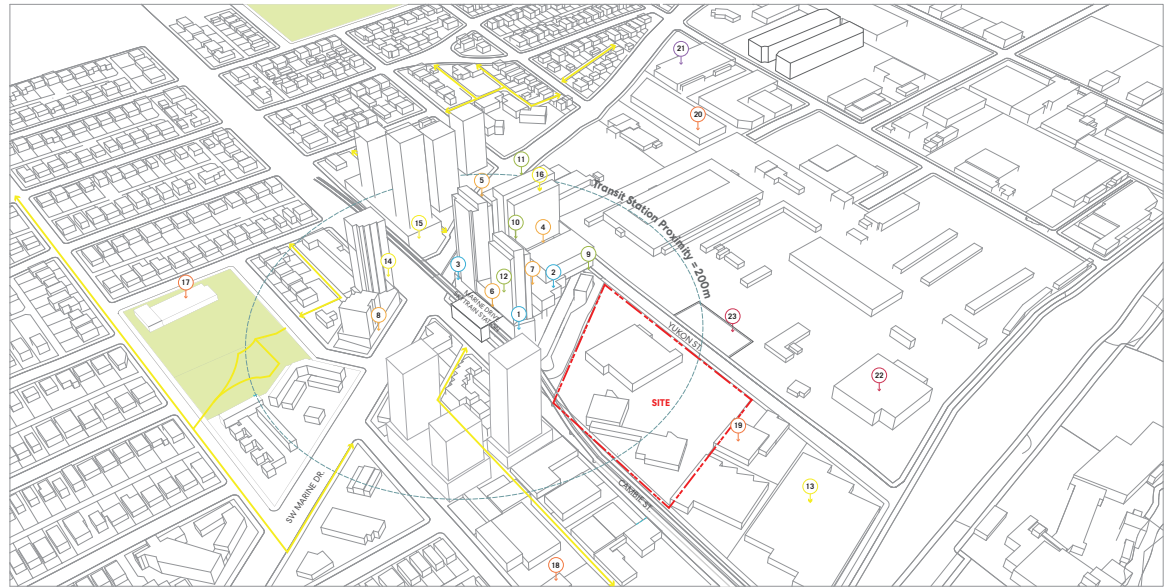
Ash Park is the nearest park, located north west of SW Marine Drive and Cambie Street. It is within approximately 330 meters of the site (~7 min. walk) and is approximately 1.26 ac (0.51 ha). It includes a playground, seating, and is co-located with École des Colibris green space.

Winona Park is a larger multi-purpose park located between Yukon Street and Columbia Street, and extends from 59th Avenue to 62nd Avenue. It is within approximately 1 km of the site (~15 min. walk) and is approximately 13.12 ac (5.31 ha). It includes a field house, various sports fields, washrooms, and a playground.



1.3.6 Walk Shed and Amenities

Recent developments around the intersection of Cambie Street and South West Marine Drive have greatly increased the number of amenities in the area. A number of restaurants, grocery stores, entertainment, personal services, and fitness amenities are located within a 5-minute walk of the site. The vast majority of these amenities are located at Marine Gateway 1, which is directly accessible via a new bridge across the South Vancouver Bus Terminal.



RESTAURANT + CAFE	1	Marine Gateway South Tower	FOOD/DRUG	4	T&T Supermarket	AMENITIES	9	Fitness World	COMMUNITY	17	École des Colibris	SERVICE	21	Lordco Auto Parts
		Subway		5	Shoppers Drug Mart		10	Cineplex Cinemas		18	Royal Canadian College		22	Vancouver Transfer Station
		A&W		6	Marine Cambie Dental		11	Marine Gateway Banks		19	CEFA Early Learning Daycare		23	Vancouver Zero Waste Centre
	2	Dublin Crossing Restaurant		7	Marine Gateway Liquor Store			BMO		20	The Landing Dance Centre			
	3	Marine Gateway North Tower		8	Panago Pizza		12	Winners						
OFFICE							13	Lush Cosmetics Offices						
							14	ScotiaBank						
							15	RBC						
							16	The Offices at Marine Gateway: Wealth Management WeWork City of Vancouver						

2.0

Section 2.0

Design

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- 2.1 Project Information
- 2.2 Design Rationale
- 2.3 Industrial
- 2.4 Park & Public Realm
- 2.5 Residential & Garden
- 2.6 Facade Expression and Materials

2.1 Project Information

2.1.1 Design Principles & Stats



Transit-Oriented Development

Leveraging public transit, including a SkyTrain station and South Vancouver Bus Terminal, maximizing vertical density, and promoting sustainable mobility.

MG2 is located within 200 m (~656 ft) of the Marine Drive SkyTrain station and is adjacent to the South Vancouver Bus Terminal. Metro 2050 supports residential uses located within this distance of rapid transit, recognizing the importance of public transit to foster community, animate public life, and reduce emissions. By bridging over the South Vancouver Bus Terminal, MG2 connects to the elevated Marine Drive SkyTrain station and retail high street of MG1, which is the commercial heart of the local community. The project reduces below grade parking provided on site due to the adjacency to transit, and encourages bike use by providing 30% more bike parking.



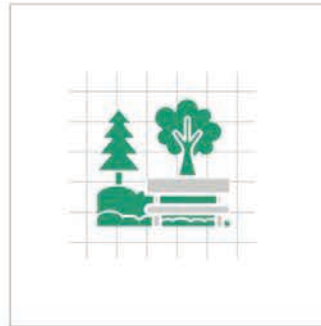
At grade Industrial

Integrating flexible heavy and light industrial uses at the ground level allows for connections to existing and future infrastructure, promoting efficiency.

The project provides industrial use at grade on both Yukon Street and Cambie Street. A total of ~23,700 sm (255,000 sf) of flexible industrial space is provided with high ceilings to support a variety of uses.

Loading access is located along Yukon Street, with a below grade loading and freight elevators to allow goods to be moved vertically throughout the site.

The light industrial spaces along Cambie Street have direct rear loading access via a new covered street - Cambie Mews. Street access from Cambie is also provided for pedestrians, animating the streetscape.



Elevated Public Realm

Raising a privately owned public park above the industrial use, while connecting to, and extending the vibrant mixed-use Marine Gateway 1 high street.

A 1.44 ac (0.58 ha) privately owned public park is located above the industrial uses on Cambie Street.

A covered plaza along Cambie Mews welcomes pedestrians into the site from the South Vancouver Bus Terminal, providing covered bike parking and sheltered space to host events in all weather.

Similar to MG1, a series of easily identifiable public elevators provide clear and accessible access up from the ground level to the public park.

The public realm is accessible to people with different mobility needs, taking into consideration seniors, cyclists, and children to allow for an inclusive space.



Livable Homes

Providing a mix of residential towers and midrise buildings with thoughtful unit layouts and indoor/outdoor amenities fosters cohesion above a large communal garden.

The project provides 1,000 purpose-built rental homes on rapid transit:

- 3 Bedroom: 74
- 2 Bedroom: 283
- 1 Bedroom: 395
- Studio: 248

35% of the homes are suitable for families. 20% of the residential floor area will be designated for below market units with rents at 10% below CMHC city-wide average rents.

A 1.50 ac (0.61 ha) resident garden is provided with a range of indoor and outdoor dining, lounge, games, and urban agriculture amenities.



Sustainable Resiliency

Embedding active and passive green strategies across the project at various scales to reduce environmental impact, boost resilience, and reduce carbon impact.

The project massing considers passive solar gain and maximizes southern exposure to reduce reliance on active systems while providing daylight.

A high performance building envelope, energy transfer, energy generation, and connection to the low carbon District Energy System on MG1 are considered.

One level of underground parking is provided, reducing concrete use and embodied carbon.

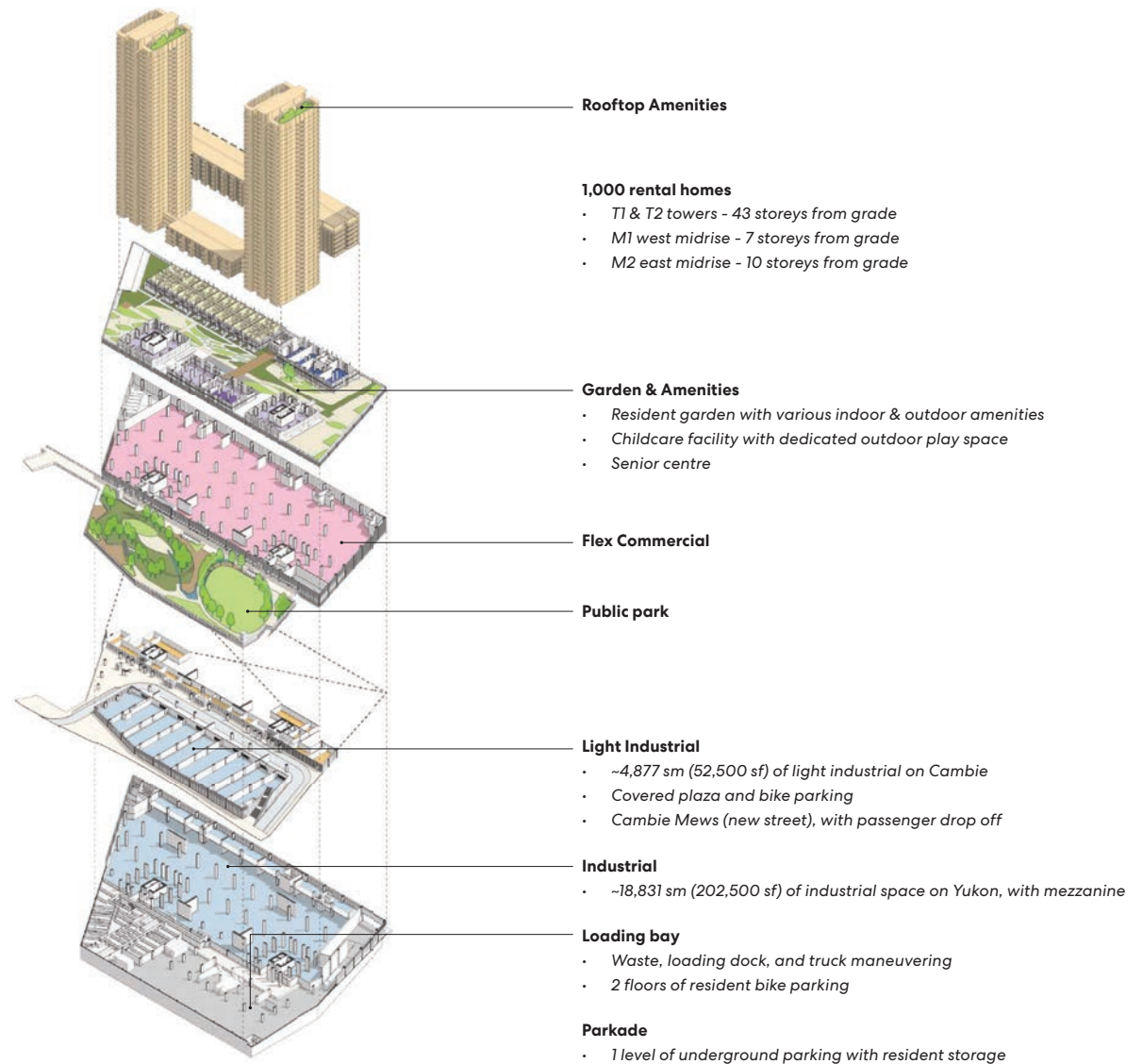
Raising the life safety and electrical systems above the flood construction level improves the projects resiliency.

Ample vegetation and green roofs are provided to mitigate heat island.

2.1.2 Form of Development & Program

Program Legend

	Industrial
	Flex Commercial
	Residential
	Amenities
	Childcare
	Senior Centre



2.2 Design Rationale

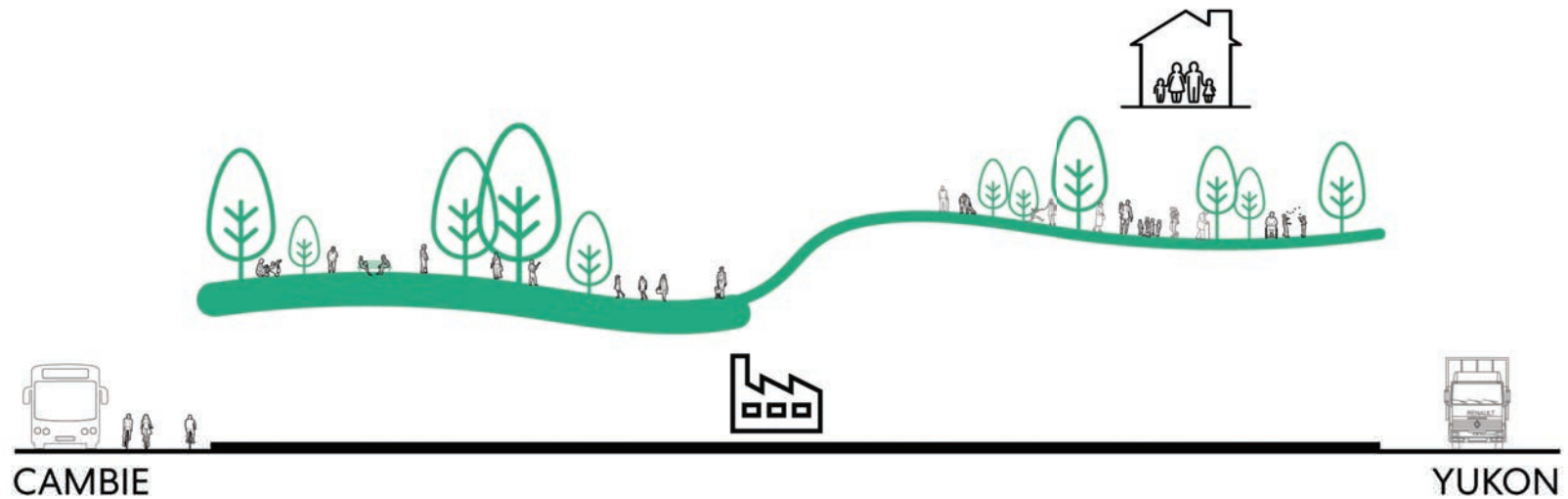
2.2.1 Architectural Concept

Raising the Ground

MG2 proposes the concept of "raising the ground" allowing industrial to dominate the ground plane while elevating the public realm.

Using landscape as a buffer, the park becomes an urban oasis and connects to the MG1 retail high street by bridging over the existing South Vancouver Bus Terminal.

The resident garden is further raised from the park to distinguish between public and private.



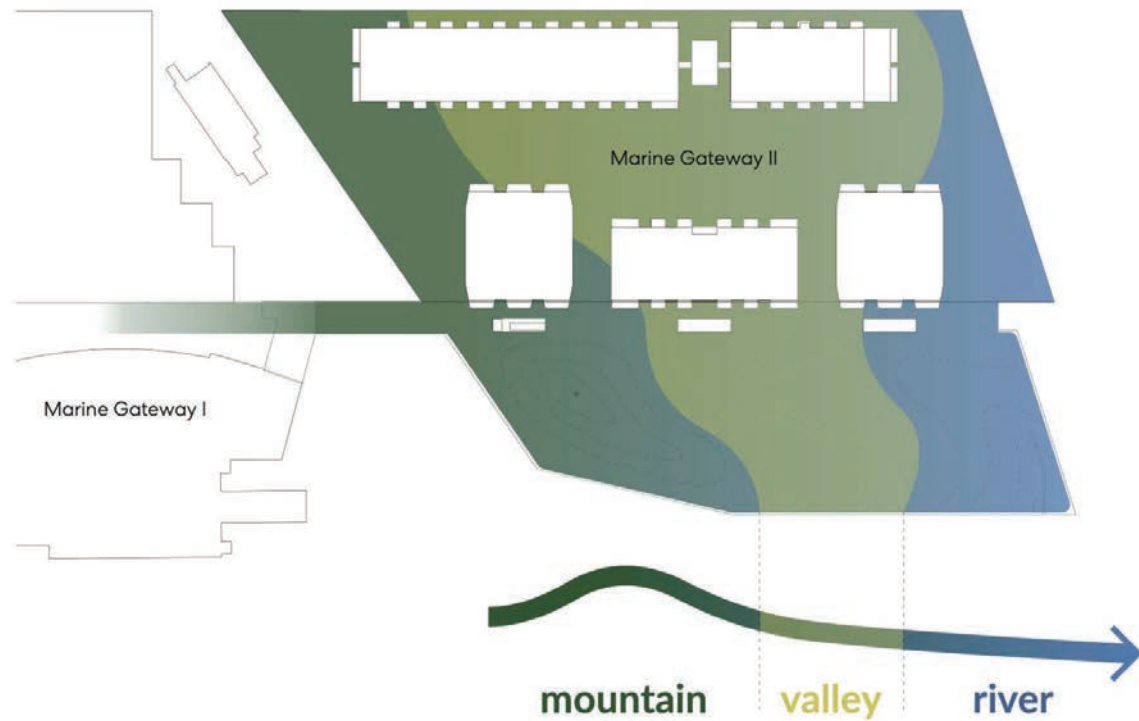
2.2.2 Landscape Concept

Transect from Mountain to River

The MG2 landscape design draws inspiration from the Cambie Corridor 'Little Mountain to Big River' concept, where Vancouver's topography traces the movement of water from Queen Elizabeth Park to the Fraser River.

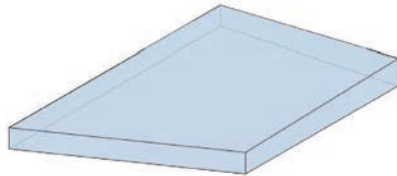
The site features draw inspiration from this concept to create a transect from mountain to river, influencing the site grading, materiality, and planting. Similar forms from the adjacent MG1 site are carried through the project and are an acknowledgement of the site's interwoven histories of the river, industry, and Indigenous presence.

The natural systems that historically shaped the site are reinterpreted in the landscape design; intended to support the site's urban biodiversity goals, soften the industrial presence of the ground level, and connect visitors to a broader environmental narrative.



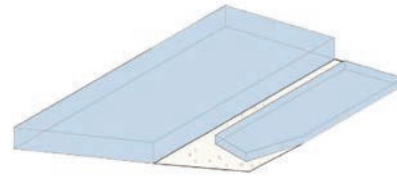
2.2.3 Massing Rationale

The project massing has been informed by the program and project site, and the desire to connect the project to MG1 and its surrounding community.



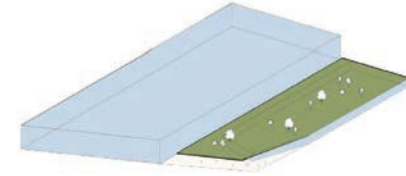
Strong Industrial Base

Provide high demand industrial space at grade.



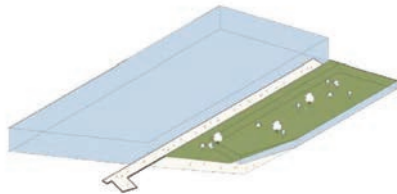
Divide the Base

Introduction of Cambie Mews & transit plaza to improve site access & circulation.



Raise the Ground

Provide an elevated public park for the community on top of industrial.



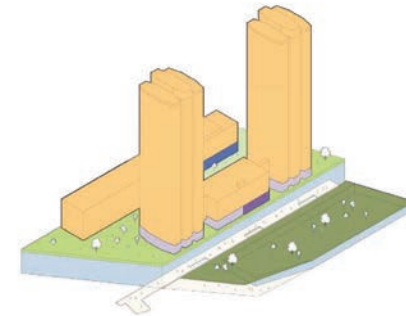
Continue High Street

Connect to MG1 High Street & the Transit by bridging over the South Vancouver Bus Terminal.



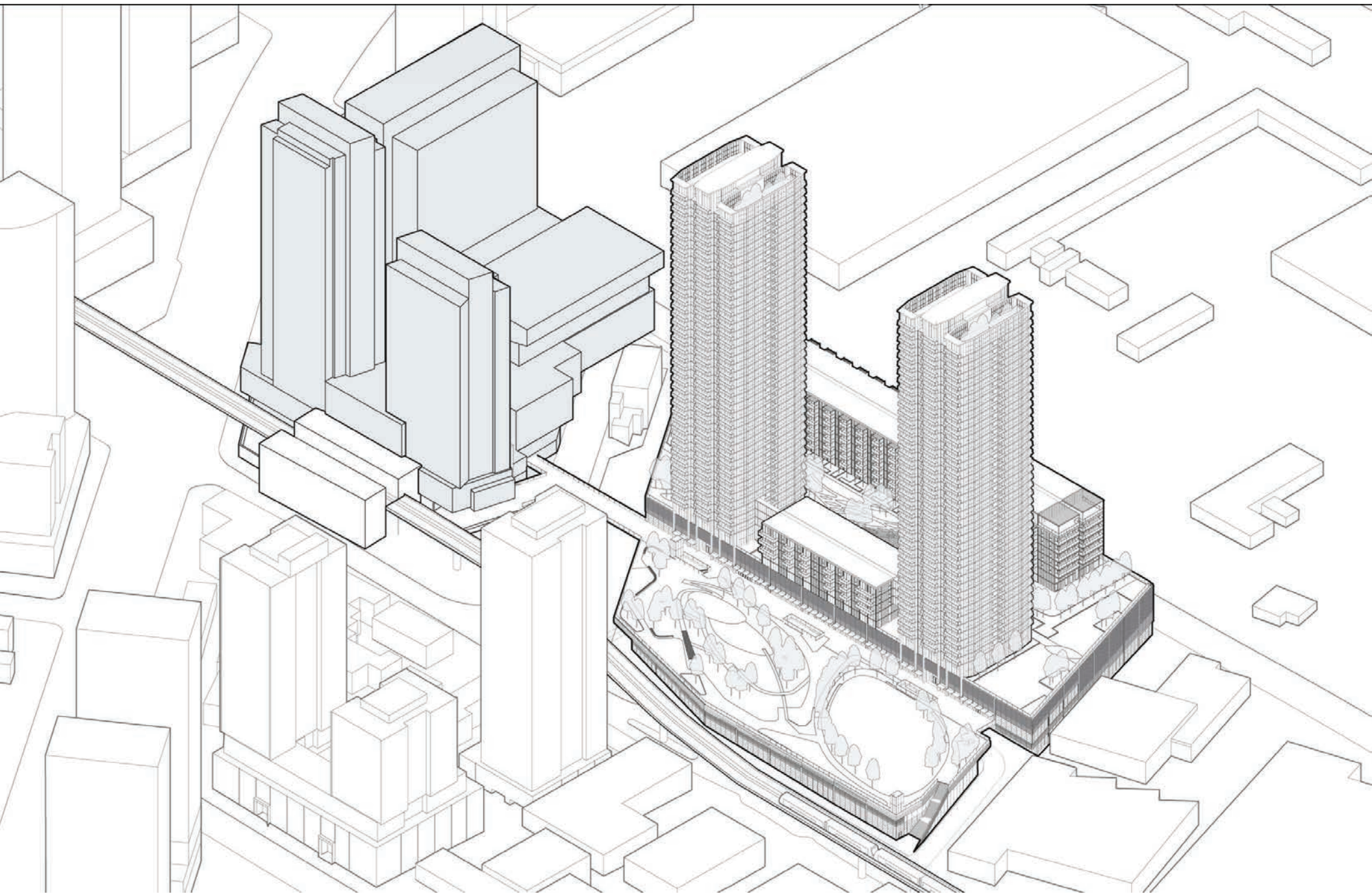
Community Amenity

Provide a large garden with amenities, such as childcare and a senior centre.



Homes on the Garden

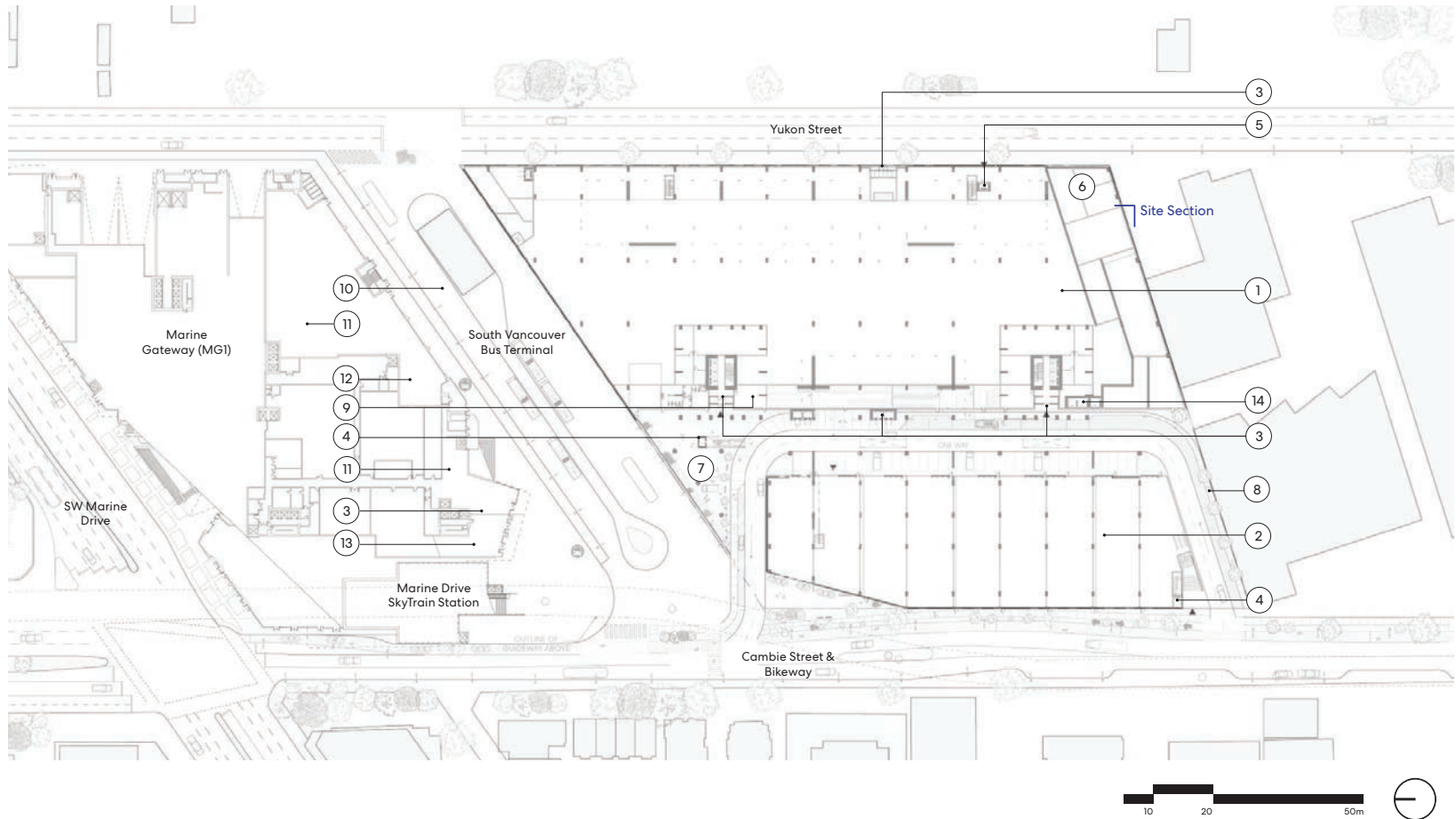
Provide 1,000 rental homes on the garden.



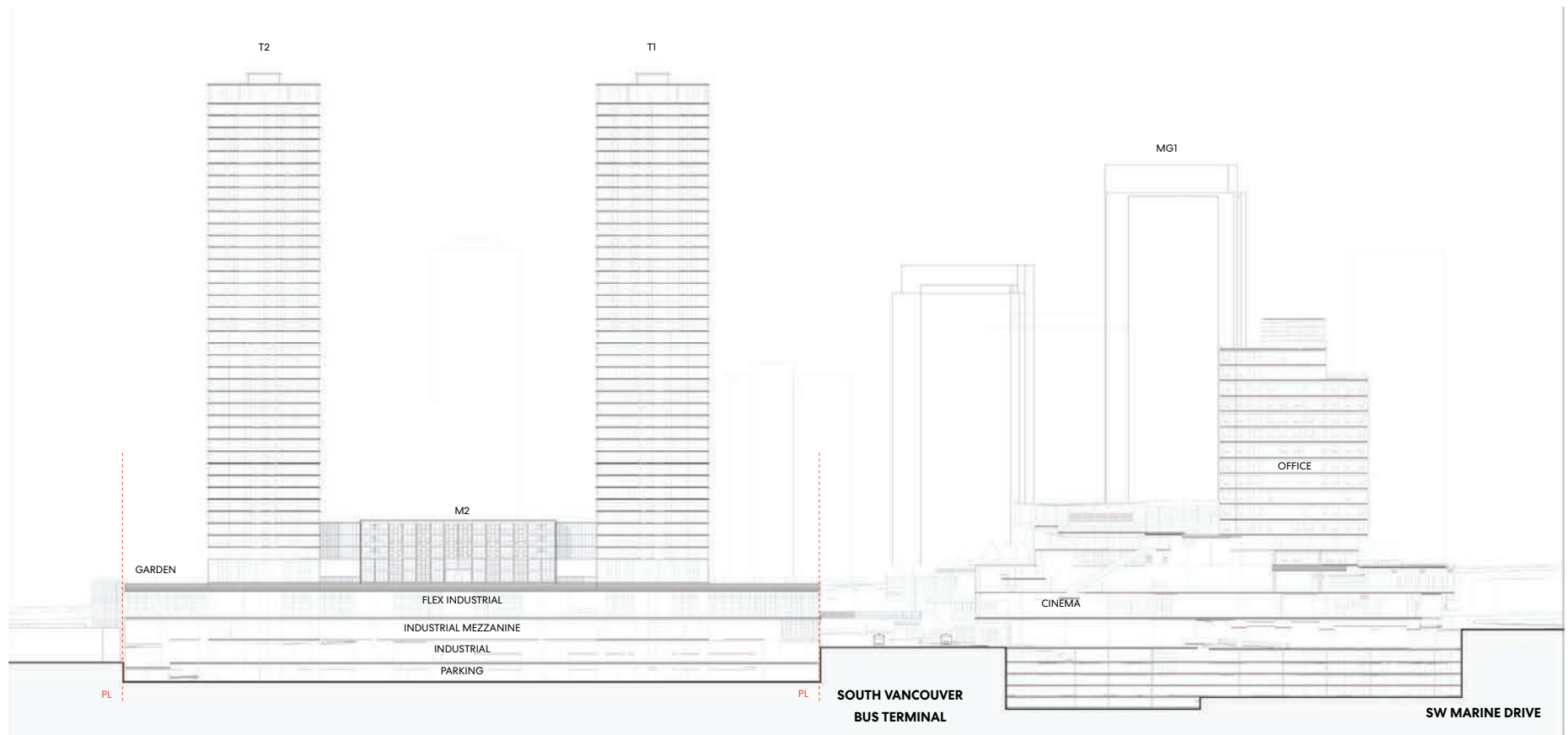
2.2.4 Site Plan

Legend

- 1. Industrial
- 2. Light Industrial
- 3. Residential Access
- 4. Park Access
- 5. Childcare Access
- 6. Parkade & Loading Access
- 7. Covered Plaza
- 8. Passenger Drop Off
- 9. Bike Parking
- 10. Rectifier
- 11. Retail
- 12. Building Management Office
- 13. CoV Public End of Trip Facility
- 14. Freight Elevators



2.2.5 Site Section



2.2.6 Planning Principles

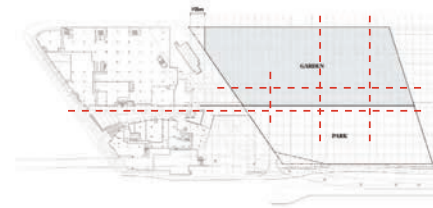
Site alignments

The project uses a strong organizing grid geometry to locate various programmatic elements. The origin of the grid aligns with MG1 high street in order to continue the language and public realm established. Circulation access and routes played a key role in site design of intuitive vertical and horizontal access points and routes across the large site. Towers and midrise buildings have been shaped and broken down to reduce bulk while maintaining views and privacy.



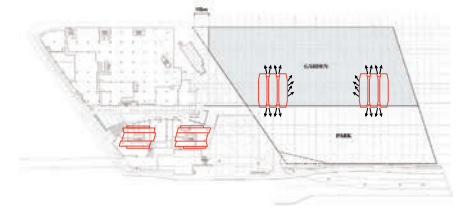
Organizing Grid Geometry

Site alignments with MG1 is the basis of design for MG2.



Circulation & Access Routes

Consistent placement of vertical and horizontal access points create routes throughout the site.

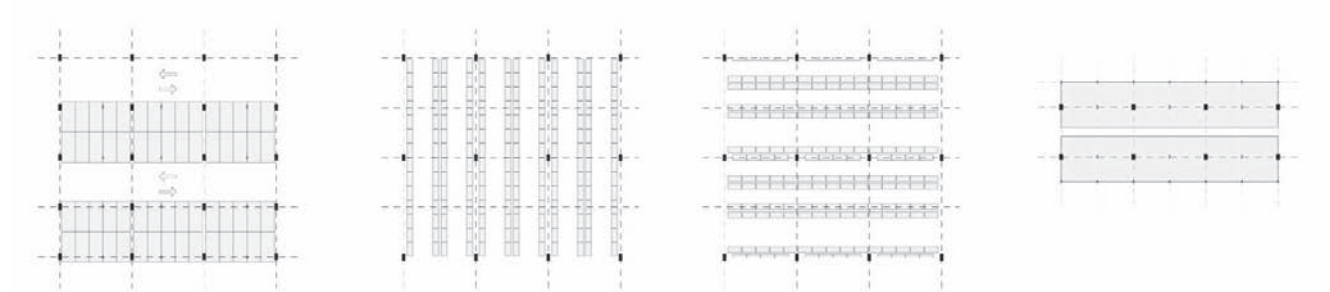


Tower Separation & Views

Shape towers to break down massing and respond to views and privacy.

Structural Logic

MG2 proposes a structural logic that is determined by industrial uses. The structural grid has been optimized with the input of racking specialists for maximum efficiency and flexibility. Consideration was given to the impact to the parkade structure below and midrise homes above. A 13.2 m x 9 m (43.3 ft x 29.5 ft) grid was developed that merges these different grids into one cohesive whole.



Parkade

Industrial

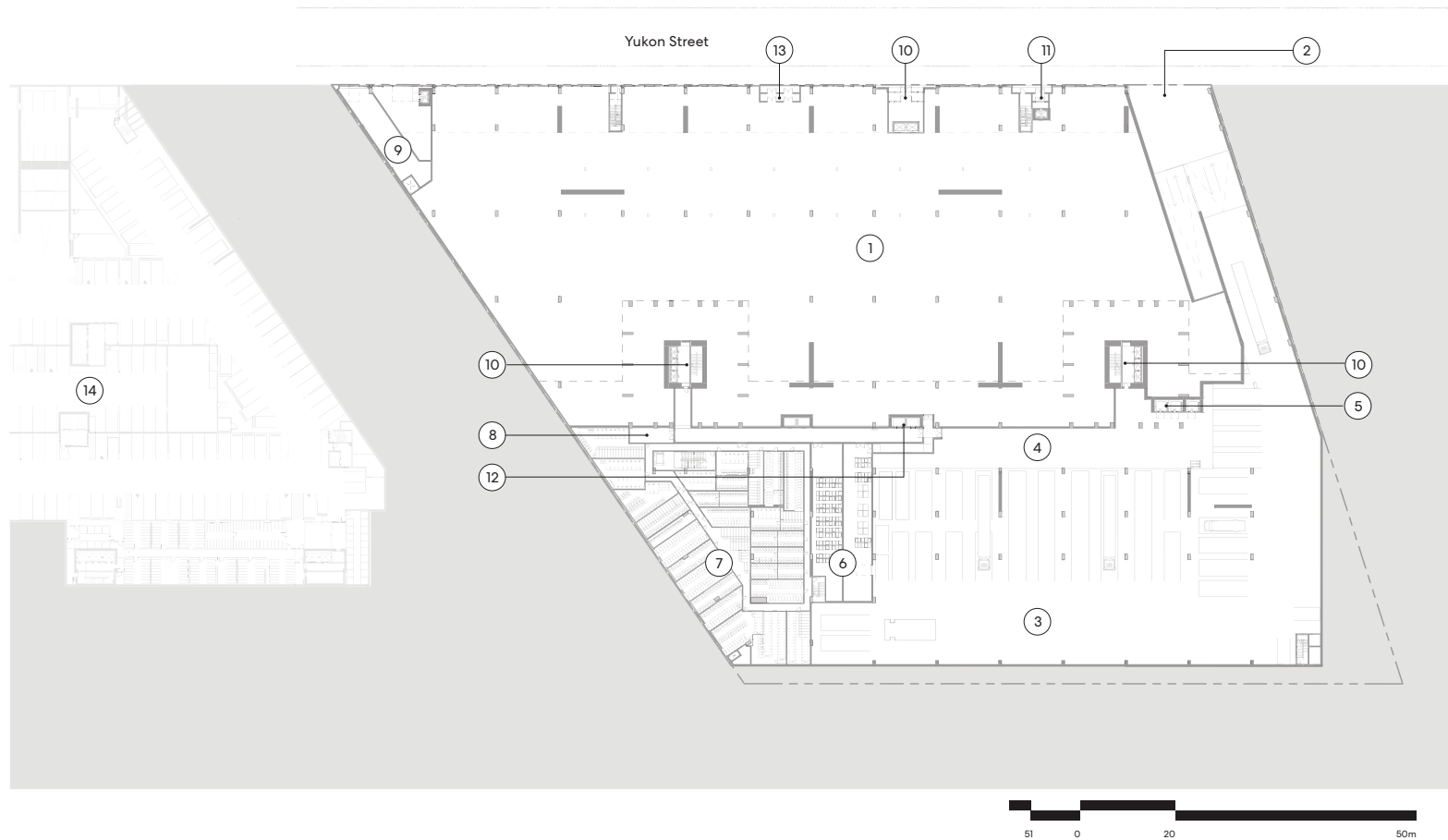
Midrise

2.3 Industrial

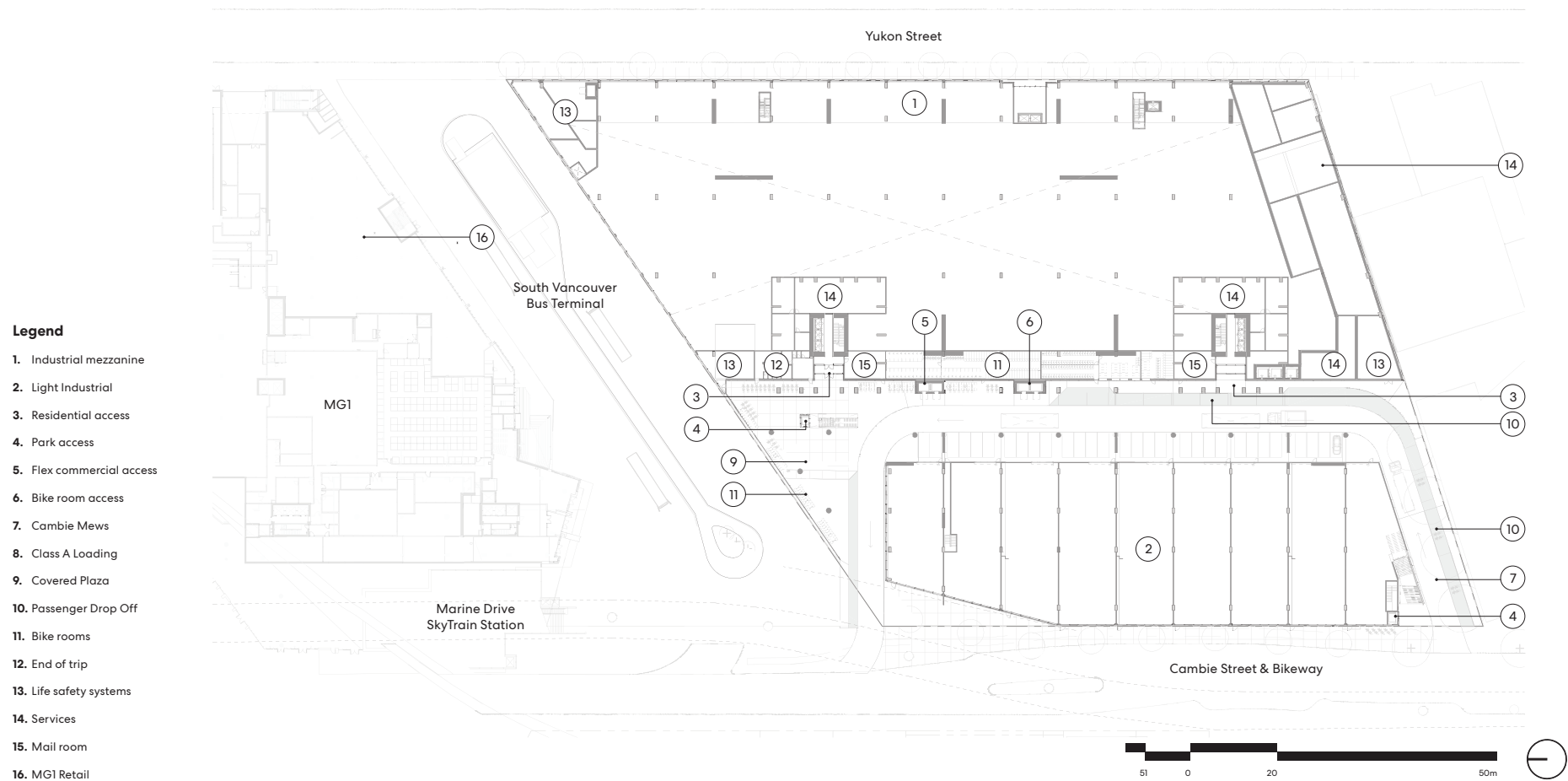
2.3.1 Industrial Yukon Plan

Legend

- 1. Industrial
- 2. Parkade & Loading entry
- 3. Loading bay
- 4. Loading dock
- 5. Freight
- 6. Waste rooms
- 7. Residential bike rooms
- 8. Maintenance & repair
- 9. Life safety systems
- 10. Residential access
- 11. Childcare access
- 12. Bike elevator
- 13. Industrial entry
- 14. MG1 Parkade

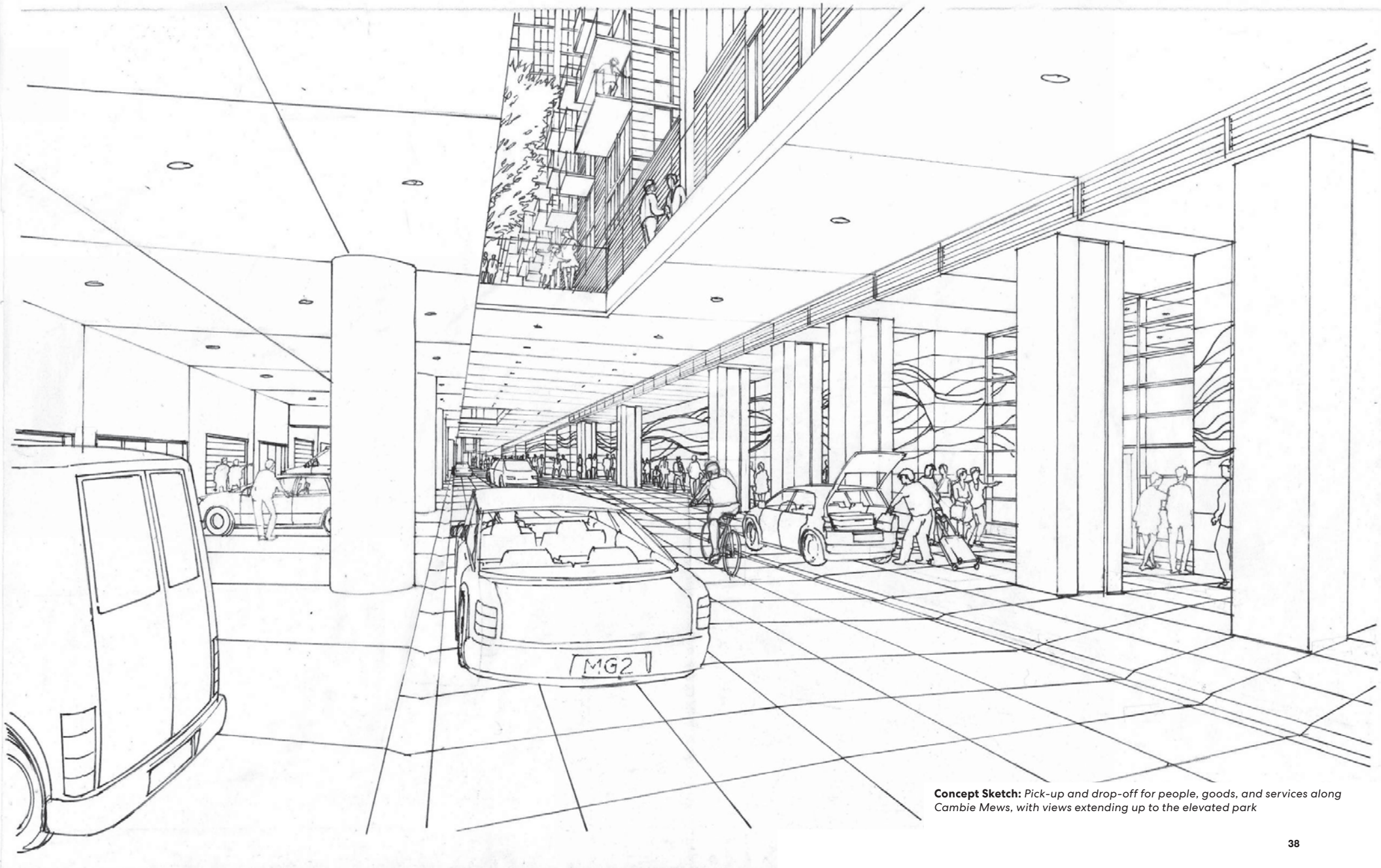


2.3.2 Light Industrial Cambie Plan

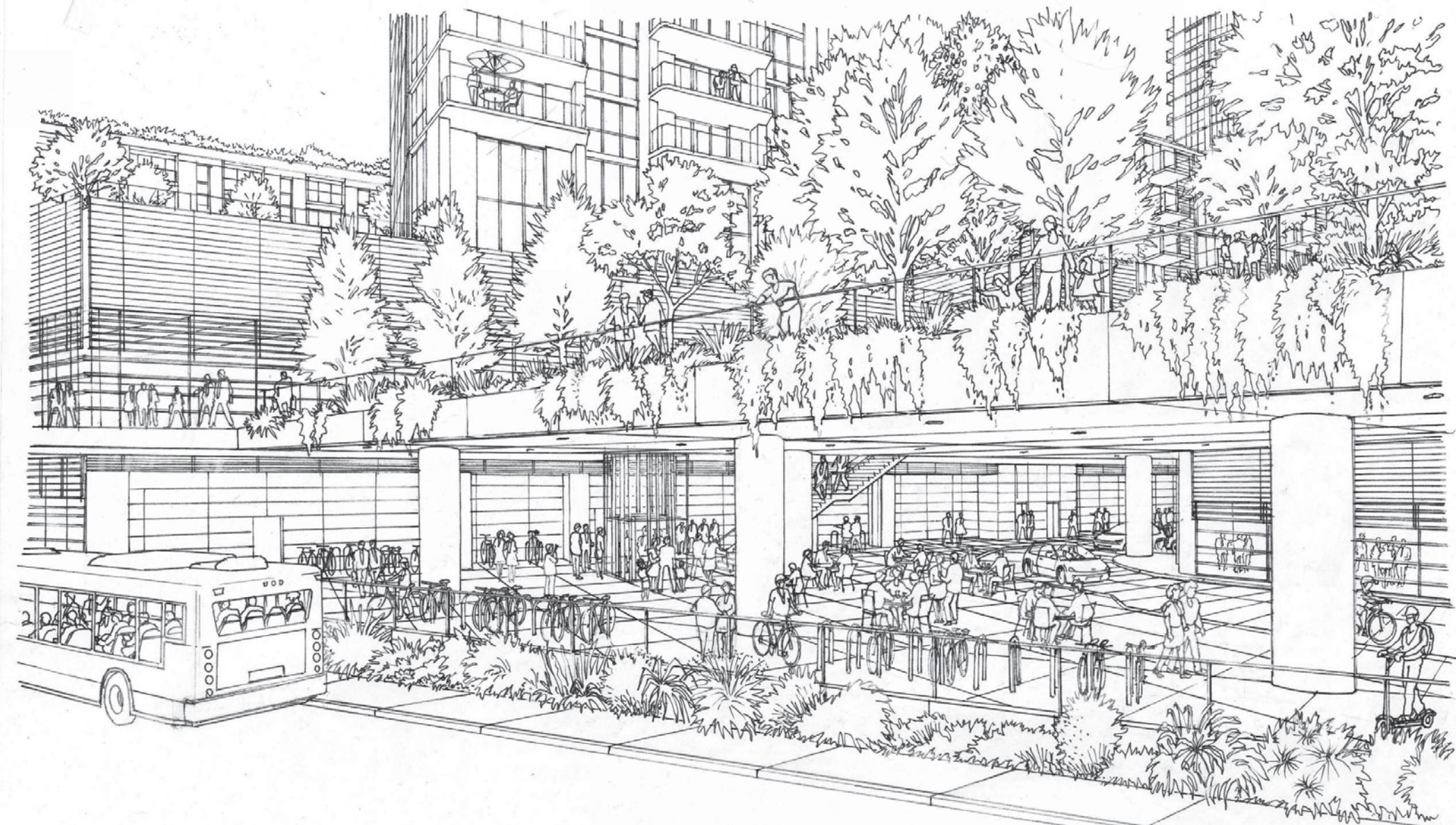


2.3.3 Industrial Section Perspective





Concept Sketch: Pick-up and drop-off for people, goods, and services along Cambie Mews, with views extending up to the elevated park

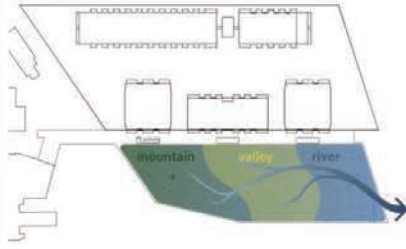
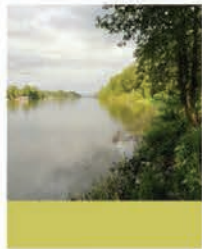


Concept Sketch: The elevated public park overlooking the active transit plaza below

2.4 Park & Public Realm

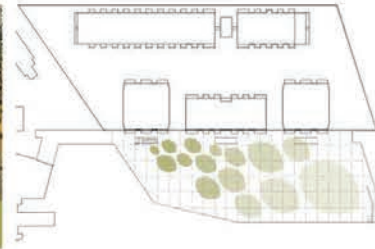
2.4.1 Park Programming & Concept

Transect from Mountain to River



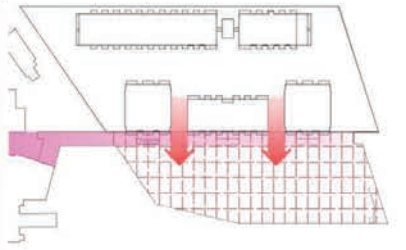
Emphasize topography to create varied experiences within the park. Use topography as an advantage in shaping program areas and park features.

Layering



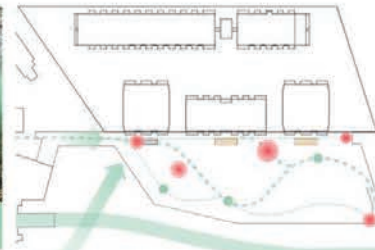
Create contrast in the park between architectural and natural forms inspired by the overlay of natural systems within an industrial context. Exaggerate forms found in nature to find a balance between architecture and the park, and to bring a more human scale to a large space.

Articulation of the Grid



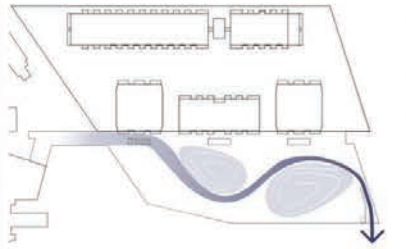
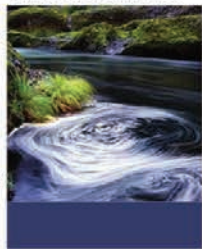
Continue the expression of the Marine Gateway 1 retail 'high street'. Reflect the primary architectural openings into the park. Create contrast between linear patterning and natural forms.

Breadcrumbs



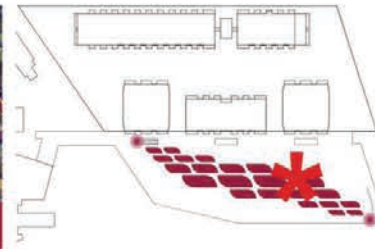
Create activity nodes with specific sightlines from both outside and within the park; at both ground and skytrain level. Maximize opportunities for vertical elements and an improved relationship between park and other levels of the site.

Circulation and Flow



Establish a hierarchy of circulation paths with a series of 'eddies and pools' that encourage moments of pause and give form to major program areas.

Eyecatching



Celebrate moments of colour in the landscape as a means to bring users to the site and aid in wayfinding, public art opportunities, and lighting.



Rendering from the elevated park

2.4.2 Park Landscape Plan

Anchored by a large publicly accessible park with ample planted spaces, the MG2 landscape draws visitors to a variety of program areas: an iconic play mound, flexible lawn space, viewing decks, a central plaza zone, and smaller seating, lounging, and games nodes.

Access to the elevated park is from the existing MG1 stair and elevator, supplemented by new connections at the north and south. A new pedestrian bridge links to MG1 High Street and Transit. The Park surface is varied with numerous vantage points providing a range of activity spaces.

Flex commercial frontage has been integrated into the new extension of High Street as a pedestrian-focused corridor, allowing plaza-like spaces blur the edges of the Park drawing visitors.

Legend

1. Park access
2. Wood deck
3. Planting
4. Resilient surface play area
5. Open lawn
6. High Street
7. Seating



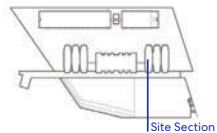
2.4.3 Park Plantings

The planting approach for the park reinforces the concept to provide a gradient from mountain to river from north to south on the site.

At the northern mounded portion of the Park, there is greater emphasis on evergreen trees, ferns, shrubs, and understory plants. Soil volume to support trees and planting is achieved through gentle mounding while accommodating accessible pedestrian access.

Planting at the south end of the park uses a more open, flowing palette that references the river landscape, with emphasis on ornamental grasses, deciduous canopy trees, and flowering plants. The park receives good solar exposure, so deciduous trees are located to provide summer shade and winter light.

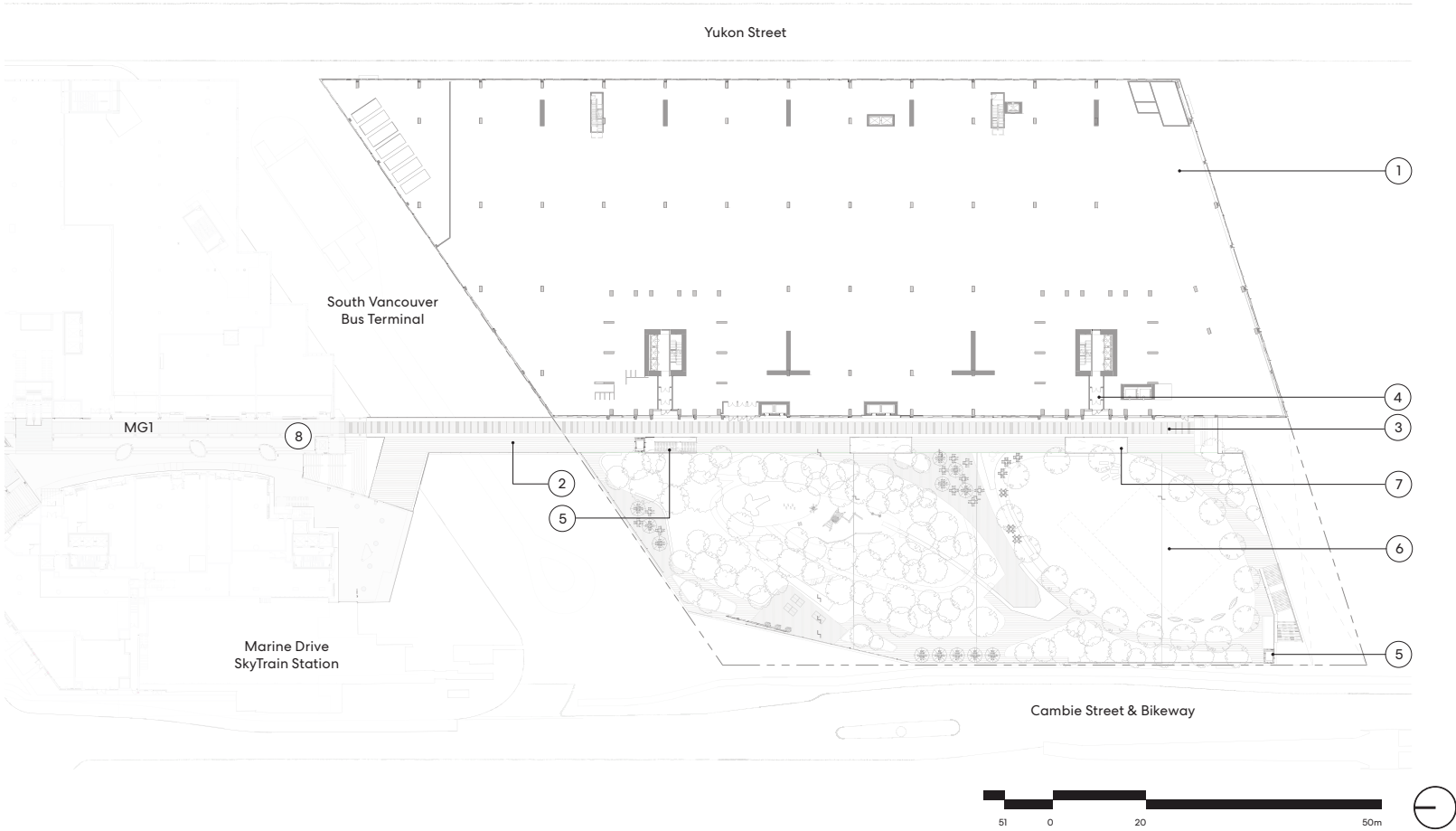
The plant palette includes several native and climate-adaptive plant species and robust tree canopy cover to address both site context and concerns surrounding urban heat island effect, a particular concern in this industrial area of Vancouver.



Concept: Grassy Field Looking North of Park

2.4.5 Park Plan

- Legend**
- 1. Flex Commercial
 - 2. New bridge connection to MG1 High Street
 - 3. High Street
 - 4. Residential access
 - 5. Park access
 - 6. Public park
 - 7. Openings to below
 - 8. MG1 Retail





Rendering from South West

2.4.6 Garden Landscape Plan

At the Garden Level, residential landscape program areas are buffered with green spaces to create a range of activity zones for dining, gathering, lounging, and play.

Water forms, inspired by the nearby Fraser River and history of the site, shape activity areas and are referenced in artistic overhead trellis structures. Robust, mounded planting areas feature fruiting and flowering plants for seasonal interest and contribute to the broader sustainability goals of the site.

The southern portion of the garden is devoted to urban agriculture with edible landscape features woven through the remaining program areas. A large childcare space is provided at this level; the design of this space is intended to be undertaken in conjunction with the childcare operator further in the development process.

Legend

1. Planting
2. Open lawn
3. Play area
4. Pergola
5. Outdoor childcare play space
6. Outdoor kitchen and dining
7. Outdoor games & cinema
8. Urban agriculture
9. Outdoor lounge
10. Dog relief area

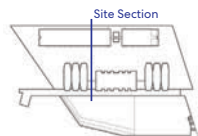


2.4.7 Garden Plantings

The planting approach for the garden follows the site-wide approach of mountain to river, at a more human scale to support resident gathering. Plantings benefit from generous soil volume, reducing the need for raised planters throughout.

The north side of the garden includes evergreen planting to screen views and provide robustness within the adjacent pet relief area. Planting in the central zone of the garden utilizes mounded beds with flowering species, flowing grasses, and seasonal native and adaptive plants.

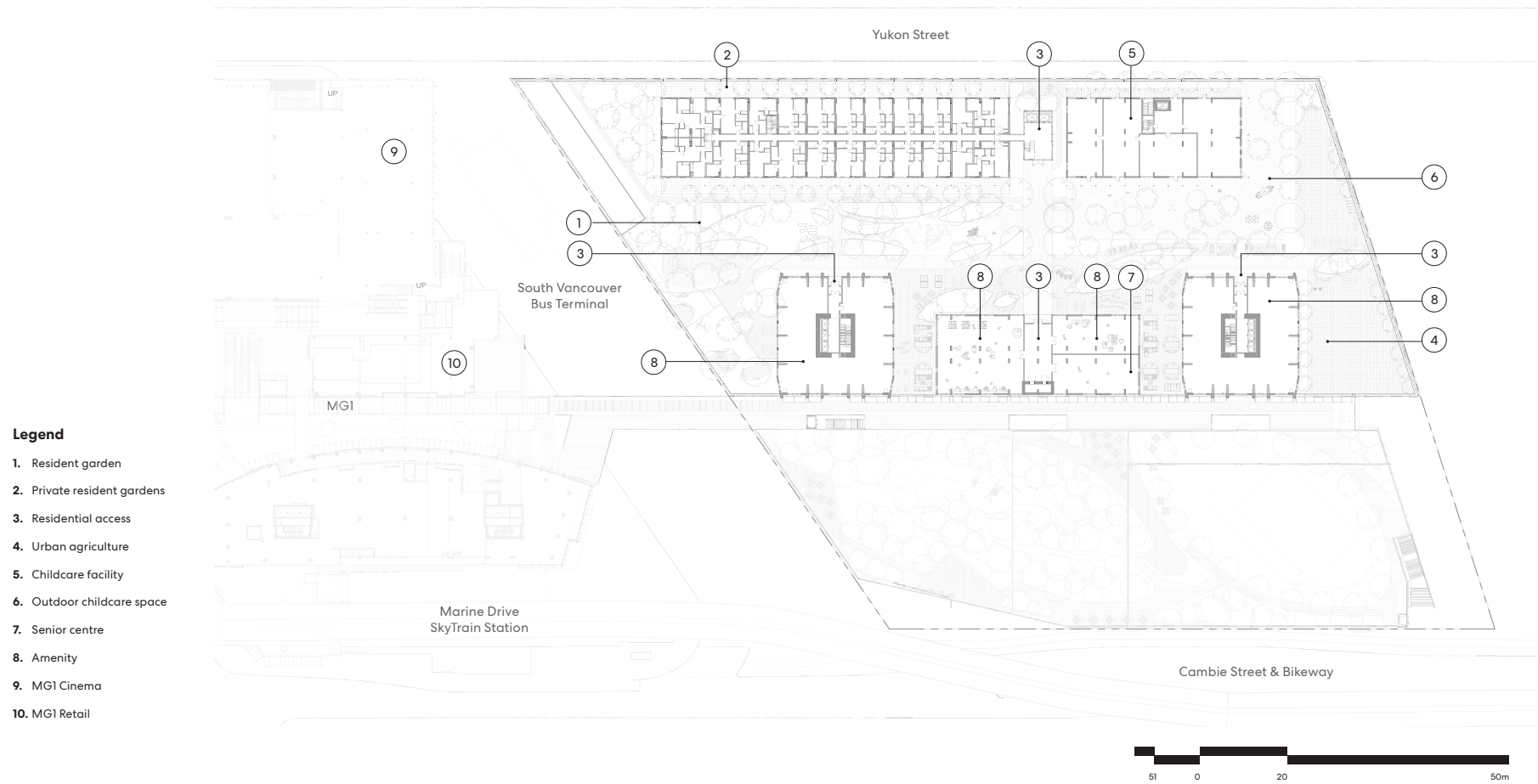
The garden features urban agriculture planters at the south that benefits from optimal solar exposure, meeting the needs of the residents. The gardening plots are surrounded by edible planting including fruit trees, herbs, and flowering plants. Edible planting is woven throughout the garden and all outdoor resident amenity spaces, supporting health and well-being.

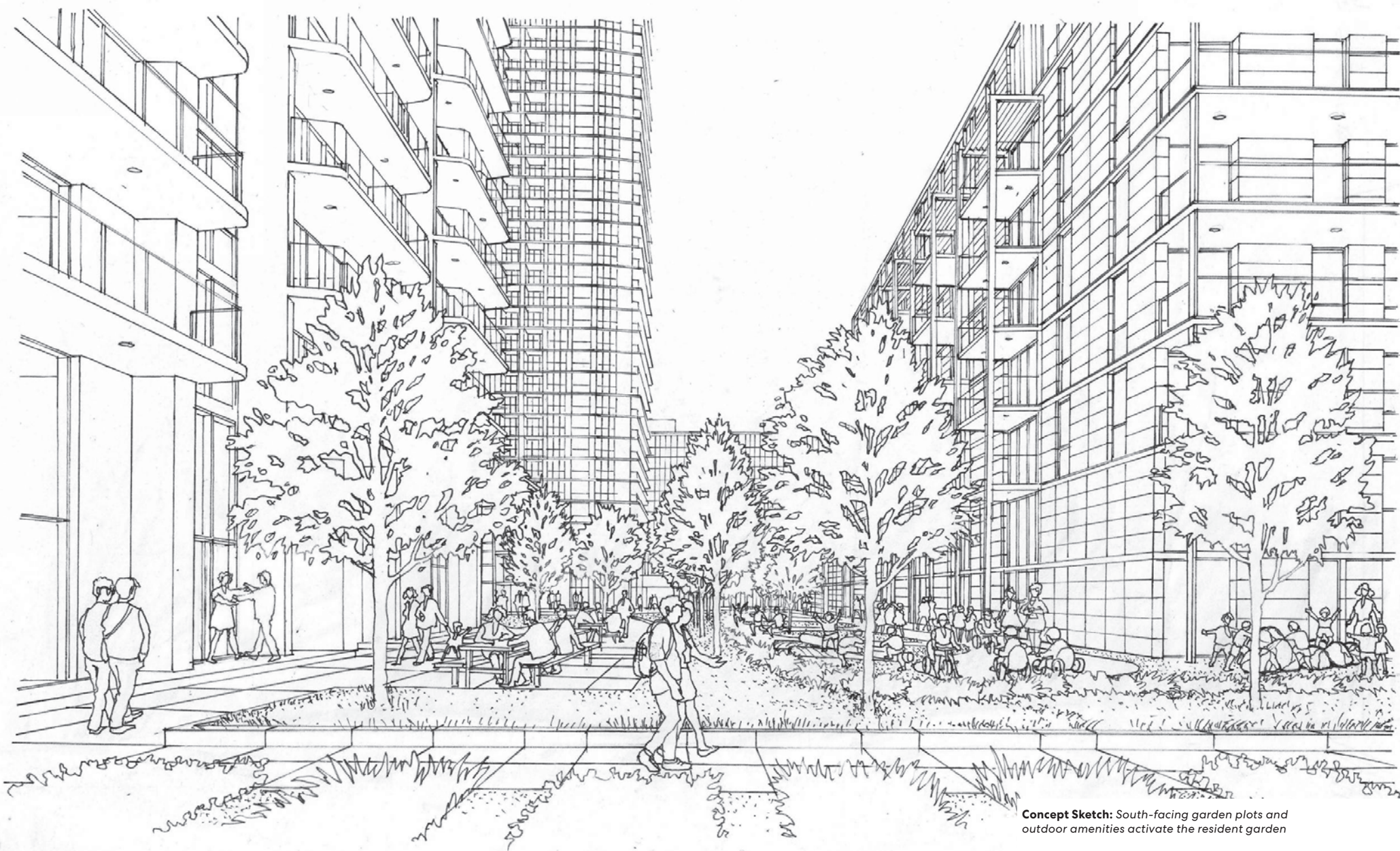


Concept: Play and Lounging Area at Garden Amenity

2.5 Residential & Garden

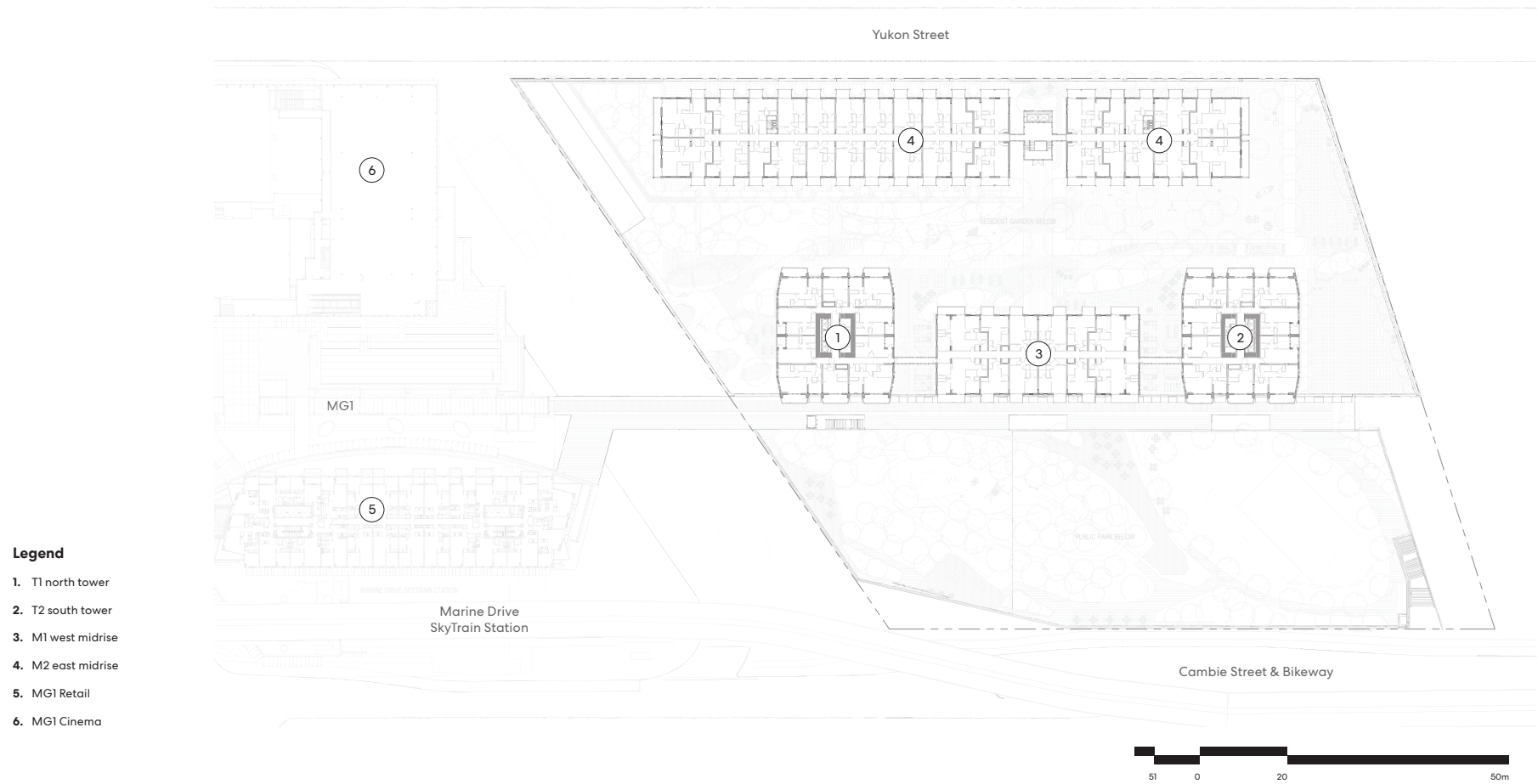
2.5.1 Garden Amenity Plan





Concept Sketch: South-facing garden plots and outdoor amenities activate the resident garden

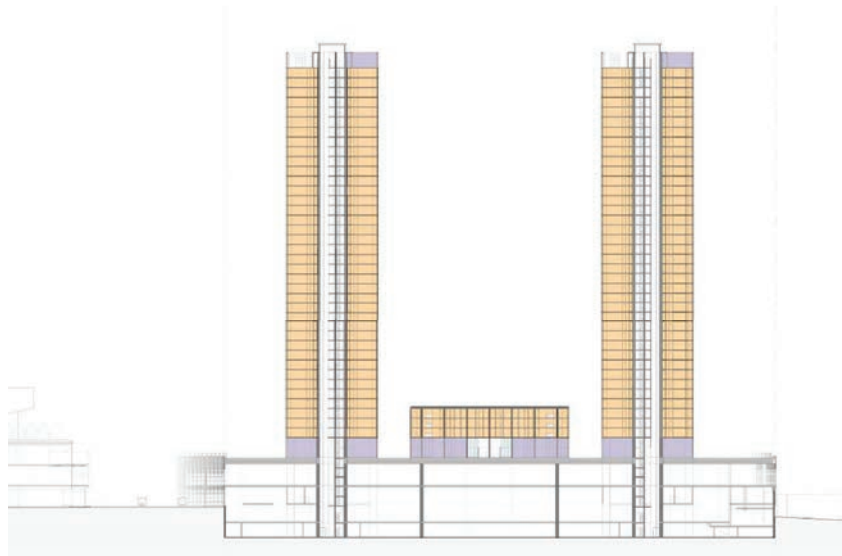
2.5.2 Residential Plan

**Legend**

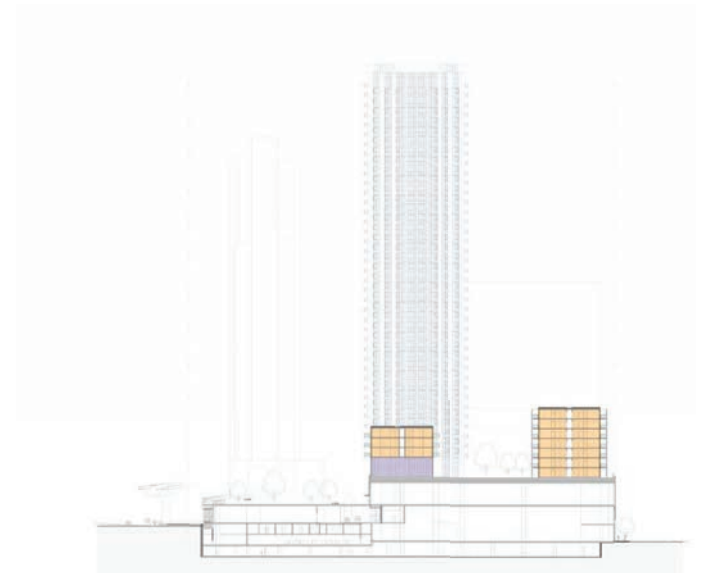
1. T1 north tower
2. T2 south tower
3. M1 west midrise
4. M2 east midrise
5. MG1 Retail
6. MG1 Cinema

2.5.3 Elevated Living

North - South Building Section

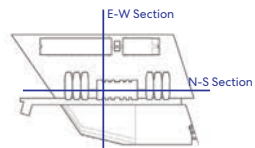


East - West Building Section

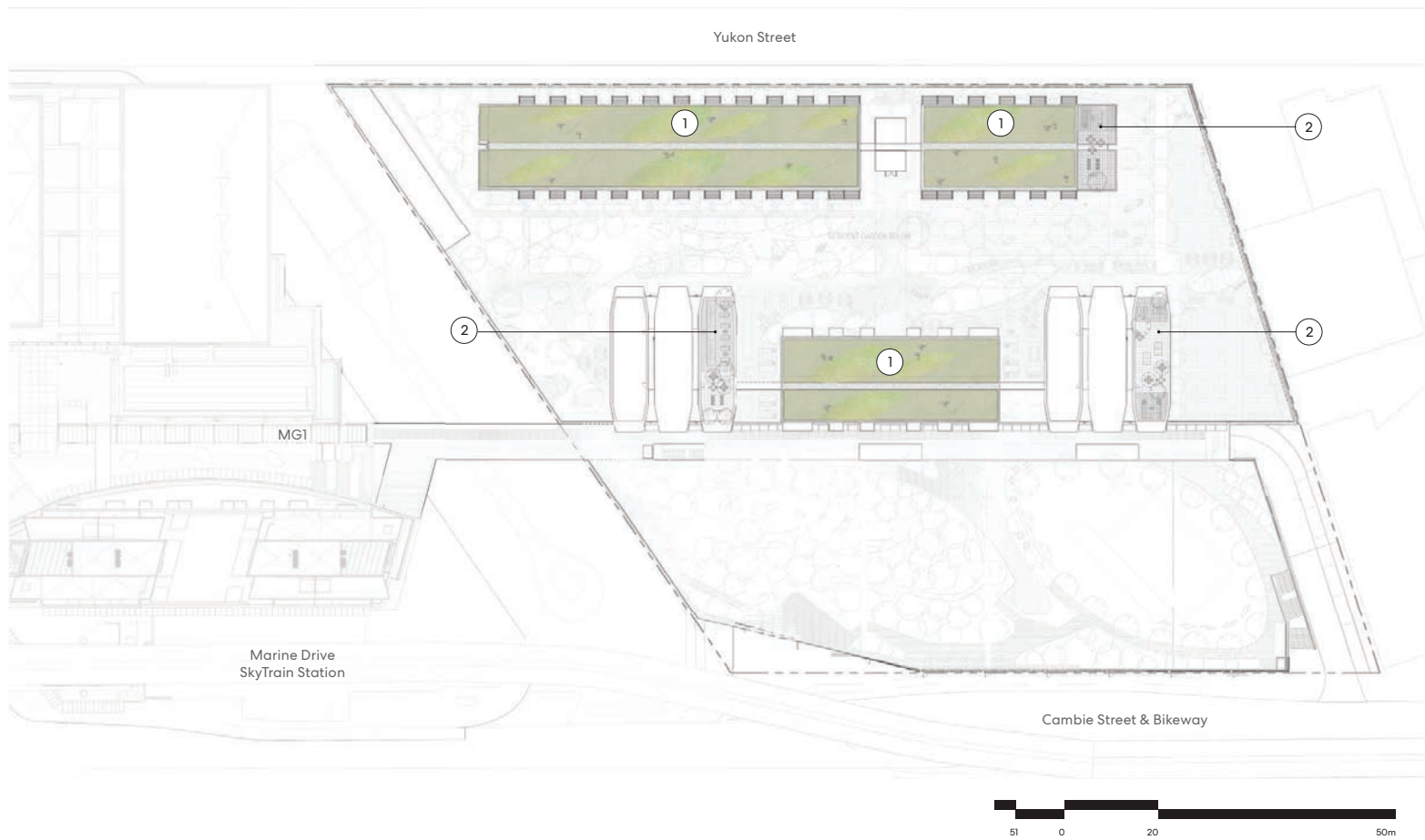


Program Legend

- Residential
- Amenity



2.5.4 Rooftop Amenities





Aerial Rendering from the North West

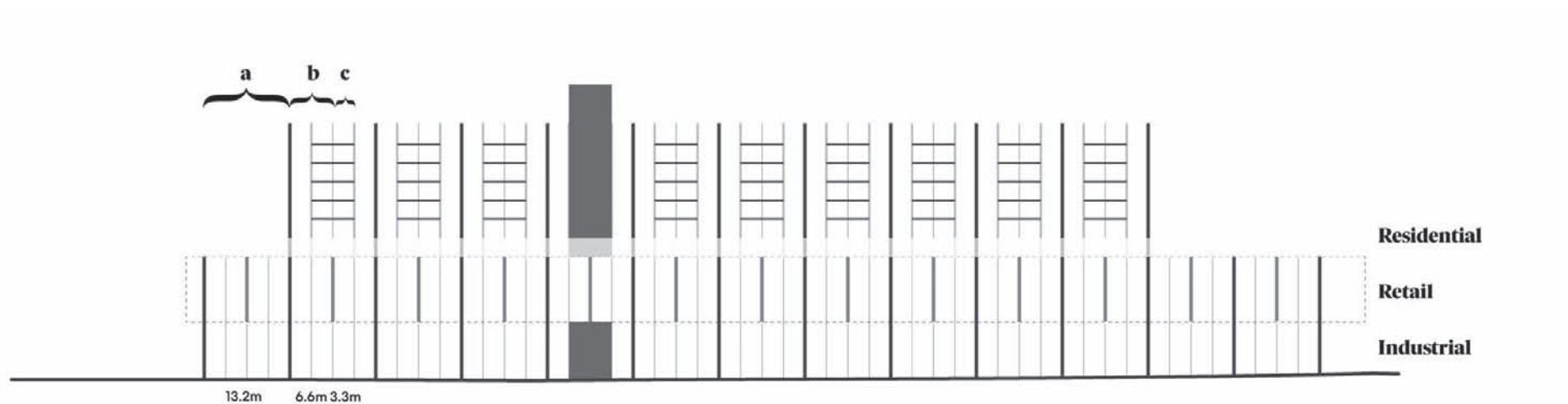
2.6 Facade Expression and Materials

2.6.1 Facade Principles

The facade design combines industrial, flex commercial, and residential in a cohesive and elegant manner.

The industrial grid is the defining structural rhythm of the project. All other program uses are expressed as a sub-division of the industrial grid. This allows for a balance of horizontal and vertical expression throughout the project.

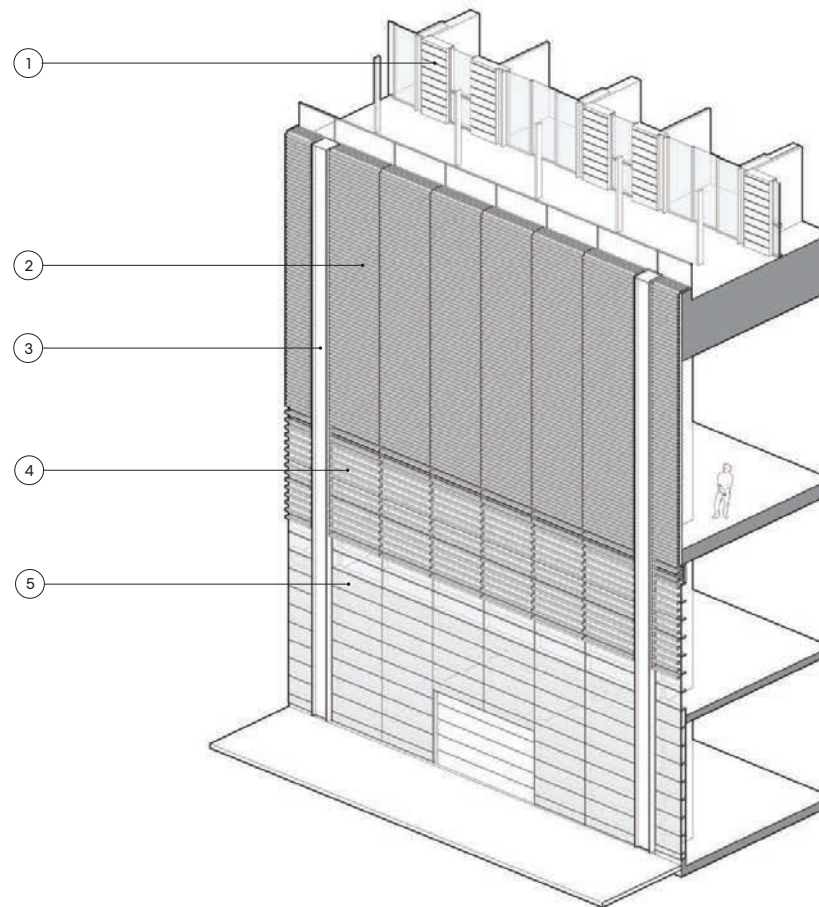
The elevated park is expressed as a green edge drawing visitors and residents upwards to the community-focused green space.



2.6.2 Industrial Expression

The vertical structural hierarchy is clearly delineated on the large 13.2 m (43.3 ft) grid, while the introduction of smaller horizontal mullions and metal panel divisions add human scale.

A modular approach allows for each bay to be flexible and adaptable to support the evolution of industrial user needs, such as glazing, solid panels, or overhead doors to allow for the direct transfer of goods and services.



Legend

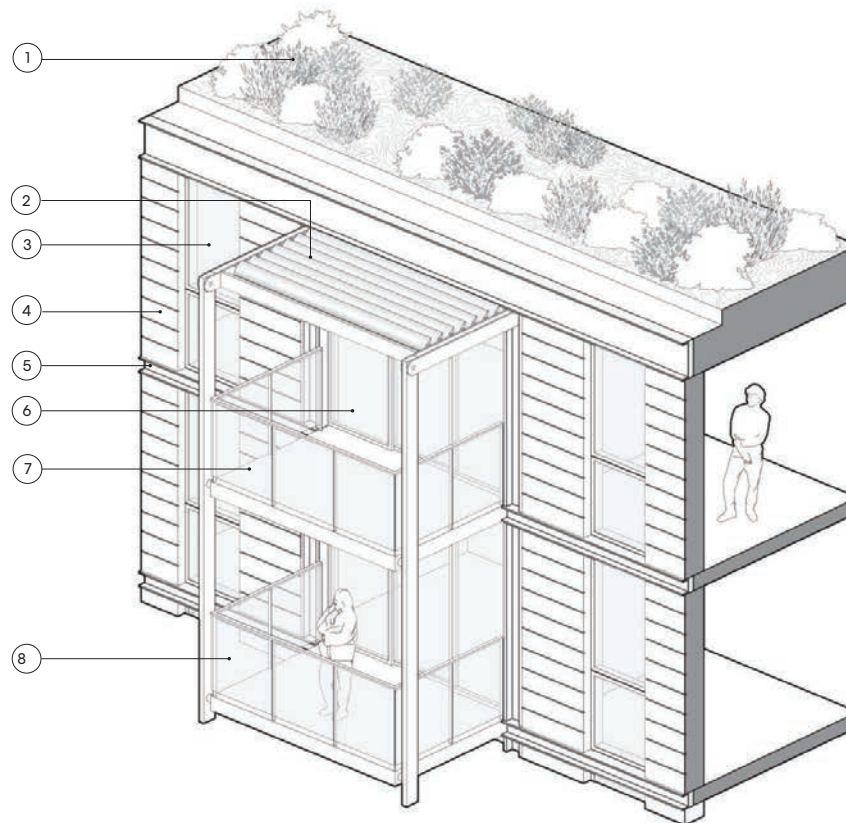
1. Horizontal metal panel
2. Metal panel & louvers
3. Metal panel column cladding
4. Transparent Kalwall glazing
5. Translucent Kalwall glazing

2.6.3 Residential Midrise Expression

The East Midrise is designed as an elongated bar form, articulated to reflect individual residences through the integration of thermally broken balconies.

A 50:50 window-to-wall ratio is maintained, with operable windows in the bedrooms providing higher-performance glazing in the living areas, animating the facade.

Utilizing a modular approach, the facade is systematically clad with panels, reinforcing both aesthetic consistency and construction efficiency.



Legend

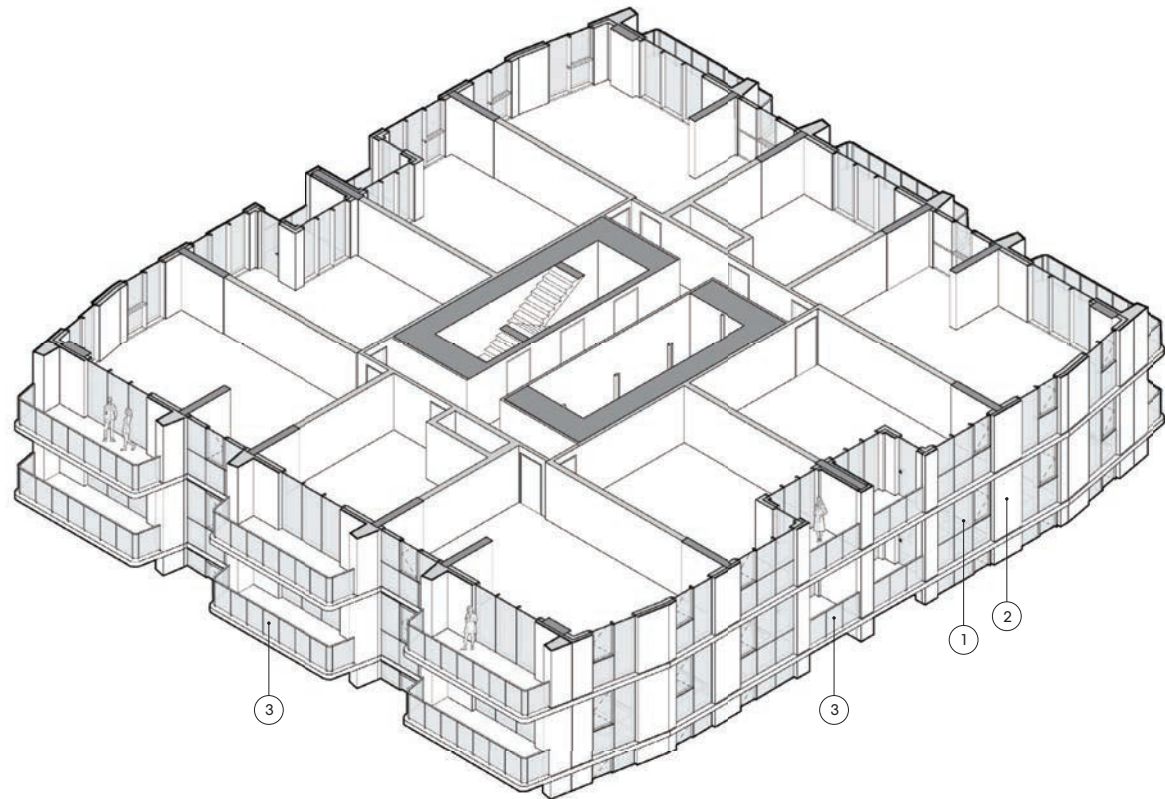
1. Green roof
2. Louver shade
3. Operable windows
4. Horizontal metal panel
5. Metal C channel
6. Sliding door
7. Glass railing
8. Thermally broken balconies

2.6.4 Residential Tower Expression

Each tower is expressed in 3 distinct bars, articulating the residential programs within.

A 50:50 window-to-wall ratio strikes a thoughtful balance between daylight access, expansive views, and energy efficiency.

Generous balconies extend the living space outdoors, encouraging connection, relaxation, and social gatherings.



Legend

- 1. Clear glazing
- 2. Metal panel
- 3. Open balconies

2.6.6 Material Expression

MG2 balances robust and simple against warm and delicate materials in a way that complements its evolving context.

This potentially contrasting material palette is balanced through the use of landscape and the expression of the park and garden.

The selected materials are durable and thoughtfully chosen to reflect the local vernacular, grounding the building in its setting.

Legend

1. Clear glazing
2. Metal Panel
3. Horizontal metal panel
4. Metal panel & louvers
5. Translucent glazing
6. Transparent glazing
7. Metal panel column cladding
8. Park slab cladding

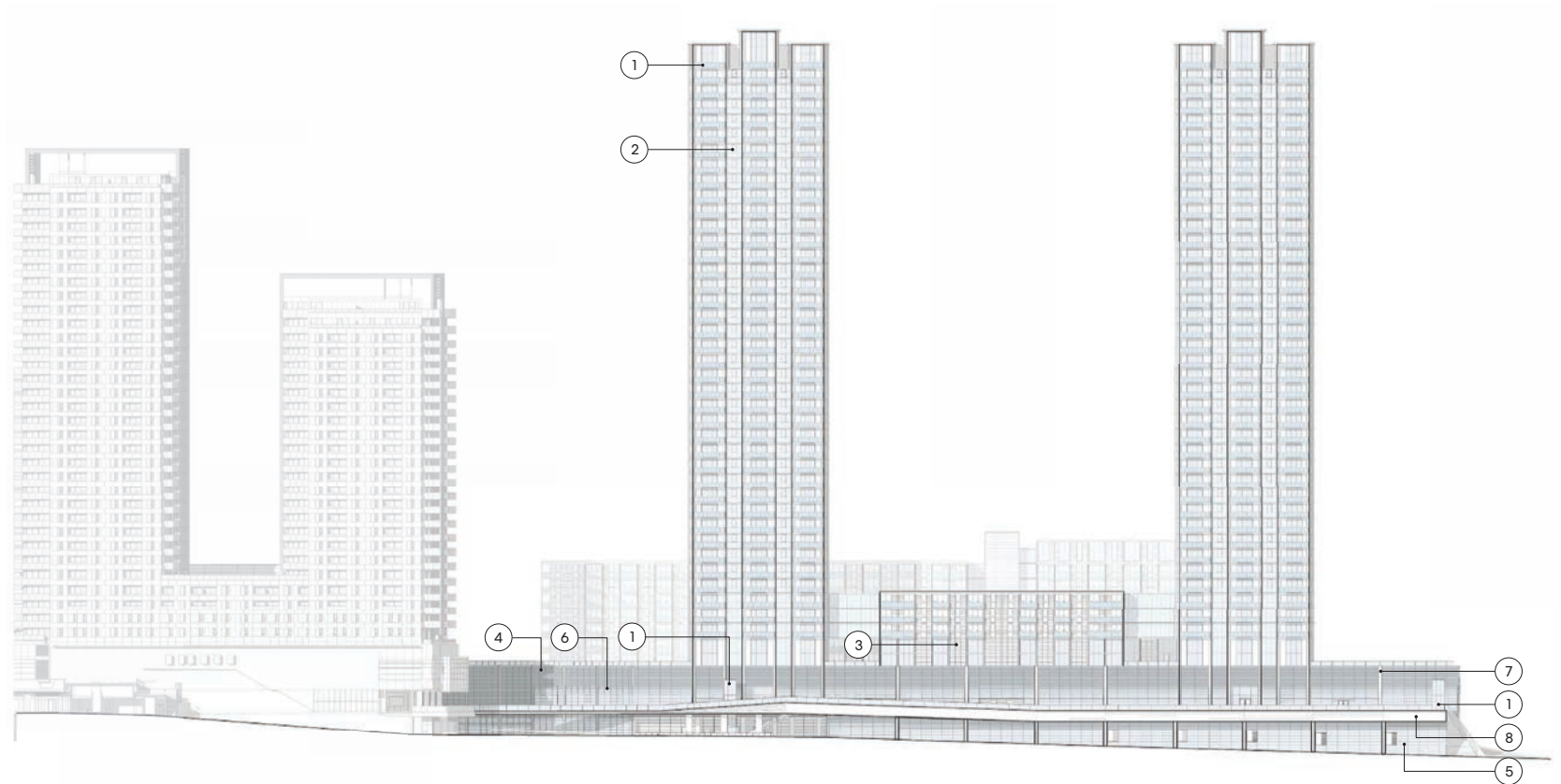


2.6.7 Context Elevation

Cambie Elevation - West

Legend

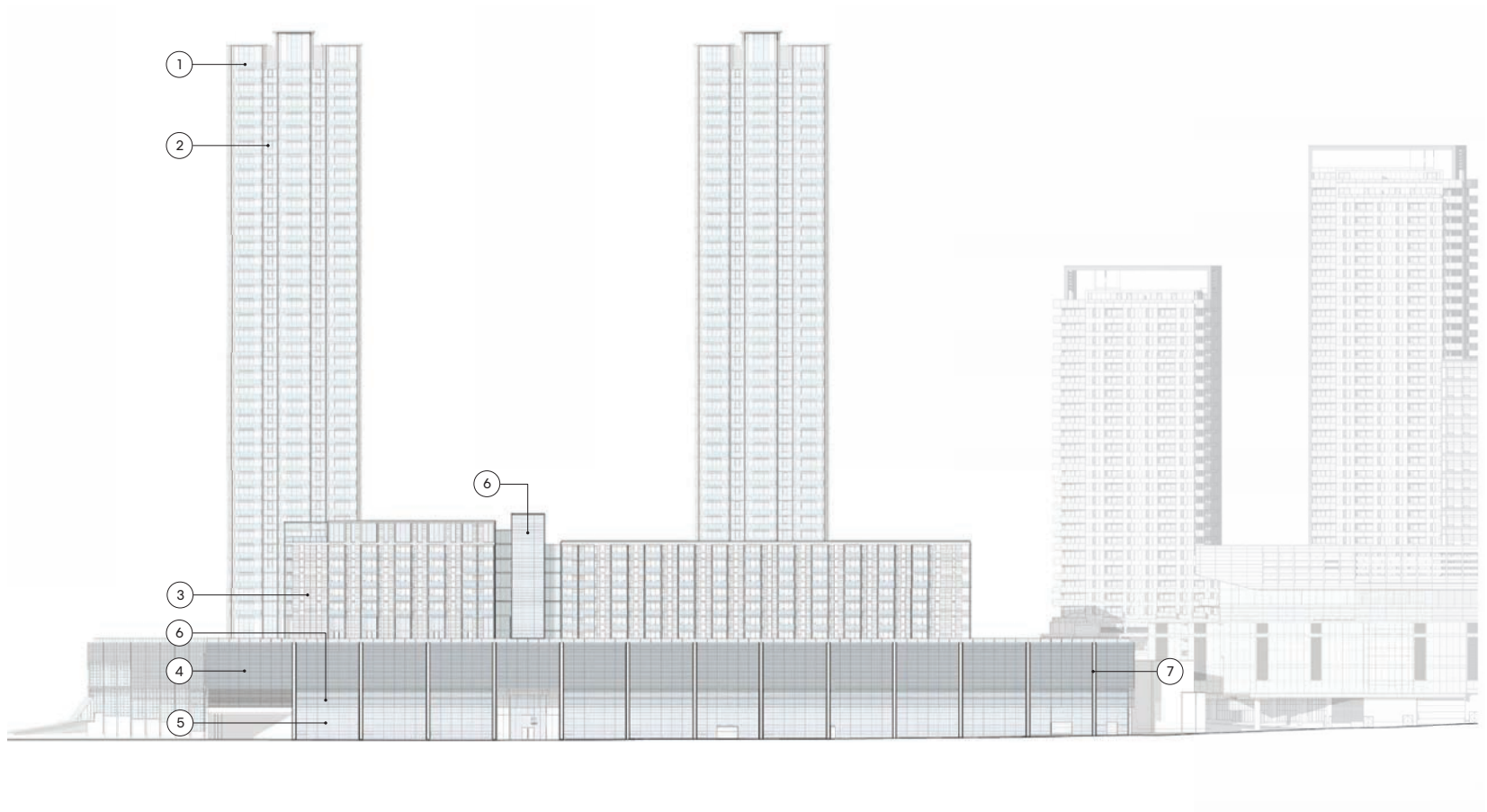
1. Clear glazing
2. Metal panel
3. Horizontal metal panel
4. Metal panel & louvers
5. Translucent glazing
6. Transparent glazing
7. Metal column cladding
8. Park slab cladding



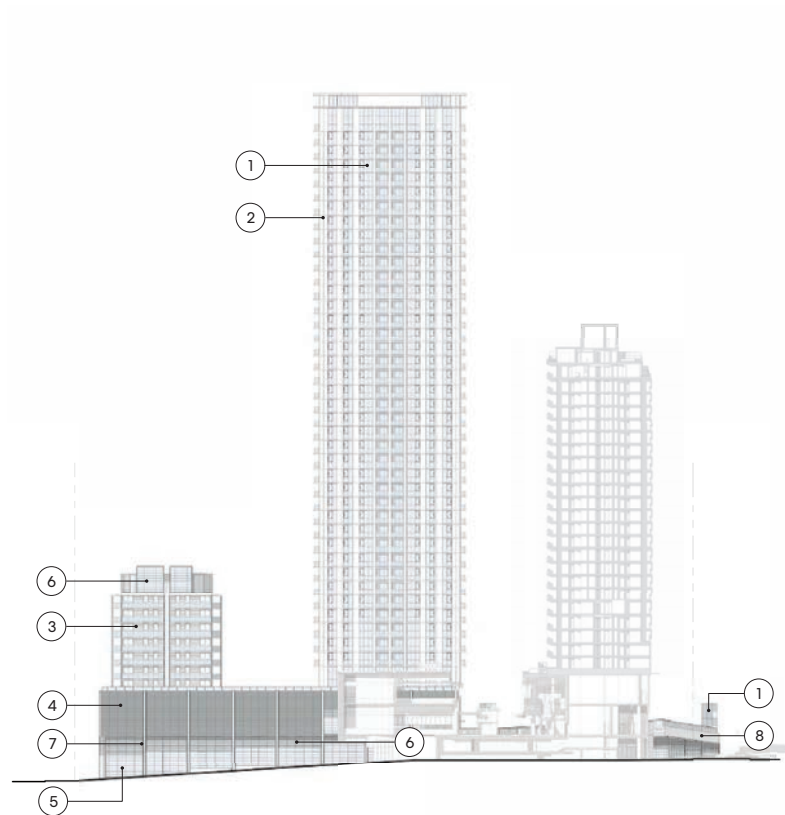
Yukon Elevation - East

Legend

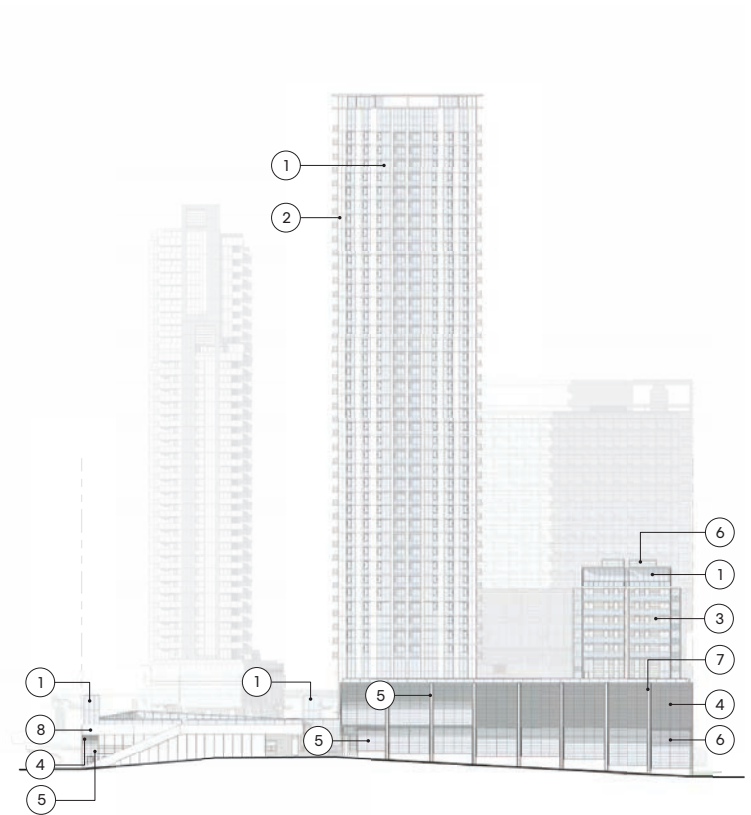
- 1. Clear glazing
- 2. Metal panel
- 3. Horizontal metal panel
- 4. Metal panel & louvers
- 5. Translucent glazing
- 6. Transparent glazing
- 7. Metal column cladding



North Elevation



South Elevation



Legend

- 1. Clear glazing
- 2. Metal panel
- 3. Horizontal metal panel
- 4. Metal panel & louvers
- 5. Translucent glazing
- 6. Transparent glazing
- 7. Metal column cladding
- 8. Park slab cladding

3.0

Section 3.0

Policy

Contents

- 3.1 Form of Development and Variances
- 3.2 Rezoning Rationale
- 3.3 Policy Context
- 3.4 Sustainability Policy

3.1 Form of Development and Variances

3.1.1 Policy variance

The MG2 proposal presents a new typology in the city of Vancouver, combining Industrial, Flex Commercial, and Residential programs together into one mixed-use development. Current codes and policies do not address this combination of uses, therefore the project has sought to meet the intent of policy as much as possible, while seeking variances in four key aspects:



Density

The site is identified as an intensive employment site as per the Marpole Community Plan and Cambie Corridor Plan. The policies indicate a range of 1.5-2.0 FSR however note densities up to 4.5 can be considered to accommodate vertically stacked employment spaces.

MG2 proposes a variance of 5.34 FSR with a mix of complementary uses intended to meet the intent of the policies and foster growth and enhancement of the community.



Use

Current policy does not support residential uses alongside industrial. **MG2 proposes the variance of rental residential use** within 200 meters of a rapid transit site.

In keeping with the intent of the policy, MG2 proposes industrial, light industrial, and flex commercial spaces to promote intensive employment in South Vancouver. Employment uses are augmented by child and senior care, 1,000 rental homes, and a privately owned public park. This true mixed-use project sensitively combines these uses in a way that will enhance the overall community.



Tower floorplate

MG2 proposes a variance of 695 sm (7,500 sf) floor plates. These plates, designed with livability and flexibility, are in keeping with the requirements for other tall towers in the city. The Marine Landing Policy indicates an affordable housing tower massing floorplate size of 604 sm (6,500 sf).

Adequate tower separation between residential uses of 24.4 m (80 ft) is achieved. Shadowing impacts have been mitigated by the location of the towers relative to the proposed public park as well as the overall adjacent community. Attention to tower proportion and form has produced slender towers less than 27.4 m (90 ft) deep that taper at the edges to reduce bulk and create elegant and simple shapes on the skyline.

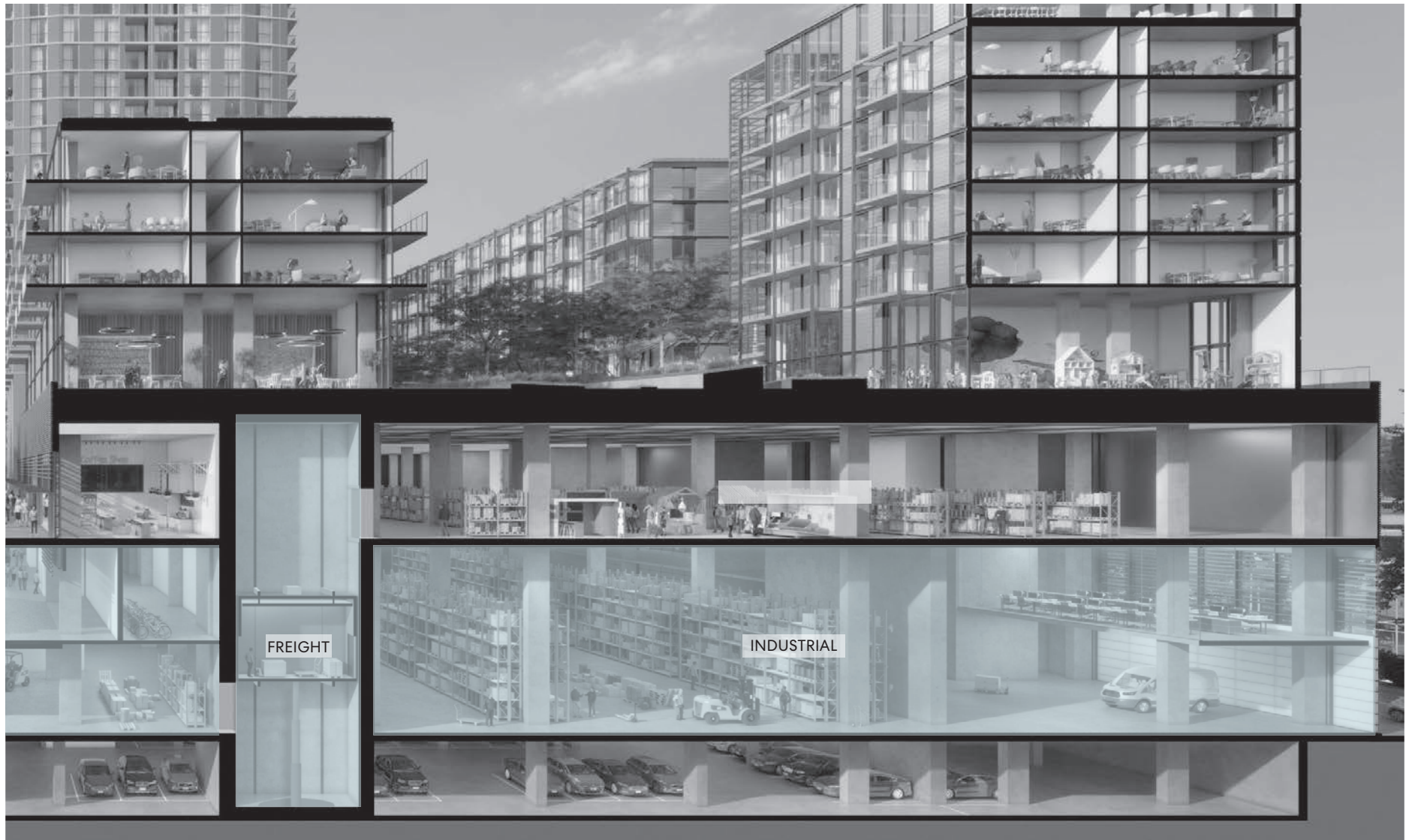


Loading / Parking and vehicular access

MG2 proposes a variance from the number of required loading spaces. A centralized loading strategy that combines industrial, flex commercial, and residential allows for efficiencies that are illustrated as meeting the requirements of the bylaws.

While loading counts provided differ from what is required by the Parking Bylaw, synergies have been considered to maximize industrial space. Appropriate loading quantity, location, and size has been provided via one access point to the below grade loading facility, minimizing disruption to the public realm.

MG1 reduced parking levels when it was proposed and MG2 continues this approach by reducing parking at a rapid transit node. MG2 considers district parking with MG1 for employment and flex commercial uses, maximizing the use of existing infrastructure while right sizing parking provision for the future.



3.2 Rezoning Rationale

3.2.1 Proposed Zoning

MG2 seeks CD-1 rezoning with the following:

- Overall density of 5.34 FSR:
 - 1.18 FSR of Industrial
 - 0.58 FSR of Flex Commercial
 - 3.58 FSR of Residential (1,000 homes)
- 1,000 homes on transit, with 20% of the residential floor area designated for below market units with rents at 10% below CMHC city-wide average rents
- Podium height: 3 storeys - 18.6 m (61 ft)
- Tower height: 43 storeys - 137.7 m (451.8 ft)
- Midrise height: 10 storeys - 44.1 m (144.7 ft)
- ~1.44 ac (0.58 ha) privately owned public park
- ~3,410 sm (36,750 sf) of indoor Amenities and ~1.5 ac (0.61 ha) resident Garden
- ~710 sm (7,650 sf) Childcare facility with ~900 sm (9,700 sf) dedicated outdoor play area
- ~185 sm (2,000 sf) Senior centre
- ~520 Parking stalls located on 1 level of underground parking, 10 passenger stalls at grade
- 63 Loading stalls, with all Class B and C stalls located below grade
- ~2,550 Bicycle spaces, with 30% additional above parking bylaw as per TDM Plan B

Located predominantly within 200 meters of a transit hub, MG2 proposes a complete mix of uses including rental residential. This will serve to create a Complete Transit Community using flex commercial and residential uses to financially underpin true industrial uses.

How can industrial and residential - uses typically at odds with one another - come together on this site?

Our proposal answers this question by “raising the ground”. A privately owned public park is located on top of true, diverse industrial space located at grade. East of the park, a private garden is elevated above more industrial and flex commercial spaces. Leveraging the robust industrial structure to support a privately owned public park and resident garden, landscape acts as a buffer between residential and industrial uses.

The new park is connected to the MG1 retail high street by a bridge overtop of the existing South Vancouver Bus Terminal. Resident indoor and outdoor amenities located on top of the flex commercial uses to the east of the site create highly livable homes at this site well-served by rapid transit.

Metro 2050 notes “residential uses are not intended on Employment lands, with the exception of sites that are located within 200 metres of a rapid transit station and within either an Urban Centres or FTDA. In those exceptional circumstances, limited residential uses (with an emphasis on affordable, rental housing) are permitted on the upper floors of mid-to high-rise buildings, where appropriate, while commercial and light industrial uses are to be located on the ground or lower floors.”



3.2.2 Rezoning Policy Response

Metro 2050 contains policy provisions that allow municipalities to consider limited residential uses of affordable and rental housing on employment lands within 200 meters of rapid transit stations with commercial and light industrial uses on the ground or lower floors.

Industrial Lands Policy (1995, amended 2023)

This policy calls for the retention of the City's industrial land base for industry and service businesses related to industry, city-serving, and city-oriented industries. The intent of the policy is to provide a framework to guide future decisions on the use of industrial land by prioritizing production, distribution and repair (PDR) activities.

The project recognizes the importance of industrial space in the growing context of the city, however it also recognizes the unique and underutilized potential of the site to be able to provide much needed homes and a public park in a community that would benefit from this co-location.

Industrial Space Guidelines (2023)

These guidelines support, intensify and preserve long-term resilience of the City's Industrial zoned employment lands by ensuring these spaces are adequately designed for current and future functional needs.

The project uses these guidelines as a framework for the industrial space design in the following ways:

- **Development criteria:** Contiguous open floorplans provided at grade, designed with large structural bays to support flexibility and a range of industrial uses including industrial racking.
- **Floor-to floor heights:** Heavy Industrial min. 10 m (33 ft), Light Industrial min. 4.5 m (15 ft).
- **Mezzanines:** Provided in the Industrial space along Yukon Street, contiguous use with space beneath, access to daylight via glazed façade showcasing the Industrial character of the project.
- **Circulation, Loading and Waste Management:** Direct access to loading and waste management is provided with freight elevators, located below grade to reduce visual and acoustic impact on the public realm and adjacent uses.

South Vancouver Industrial Area Issues and Directions (2009)

This report identifies the importance of the South Vancouver Industrial area as providing 1/3 of the remaining industrial land in the city, supporting over 10,000 jobs. The area around Marine Drive SkyTrain Station is identified as an opportunity to facilitate a higher intensity of uses as part of the Cambie Corridor Plan, recognizing the importance of industrial land protection but allowing for flexibility to support rapid transit investment and ridership.

The project site is within the limited precinct area identified in the map, located in close proximity to Marine Drive Station.

The report outlines 3 issues with providing residential on an industrial site, which the project seeks to address in the following ways:

1. **Incompatibility of uses:** The project addresses industrial aspects of noise, vehicles, odors and other perceived resident nuisances through careful siting of residential buildings, providing landscape buffers, building systems, and improved acoustic and thermal performance of the building envelope.
2. **Destabilization of industrial land base:** The proposal provides 255,000 sf of flexible industrial space at grade along both Yukon and Cambie Streets and a total of 1.18 FSR of industrial compared to a limited provision of less than 0.5 FSR which would be typical.
3. **Lack of amenities:** The project taps into the existing MG1 development to the north which offers retail and food amenities, and offers new amenities for the community such as a public park, childcare, senior's centre, and flex commercial.



Limited precinct where opportunities for more intensive forms of development will be reviewed as part of the Cambie Corridor Planning Program (South Vancouver Industrial Area Issues and Directions, 2009)

3.3 Policy Context

3.3.1 Overview

Overview

The project team has analyzed the City's planning framework and used this to inform the project. The following relevant policies have shaped the design response:

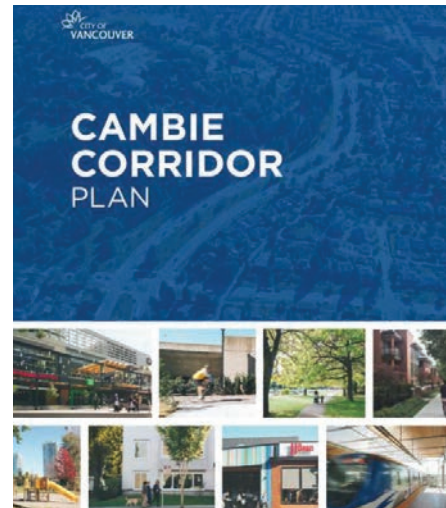
- Vancouver Plan (2022)
- Metro 2050 Regional Growth Strategy (2022)
- VanPlay (2020)
- Vancouver Economic Action Strategy (2011)
- Transportation 2040 (2012)
- Cambie Corridor Plan (2018)
- Marpole Community Plan (2014)
- Marine Landing Policy Updates (2021)



Vancouver Plan Alignment

The Vancouver Plan is a 30-year land use plan to guide growth and change by establishing a unified vision and supportive policies that will help enable Vancouver to become a more livable, affordable, and sustainable city with a strong economy where people and nature thrive.

The project utilizes three Vancouver Plan big ideas of: equitable housing and complete neighbourhoods, an economy that works for all, and climate protection and restored ecosystems as design opportunities on a site which is well served by public transit and has a growing community to allow people, businesses, and industry to thrive.



Cambie Corridor Plan Alignment

The Cambie Corridor Plan seeks to address council priorities of sustainability, affordability, inclusivity, and economic vitality by linking land use, built form, and transportation to create a complete neighbourhood that optimizes the City's investment in transit (Canada Line). The Plan outlines principles which protect the future of the Cambie Corridor to integrate a denser mix of housing and employment space with transit and key amenities, such as shopping, community gathering, and parks.

The project addresses the design principles outlined in the Cambie Corridor Plan creating a design that leverages the potential of the site as a unique merger between Industrial Lands, mixed-use residential, retail, and rapid transit.



Marpole Community Plan Alignment

The Marpole Community Plan provides a framework to guide positive change and growth within the Marpole area and provides clarity on the appropriate character, scale, and land uses. The Plan enables developer-initiated rezonings in and around the Marine Drive Canada Line Station.

The project site is identified as a large employment site by the Marpole Community Plan, therefore steps have been taken to preserve/protect/maximize employment while leveraging the transit-oriented potential of the site to create a complete community.

Marine Landing Policy Updates Alignment

The Marine Landing Policy focuses on the area surrounding the Marine Drive Canada Line Station, recognizing that the area has undergone significant growth into an urban community with a mix of housing, jobs, and services. Marine Landing is a major gateway to the city, thus the policy outlines ways in which the built form can be designed as an urban landmark to create a community where people can gather and connect with nature while improving resiliency to climate change.

The project addresses the built form and design considerations outlined in the Policy related to massing, density, height, form, livability, and integration of the public realm. The project seeks relaxations related to use in order to provide both industrial and 1,000 homes.

3.3.2 Cambie Corridor Plan

Cambie Corridor Planning Principles

There are 7 principles identified in the Cambie Corridor Plan which MG2 seeks to build upon and enhance through the following strategies:



1. Provide land use that optimizes the investment in transit

- Transit oriented development, encouraging multimodal travel (walking, cycling, transit)
- Focus density at Marine Drive Canada Line SkyTrain station
- Provide job space for industrial use and flex commercial



2. Provide a complete community

- Land use mix provided to maximize synergies between different forms of development (live, work, shop, and play)
- High-density built form offering a variety of living spaces, public and community focused amenities
- Connect to MG1 high street public realm to support social interaction and inclusion, creating a Complete Transit Community (CTC)



3. Create a walkable and cyclable corridor of neighbourhoods seamlessly linked to public transit

- Promote adjacency to the Cambie Street bikeway (north/south connections) and provision of secure on-site resident and visitor bike parking
- Barrier free design of an enhanced public realm, aligned with the Cambie Corridor Public Realm Plan
- Enhance pedestrian experience at street level through introduction of street trees, furniture, and plantings that will enhance the urban forest canopy and street life while elevating the ground and transforming a large portion of the site into a public park
- Strategic parking reduction on a site well served by rapid transit



4. Focus intensity and community activity at stations and other areas with strategic opportunities for sustainability, renewable energy, and public amenity

- Provide a 1.44 ac (0.58 ha) privately owned local park near station and existing community
- Provide community amenities including childcare and a senior centre
- Consideration given to development scale and local context through massing, density, and site organization



5. Provide a range of housing choices and affordability

- Provide various housing typologies to support a diverse demographic, including young families
- Provide access to outdoor communal space for residents
- 100% rental with 20% of the residential floor area designated for below market rental with rents at 10% below CMHC city-wide average rents



6. Balance city-wide and regional goals with the community and its context

- Reduce carbon emissions through density, land use mix, and support of transit infrastructure
- Utilize community gardens and urban agriculture to promote food assets on the site
- Reduce stormwater runoff through a site-wide planting strategy and green infrastructure



7. Ensure job space and diversity

- Provide an increased number and variety of job spaces well served by public transit
- The site is currently a car dealership, supporting 55 jobs. The proposed development will provide increased job space with a diversity of industrial and employment spaces.

Cambie Corridor Public Realm Plan

The Cambie Corridor Public Realm Policy further outlines considerations for the public realm, which MG2 has addressed in the following ways:

Commercial Street Frontage

The continuation of the MG1 retail high street takes into consideration items outlined in the plan, such as canopies, promoting pedestrian experiences, and integrating landscape.

Complete Streets

Cambie Street is identified as a complete street. The design of site access and circulation takes into account multimodal access, including vehicular, transit, cycling, and rolling. Accessible vertical circulation up to the public park is provided to improve functionality and allow for intuitive wayfinding. Consideration to passenger drop off zones along Cambie Mews, the integration of a covered plaza adjacent to the South Vancouver Bus Terminal, and street trees and planting will enhance Cambie Street at this location. The existing bikeway will be maintained, with attention to vehicular crossings similar to the existing South Vancouver Bus Terminal.

Green Corridor

The provision of an elevated public park reinforces the idea of Cambie Street as a green corridor, providing a green termination. The addition of deciduous and coniferous trees to both the park and garden add variety and variation to the urban street canopy.

3.3.3 Marine Landing Policy Updates

Built Form Principles

The Marine Landing Policy outlines Built Form Principles, which the project addresses in the following ways:

Make a good first impression

The proposal reinforces Marine Landing as a Gateway to the city through the shape and proportion of the 2 towers; adding a slim and elegant landmark to the skyline.

Enhance Transitions, Connections, and Relationships to the Surrounding Neighbourhood

The project proposes a new bridge over the existing South Vancouver Bus Terminal to connect to MGI and the Marine Drive Canada Line SkyTrain station, connecting the development to the neighbourhood. Proximity to rapid transit, bus, cycling, walking, retail, and other residential projects creates a complete transit community (CTC).

Shape and Animate the Public Realm

The proposal seeks to raise the ground and extend MGI high street, providing a connected public realm that can accommodate flex commercial, and enhanced public space while meeting the City's desire for Industrial use at grade.

Take Advantage of Unique and Varied Sites

The unique site is located proximate to the SkyTrain station and South Vancouver Bus Terminal. The angles of the site property lines and setback from the SkyTrain guideway have been reinforced through the shape of the park and garden spaces, creating a distinct form.

Design Livable and Social Buildings

The 2 towers have been grouped together at the west side of the site along the park to maximize livability. Minimum tower separation of 24.4 m (80 ft) is provided, and preserve open space for the Park and Garden. The residences are pulled back from Yukon and Cambie streets to allow green buffer space, sunlight, and physical separation. Wind tunnel effects have been mitigated through landscape buffers and plantings. The Garden becomes an internal hub for amenities where residents can gather, learn, grow food, socialize, and play. Building facades are articulated and broken down into component parts reflecting their use, reducing visual bulk and providing human scale.

Maximize Flexibility and Encourage Industrial Stacking

The proposal is an appropriate response to the surrounding context and land use, maintaining important Industrial/Employment land at grade while capitalizing on the full potential of the site. The large structural grid for the project is based on providing the most flexible Industrial space that can accommodate a wide range of potential users.

Build Neighbourhoods and Buildings that Respond to Sea Level Rise

A portion of the property is located within the Flood Plain. Resiliency strategies include incorporating flood gates at the parkade entrance as well as any Industrial entrances that are beneath the FCL. The residences are raised above the FCL, minimizing flood impact to homes.

Support Natural Systems

The parkade has been limited to one level, reducing carbon emissions and reliance on single occupancy vehicles. Siting consideration of the buildings minimize shadow impacts on new and existing open and public spaces (no new shadows are cast on Ash Park or the Laurier School Annex). Locating the Park on the west of the site maximizes sunlight while providing a buffer between residences from the adjacent SkyTrain. The project complies with the Rezoning Policy for Sustainable Large Developments by incorporating integrated rainwater management strategies, green roofs, urban agriculture, community gardens, planting new trees and other vegetation, utilizing zero waste strategies and reducing urban heat island effect. Access to roof levels is provided for indoor/outdoor resident amenities, green roofs, and urban agriculture.

The Marine Gateway area is currently dominated by impervious surfaces and industrial use and is underserved for neighbourhood green space and tree canopy cover. The landscape seeks to implement a natural systems approach in the design of the park and outdoor amenity spaces.

As this site is complex in its layering of building use, elevated landscape, and existing circulation infrastructure, the consultant team intends to work with City staff to implement these policies for structure and public realm in a way that is suitable to this unique project.

Design Considerations for Affordable Housing Sites

The Marine Landing Policy identifies design considerations for Affordable Housing Sites. Specifics regarding densities and heights are not noted, however it is noted that this will be evaluated on a case by case basis as projects rezone. MG2 responds to the relevant topics in the following ways:

Livability

Residential buildings have been oriented to take advantage of views and daylighting in order to provide higher livability for residents. Tower separations are respected to prevent overlook, and respect privacy and units have been designed with livability in mind. Amenities and garden space have been provided for residents, as well as access to the public park creating spaces for the community.

Midrise, Upper Level and Tower Massing

Adequate tower separation of a minimum 24.4 m (80 ft) has been provided.

Orientation

Towers have been strategically located to minimize shadow impacts on public space, and are tapered to reduce bulk creating elegant forms on the skyline.

Tower Floorplates

In keeping with other policies (such as the West End) tower floorplates are 695 sm (7,500 sf) in order to maximize units and balance elevator requirements.

Mid-Rise Buildings

Midrise buildings in the project have larger floorplates and longer bar forms, broken up with articulation, balconies, ground orientation, support for family living, and distinct material expression.

Design Considerations for Intensive Employment Sites

The Marine Landing Policy identifies Design Considerations for Intensive Employment Sites. MG2 responds to the relevant topics in the following ways:

Density

The site is identified as an Intensive Employment Land as per the Marpole Plan, which states that residential uses are not permitted. However, the project sits within a Transit Oriented Development (TOD) area. The proposal seeks to harness the site's proximity to rapid transit, multi-family residential, and retail as an opportunity to provide mixed-use. The project proposes an FSR that is appropriate for the site, given its context and changing surroundings. 1.8 FSR of industrial space has been provided.

Flexibility of Employment Uses

The project utilizes a large structural grid to provide the most flexibility for Industrial uses. Freight elevators are located on the loading level directly accessed from the loading bay, which accesses all Industrial spaces.

Vertical Stacking of Uses

Minimum floor to floor heights are maintained throughout the project. A 10.1 m (33 ft) high ceiling is provided in the Yukon Street Industrial space, and a minimum of 4.6 m (15 ft) provided in the Cambie Light Industrial spaces. Flex commercial space is provided on the park level with 6.3 m (20 ft) high ceiling heights that can accommodate various uses.

Architecture

The project will set a precedent for mixed-use development in the area, showcasing the large industrial bays at the base with a lighter residential

expression set back above. "Raising the ground" above the industrial space provide opportunities to create outdoor spaces for the community and residents, and improve the public realm.

Entries

The proposal clearly identifies residential entries on the facades at grade, while providing multiple secure access points from different levels to create a connected, accessible and safe site.

Parking & Loading

The entrance to a single level of underground parking, with a separate loading bay, has been consolidated in one location accessed from Yukon Street which is a more vehicular and Industrial focused street. A new one-way street (Cambie Mews) has been introduced from Cambie Street for services, drop off, and residential tower access. The existing Cambie Street bike lane and South Vancouver Bus Terminal will be maintained.

Intensive Employment Sites greater than 8,000 sq.m

The Marine Landing Policy further identifies Design Considerations for large Intensive Employment Sites. MG2 responds to the relevant topics in the following ways:

Building Height & Form

The project extends the existing MG1 retail high street public realm, and creates a new public park. A large community garden, located at the heart of the development, provides a social outdoor space for residents, creating a campus for the community. Towers and midrise buildings are provided to offer a range of livability. Individual homes are expressed on the façades, breaking down the massing and providing human scale. The east Midrise building is bifurcated by a prominent glazed circulation atrium with elevators and stairs connecting the buildings. Exterior bridges connect the lower west Midrise to the towers, creating privacy and screening.

Streetwall, setbacks and lower-level massing

The Yukon Street Industrial podium has been slightly set back from the massing above, allowing for variation in the otherwise long façade. Vertical penetrations for access up to the residences and amenities, or down to the loading and parking further break down the streetwall into a series of modular components.

On-site pedestrian mews and public spaces

Consideration to access and circulation allows the project to clearly demarcate accessible vertical access points across the site. Access at grade, from transit, the Park, and Garden have been woven into the project and separation between public and private zones has been identified.

3.3.4 Regional Policies

Vancouver Plan

The Vancouver Plan identifies the project site within a Rapid Transit Area, adjacent to an Ecological corridor/ Ecologically sensitive zone of the Fraser River, and as Industrial/Employment land use.

These 3 distinct characteristics make the project complex in nature, however the design team has endeavored to leverage the adjacency of transit to provide much needed rental housing on the site while providing important Industrial/employment space for production, distribution, and repair uses at grade with an elevated public park.

The project supports the following policy areas of the Vancouver Plan:

- **Direction 1.6: Rental Housing** providing 100% rental housing on a rapid transit site (1,000 homes)
- **Direction 2.2: Industrial/Employment Areas and Business Districts** providing ~23,700 sm (255,000 sf) 1.18 FSR of Industrial space on the site, contributing to the creation of jobs.
- **Direction 3.3: Climate Change Adaptation** the project integrates strategies and systems to mitigate air pollution, extreme heat, and flooding while reducing carbon impact.
- **Direction 4.4: Provide Access to Nature** provision of a public park and residential garden enable access to nature for the community and residents that is both geographically and socially equitable.
- **Direction 5.1: Land Use and Urban Design** reduce reliance on private vehicles by minimizing on-site parking to one level and locating homes and Industrial space closer to more sustainable forms of travel (walking, biking, transit).

- **Direction 6.1: Universal Childcare** providing 710 sm (7,650 sf) of indoor childcare space, with 900 sm (9,700 sf) of outdoor dedicated play space.
- **Direction 7.1: Community-serving spaces** providing a 185 sm (2,000 sf) Senior Centre.
- **Direction 8.1: Arts and Culture Focus** providing cultural vitality through expanding the existing public art program from MG1.
- **Direction 9.4: Universal, Safe, All-season Design** public spaces have been designed to be accessible, safe, and welcoming.
- **Direction 10.3: Make Space for Water in Buildings and on Sites** providing planting and appropriate soil depth throughout the park and garden to mitigate stormwater runoff and increase resiliency.
- **Direction 11.1: Equitable and Resilient Food System** Community gardens and Urban Agriculture are provided for residents to support a healthy and diverse food supply chain.

Metro 2050

Metro 2050 outlines the Regional Growth Strategy for a land use planning framework that aligns local land use planning decisions of member municipalities in the region to achieve common goals, support the efficient provision of transportation, regional infrastructure, and community services.

The Plan notes that while residential uses are not intended on Employment lands, there is an exception for sites that are located within 200 m of a rapid transit station. In these cases, the plan supports limited residential uses in mid-to-high-rise buildings with

commercial/industrial uses at grade.

The project is located within 200 meters of Marine Drive Station, and provides large format heavy and light industrial uses at grade while elevating the ground to provide a public Park and resident Garden with amenities and a range of homes to support the Region's growing population (~one million residents over the next 30 years, and 500,000 additional housing units and jobs). The project intensifies and densifies industrial uses by providing new flexible industrial space at rapid transit.

To respond to the challenges faced by the region, the Plan sets out a series of strategies and actions which the proposed project responds to in the following ways:

- **Goal 1: Create a Compact Urban Area**
The project utilizes an existing TOD site to establish efficient land use, concentrating growth to create a complete transit community (CTC) while reducing greenhouse gas emissions.
- **Goal 2: Support a Sustainable Economy**
The proposal provides heavy and light industrial uses at grade on a site well connected by rapid transit, supporting economic growth while protecting the long-term interests of Industrial/ Employment lands.
- **Goal 3: Protect the Environment, Address Climate Change, and Respond to Natural Hazards**
The project introduces new green space, improving biodiversity in an otherwise concrete dominant location in order to improve community resilience and contribute to meeting Regional sustainability goals.

Goal 4: Provide Diverse and Affordable Housing Choices

The project introduces 1,000 purpose built-rental homes to the Marpole/Marine Landing neighbourhood in a range of unit sizes and typologies, with 20% residential area dedicated to below market.

Goal 5: Support Sustainable Transportation Choices

The project supports the region's goals to provide more sustainable transportation of people and services by linking to the existing transit and bike networks, offering alternative methods for people to get to where they live, shop, and work.

VanPlay

The Vancouver Parks and Recreation Services Master Plan provides a 25-year outlook on the future of Vancouver's park and recreation system, developing implementation strategies to foster a framework that optimizes opportunities for positive health, well-being and social inclusion. In the Greenest City 2020 Action Plan, the City of Vancouver set the goal of providing a green space within a 5-minute walk of all residents.

The project proposes a 1.44 ac (0.58 ha) privately owned local park that is accessible, easily accessed via rapid transit, and adjacent to existing and new homes within a growth area where the population is expected to grow by roughly 12,500 by 2041. Furthermore, the site experiences park access, urban forest canopy, and food asset gaps with the closest park within a 10-minute walk (Ash Park, 0.51 ha). Provision of a new public park and resident garden will advance City policies to provide green space within a 5-minute walk of homes, increase sustainable food systems, and build a social and equitable hub for people to gather.

3.3.5 Supplemental Policy



Transportation 2040

Transportation 2040 is a long-term strategic vision for the City of Vancouver with the aim of guiding transportation and land use decisions. At its core the plan supports a multi-modal city with more transportation choices for people living in, working in, or just visiting Vancouver, projecting that by 2040 at least two-thirds of all trips will be made on foot, bike, or transit.

The project leverages its proximity to both rapid and local transit to reduce reliance on auto ownership and use for visitors, residents, and employees. It also encourages walking and cycling through connection to MG1 high street as an extension of the public realm, and the provision of bike parking and end of trip facilities accessed from the adjacent Cambie Street bikeway.



Rain City Strategy (2019)

This initiative focuses on rainwater infrastructure and management and aims to improve and protect Vancouver's water quality, increase Vancouver's resilience through sustainable water management, and enhance Vancouver's livability by improving natural and urban ecosystems.

Rainwater management prioritizes low impact development vegetation covering 45% of the site area, capable of retaining water on site through evapotranspiration and infiltration.



Vancouver Economic Action Strategy

This strategy presents a City-wide vision for economic development in Vancouver, focused on creating as healthy climate for growth and prosperity, providing support for businesses/ investment/ trade, and focusing on people to attract and retain human capital to foster a high performing economy.

The proposal provides new industrial, flex commercial, childcare, senior centre, and amenity spaces. It focuses on providing livable and affordable homes for people to protect the workforce while enhancing job space.



Healthy City Strategy (2015)

This document aims to address the needs of Vancouver's inhabitants. Organized into three themes: Healthy People, Healthy Communities and Healthy Environments with targets that ensure people have access to housing, services, transit, food, culture and green space.

20% below market rental housing is provided in a variety of unit types and sizes. Extensive outdoor space dedicated to children's play space, community gardening, and a dog park promotes interaction between residents and the wider community. Significant vibrant residential amenity and public realm ensures a commitment to healthy communities.



Childcare Design Guidelines

The goal of this policy is to support the creation of safe, high quality, accessible childcare spaces that promote healthy development and working families. Planning should consider site suitability, solar orientation, and access to and from the facility. Indoor and outdoor activity spaces should be planned together, be contiguous, have a strong visual connection, allow for free movement and easy staff surveillance. Provision of adequate natural light is important for childcare space design, therefore placement should consider optimal solar orientation.

The project includes a childcare facility with secure access for pick up/drop off, direct access to outdoor space, and has been located in the optimal location to maximize solar access.



Urban Forest Strategy (2018)

The Urban Forest Strategy provides direction to protect, plant, and manage trees to create a diverse, resilient, and beautiful urban forest on public and private lands across the city.

The project will provide approximately 28% tree canopy cover made up of native and adaptive plant species. Generous depth of growing medium and contiguous planting is provided. This will serve to enhance the urban forest and improve stormwater retention.



Family Room: Housing Mix for Rezoning Projects

This policy focuses on the provision of family units (those that have two or more bedrooms) in order to improve housing stock diversity to enable working households to grow and age in place. The policy outlines two strategies for rezoning projects to meet based on the provision of strata or rental housing, with a minimum 35% family units required.

The proposal meets the intent of the policy by providing a minimum 35% family units.



Biodiversity Strategy (2016)

The biodiversity strategy contains objectives and targets to increase biodiversity across Vancouver and access to nature for the City's inhabitants. Objectives include the restoration of habitats and species, to protect and enhance biodiversity during development, increase community engagement, and monitor biodiversity to track change and measure success.

Currently, the site does not have any high value ecosystems present. The project will provide a biodiverse planting environment. Native and adaptive plant species will be selected to support local ecology and a healthy habitat.

3.4 Sustainability Policy



3.4.1 Green Building Policy for Rezoning

In order to decrease the energy demands and carbon footprint of Vancouver's building stock and design resilient adaptive infrastructure the city has implemented and updated the Green Building Policy for Rezoning.

A summary of the requirements of the Green Building Policy for Rezoning, last amended June 2023, is summarized below:

1. Reporting of Green and Resilient Building Measures Embodied Carbon Limits

All buildings shall meet or exceed embodied carbon reduction targets according to building type, height, and materiality as compared to a concrete baseline building.

This will be demonstrated through completion of a Life Cycle Assessment and Embodied Carbon reported out for each building in kg CO₂/ m² for a 60-year design life.

The project team assessed embodied carbon of the building envelope and structure using Pathfinder for life cycle stages A-C, excluding biogenic carbon. The average GWP intensities derived from pathfinder are:

1. Mid-Rise Residential: 350 kgCO₂e/m²
2. High-Rise Residential: 929 kgCO₂e/m²
3. Industrial: 544 kgCO₂e/m²

A detailed whole building life cycle assessment (wBLCA) will be completed using OneClick during Detailed Design.

AND

2. Resilient Buildings Planning Worksheet

To better position the city to deal with significant shocks and stresses, particularly: earthquakes, extreme weather, extreme temperatures, sea level rise; and to assist in improving disaster preparedness and social connection. To meet the objectives of the Climate Change Adaptation Strategy, including the objective to increase resilience of the built environment to future climate conditions.

The project team assessed the project's risks, impacts, and mitigation strategies for the buildings and infrastructure on site and completed a single Resilient Buildings Planning Worksheet. Medium and High risks were identified during a resilience planning workshop and strategies to mitigate risk for a 2100 future climate scenarios, wildfire smoke, hazardous material incidences, riverine flooding, and earthquakes were considered.

The majority of strategies are multi-disciplinary in nature and will be incorporated into the project during the Design Development phase. The project team will continue to evaluate current and future climate projections to design a solutions that can meet current needs and adapt to a changing climate.

AND

3. Enhanced Commissioning

Complete an enhanced commissioning process for all building energy systems in accordance with CSA or ASHRAE guidelines or an alternate acceptable commissioning standard.

A Commissioning Authority will be retained, and the project will submit a copy of the Commissioning Plan at the Building Permit Stage, and draft Commissioning Report at Occupancy Permit, and a final Commissioning Report at Post Occupancy. Please refer to the Owner's letter of commitment for more details.

AND

4. Energy System Sub-Metering

Provide separate master metering for each energy utility as well as sub-metering of all major end-uses and major spaces uses within each building. Create an Energy Star Portfolio Manager account for each building.

A separated whole-building metering will be provided for each utility connection. Additionally, all major energy and water uses will be sub-metered. An energy sub-metering design will be provided at the Building Permit Stage. Please see the Owner's letter of commitment for more details.

3.4.2 Rezoning Policy for Sustainable Large Developments

To ensure large development projects provide leading practices and advance the City of Vancouver's sustainability goals, the City has implemented a policy for developments containing 45,000 m² or more of new development floor area.

A summary of the requirements of the Sustainable Large Development Policy, last amended April 2024, is summarized below:

A. Sustainable Site Design

The proposal must contribute to meeting the Greenest City 2020 Action Plan targets of improving access to nature and planting trees. The proposal must also contribute to meeting the Urban Forest Strategy, Biodiversity Strategy, and Rain City Strategy objectives.

45% of vegetation cover and 28% of tree canopy cover are provided, exceeding the projects targets by 15% and 13% respectively. Generous depths of growing medium are provided at all levels of planting to allow plants to thrive.

Please refer to the landscape drawings for more information.

B. Sustainable Food Systems

The proposal will contribute to increasing city and neighbourhood food assets, and supporting local and sustainable food systems as outlined in the Greenest City 2020 Action Plan and the Vancouver Food Strategy.

1. Community Gardens

Residents will be provided approximately 1,000 sm (10,765 sf) of private outdoor space dedicated to community gardening on the south side of the garden level.

2. Edible Landscaping

Edible landscaping and educational signage are woven into the landscape at all levels.

3. Innovation: Food Trucks and Outdoor Dining

The project provides covered outdoor space for dining and food gathering infrastructure, including parking and hookup on site at Cambie Mews for up to four electrified food trucks.

Please refer to the landscape and architectural drawings at grade, garden, and rooftop levels for more information.

C. Green Mobility

The proposal will contribute to meeting the following citywide goals:

- Transportation 2040 and Greenest City targets of having walking, cycling, and public transit trips make up at least 66% of all trips by 2040.
- Renewable City target to reduce greenhouse gas emissions 80% below 2007 levels before 2050.
- Greenest City Clean Air target to always meet or exceed the most stringent air quality guidelines.

Bunt and Associates have completed a Transportation Demand Management Plan Worksheet per the Parking Bylaw Plan B - Mobility Infrastructure Package providing 30% more bike parking on site for all uses.

100% of residential parking and 45% of industrial parking and visitor parking will have level 2 electric vehicle ready infrastructure indicated on the architectural drawings package.

D. Potable Water Management

The proposal will contribute to the Greenest City goals of reducing potable water use by 33% from 2006 levels, and meeting stringent water quality standards.

Smith and Andersen have completed a preliminary indoor potable water calculation indicating a 21% reduction in indoor potable water through the selection of efficient low-flow/flush fixtures.

PWL have completed a preliminary outdoor potable water calculation indicating a 53% reduction in outdoor potable water through the selection of native, drought tolerant plant species and efficient drip irrigation.

E. Groundwater Management

The proposal should contribute to preserving sewer capacity, reduce the risk of combined sewer overflows, and maintain wastewater treatment effectiveness through the prohibition of groundwater flows entering the sewer system in alignment with the Metro Vancouver 2010 Integrated Liquid Waste and Resource Management Plan.

Geopacific have completed a preliminary hydrogeological investigation of the site which provides information on the anticipated groundwater conditions, groundwater impact, and recommendations for groundwater management.

F. Zero Waste Planning

The proposal will contribute to the City's Greenest City target on Zero Waste and the objectives set out in the City's Zero Waste 2040 strategic plan with respect to waste avoidance, reduction, increased opportunities for material re-use and recycling, and reduced greenhouse gas emissions.

1. Zero Waste Initiatives

The project will meet the zero waste initiatives including waste diversion initiatives, residual waste collection, and provide space in individual units and shared common areas to support reductions in waste to landfill.

2. Zero Waste Actions

The project has selected the following zero waste actions:

1. Single Hauler; 2. Compactors; 3. Disposal in Metro Vancouver; 4. Hand Dryers in washrooms; 5. Electronic, battery and soft plastic storage in residential recycling rooms; 6. Electronic, battery and soft plastic storage in residential recycling rooms; 7. Repair Space

2. Occupant/Public Education Actions

The project has selected the following education actions: newsletters, annual on-site consultations and annual waste audit.

Refer to the Zero Waste report completed by Recycling Alternative for more information.

G. Affordable Housing

The proposal will contribute to meeting the affordable housing objectives of the Housing Vancouver Strategy (2018-2027) which targets 12,000 new units of social, supportive and co-op housing.

The project provides 1,000 units of which 20% of the residential floor area will be designated for below market units with rents at 10% below CMHC city-wide average rents, contributing 200 new homes to the Cities Housing Vancouver Strategy (2018-2027).

4.0

Section 4.0

Sustainability

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- 4.1 Sustainability Overview
- 4.2 Performance Analysis
- 4.3 Carbon Analysis
- 4.4 Sustainable Systems

4.1 Sustainability Overview



4.1.1 Sustainable Strategies



Vegetation and Biodiversity

- Achieve 45% vegetation cover made up of native and adaptive plant species.
- Achieve 28% tree canopy cover creating a bird-friendly environment that offers shading of the public realm.
- Ensure generous depths of growing medium for all plants to support the rainwater management, storm water retention and infiltration capabilities of the site.



Embodied Carbon

- Explore the impact of timber versus concrete on constructability and carbon reduction for mid-rise construction.
- Reduce the parkade from 1 to 2 stories to minimize embodied carbon associated with below grade construction.
- Optimize structure to reduce material volumes through elimination of transfers.
- Select materials for low Global Warming Potential (GWP) profiles using third-party verified Environmental Product Declarations (EPD).
- Specify mechanical systems for low refrigerants profiles, durability, and leakage prevention.



Health and Wellbeing

- Provide a 1.44 ac (0.58 ha) public park and 1.5 ac (0.61 ha) resident garden connecting occupants and visitors to nature.
- Specify low-emitting healthy building materials for interior finishes.
- Explore the impact of solar exposure, wind loading, and access to daylight on occupants health and wellbeing using performance analysis.
- Provide pet-friendly residential units including a dog area to promote emotional wellbeing.



Water

- Design for a 50% reduction in outdoor water use through selection of indigenous and adaptive plant species capable of thriving in Vancouver's warming climate as well as integration of drip irrigation.
- Design for a 20% reduction in indoor water use through selection of efficient low-flow fixtures.



Energy

- Integrate high efficiency air source heat pump (ASHP) harvest waste heat from Marine Gateway 1 geo-exchange system and send back waste cold air, creating a closed loop cycle.
- Prioritize passive design strategies including optimized window size, shading design, and operable windows to prevent overheating.
- Meet TEDI, TEUI and GHGI targets per the Green Building Policy and Vancouver Building Bylaw.
- Specify energy-efficient HVAC equipment to achieve the projects low carbon energy efficiency targets.



Transportation

- Provide access to exceptional active and public transport, locating the development in an area with a walk score of 89, transit score of 76, and bike score of 88.
- Reduce vehicle parking to support a transit oriented development located at Marine Drive SkyTrain Station and South Vancouver Bus Terminal.
- Design a first-class bike facility including showers, changing facilities, lockers, and bike maintenance to promote active modes of transportation.



Food Assets

- Encourage community wellbeing and access to nature outdoors through the design of community gardens with opportunity for residents to garden year-round.
- Weave edible planting into the landscaping, including berry bushes, herbs and fruit trees.
- Educate the public using educational signage for edible plant species.
- Dedicate space for food trucks on site as well as dining infrastructure, contributing to a vibrant public realm and a focal point for occupants to gather.



Resilience

- Consider future climate scenarios for all multi-disciplinary strategies identified during the resilience planning workshop.
- Consider strategies for resilience planning unique to the industrial spaces including hazardous material incidences.
- Size mechanical systems for larger equipment loads due to anticipated increases in outdoor temperatures due to climate change.
- Mitigate the impact of riverine flooding and raise habitable and public spaces on site above the Flood Construction Level.
- Reduce impact of the urban heat island effect through the design of landscape to maximize light finishes and vegetation cover.

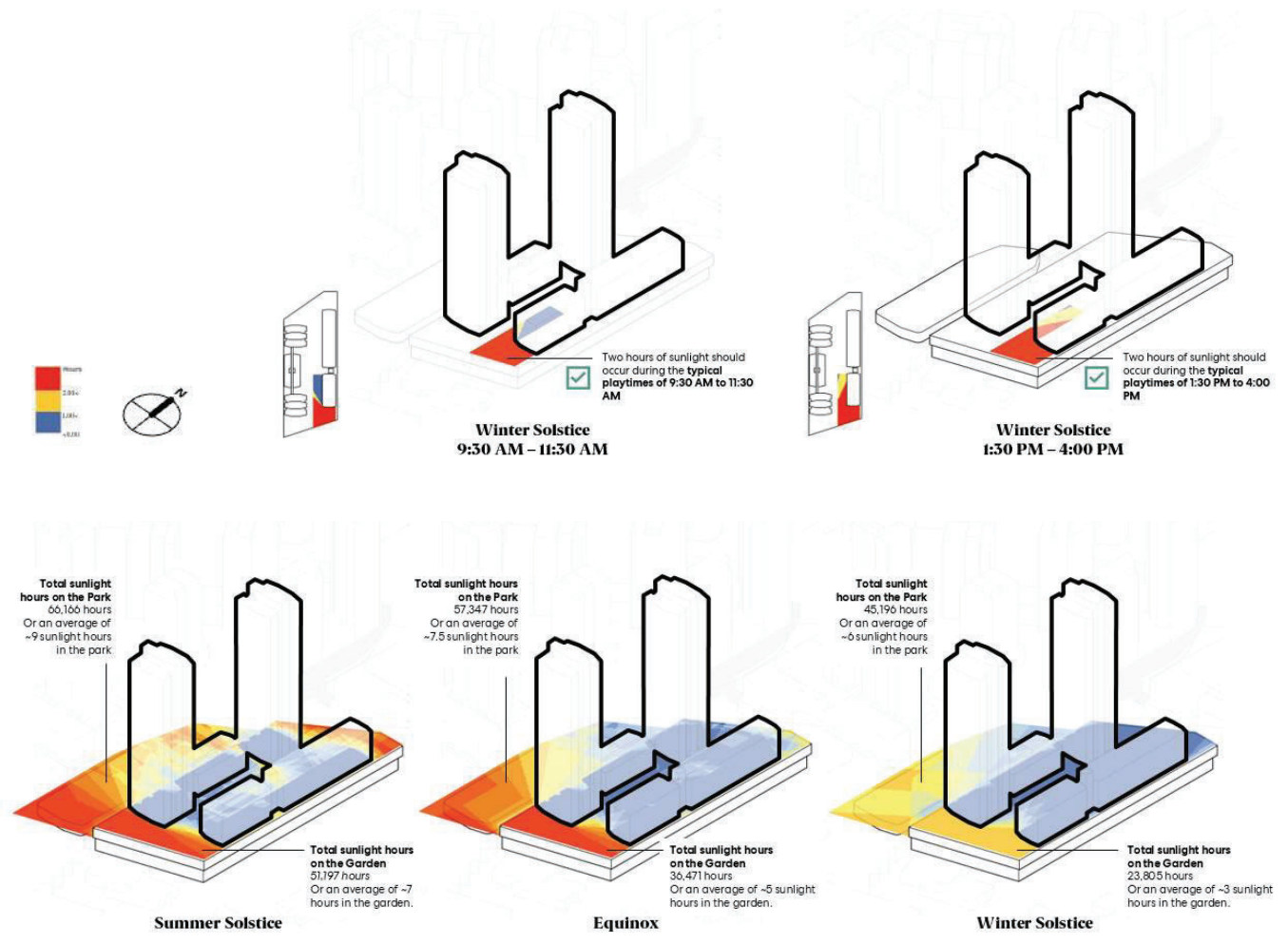
4.2 Performance Analysis

4.2.1 Solar Study

This analysis illustrates the hours of direct sunlight received by input geometry using sun vectors from a simulated sun path.

Both the garden and park zones receive adequate sunlight throughout the year, which supports healthy landscaping and plant growth. Strategically placing plants in the most sun-exposed areas can enhance growth while also providing natural shading for rooftop amenity spaces.

The Childcare outdoor play area meets daylight requirements during both the 9:30–11:30 AM and 1:30–4:00 PM periods.



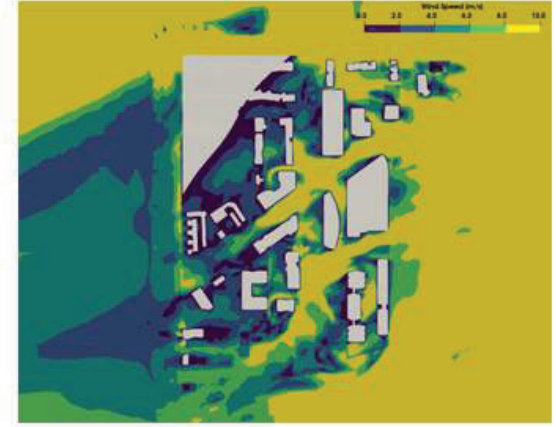
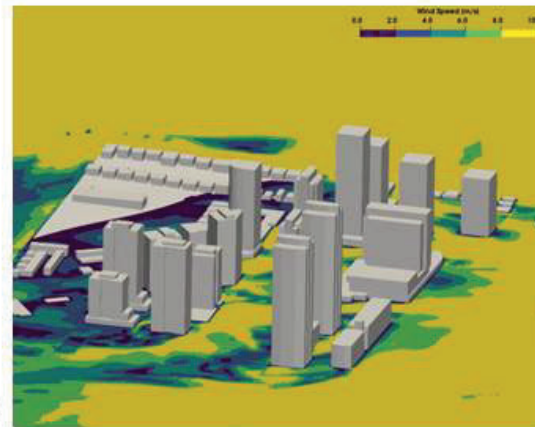
4.2.2 Wind Study

This analysis illustrates wind patterns using computational fluid dynamics (CFD) simulation and defined boundary conditions, including prevailing wind direction and wind speed extracted from historical weather data.

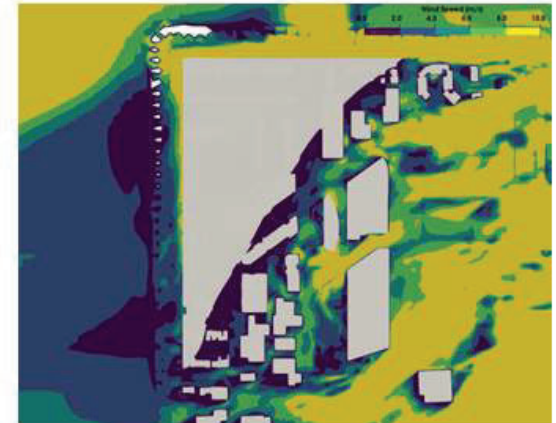
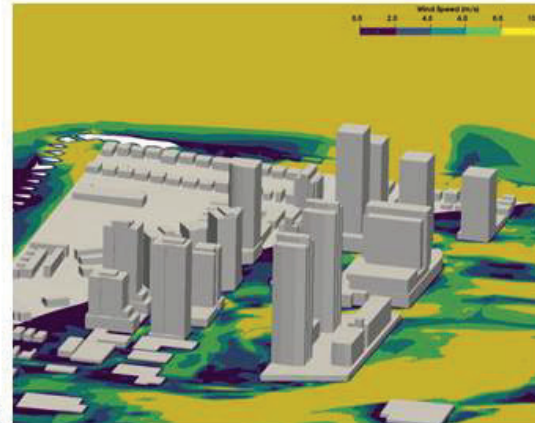
Prevailing site winds from the ENE and SSE have been addressed through building placement and massing. The Landscape design of the garden introduces significant trees to reduce wind tunnel effect generated between the towers and midrise buildings, and buffer wind from the SSE.

The park is well sheltered by the towers, and experiences calmer air movement ideal for community gathering and outdoor activities.

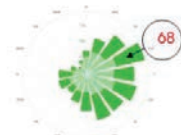
Garden



Park



CFD
Wind at 8m/s from ENE (68)
Prevailing wind



4.3 Carbon Analysis

4.3.1 Whole Life Carbon

A preliminary embodied carbon study for MG2 was completed using the Embodied Carbon Pathfinder Tool, in alignment with the City of Vancouver's Embodied Carbon Guidelines (October 18, 2023). The analysis evaluated Global Warming Potential (GWP) across three typologies: high-rise residential towers, mid-rise residential buildings, and the industrial podium.

Key assumptions across all building typologies include a conventionally reinforced concrete structural system, aluminum window wall assemblies, double-pane glazing, a optimized window-to-wall ratio, and a combination of mineral wool and polyisocyanurate (polyiso) insulation. The study encompassed life cycle stages A–C and excluded biogenic carbon, mechanical systems, interior partitions, and excavation.

The project's estimated GWP intensity are summarized in the bar graph.

Embodied Carbon

Strategies to Reduce Embodied Carbon:

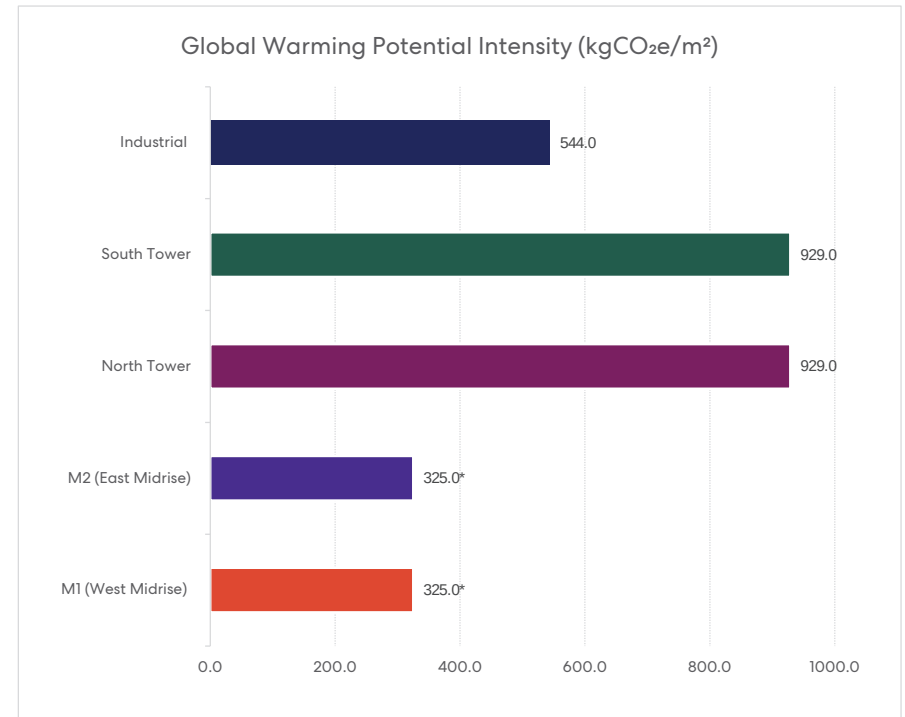
- Reduce window-to-wall ratios (WWR) on tower façades to limit glazing.
- Increase supplementary cementitious material (SCM) content in structural concrete to reduce cement-based emissions.
- Use digital tools such as One Click LCA and EC3 to select products with verified low GWP's using Environmental Product Declarations (EPDs).
- Optimize structural design through elimination of transfers and efficient load paths to minimize concrete volumes.

MG2 is designed to support low operational emissions and long-term energy efficiency. A centralized air source heat pump system will deliver heating and cooling, with energy recovery ventilators (ERVs) enhancing ventilation performance.

The interconnected mechanical design allows energy to be shared across all building typologies, improving overall system efficiency.

Operational Carbon Strategies to Reduce Operational Carbon

- Use centralized air source heat pump system with four-pipe fan coil units for efficient heating and cooling.
- Reduce ventilation loads and thermal losses through high-efficiency ERVs.
- Connect to a Low Carbon Energy System (LCES).
- Test whole building airtightness per ASTM E779 or USACE v3 protocols in order to meet Step Code requirements.
- Ensure enhanced commissioning and energy metering per VBBL and Green Buildings Policy for Rezoning.

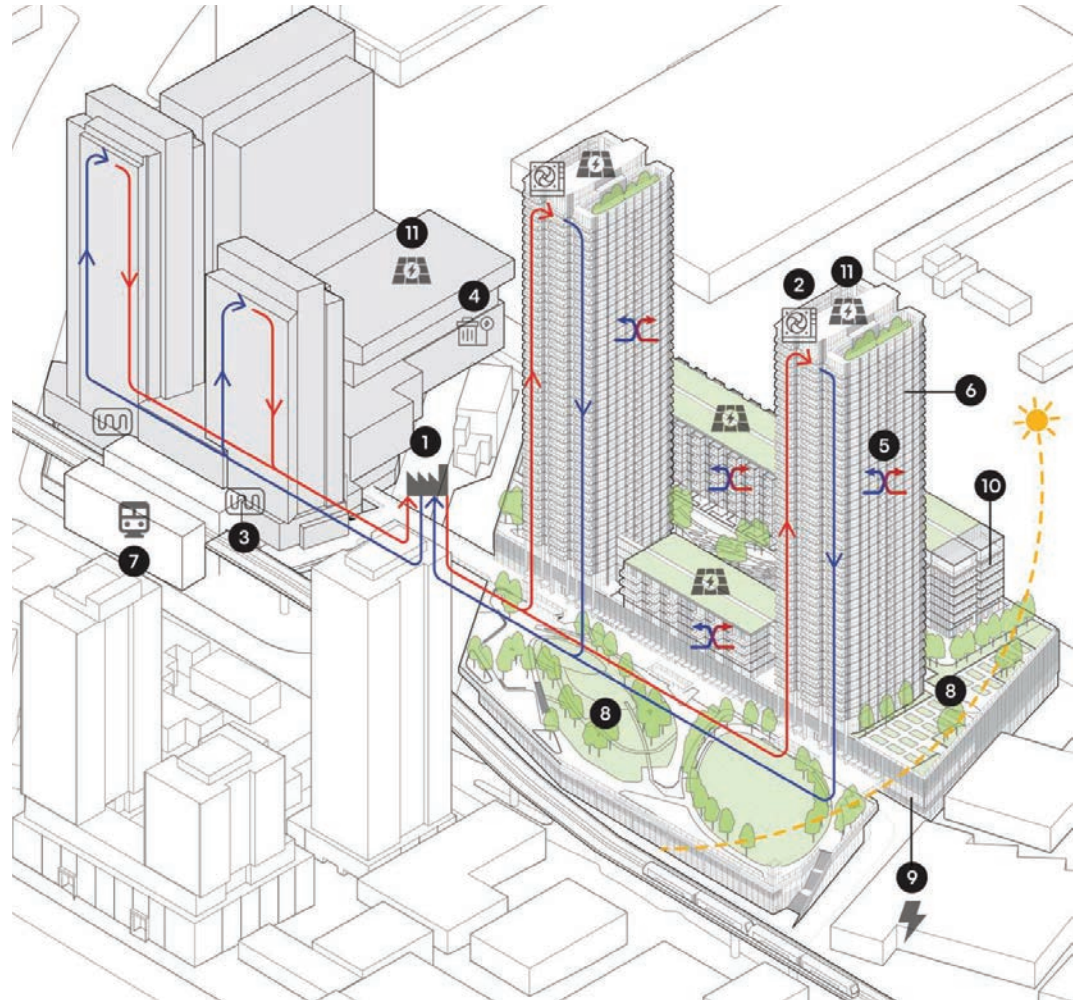


* As the Pathfinder supports early-stage LCAs, the shared assumptions, envelope, and typology support identical intensity outputs.

4.4 Sustainable Systems

4.4.1 Sustainable Building Systems

1. Energy sharing with central District Energy System (DES) transfers excess heat from MG1 geo-exchange, and excess cooling from MG2 ASHPs through zero waste heat to energy source creates a closed loop system.
2. High efficiency ASHPs improve energy efficiency, reducing operational carbon.
3. Existing geo-exchange system on MG1.
4. Connection to existing low-carbon waste to energy system.
5. High efficiency Energy Recovery Ventilators (ERV) enable reuse of otherwise wasted warm moist air.
6. Optimized building orientation, balcony locations, and window to wall ratio (WWR) ensures occupant thermal comfort year-round.
7. Proximity to public transit discourages single-occupancy vehicle use reduces parkade size and embodied carbon.
8. Extensive vegetation and tree canopy cover manages stormwater and reduces the impact of urban heat island.
9. Locating life safety systems above Flood Construction Level improves climate resiliency.
10. Thermally broken balconies reduce thermal bridging and provide expression.
11. Existing rooftops on MG1 and new rooftops on MG2 can be utilized for potential photovoltaics to further reduce operational carbon.



Section 5.0

Appendix: Analysis and Drawings

Contents

- 5.1 Technical Requirements and Stats
- 5.2 Architectural Drawings (half scale)
- 5.3 FSR Drawings (half scale)
- 5.4 Landscape Drawings (half scale)

Full List of Submission Documents**1. Application Forms and Fees**

- 1.1 Rezoning Application
- 1.2 Rezoning Application Fee
- 1.3 Sign By-law Amendment Application Fee

2. Property Information

- 2.1 Title Search
- 2.2 Charge Summary
- 2.3 BC Company Summary

3. Site Plans and Design Package

- 3.1 Building Grades and Response Letter
- 3.2 Survey Plan
- 3.3 Rezoning Booklet
- 3.4 Architectural Drawings

4. Studies, Reports and Assessments

- 4.1 Development Water Demands
- 4.2 Site Disclosure Statement
- 4.3 Phase 1 Environmental Site Assessment (ESA)
- 4.4 Green and Resilient Building Measures Package
- 4.5 Preliminary Hydrogeological Study
- 4.6 Transportation Demand Management (TDM) Plan
- 4.7 Transportation Assessment and Management Study (TAMs)
- 4.8 Arborist Report and Supporting Documents
- 4.12 Rezoning Policy for Sustainable Large Developments Package

5. Additional Information

- 5.1 Community-Serving Spaces Information Form
- 5.2 Community Amenity Contribution (CAC) Offer Form
- 5.5 Real Estate Pro Forma Analysis
- 5.6 Quantity Survey (QS) Elemental Cost Report (Class C)
- 5.7 Public Art Requirement - MG1 Public Art Program Booklet
- 5.8 Development Cost Levy (DLC) Waiver Request Form
- 5.10 Code Compliance Letter

5.1 Technical Requirements & Stats

5.1.1 Drawing Index & Project Information

PROJECT DATA									
STATISTICS		L2 PERMITTED			CD-1 PROPOSED				
		sq	ft		sq	ft			
BUILDING HEIGHT		FOOT/CL		FOOT	FOOT		FOOT		
		11.3 / 3.5		10.3	44.1		451.9		
NUMBER OF STOREYS		50			45.1		464.7		
		11.3 / 3.5		40	5-8 storage		40		
		40			10				
SETBACKS		SIDE YARD		not required		0		0	
		REAR YARD		not required		0		0	
		FRONT YARD		0		0		0	
DAYLIGHT ACCESS & VISUAL PRIVACY		TOWER SEPARATION		24.4	80.1	65.6	215.2		
AREA		TOTAL SITE AREA		20,226	217,807	20,226	217,807		
		TOTAL FSR AREA		65,706	653,421	107,911	1,181,545		
		TOTAL FSR		0.00		0.30			
USE		INDUSTRIAL, LIGHT INDUSTRIAL		INDUSTRIAL, LIGHT INDUSTRIAL, FLEX COMMERCIAL, RESIDENTIAL					

RESIDENTIAL UNIT MIX SUMMARY

UNIT TYPE	NO. OF UNITS	% PROVIDED	FAMILY HOUSING REQ'D	PROV'D	AVERAGE NET UNIT SIZE	AVERAGE GROSS UNIT SIZE (%)		
					sq' ft	sq' ft		
STUDIO	288	25%			34.25	368.69	27.68	455.33
1 BED	282	45%			42.17	492.21	44.68	584.43
2 BED	283	25%	25%	26%	61.67	662.73	67.23	729.43
3 BED	14	1%			84.46	600.12	92.01	1,000.00
TOTAL	1,868	100%						
Excluding Unit 22-BB	257	26%						

RESIDENTIAL UNIT MIX

T1 (North tower) BELOW MARKET RENTAL									
UNIT TYPE	BEDROOMS	NET UNIT AREA	GROSS UNIT AREA (10%)		COUNT	% PROVIDED			
		sq' ft	sq' ft	sq' ft					
STUDIO	0	34.25	368.69	27.68	455.33	23%			
1 BED	1	42.17	492.21	44.68	584.43	27%			
2 BED	2	61.67	662.73	67.23	729.43	40%			
3 BED	0	0.00	0.00	0.00	0.00	0%			
TOTAL	3	0.00	0.00	0.00	0.00	0%			

T1 (North Tower) MARKET RENTAL									
UNIT TYPE	BEDROOMS	NET UNIT AREA	GROSS UNIT AREA (10%)		COUNT	% PROVIDED			
		sq' ft	sq' ft	sq' ft					
STUDIO	0	33.18	357.15	26.30	332.65	36%			
1 BED	1	44.28	497.58	46.81	526.59	47%			
2 BED	2	61.62	663.27	67.70	729.60	74%			
3 BED	0	80.58	697.95	88.94	954.60	10%			
TOTAL	3	0.00	0.00	0.00	0.00	0%			

T2 (South tower) BELOW MARKET RENTAL									
UNIT TYPE	BEDROOMS	NET UNIT AREA	GROSS UNIT AREA (10%)		COUNT	% PROVIDED			
		sq' ft	sq' ft	sq' ft					
STUDIO	0	34.25	368.69	27.68	455.33	23%			
1 BED	1	42.17	492.21	44.68	584.43	27%			
2 BED	2	61.62	663.27	67.70	729.60	40%			
3 BED	0	0.00	0.00	0.00	0.00	0%			
TOTAL	3	0.00	0.00	0.00	0.00	0%			

T2 (South Tower) MARKET RENTAL									
UNIT TYPE	BEDROOMS	NET UNIT AREA	GROSS UNIT AREA (10%)		COUNT	% PROVIDED			
		sq' ft	sq' ft	sq' ft					
STUDIO	0	33.18	357.15	26.30	332.65	36%			
1 BED	1	44.28	497.58	46.81	526.59	47%			
2 BED	2	61.62	663.27	67.70	729.60	74%			
3 BED	0	80.58	697.95	88.94	954.60	10%			
TOTAL	3	0.00	0.00	0.00	0.00	0%			

M1 (West Midrise) MARKET RENTAL									
UNIT TYPE	BEDROOMS	NET UNIT AREA	GROSS UNIT AREA (10%)		COUNT	% PROVIDED			
		sq' ft	sq' ft	sq' ft					
STUDIO	0	27.25	406.46	21.72	449.34	12%			
1 BED	1	36.78	503.52	21.44	553.65	12%			
2 BED	0	0.00	0.00	0.00	0.00	0%			
3 BED	0	77.47	833.89	88.22	917.27	12%			
TOTAL	1	0.00	0.00	0.00	0.00	0%			

M2 (East Midrise) MARKET RENTAL									
UNIT TYPE	BEDROOMS	NET UNIT AREA	GROSS UNIT AREA (10%)		COUNT	% PROVIDED			
		sq' ft	sq' ft	sq' ft					
STUDIO	0	33.46	360.16	36.61	396.16	76%			
1 BED	1	46.53	501.06	51.21	551.17	47%			
2 BED	2	66.71	694.24	67.68	729.60	10%			
3 BED	0	87.65	946.89	88.75	1,041.80	24%			
TOTAL	3	0.00	0.00	0.00	0.00	0%			

FSR SUMMARY

FSR TYPE		FSR AREA		PROVIDED			
		PERMITTED	sq	sq	sq	sq	
INCLUSIONS							
AMENITY (10% OF ALLOWABLE RES FSR)		N/A		937	10,086		
MARKET RENTAL		N/A		97,508	403,107		
MARKET RENTAL STORAGE		N/A		13,969	148,568		
TOTAL FSR EXCLUSION AREA		66,476	N/A	436,614	1,181,545		
EXCLUSIONS							
AMENITY (10% OF ALLOWABLE RES FSR)		7,240	77,626	2,478	26,813		
MARKET RENTAL STORAGE		N/A		1,580	17,067		
TOTAL FSR EXCLUSION AREA		N/A		8,828	93,884		
OUTDOOR							
OUTDOOR (10% OF ALLOWABLE RES FSR)		8,688	83,513	8,360	86,176		
TOTAL OUTDOOR AREA		N/A		13,969	177,549		
TOTALS							
TOTAL RESIDENTIAL (including Amenities)		N/A		138	1,181,545		
TOTAL FLEX COMMERCIAL		N/A		107,911	1,181,545		
TOTAL SITE AREA		20,226	217,807	20,226	217,807		

T1 (North tower) BELOW MARKET RENTAL								
UNIT TYPE	BEDROOMS	NET UNIT AREA	GROSS UNIT AREA (10%)		COUNT	% PROVIDED		
		sq' ft	sq' ft	sq' ft				
STUDIO	0	34.25	368.69	27.68	455.33	23%		
1 BED	1	42.17	492.21	44.68	584.43	27%		
2 BED	2	61.67	662.73	67.23	729.43	40%		
3 BED	0	0.00	0.00	0.00	0.00	0%		
TOTAL	3	0.00	0.00	0.00	0.00	0%		

T1 (North Tower) MARKET RENTAL								
UNIT TYPE	BEDROOMS	NET UNIT AREA	GROSS UNIT AREA (10%)		COUNT	% PROVIDED		
		sq' ft	sq' ft	sq' ft				
STUDIO	0	33.18	357.15	26.30	332.65	36%		
1 BED	1	44.28	497.58	46.81	526.59	47%		
2 BED	2	61.62	663.27	67.70	729.60	74%		
3 BED	0	80.58	697.95	88.94	954.60	10%		
TOTAL	3	0.00	0.00	0.00	0.00	0%		

RESIDENTIAL STORAGE

STORAGE UNITS		REQUIRED	PROVIDED		
		sq' ft	sq' ft	sq' ft	sq' ft
BULK STORAGE BELOW BASE SURFACE		1,000	1,000	1,000	1,000
IN-BUILDING STORAGE AT BASE SURFACE		1,000	1,000	1,000	1,000
OUT-BUILDING STORAGE BELOW BASE SURFACE		1,000	1,000	1,000	1,000
TOTAL		1,000	1,000	1,000	1,000

RESIDENTIAL - BMR TO MTR RATIO

T1 (North Tower)			
TYPE	%	NO. OF UNITS	
BELOW MARKET RENTAL	20%	100	
MARKET RENTAL	10%	50	
TOTAL	100%	150	

T2 (South Tower)			
TYPE	%	NO. OF UNITS	
BELOW MARKET RENTAL	20%	100	
MARKET RENTAL	10%	50	
TOTAL	100%	150	

M1 (West Midrise)			
TYPE	%	NO. OF UNITS	
BELOW MARKET RENTAL	20%	100	
MARKET RENTAL	10%	50	
TOTAL	100%	150	

M2 (East Midrise)			
TYPE	%	NO. OF UNITS	
BELOW MARKET RENTAL	20%	100	
MARKET RENTAL	10%	50	
TOTAL	100%	150	

TOTAL BMR UNITS	20%	100	
TOTAL MTR UNITS	10%	50	
TOTAL	100%	150	

DRAWING INDEX - RZ			
SHEET NUMBER	SHEET NAME	INDEXED	INDEXED
RZ-G000	COVER SHEET		
RZ-G001	DRAWING INDEX & PROJECT INFORMATION		
RZ-G002	PARKING & LOADING STATS		
RZ-G003	SCULPTURE PARKING STATS		
RZ-G004	PARKING & LOADING DIMENSIONS		
RZ-G005	SITE SURVEY		
RZ-G006	BUILDING GRADES		
RZ-G007	BASE SURFACE CALCULATION PLAN		
RZ-G008	SHADOW ANALYSIS - RESIDENTIAL		
RZ-G009	SHADOW ANALYSIS - CHILDCARE		
RZ-A0001	CONTEXT PLAN		
RZ-A0002	SITE CONTEXT PHOTOS		
RZ-A0003	EXISTING STREET ELEVATIONS		
RZ-A0004	SITE PLAN - GRADE		
RZ-A0005	SITE PLAN - ROOF		
RZ-A1001	OVERALL FLOOR PLAN - LEVEL P1 (PARKING)		
RZ-A1002	OVERALL FLOOR PLAN - LEVEL G1 (PARKING/LOADING/BIKE PARKING L&P)		
RZ-A1003	OVERALL FLOOR PLAN - LEVEL G2 (CAMBIE)		
RZ-A1004	OVERALL FLOOR PLAN - LEVEL G3 (PARKING STREET)		
RZ-A1005	OVERALL FLOOR PLAN - LEVEL G4 (GARDEN & AMENITIES DBL HEIGHT)		
RZ-A1006	OVERALL FLOOR PLANS - LEVEL B0-07 AND LEVEL B0-08		
RZ-A1008	OVERALL FLOOR PLAN - LEVEL 10, LEVEL 11, 14, AND LEVEL 15-23		
RZ-A1009	OVERALL FLOOR PLAN - LEVEL 24-42, LEVEL 43, AND TOWER ROOFTOP		
RZ-A1101	WEST RESIDENTIAL FLOORPLANS - DWELLING PLANS		
RZ-A1102	WEST RESIDENTIAL FLOORPLANS - DWELLING PLANS		
RZ-A1103	EAST RESIDENTIAL FLOORPLANS - DWELLING PLANS		
RZ-A2001	OVERALL BUILDING ELEVATIONS - NORTH & SOUTH		
RZ-A2002	OVERALL BUILDING ELEVATION - EAST		
RZ-A2003	OVERALL BUILDING ELEVATION - WEST		
RZ-A2004	OVERALL BUILDING SECTION - NORTH/SOUTH		
RZ-A2005	OVERALL BUILDING SECTION - EAST/WEST		
RZ-A2006	OVERALL BUILDING SECTION - NORTH/SOUTH - LIGHT INDUSTRIAL		

Perkins+Will

REZONING SUBMISSION

JUNE 2, 2025

ISSUED

KEYPLAN

PROJECT

MARINE GATEWAY 2
1000 Central Street, Vancouver
B.C. V6P 6N6

PROJECT NUMBER

41020-00

REVISIONS

TITLE

DRAWING INDEX &
PROJECT INFORMATION

SHEET NUMBER

RZ-G001

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END OF TRIP FACILITIES		REQUIRED				PROVIDED	
CLOTHING LOCKERS		BYLAW REFERENCE		RATIO	NON-RES CLASS A PROVIDED	MIN	
Vancouver Off-Street Bicycle Storage Regulations June 2024							
ALL NON-RESIDENTIAL USES (S.5.1)	Where Class A bicycle spaces are required for a new dwelling, as a minimum number of clothing lockers equal to 4 times the maximum number of registered Class A bicycles shall be provided, with respect to new units only and one locker is half height						
		1.4	55	77			TOTAL
CLOTHING LOCKERS TOTAL							
WATER CLOSERS		Vancouver Off-Street Bicycle Storage Regulations June 2024		RATIO	NON-RES CLASS A PROVIDED	MIN	WATER CLOSERS
PLEX COMMERCIAL (S.5.4, S.5A)	1 water closet for every 50 Class A bicycle spaces up to 50 spaces and one for every 25 spaces above 50						
		1.10	30	3			PLEX COMMERCIAL
INDUSTRIAL (S.5.4, S.5B)	Per 4-10 Required Number of Class A Bicycle Spaces 2 water closets are required						
		2	23	2			INDUSTRIAL
WATER CLOSET TOTAL							6
WASH BASINS		Vancouver Off-Street Bicycle Storage Regulations June 2024		RATIO	NON-RES CLASS A PROVIDED		WASH BASINS PROVIDED
PLEX COMMERCIAL (S.5.4, S.5A)	1 wash basin for every 100 registered parking spaces and one 100 Class A bicycle parking spaces, plus one for every additional 250 bicycle up to 50 spaces and one for every 40 spaces above 40 spaces above 50						
		1.10	30	3			PLEX COMMERCIAL
INDUSTRIAL (S.5.4, S.5B)	Per 4-10 Required Number of Class A Bicycle Spaces 1 wash basin are required						
		2	23	2			INDUSTRIAL
WASH BASIN TOTAL							
SHOWERS		Vancouver Off-Street Bicycle Storage Regulations June 2024		RATIO	NON-RES CLASS A PROVIDED		SHOWERS PROVIDED
PLEX COMMERCIAL (S.5.4, S.5A)	1 shower for every 10 Class A Bicycle spaces up to 50 spaces and one for every 25 spaces above 50						
		1.10	30	3			PLEX COMMERCIAL
INDUSTRIAL (S.5.4, S.5B)	Per 4-10 Required Number of Class A Bicycle Spaces 2 showers are required						
		2	23	2			INDUSTRIAL
SHOWER TOTAL							TOTAL
GROOMING STATIONS		Vancouver Off-Street Bicycle Storage Regulations June 2024		RATIO	SHOWERS PROVIDED		GROOMING STATIONS PROVIDED
ALL NON-RESIDENTIAL USES (S.5.1)	There shall be no less than 1 grooming station for each shower provided, with each station shall be separate from the shower for each shower						
		1	4	4			ALL NON-RESIDENTIAL USES
GROOMING STATION TOTAL							4

PROVIDED	
HALF HEIGHT	
PULL HEIGHT	
TOTAL	
WATER CLOSETS...	
FLEX COMMERCIAL	
INDUSTRIAL	
TOTAL	
WASH BASINS PROVIDED	
FLEX COMMERCIAL	
INDUSTRIAL	
TOTAL	
SHOWERS PROVIDED	
FLEX COMMERCIAL	
INDUSTRIAL	
TOTAL	
GROOMING STATIONS PROVIDED	
ALL NON RESIDENTIAL USES	
TOTAL	

PCI

ISSUED

KEYPLAN

PROJECT

PROJECT NUMBER
412328-000

REVISIONS

SHEET NUMBER

RZ-G003

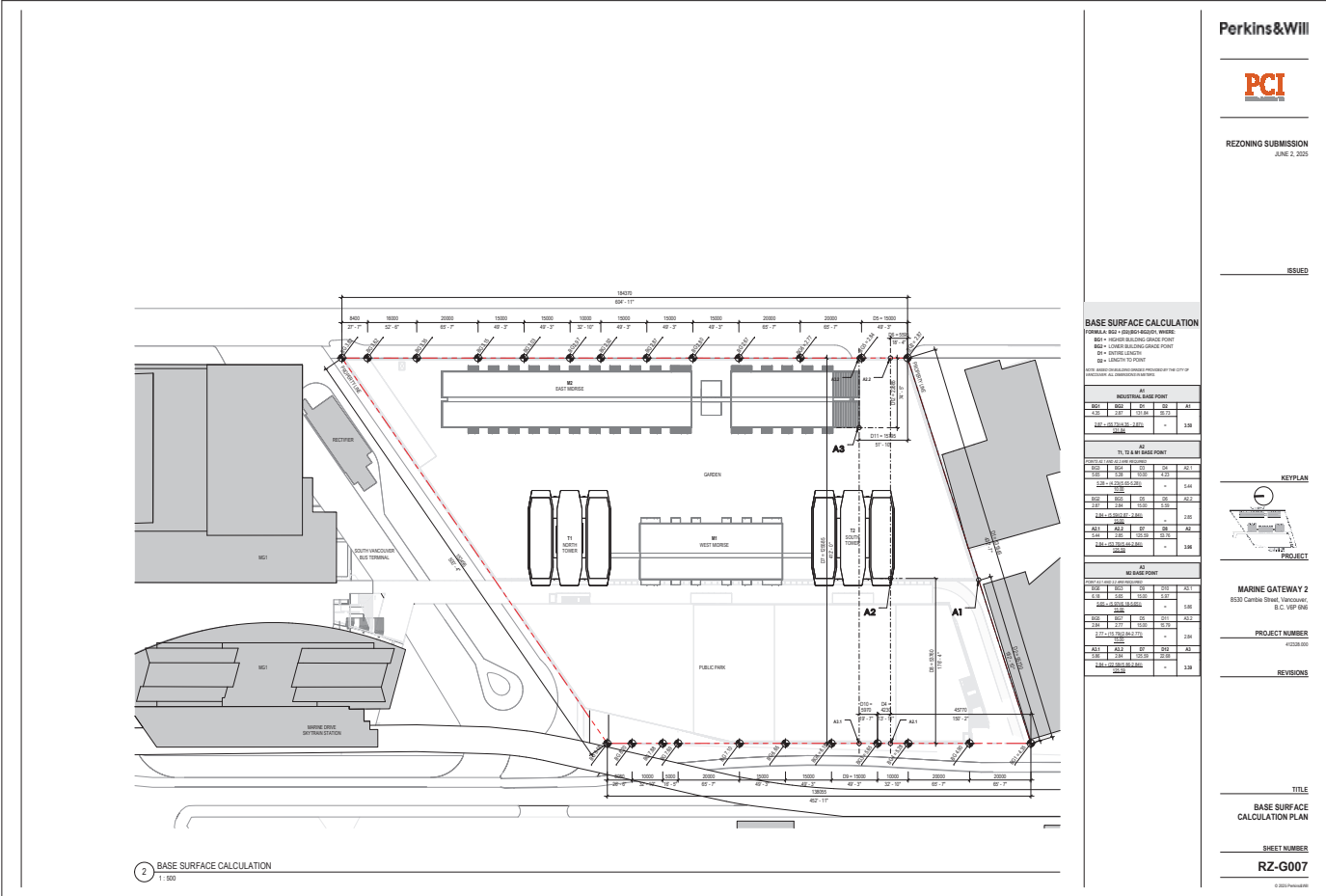
© 2025 PeriniBarr

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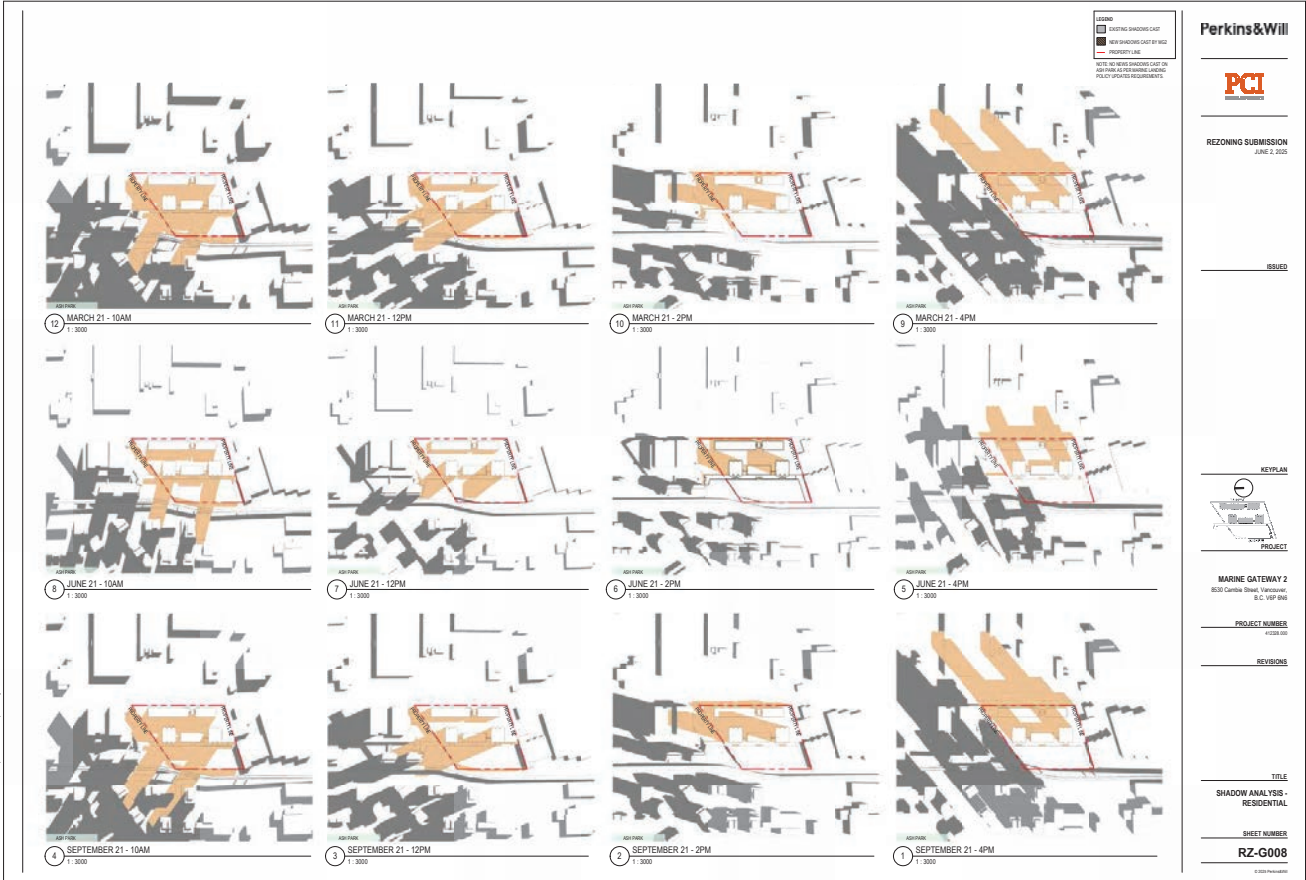
5.1.5 Building Grades



5.2.1 Base Surface Calculation Plan



5.2.2 Shadow Analysis - Residential



NOTE:
 OUTDOOR CHILDCARE AREA RECEIVES MIN. NUMBER OF HOURS OF DIRECT SUNLIGHT FOR 50% OF THE DAY DURING ALL 12 MONTHS OF THE YEAR. THIS IS TO BE MET BY THE FOLLOWING REQUIREMENTS ALONG WITH 27% OF VARIOUS CHILDCARE DESIGN GUIDELINES:
 - 2 HOURS DURING PLATTING OF 9:00-11:00 AM
 - 1 HOUR DURING PLATTING OF 12:00 PM

7 CC-DECEMBER 21- 9 30AM
1:100

8 CC-DECEMBER 21- 10 30AM
1:100

5 CC-DECEMBER 21- 11 30AM
1:100

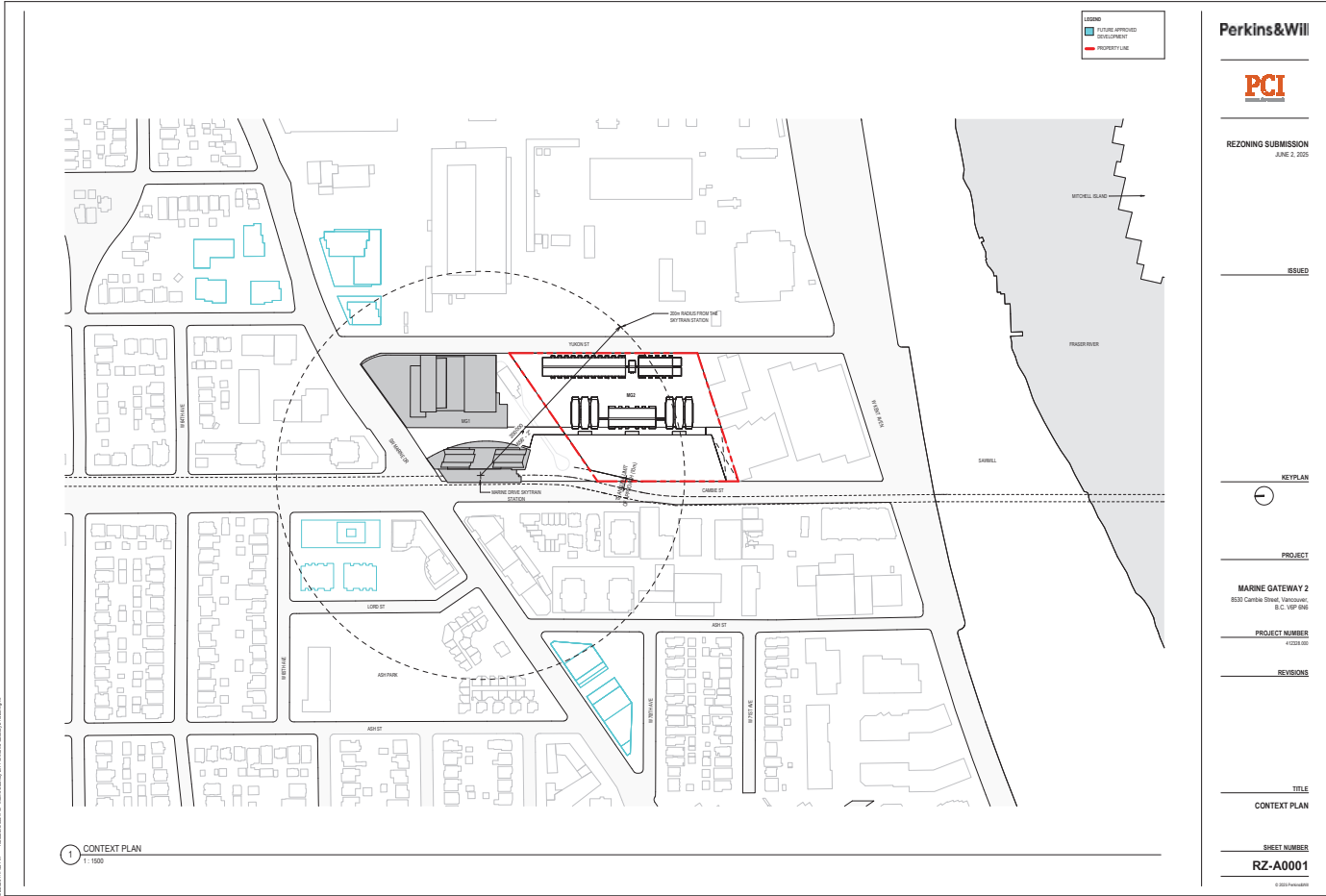
4 CC-DECEMBER 21- 1 30PM
1:100

3 CC-DECEMBER 21- 2 30PM
1:100

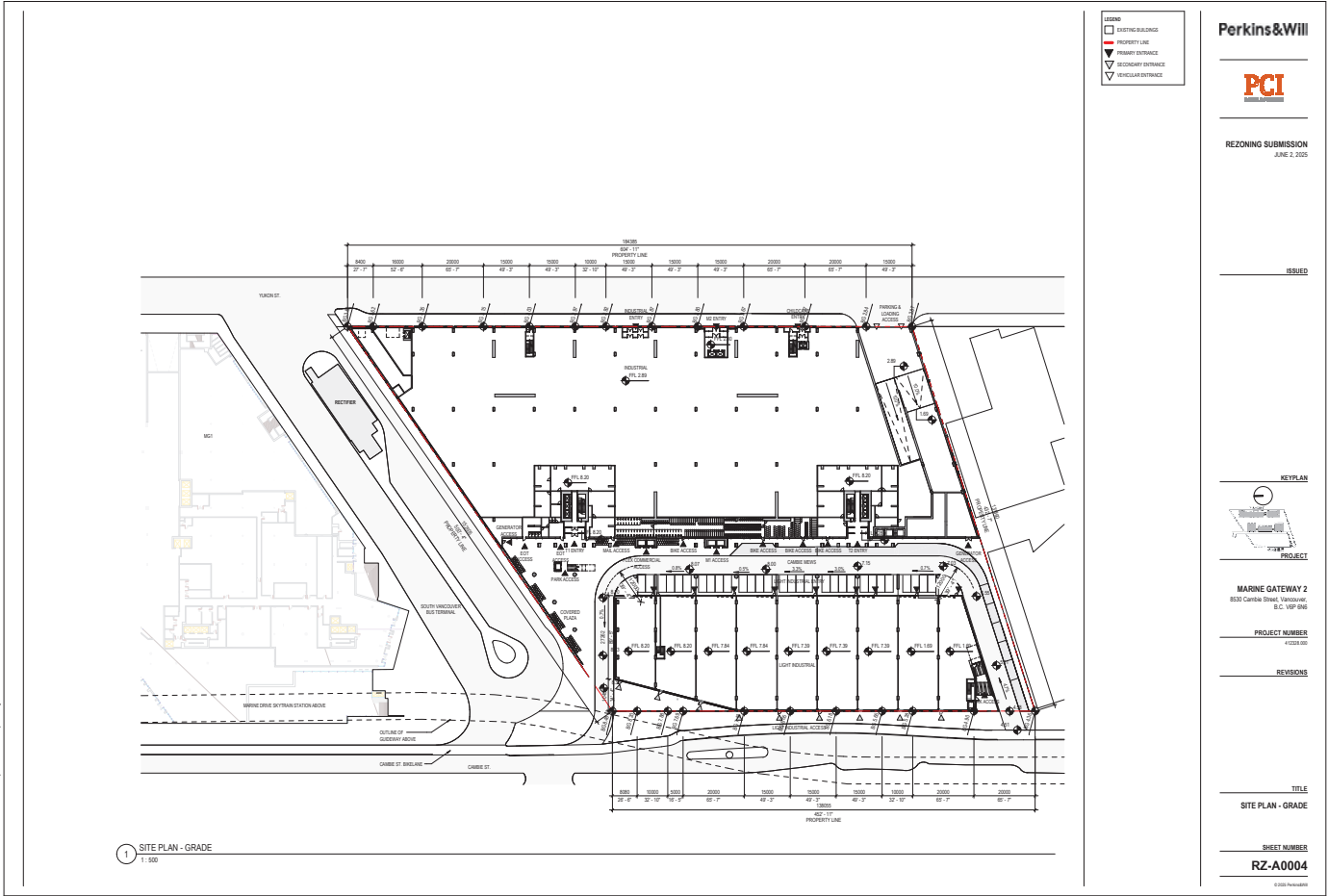
2 CC-DECEMBER 21- 3 30PM
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1 CC-DECEMBER 21- 4 00PM
1:100

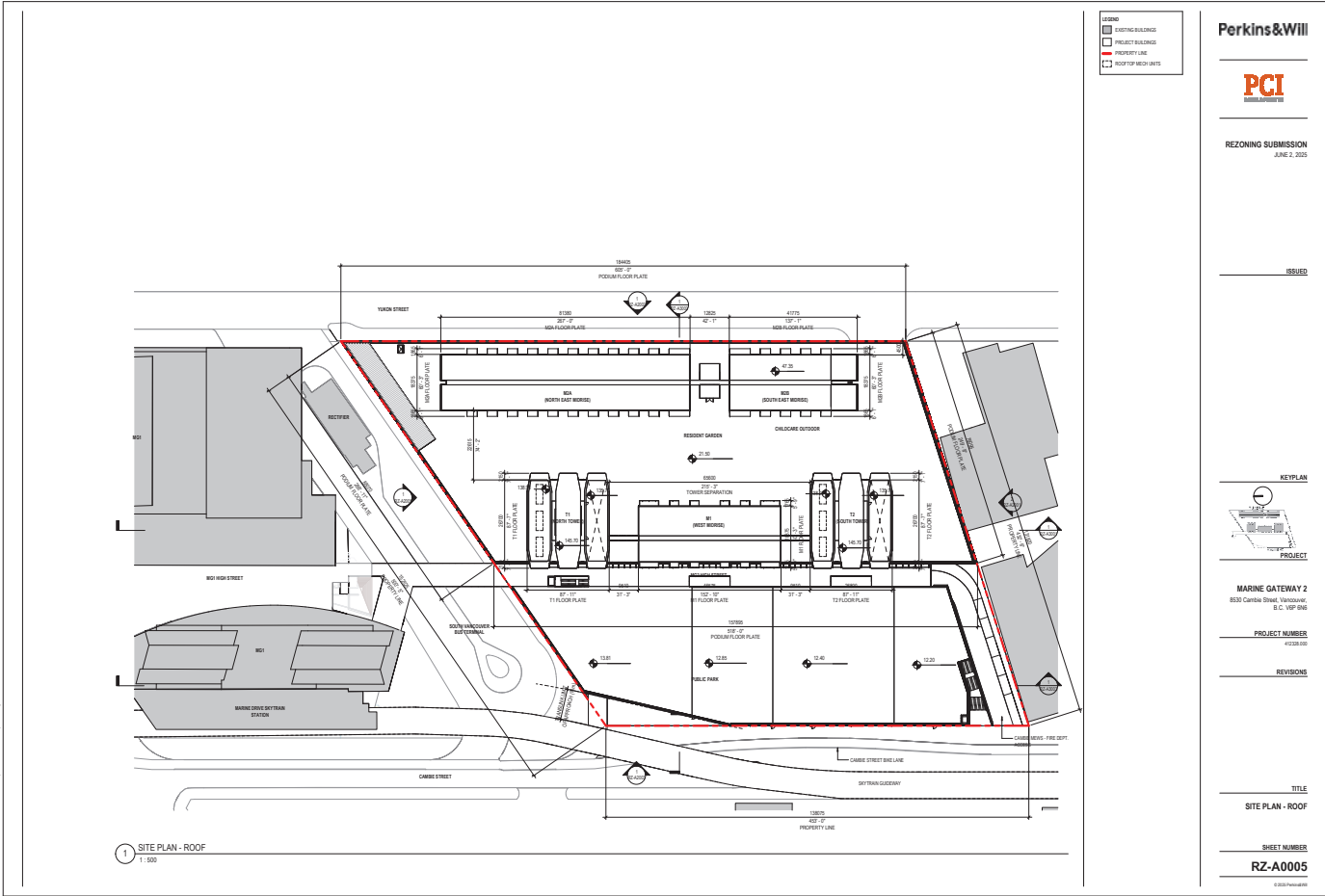
5.2.4 Context Plan



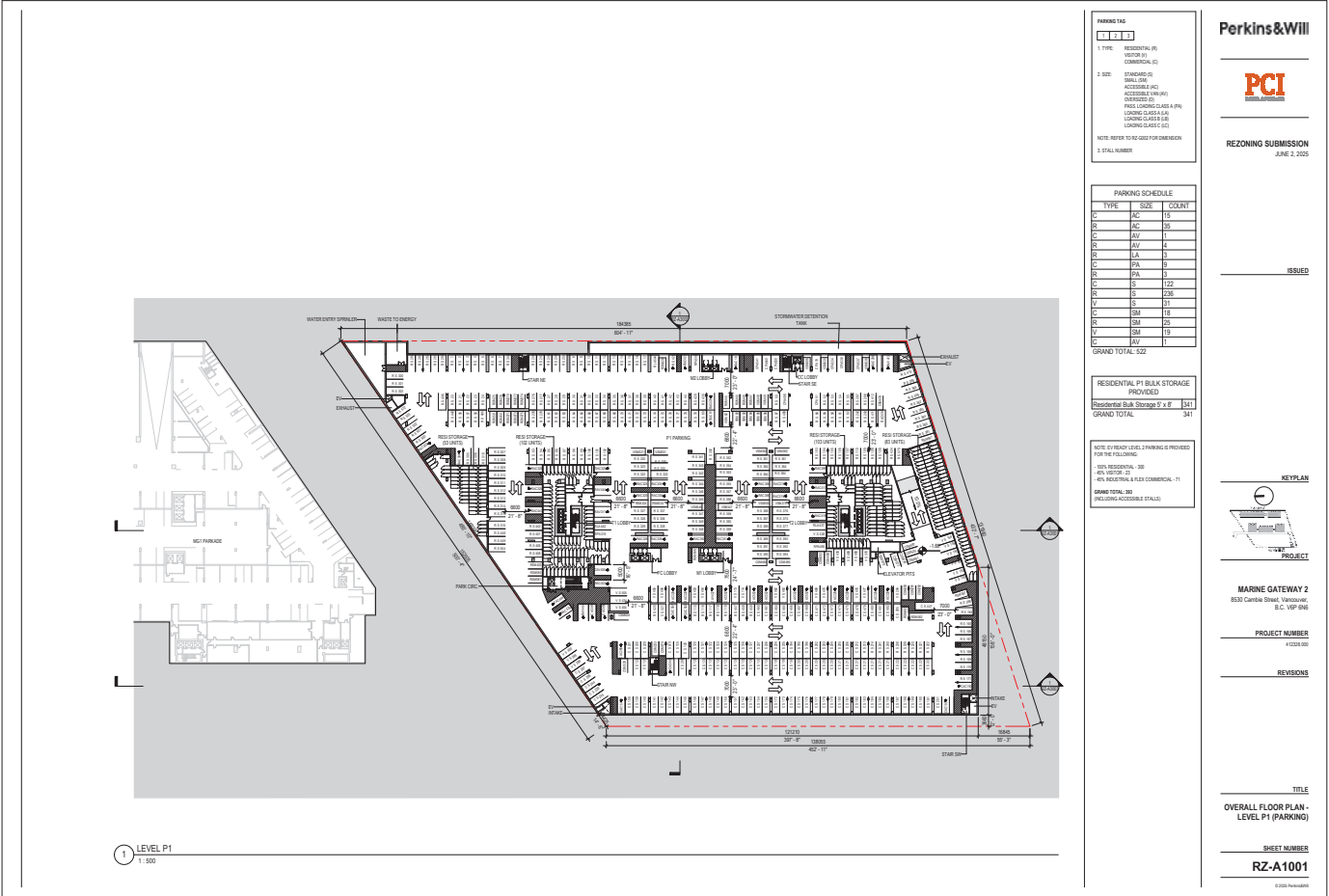
5.2.5 Site Plan - Grade



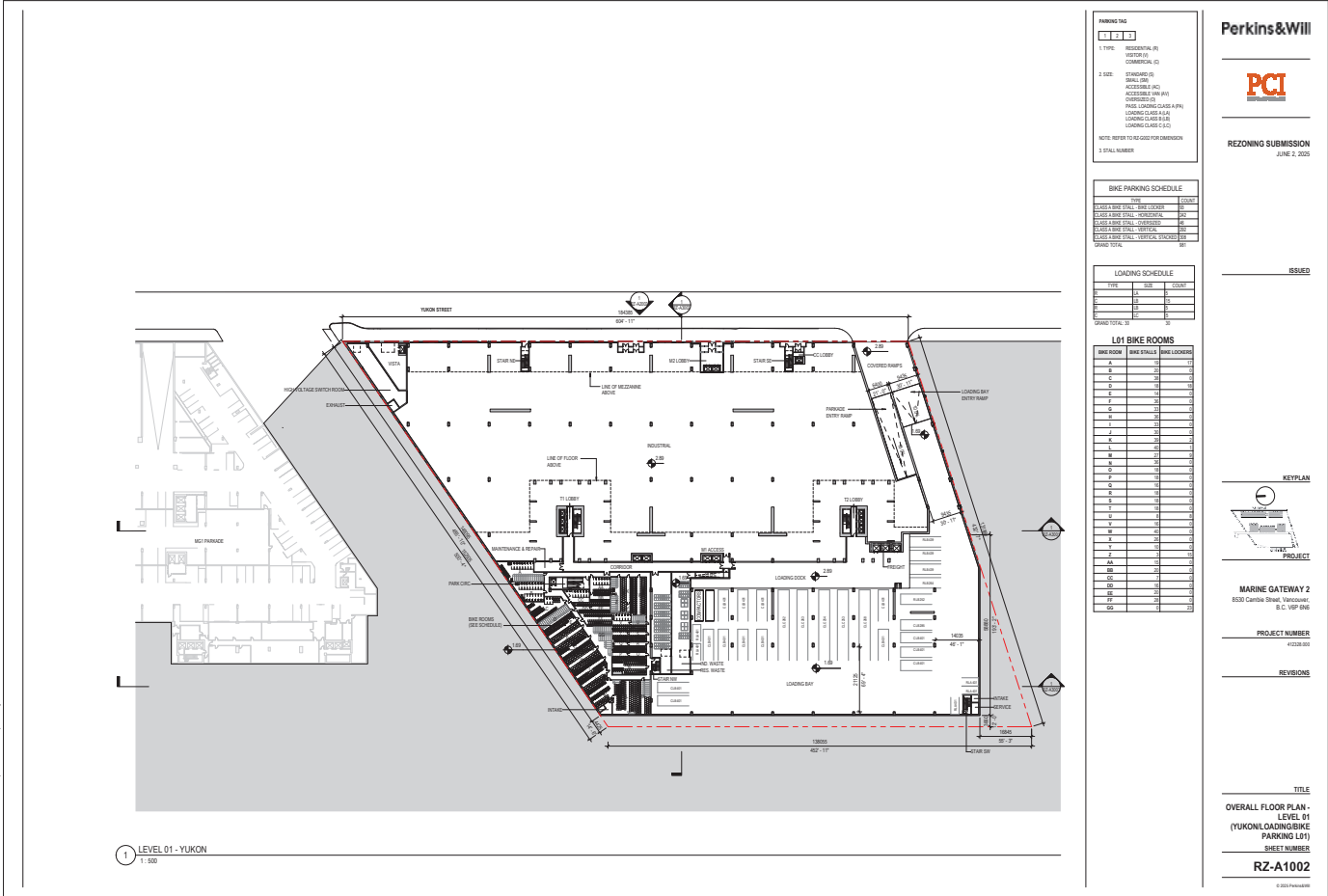
5.2.6 Site Plan - Roof



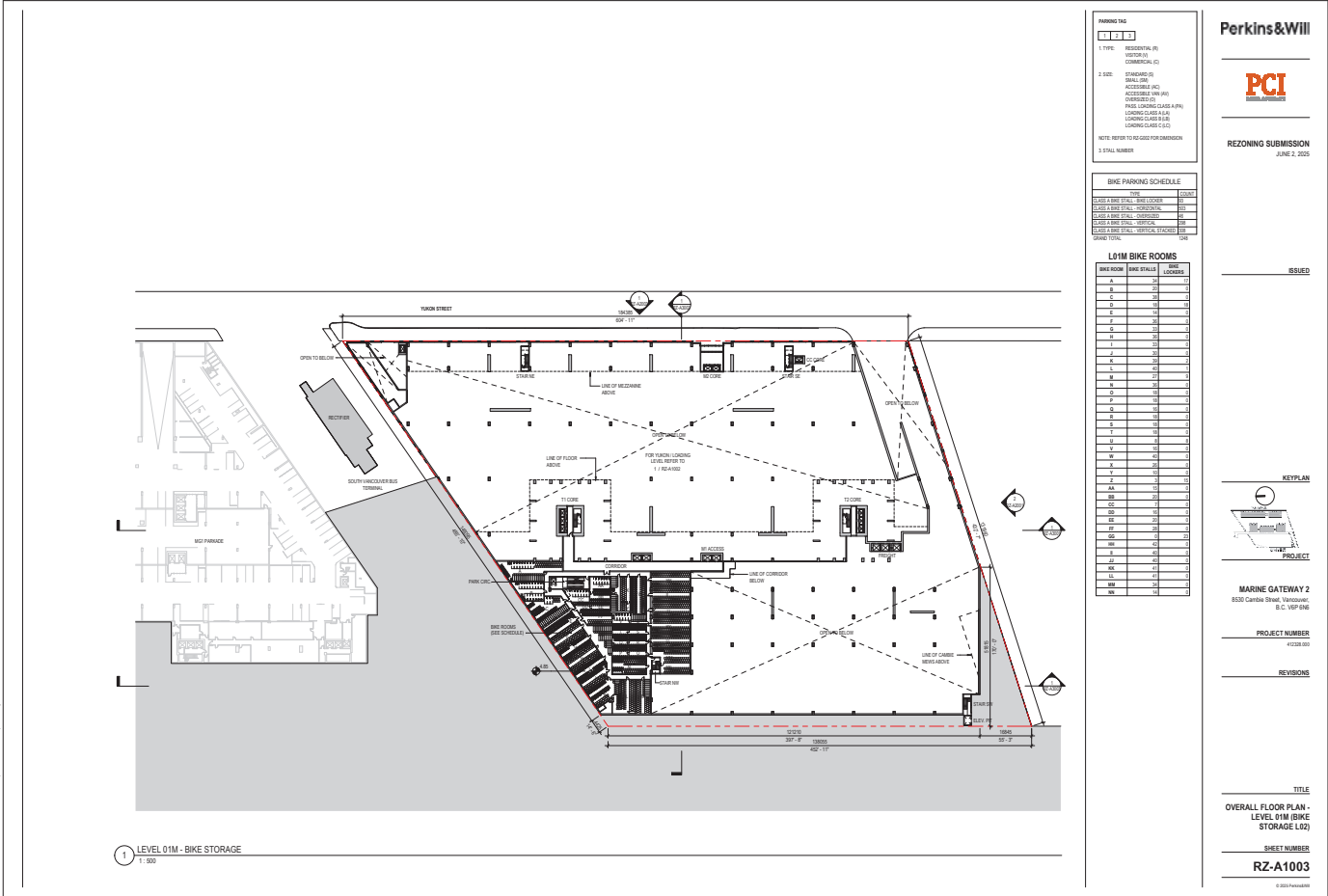
5.2.7 P1 Plan



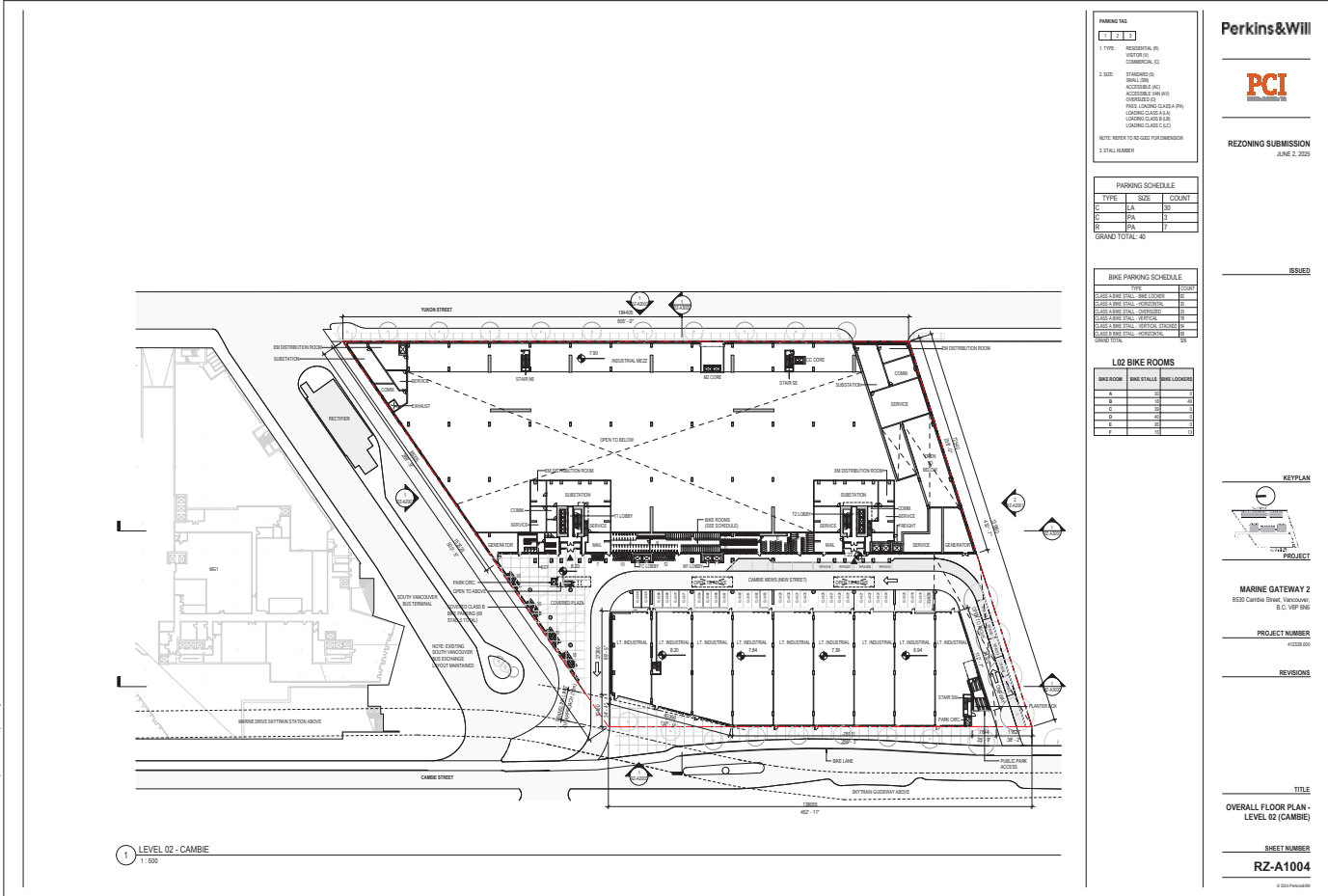
5.2.8 L01 Yukon Plan



5.2.9 L01M Bike Parking Plan



5.2.10 L02 Cambie Plan



5.2.11 L03 Park Plan



DATE: 6.9.2024 DRAWN BY: J. HALL PROJECT NO: 24010000000000000000

1 LEVEL 04 - GARDEN
1:300

Perkins & Will

PCI
PROJECT CONSULTING INC.

REZONING SUBMISSION
JUNE 2, 2025

ISSUED

KEYPLAN

PROJECT

MARINE GATEWAY 2
8520 Cambie Street, Vancouver,
B.C. V6P 6A6

PROJECT NUMBER

#1000000

REVISIONS

TITLE

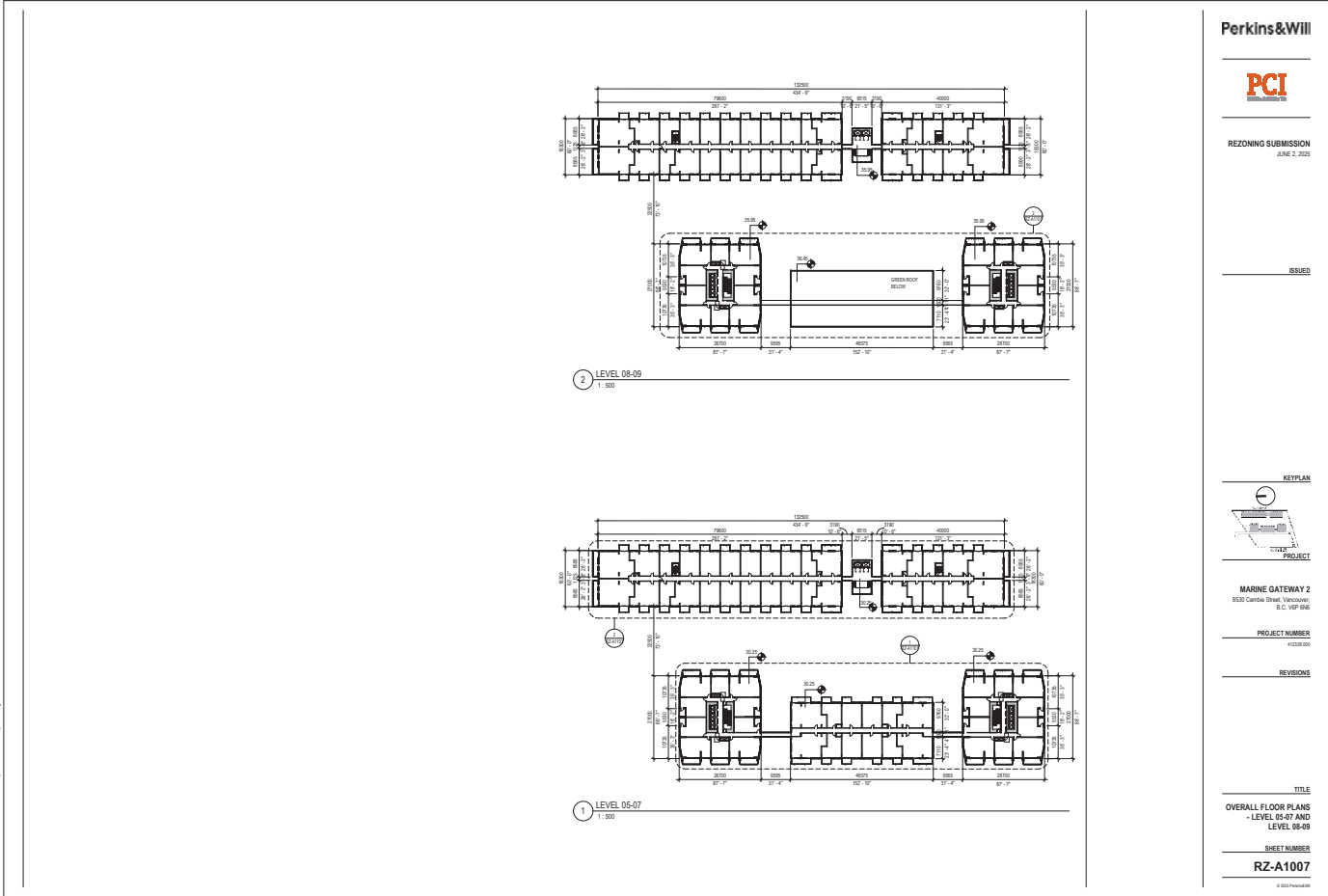
OVERALL FLOOR PLAN -
LEVEL 04 (GARDEN &
AMENITIES'S EOL HEIGHT)

SHEET NUMBER

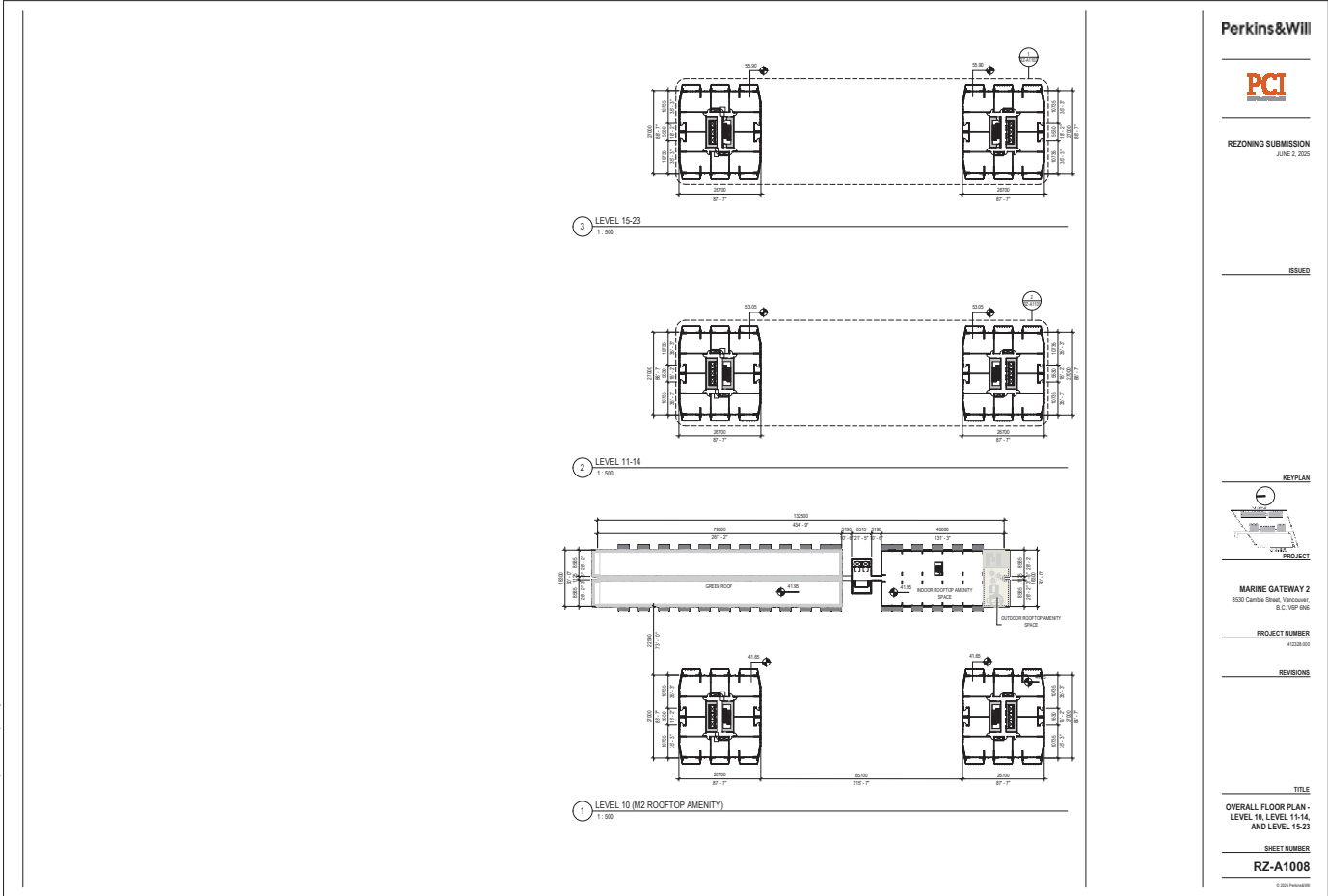
RZ-A1006

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5.2.13 L05-07 & L08-09



5.2.14 L10 & L11-23



5.2.15 L24-42 & L43



5.2.16 Dwelling Layouts - West Residential (L05-07 & L08-14)



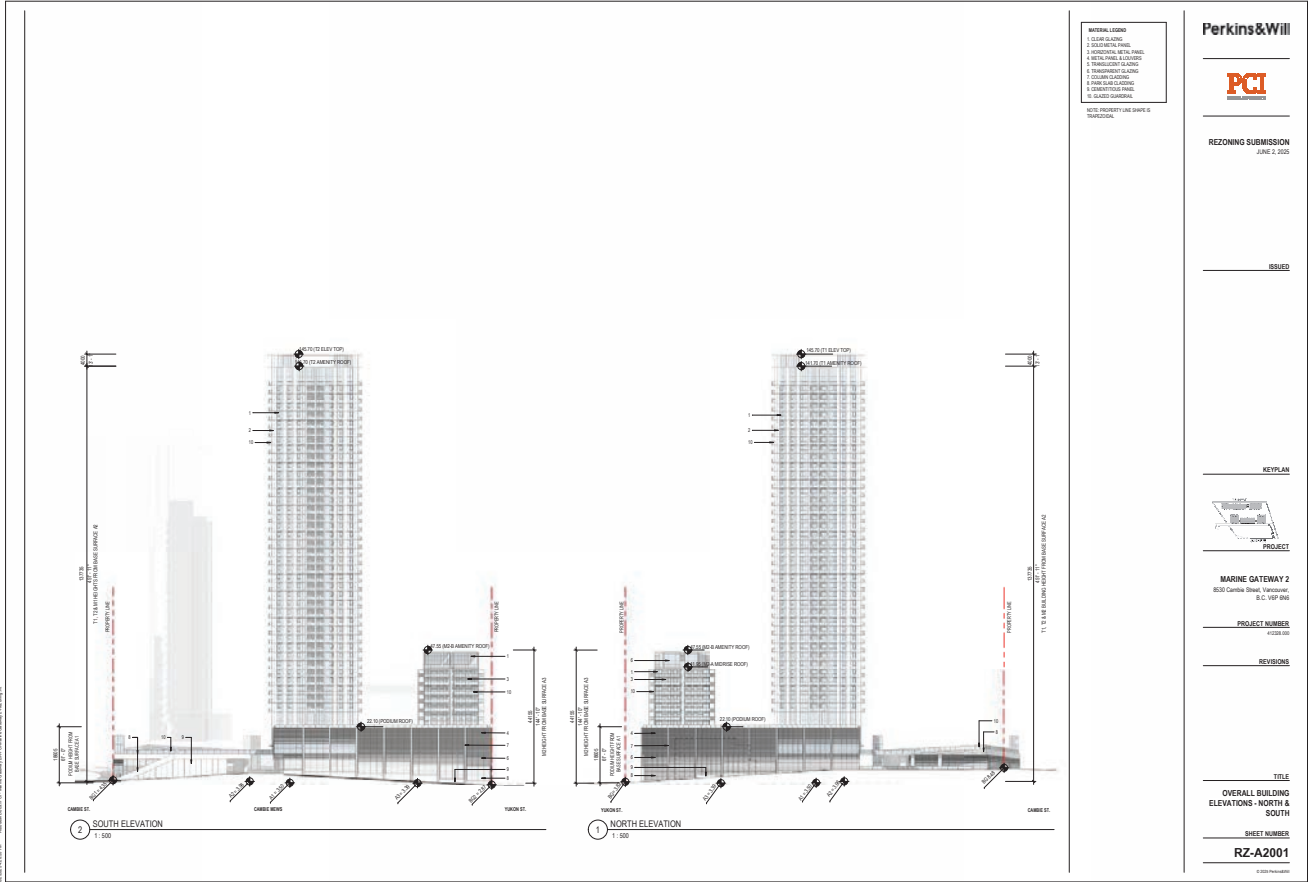
5.2.17 Dwelling Layouts - West Residential (L15-23 & L24-42)



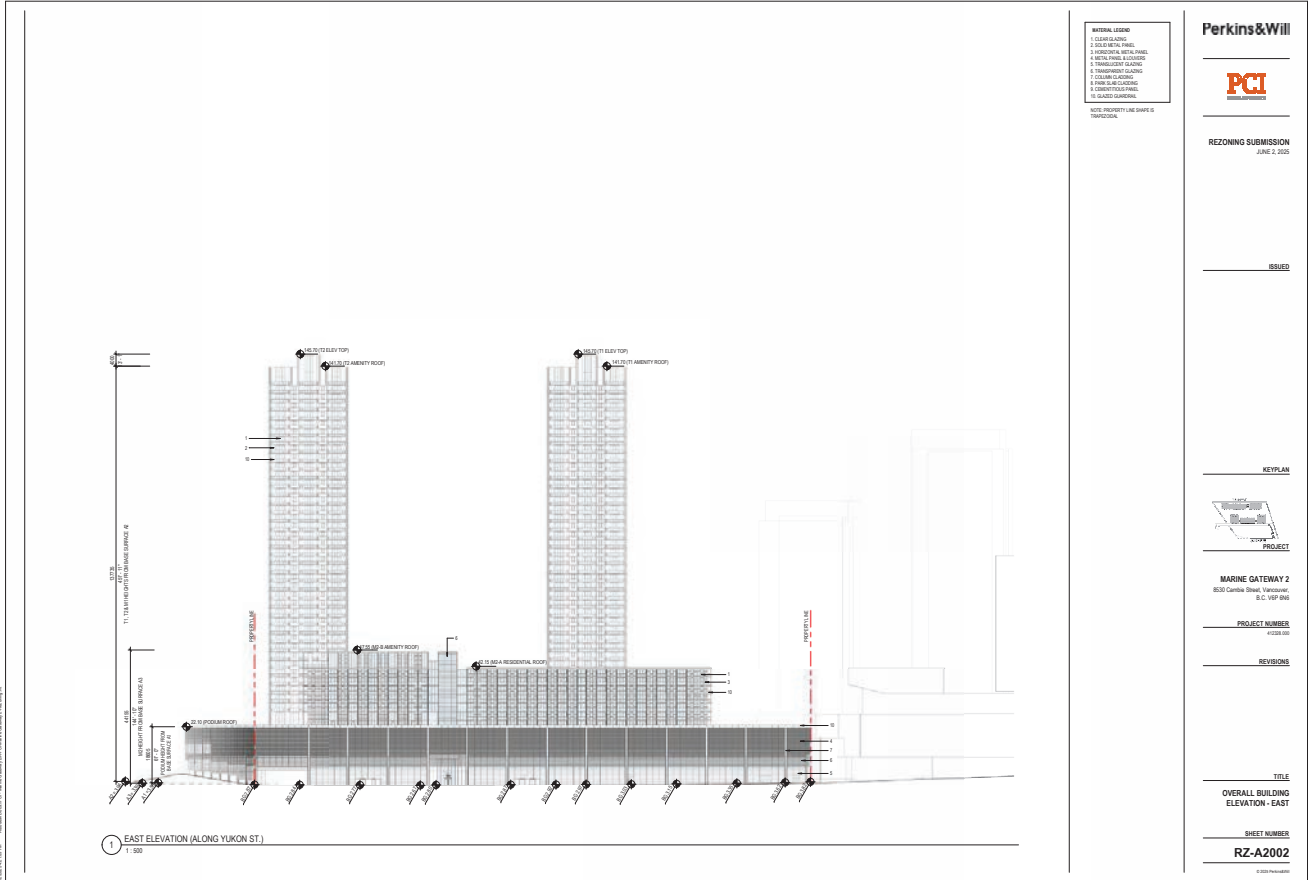
5.2.18 Dwelling Layouts - East Residential (L04-04M & L05-09)



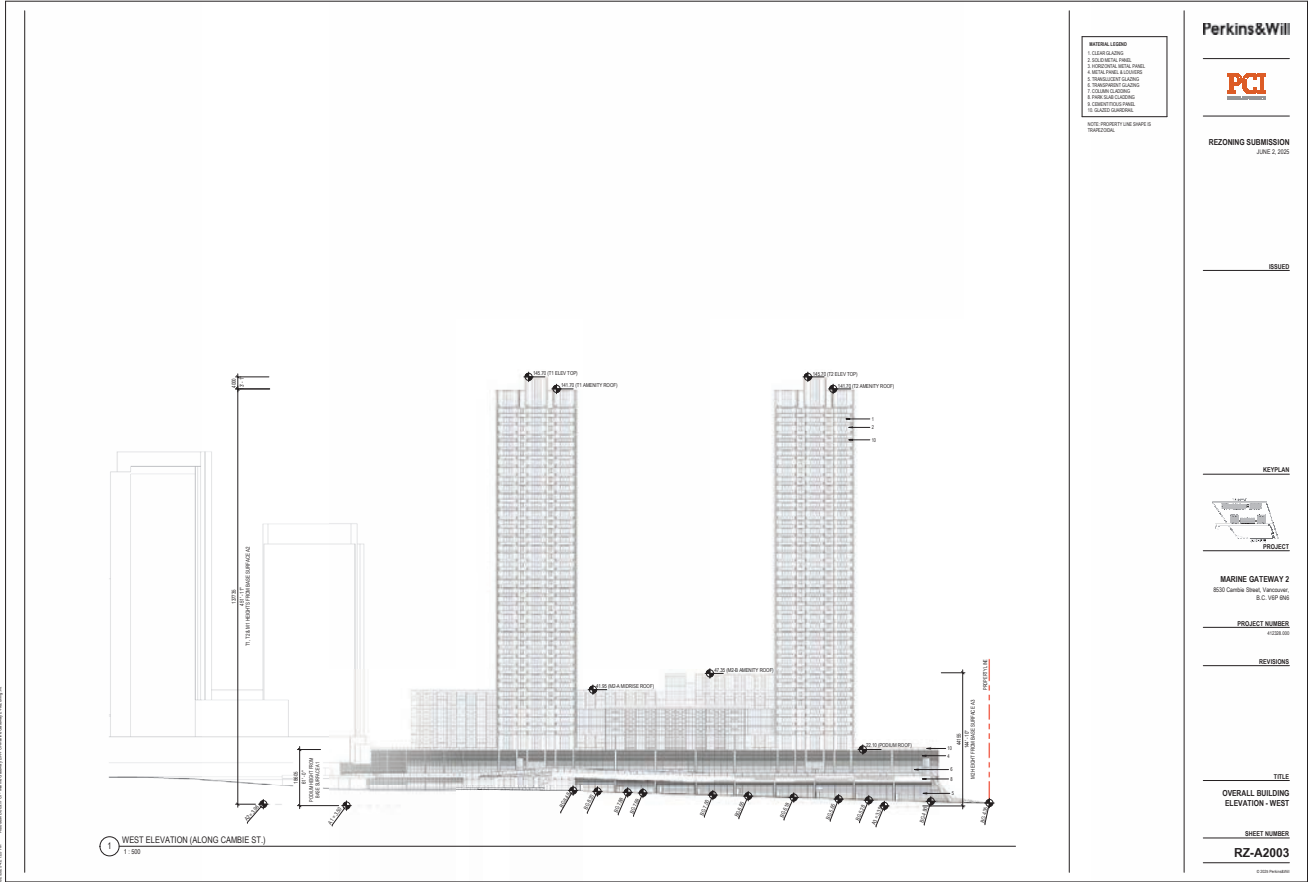
5.2.19 Building Elevations - North & South



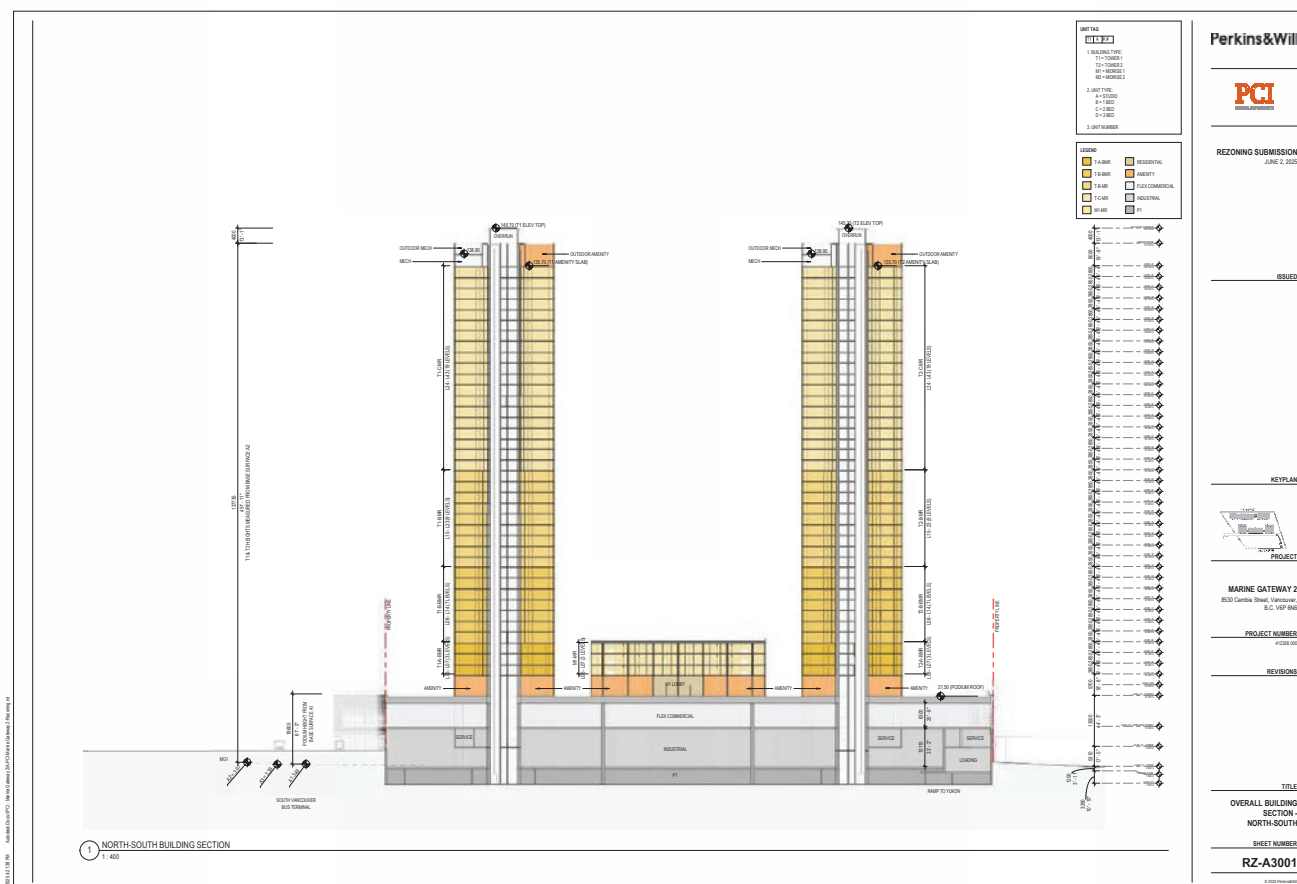
5.2.20 Building Elevations - East



5.2.21 Building Elevations - West



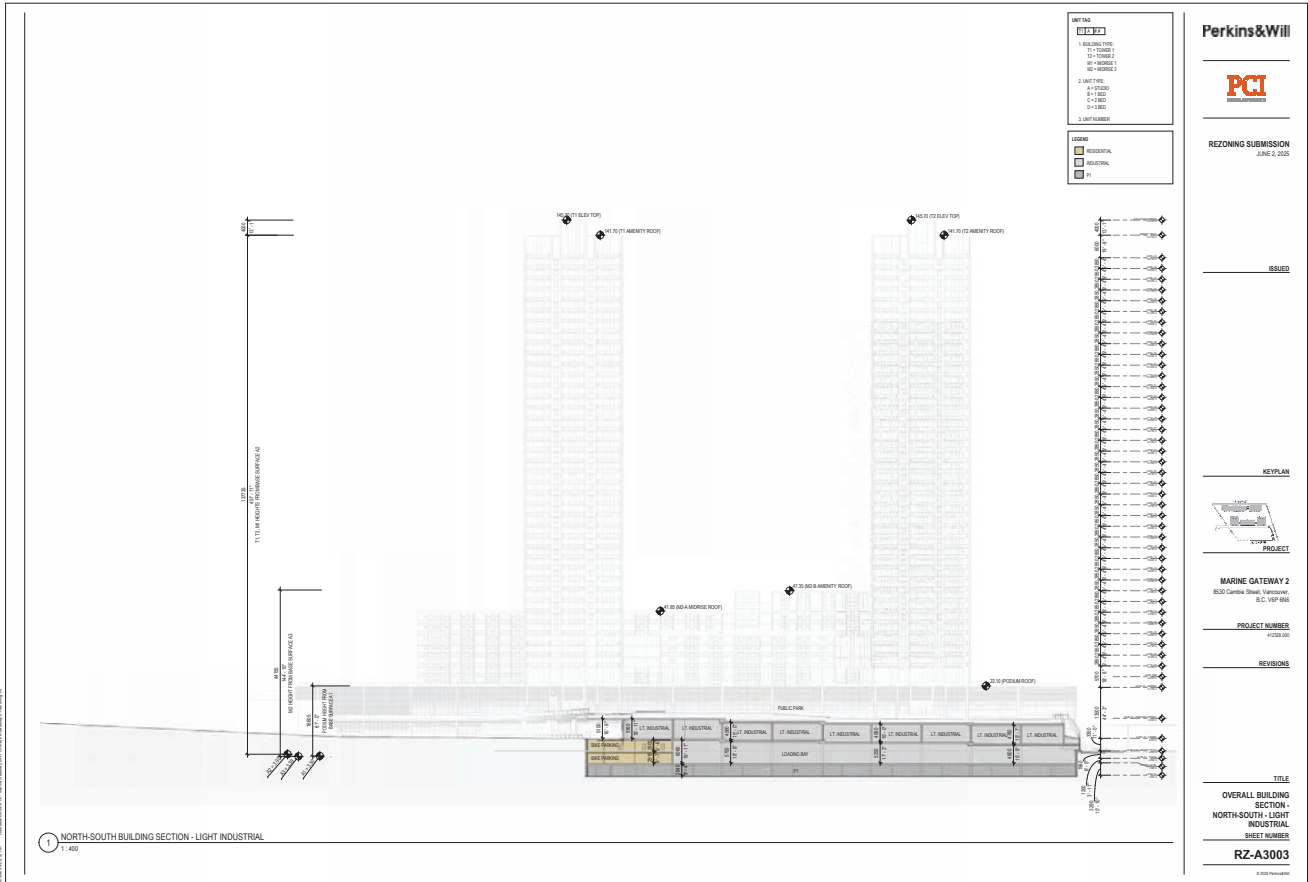
5.2.22 Overall Building Section - North-South



112



5.2.24 Overall Building Section - North-South (Lt. Industrial)



5.3 FSR Drawings

5.3.1 FSR Summary

[illegible]

COMMON COMMERCIAL FOR AREA - LEVEL 01

COMMON COMMERCIAL	C-C-101	8,24
COMMON COMMERCIAL	C-C-102	10,44
COMMON COMMERCIAL	C-C-103	10,44
COMMON COMMERCIAL	C-C-104	8,24
TOTAL COMMON COMMERCIAL FOR AREA		45,36

COMMON INDUSTRIAL FOR AREA - LEVEL 01

COMMON INDUSTRIAL	C-I-101	12,44
COMMON INDUSTRIAL	C-I-102	1,12
COMMON INDUSTRIAL	C-I-103	1,12
TOTAL COMMON INDUSTRIAL FOR AREA		14,68

INDUSTRIAL FOR MECH EXCLUSION - LEVEL 01

INDUSTRIAL	I-101	18,48
INDUSTRIAL	I-102	18,48
TOTAL INDUSTRIAL FOR AREA		36,96

COMMON MECH EXCLUSION FOR AREA - LEVEL 01

COMMON MECH EXCLUSION	M-E-101	7,24
COMMON MECH EXCLUSION	M-E-102	1,12
COMMON MECH EXCLUSION	M-E-103	1,12
TOTAL COMMON MECH EXCLUSION FOR AREA		9,48

COMMON BELOW MARKET RENTAL FOR AREA - LEVEL 01

COMMON BELOW MARKET RENTAL	B-M-C-101	20,4
COMMON BELOW MARKET RENTAL	B-M-C-102	1,4
TOTAL COMMON BELOW MARKET RENTAL FOR AREA		21,8

COMMON MARKET RENTAL FOR AREA - LEVEL 01

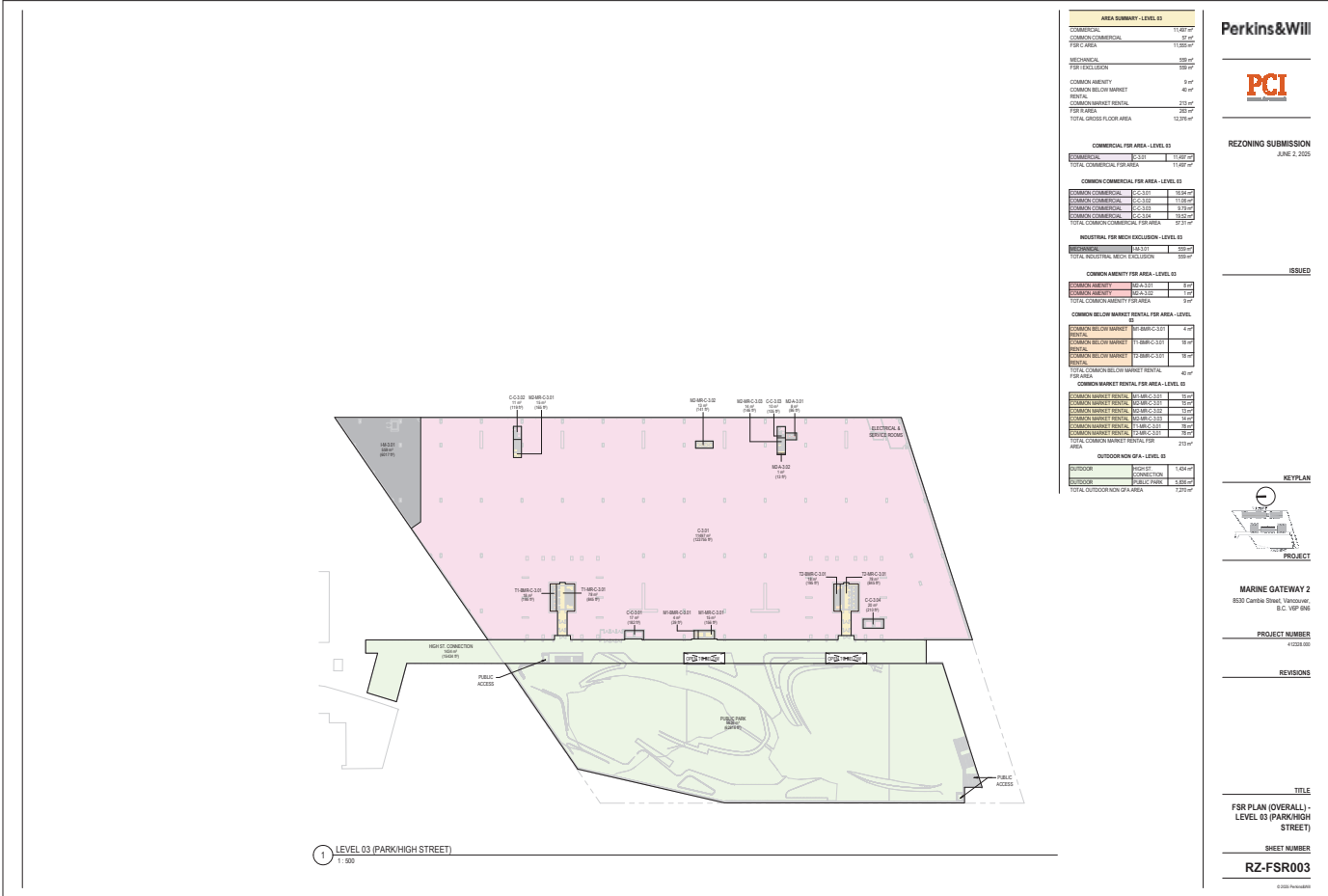
COMMON MARKET RENTAL	M-R-C-101	8,24
COMMON MARKET RENTAL	M-R-C-102	8,24
COMMON MARKET RENTAL	M-R-C-103	8,24
COMMON MARKET RENTAL	M-R-C-104	8,24
COMMON MARKET RENTAL	M-R-C-105	8,24
TOTAL COMMON MARKET RENTAL FOR AREA		39,4

LEVEL 01 (YUKON)

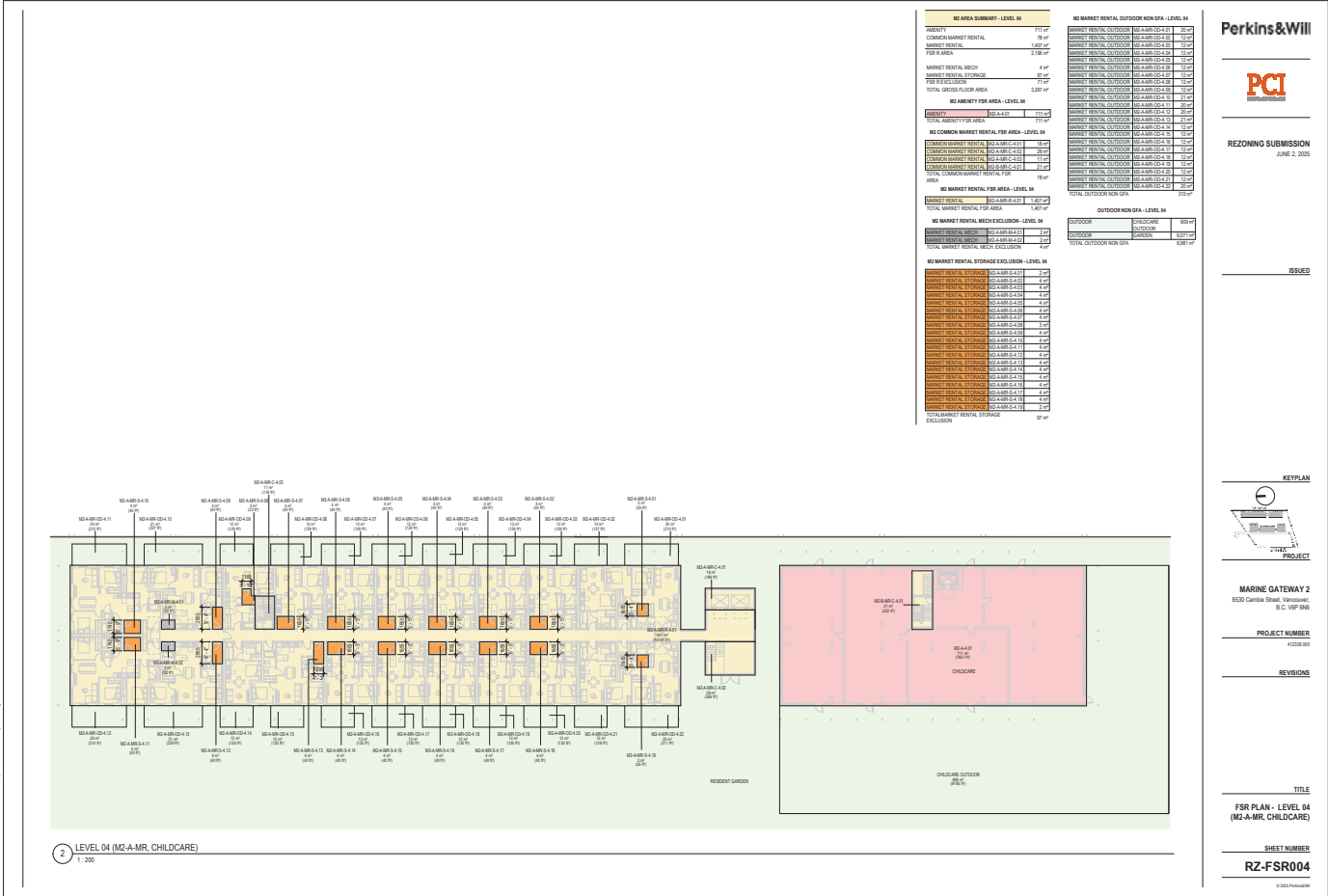
1 LEVEL 01 (YUKON)
T: 100

[illegible]

5.3.4 FSR Plan - L03 Park/High Street



5.3.5 FSR Plan - LO4 (T1, T2 & M1)



T1, T2, M1 AREA SUMMARY - LEVEL 04			
TOTAL	102.17		
COMMON BELOW MARKET	10.17		
COMMON MARKET FURNISH	230.17		
FOOT AREA	470.17		
AMENITY	1.00		
FSR EXCLUSION	1.00		
TOTAL GROSS FLOOR AREA	2,201.17		
T1, T2, M1 AMENITY FSR AREA - LEVEL 04			
AMENITY	1.00	1.00	1.00
TOTAL AMENITY FSR AREA	1.00		
T1, T2, M1 COMMON BELOW MARKET FURNISH FSR AREA - LEVEL 04			
COMMON BELOW MARKET	10.17	10.17	10.17
COMMON MARKET FURNISH	230.17	230.17	230.17
FOOT AREA	470.17	470.17	470.17
AMENITY	1.00	1.00	1.00
TOTAL COMMON BELOW MARKET FURNISH FSR AREA	10.17		
T1, T2, M1 COMMON MARKET FURNISH FSR AREA - LEVEL 04			
COMMON MARKET FURNISH	230.17	230.17	230.17
COMMON MARKET FURNISH	230.17	230.17	230.17
TOTAL COMMON MARKET FURNISH FSR AREA	230.17		
T1, T2, M1 AMENITY EXCLUSION - LEVEL 04			
AMENITY	1.00	1.00	1.00
AMENITY	1.00	1.00	1.00
AMENITY	1.00	1.00	1.00
AMENITY	1.00	1.00	1.00
TOTAL AMENITY EXCLUSION	1.00		

1 LEVEL 04 (T1, M1, T2 AMENITY)

RESIDENT GARDEN

RESIDENT GARDEN

RESIDENT GARDEN

1 LEVEL 04 (T1, M1, T2 AMENITY)

RESIDENT GARDEN

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1 LEVEL 04 (T1, M1, T2 AMENITY)

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1 LEVEL 04 (T1, M1, T2 AMENITY)

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1 LEVEL 04 (T1, M1, T2 AMENITY)

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1 LEVEL 04 (T1, M1, T2 AMENITY)

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1 LEVEL 04 (T1, M1, T2 AMENITY)

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1 LEVEL 04 (T1, M1, T2 AMENITY)

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1 LEVEL 04 (T1, M1, T2 AMENITY)

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1 LEVEL 04 (T1, M1, T2 AMENITY)

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1 LEVEL 04 (T1, M1, T2 AMENITY)

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1 LEVEL 04 (T1, M1, T2 AMENITY)

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1 LEVEL 04 (T1, M1, T2 AMENITY)

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1 LEVEL 04 (T1, M1, T2 AMENITY)

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1 LEVEL 04 (T1, M1, T2 AMENITY)

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1 LEVEL 04 (T1, M1, T2 AMENITY)

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1 LEVEL 04 (T1, M1, T2 AMENITY)

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1 LEVEL 04 (T1, M1, T2 AMENITY)

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1 LEVEL 04 (T1, M1, T2 AMENITY)

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1 LEVEL 04 (T1, M1, T2 AMENITY)

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1 LEVEL 04 (T1, M1, T2 AMENITY)

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1 LEVEL 04 (T1, M1, T2 AMENITY)

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1 LEVEL 04 (T1, M1, T2 AMENITY)

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1 LEVEL 04 (T1, M1, T2 AMENITY)

RESIDENT GARDEN

RESIDENT GARDEN

RESIDENT GARDEN

1 LEVEL 04 (T1, M1, T2 AMENITY)

RESIDENT GARDEN

RESIDENT GARDEN

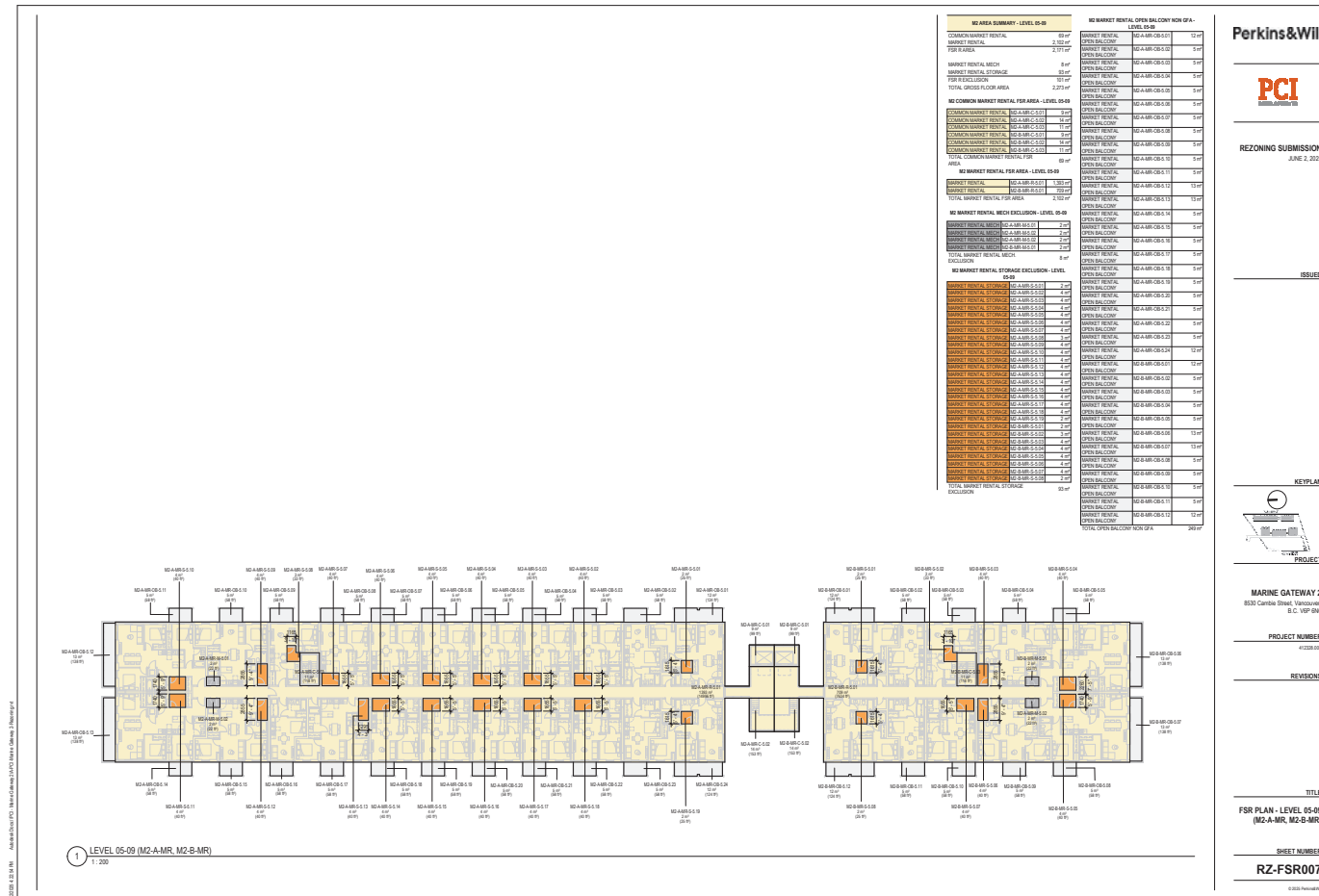
RESIDENT GARDEN

1 LEVEL 04 (T1, M1

5.3.7 FSR - L04M



5.3.8 FSR Plan - L05-09 (M2-A-MR, M2-B-MR)



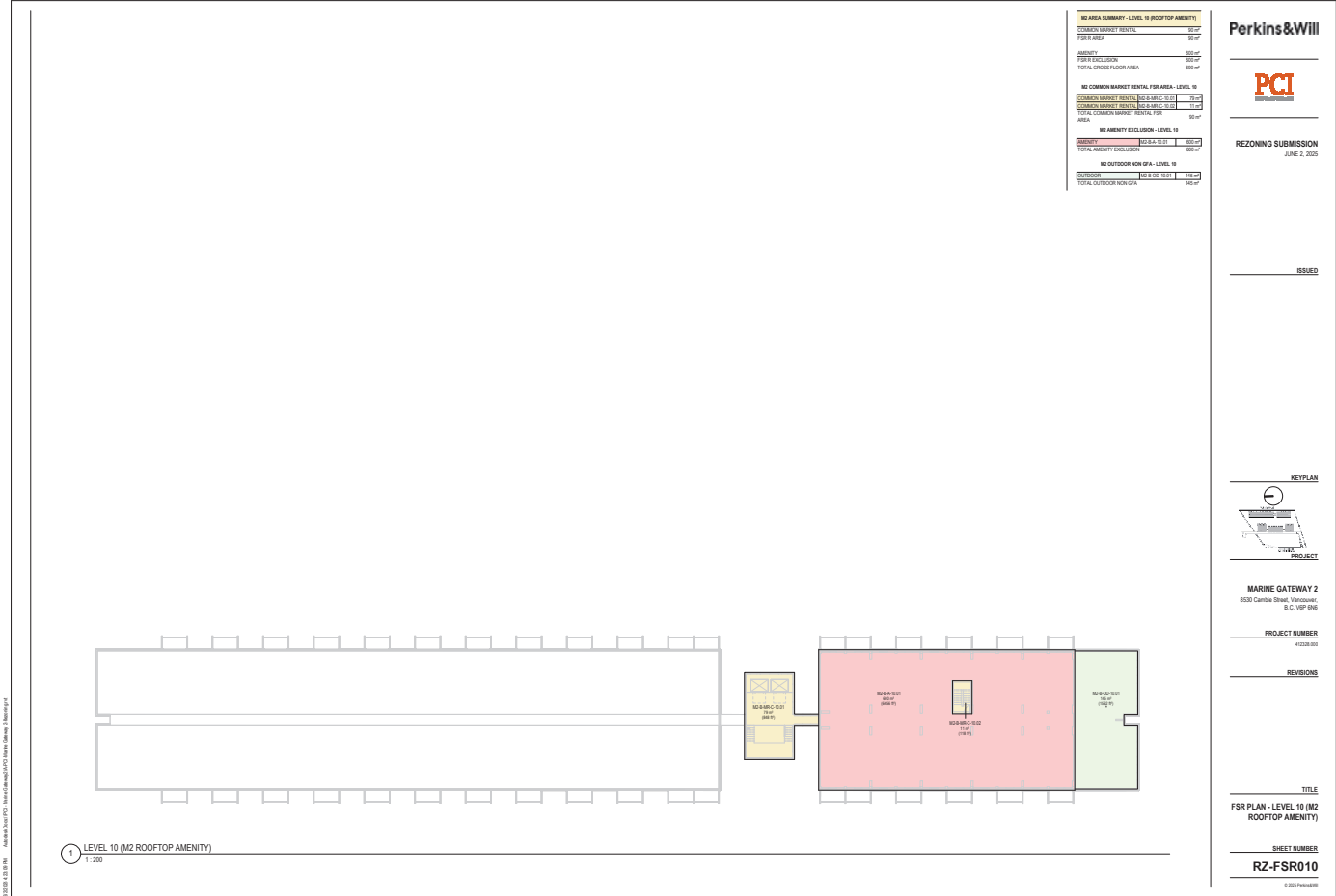
Perkins&Will



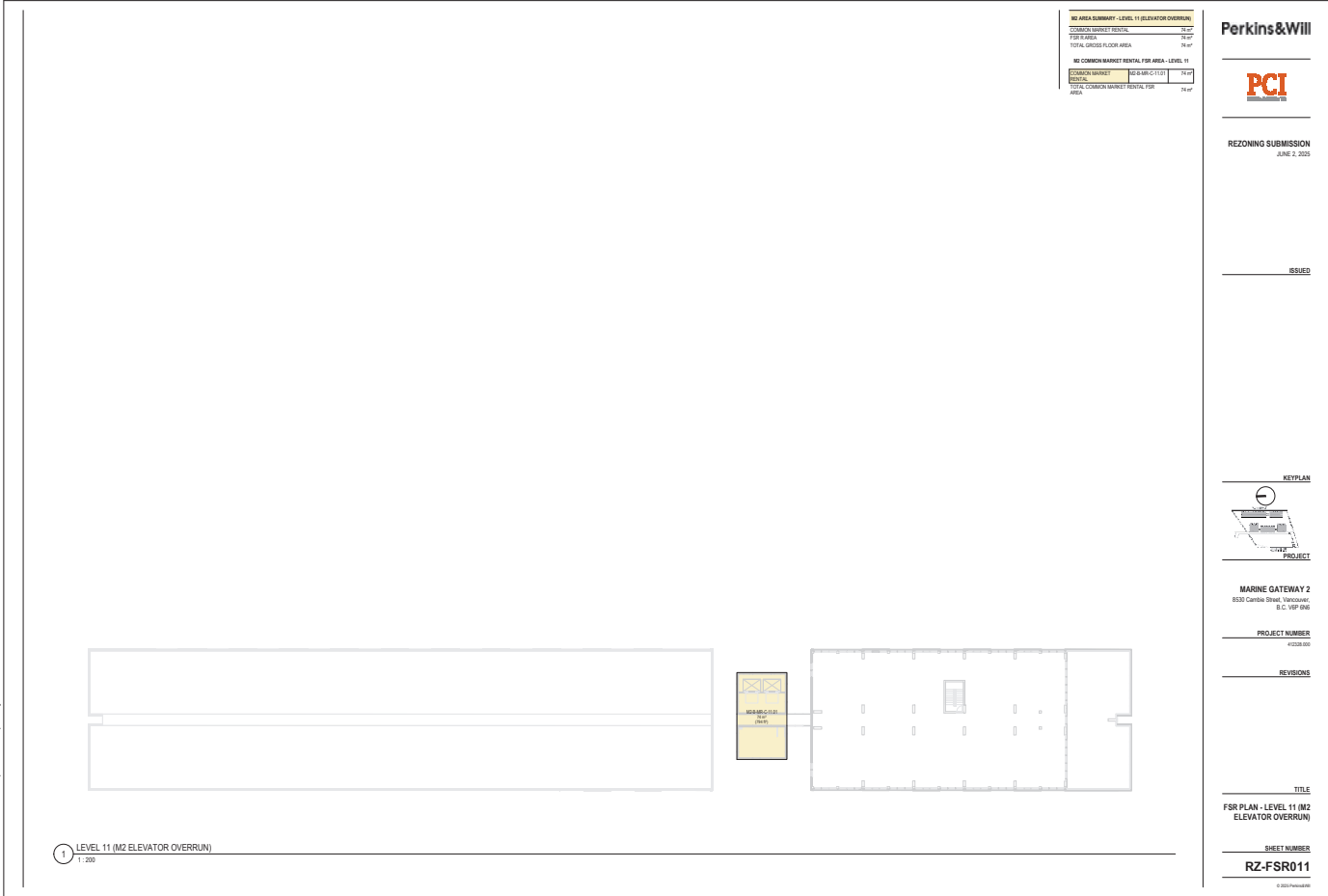
5.3.10 FSR Plan - L08-17 (T1-B-BMR, T2-B-BMR)



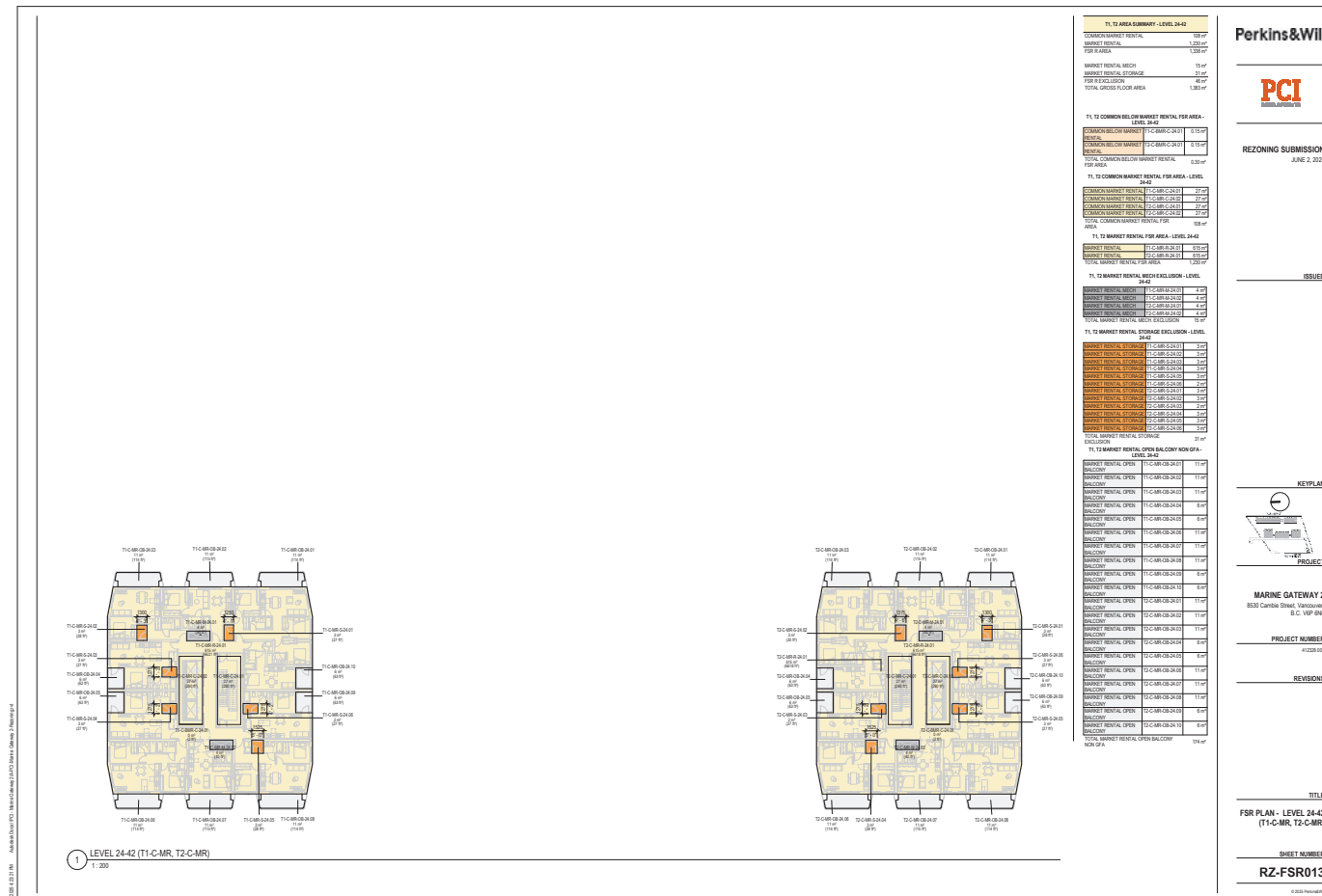
5.3.11 FSR Plan - L10 (M2 Rooftop Amenity)



5.3.12 FSR Plan - L11 M2 Elevator Overrun



FSR Plan - L24-42 (T1-C-MR, T2-C-MR)



128

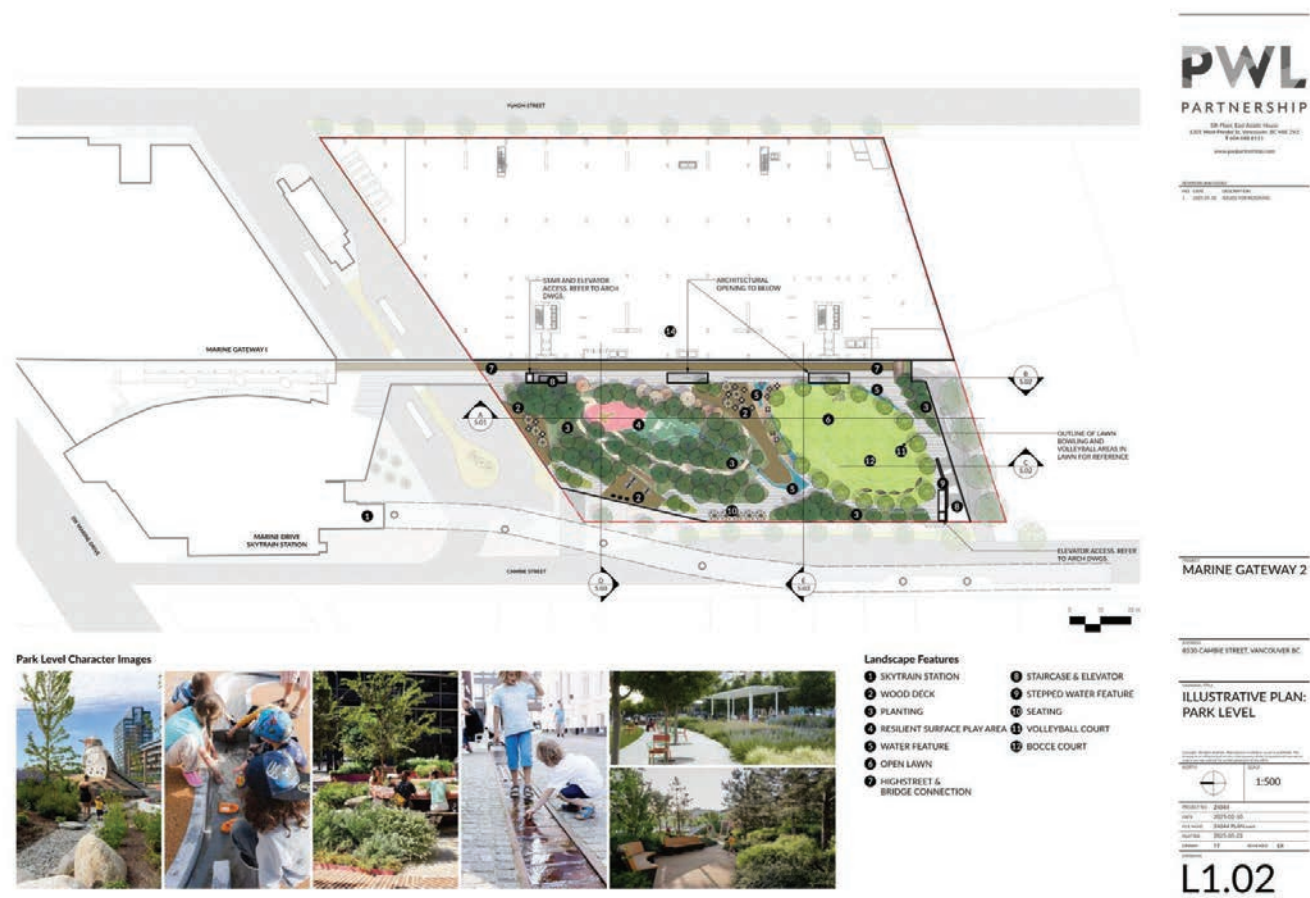


2 ELEVATOR OVERRUN (T1, T2) 1:200	PERKINS & WILL REZONING SUBMISSION JUNE 2, 2025 ISSUED KEY PLAN PROJECT MARINE GATEWAY 2 8330 Cambie Street, Vancouver, B.C. V6P 4R6 PROJECT NUMBER 412328-000 REVISIONS TITLE FSR PLAN - ELEVATOR OVERRUN (T1, T2) SHEET NUMBER RZ-FSR015 © 2025 Perkins+Will
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5.3.17 Ground Plan



5.4.1 Park Plan



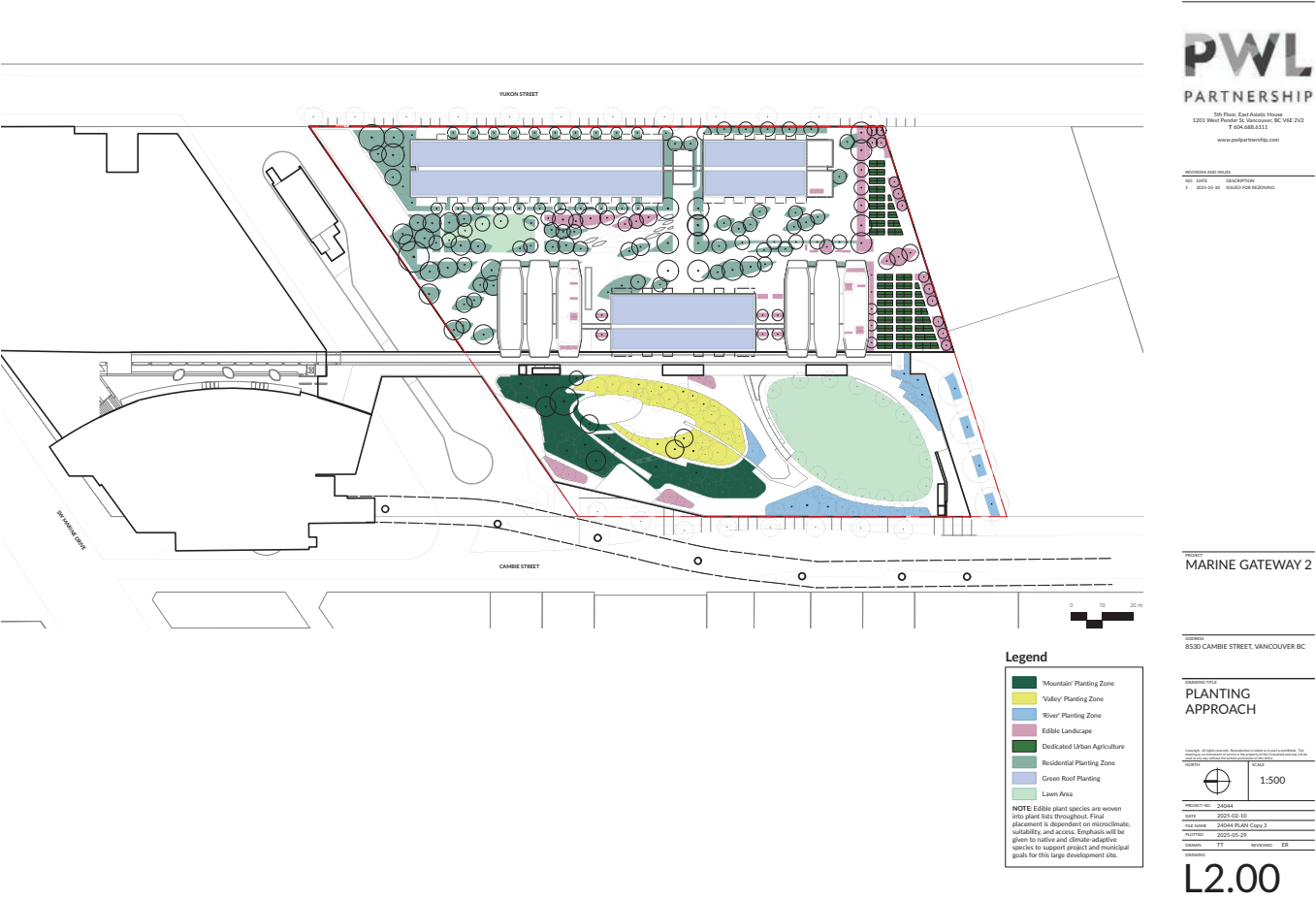
5.4.2 Garden Plan



5.4.3 Roof Plan

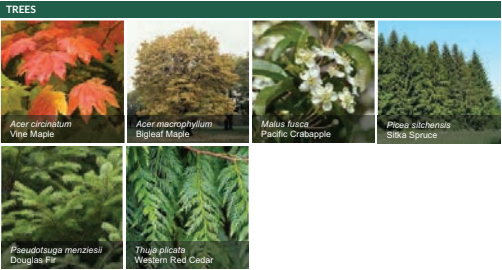
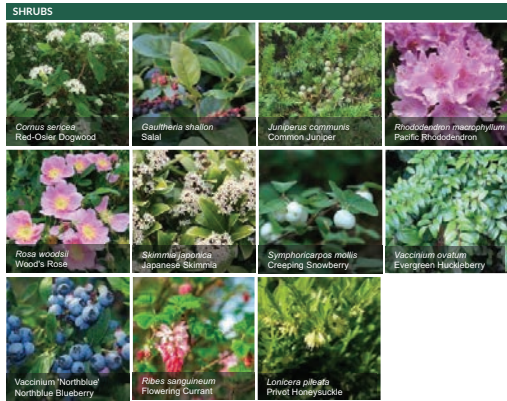


5.4.4 Planting Plan



5.4.5 Planting

PARK: MOUNTAIN-INSPIRED PLANT LIST					
MARINE GATEWAY 2					
Botanical Name	Common Name	Native	Pollinator Friendly	Bird Friendly/Habitat	Edible
Trees					
<i>Acer circinatum</i>	Vine Maple	Yes		Yes	
<i>Acer macrophyllum</i>	Big Leaf Maple	Yes	Yes	Yes	
<i>Crataegus douglasii</i>	Black Hawthorn	Yes	Yes		Yes
<i>Malus fusca</i>	Pacific Crabapple	Yes	Yes		
<i>Picea sitchensis</i>	Sitka Spruce	Yes		Yes	
<i>Pseudotsuga menziesii</i> Sm. Mt.	Douglas Fir Sm Mt.	Yes		Yes	
<i>Pseudotsuga menziesii</i> Sm Mt.	Douglas Fir Sm Mt.	Yes		Yes	
<i>Thuja plicata</i>	Western Red Cedar	Yes		Yes	
Shrubs					
<i>Cornus sericea</i>	Red-osier Dogwood	Yes	Yes	Yes	
<i>Gaucheria shalian</i>	Sala	Yes	Yes		Yes
<i>Juniperus communis</i>	Common Juniper	Yes		Yes	
<i>Lonicera siliata</i>	Privet Honey-suckle				
<i>Rhododendron macrophyllum</i>	Pacific Rhododendron	Yes	Yes		
<i>Ribes sanguineum</i>	Flowering Currant	Yes	Yes	Yes	
<i>Rosa woodii</i>	Wood's Rose	Yes	Yes		
<i>Sakimiyajaponica</i>	Japanese Spirea	Yes	Yes		
<i>Symphoricarpos albus</i>	Snowberry	Yes		Yes	
<i>Vaccinium corymbosum</i> 'Northblue'	Northern Blueberry	Yes	Yes		Yes
<i>Vaccinium ovatum</i>	Evergreen Huckleberry	Yes	Yes	Yes	Yes
Ground Cover					
<i>Asarum canadense</i>	Wild Ginger	Yes			
<i>Cornus canadensis</i>	Bunchberry	Yes		Yes	
<i>Mahonia repens</i>	Calacade Oregon Grape	Yes	Yes	Yes	
<i>Mahonia repens</i>	Creeping Oregon Grape	Yes	Yes		
<i>Maianthemum dilatatum</i>	Fallen Lily of the Valley	Yes			
Perennials					
<i>Achillea millefolium</i>	Common White Yarrow	Yes	Yes		
<i>Aquilegia formosa</i>	Red Columbine	Yes	Yes		
<i>Dicentra formosa</i>	Native Bleeding Heart	Yes	Yes		
Ferns					
<i>Blechnum spicant</i>	Deer Fern	Yes			
<i>Polystichum montanum</i>	Western Sward Fern	Yes			
Bulbs					
<i>Allium cernuum</i>	Nodding Onion	Yes	Yes		Yes
<i>Camassia quamash</i>	Indian Hyacinth	Yes	Yes		



NO. DATE DESCRIPTION
1 2023-05-22 ISSUED FOR RECORDING

MARINE GATEWAY 2

8530 CAMBIE STREET, VANCOUVER BC

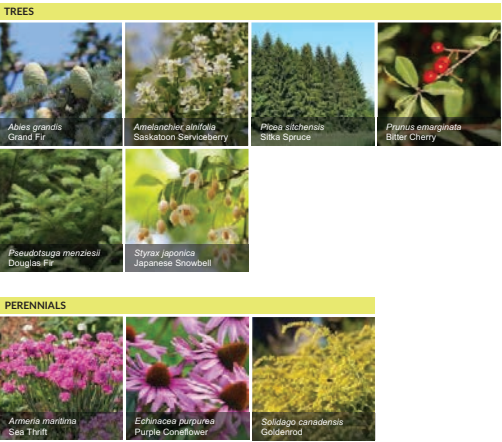
REPRESENTATIVE PLANT LISTS

PROJECT NO.	24004
DATE	2023-05-22
REV. NO.	2024-05-22
REV. DATE	2024-05-22
REV. BY	11
REV. DATE	2023-05-22
REV. BY	11

L2.01

5.4.6 Planting

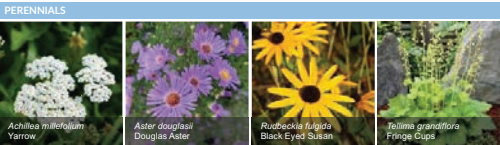
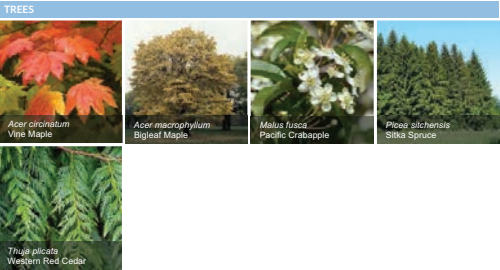
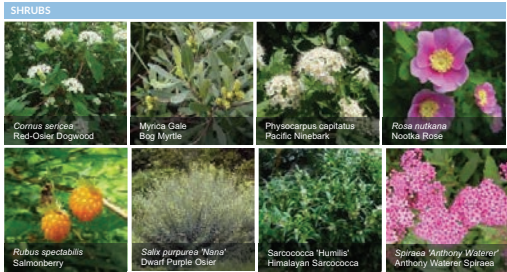
PARK VALLEY-INSPIRED PLANT LIST					
MARINE GATEWAY 2					
Botanical Name	Common Name	Native	Pollinator Friendly	Bird Friendly/Habitat	Edible
Trees					
<i>Abies grandis</i>	Grand Fir	Yes		Yes	
<i>Amelanchier alnifolia</i>	Saskatoon Serviceberry	Yes	Yes	Yes	Yes
<i>Picea sitchensis</i>	Sitka Spruce	Yes		Yes	
<i>Prunus emarginata</i>	Bitter Cherry	Yes	Yes	Yes	
<i>Pseudotsuga menziesii</i> 5m Ht.	Douglas Fir 5m Ht.	Yes		Yes	
<i>Pseudotsuga menziesii</i> 5m Ht.	Douglas Fir 5m Ht.	Yes		Yes	
<i>Syrax japonica</i>	Japanese Snowbell		Yes	Yes	
Shrubs					
<i>Cornus sericea</i>	Red-osier Dogwood	Yes	Yes	Yes	
<i>Fothergilla gardenii</i>	Fothergilla		Yes		
<i>Ledum groenlandicum</i>	Labrador Tea	Yes	Yes		Yes
<i>Lonicera pileata</i>	Privet Honeysuckle		Yes		
<i>Philadelphus lewisii</i>	Interior Mock Orange	Yes	Yes		
<i>Pinus mugo</i> 'Pumilio'	Dwarf Mugo Pine		Yes		
<i>Rhododendron macrophyllum</i>	Pacific Rhododendron	Yes	Yes		
<i>Ribes sanguineum</i>	Flowering Currant	Yes		Yes	
<i>Rubus spectabilis</i>	Salmonberry	Yes	Yes		Yes
<i>Sarcococca hookeriana humilis</i>	Himalayan Sarcococca	Yes			
<i>Vaccinium ovatum</i>	Evergreen Huckleberry	Yes	Yes	Yes	Yes
Ground Cover					
<i>Archiolechia virens</i> var. <i>viridis</i>	Kinnikinnick	Yes	Yes		
<i>Fragaria vesca</i>	Woodland Strawberry	Yes	Yes		Yes
<i>Mahonia nervosa</i>	Cascade Oregon Grape	Yes	Yes	Yes	
<i>Paxistima myrsinites</i>	Oregon Burnweed	Yes	Yes		
<i>Thymus serpyllifolius</i>	Flowering Thyme		Yes		
Perennials					
<i>Arnica montana</i>	Sea Pink	Yes	Yes	Yes	
<i>Echinacea purpurea</i>	Purple Cone Flower	Yes	Yes		
<i>Solidago canadensis</i>	Golden Rod	Yes	Yes		
Ornamental Grasses					
<i>Carex morrowii</i> 'Variegata'	Variegated Sedge				
<i>Deschampsia cespitosa</i>	Tufted Hair Grass	Yes			
Ferns					
<i>Polydichum polypodioides</i>	Japanese Tassel Fern				
Bulbs					
<i>Allium cernuum</i>	Nodding Onion	Yes	Yes		Yes
<i>Camassia quamash</i>	Indian Hyacinth	Yes	Yes		



L2.02

5.4.7 Planting

PARK RIVER-INSPIRED PLANT LIST					
MARINE GATEWAY 2					
Botanical Name	Common Name	Native	Pollinator Friendly	Bird Friendly/Habitat	Edible
Trees					
<i>Acer circinnatum</i>	Vine Maple	Yes			
<i>Acer macrophyllum</i>	Big Leaf Maple	Yes	Yes	Yes	
<i>Amelanchier alnifolia</i>	Saskatoon Serviceberry	Yes		Yes	Yes
<i>Corylus douglasii</i>	Black Hawthorn	Yes	Yes	Yes	
<i>Malus fusca</i>	Pacific Crabapple	Yes	Yes		Yes
<i>Picea sitchensis</i>	Sitka Spruce	Yes		Yes	
<i>Thuja plicata</i>	Western Red Cedar	Yes		Yes	
Shrubs					
<i>Cornus sericea</i>	Red-osier Dogwood	Yes	Yes	Yes	
<i>Gaultheria shallon</i>	Salt	Yes	Yes	Yes	Yes
<i>Myrica gale</i>	Bog Myrtle	Yes	Yes	Yes	
<i>Physocarpus capitatus</i>	Pacific Ninebark	Yes	Yes	Yes	
<i>Rosa nutkana</i>	Nootka Rose	Yes	Yes	Yes	
<i>Rubus spectabilis</i>	Salmonberry	Yes			Yes
<i>Saxa purpurea 'Nana'</i>	Dwarf Purple Osler		Yes		
<i>Sarcococca hookeriana humilis</i>	Himalayan Sarcococca		Yes		
<i>Spiraea humilis 'Anthony Waterer'</i>	Anthony Waterer Spiraea		Yes		
Ground Cover					
<i>Cornus canadensis</i>	Burn Berry	Yes		Yes	
<i>Mahonia nervosa</i>	Cascade Oregon Grape	Yes	Yes	Yes	
<i>Mahonia repens</i>	Creeping Oregon Grape	Yes	Yes		
Perennials					
<i>Achillea millefolium</i>	Common White Yarrow	Yes	Yes		
<i>Aster subspicatus</i>	Douglas Aster	Yes	Yes		
<i>Rudbeckia hirta</i>	Black Eyed Susan	Yes		Yes	
<i>Fringes ciliata</i>	Fringe Cup	Yes	Yes		
Ornamental Grasses					
<i>Helictotrichon sempervirens</i>	Blue Owl Grass				
<i>Pennisetum dimorphanthum 'Pamoli'</i>	Dwarf Fountain Grass				
Aquatic Plants					
<i>Carex elata 'Aurea'</i>	Golden Variegated Sedge				
<i>Carex obnupta</i>	Slough Sedge	Yes			
<i>Juncus effusus</i>	Common Rush	Yes			
Bulbs					
<i>Camassia quamash</i>	Indian Hyacinth	Yes	Yes		



MARINE GATEWAY 2

8530 CAMBIE STREET, VANCOUVER BC

REPRESENTATIVE PLANT LISTS

Camassia quamash, Helictotrichon sempervirens, Pennisetum 'Pamoli', Fragaria vesca, Carex elata 'Aurea', Carex obnupta, Juncus effusus

PRINTED ON: 240604

DATE: 2023-05-22

FILE NAME: 240404 PLANT LISTS

PLANTED: 2023-05-22

REVISION: 11

L2.03

5.4.8 Planting

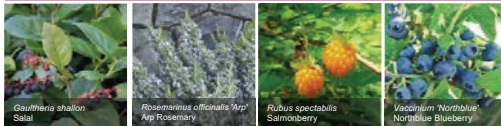
EDIBLE LANDSCAPE PLANT LIST					
MARINE GATEWAY 2					
Botanical Name	Common Name	Native	Pollinator Friendly	Bird Friendly/Habitat	Edible
Trees					
<i>Amelanchier alabamica</i>	Saskatoon Berry	Yes	Yes	Yes	Yes
<i>Malus 'Grazeland'</i>	Liberty Apple	Yes	Yes	Yes	Yes
<i>Malus 'Grazeland'</i>	Grazeland Crabapple	Yes	Yes	Yes	Yes
<i>Prunella coccinea</i>	Cherry Plum	Yes	Yes	Yes	Yes
<i>Prunella virginiana</i>	Black Cherry	Yes	Yes	Yes	Yes
Shrubs					
<i>Amelanchier canadensis</i>	Saskatoon	Yes	Yes	Yes	Yes
<i>Prunella virginiana</i>	Black Cherry	Yes	Yes	Yes	Yes
<i>Rubus coccineus</i>	Schubert's	Yes	Yes	Yes	Yes
<i>Rubus occidentalis</i>	Northwest Rubus	Yes	Yes	Yes	Yes
<i>Vaccinium corymbosum</i>	European Huckleberry	Yes	Yes	Yes	Yes
Ground Cover					
<i>Geum canadense</i>	Wildflower	Yes	Yes	Yes	Yes
Perennials					
<i>Penstemon angustifolius</i>	Common Host	Yes	Yes	Yes	Yes
<i>Penstemon virginicus</i>	Queen	Yes	Yes	Yes	Yes
Herbs					
<i>Oenothera biennis</i>	Black-eyed Susan	Yes	Yes	Yes	Yes

NOTE: Edible landscape to be woven into plant lists throughout, where suitable. Emphasis will be given to native and climate-adaptive species to support project and municipal goals for this large development site.

TREES



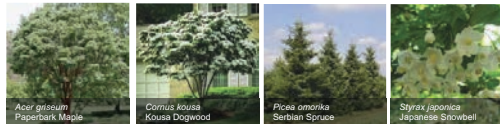
SHRUBS



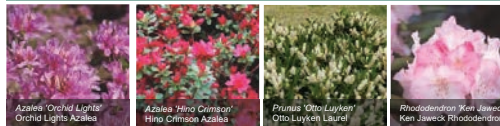
GROUNDCOVER, PERENNIALS & BULBS

[illegible]

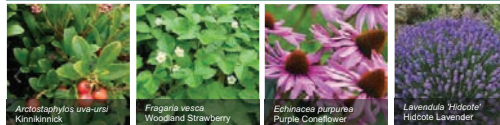
TREES



SHRUBS



GROUNDCOVER & PERENNIALS



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REVIEWS AND ISSUES	
NO. DATE	DESCRIPTION
1	2025-05-30 ISSUED FOR REZONING

PROJECT

MARINE GATEWAY 2

8530 CAMBIE STREET, VANCOUVER BC

REPRESENTATIVE PLANT LISTS

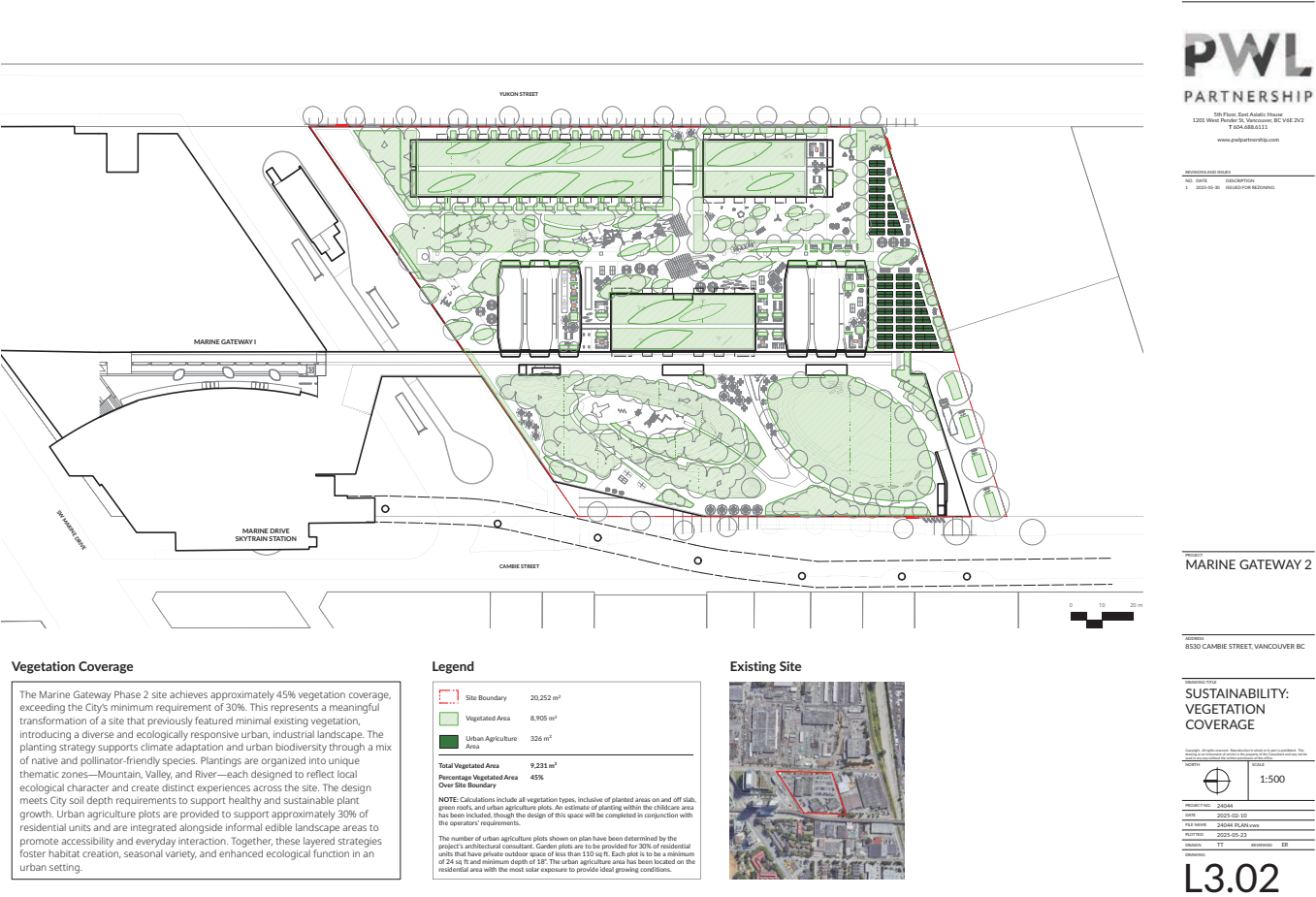
Copyright: All rights reserved. Reproduction in whole or in part is prohibited. The drawing is an instrument of service in the practice of the Consultant and may not be used in any way without the written permission of the office.	
NORTH	SCALE
PROJECT NO. 24044	
DATE 2025-02-20	
FILE NAME 24044 PLAN.vsw	
ISSUED 2025-02-23	
DRAWN TT	REVIEWED ER

L2.04

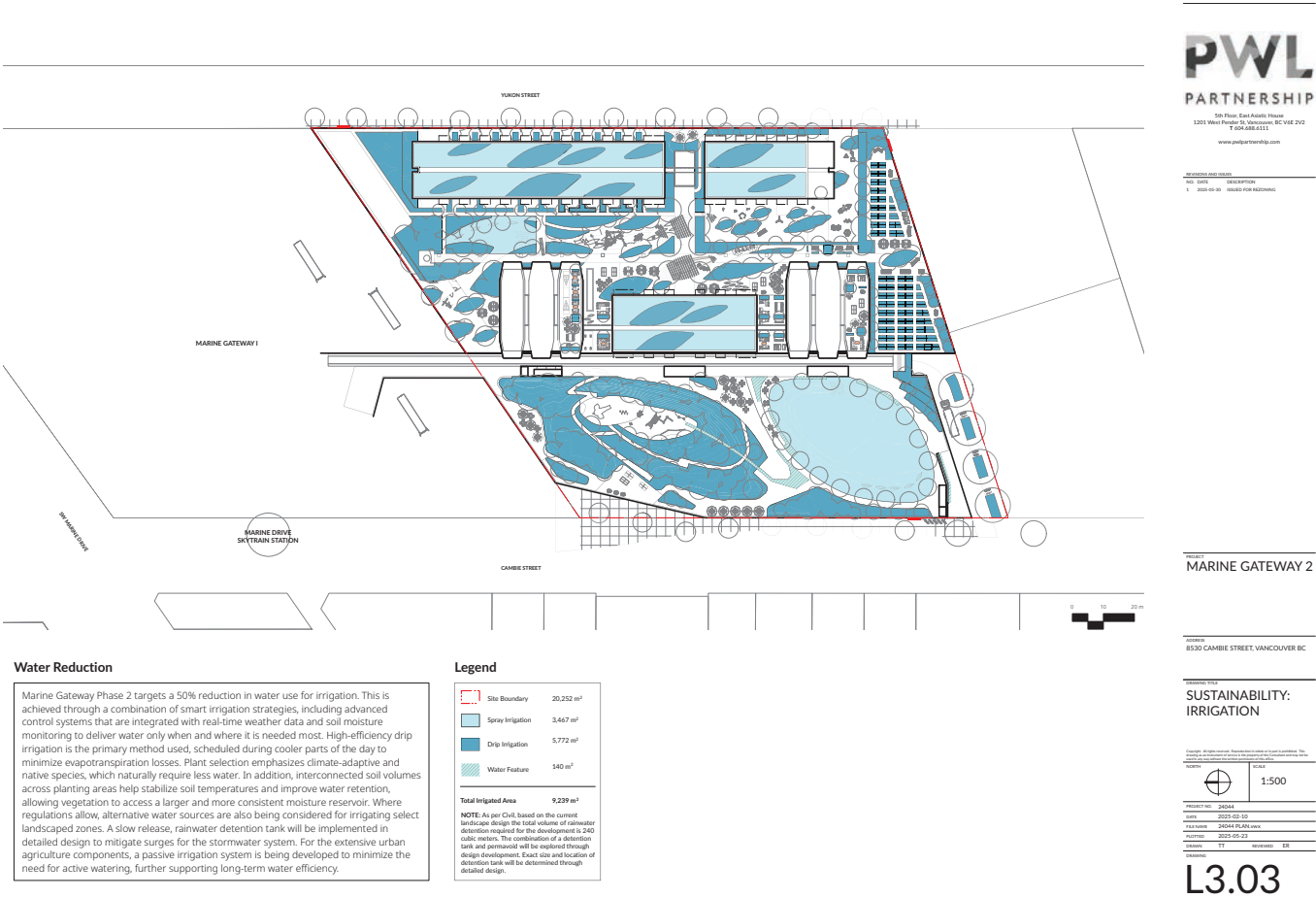
5.4.9 Sustainability Diagrams



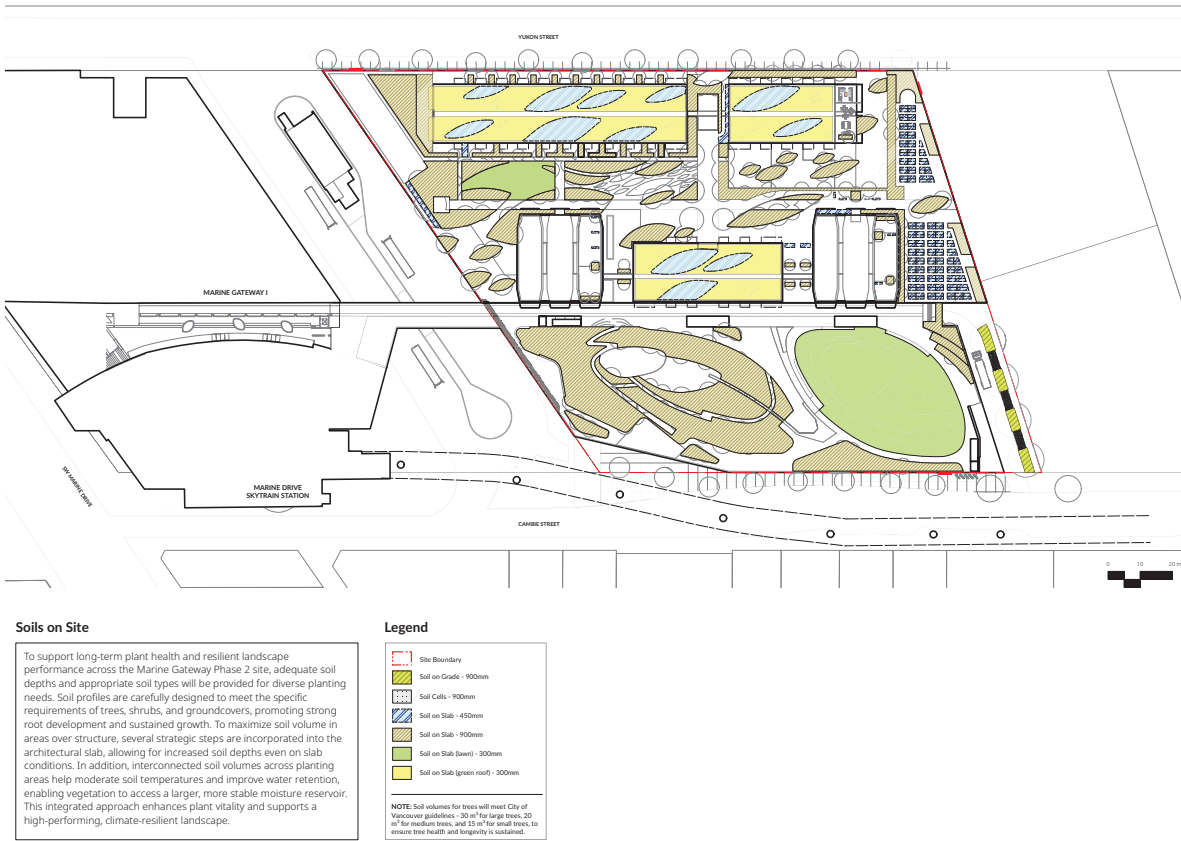
5.4.10 Sustainability Diagrams



5.4.11 Sustainability Diagrams



5.4.12 Sustainability Diagrams



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REVISIONS AND NOTES

NO.	DATE	DESCRIPTION
1	2023-05-23	ISSUED FOR RECORDING

MARINE GATEWAY 2

8530 CAMBIE STREET, VANCOUVER BC

**SUSTAINABILITY:
SOILS DEPTHS**

Graphic designed and prepared using AutoCAD. The graphic is subject to change without notice.	
North Arrow	Scale 1:500
PROJECT NO.	24004
DATE	2023-05-23
FILE NAME	24004_RL04.dwg
PLOTTED BY	2023-05-23
DESIGNER	TY
DRAWN BY	DR

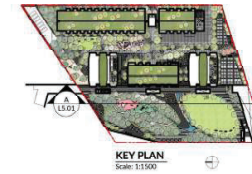
L3.04

The image displays two landscape architectural drawings for Park 1.

The top drawing is a cross-section labeled "SECTION A - PARK 1 - LOOKING EAST" with a scale of 1/8". It shows a path, a planted berm, and a play area. The play area features a large, rounded structure and a small tent. The section is divided into four main areas: PATH, PLANTED BERM, PATH, and PLAY AREA.

The bottom drawing is a cross-section labeled "SECTION A - PARK 1 - LOOKING EAST" with a scale of 1/8". It shows a path, a planting area, a picnic area, and a grassy slope. The planting area includes a row of trees and shrubs. The picnic area features a table and chairs. The grassy slope is on the right side. The section is divided into five main areas: PATH, PLANTING, PICNIC AREA, PATH, and GRASSY SLOPE.

The key plan in the top right corner shows the location of Section A within the overall site plan, with a scale of 1:1500.



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REVISIONS AND ISSUES		
NO.	DATE	DESCRIPTION
1	2025-05-08	ISSUED FOR REZONING

PROJECT
MARINE GATEWAY II

8530 CAMBIE STREET, VANCOUVER, BC

SECTION A

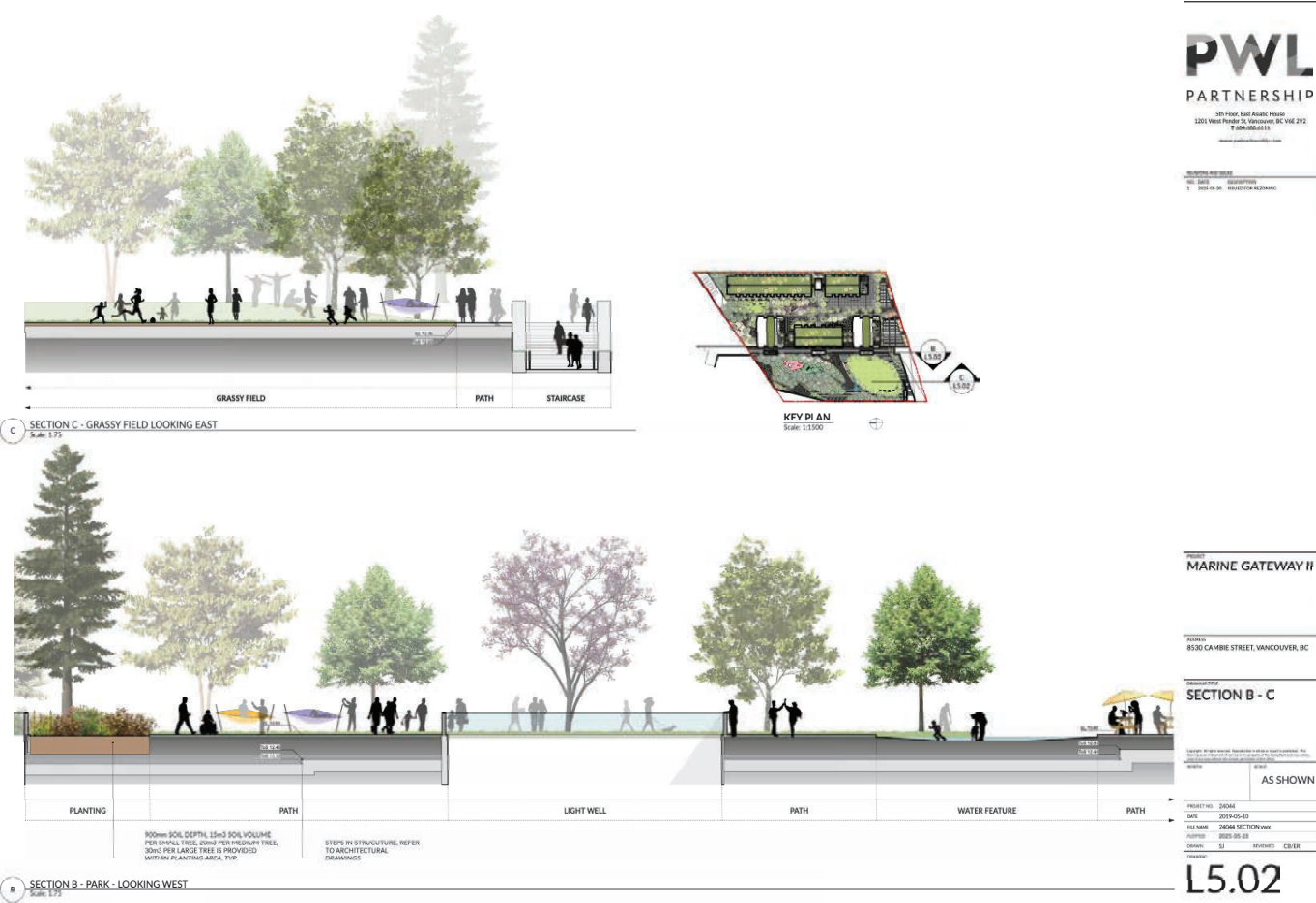
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 project or any other purpose without the written permission of the architect.

NORTH SCALE
 AS SHOWN

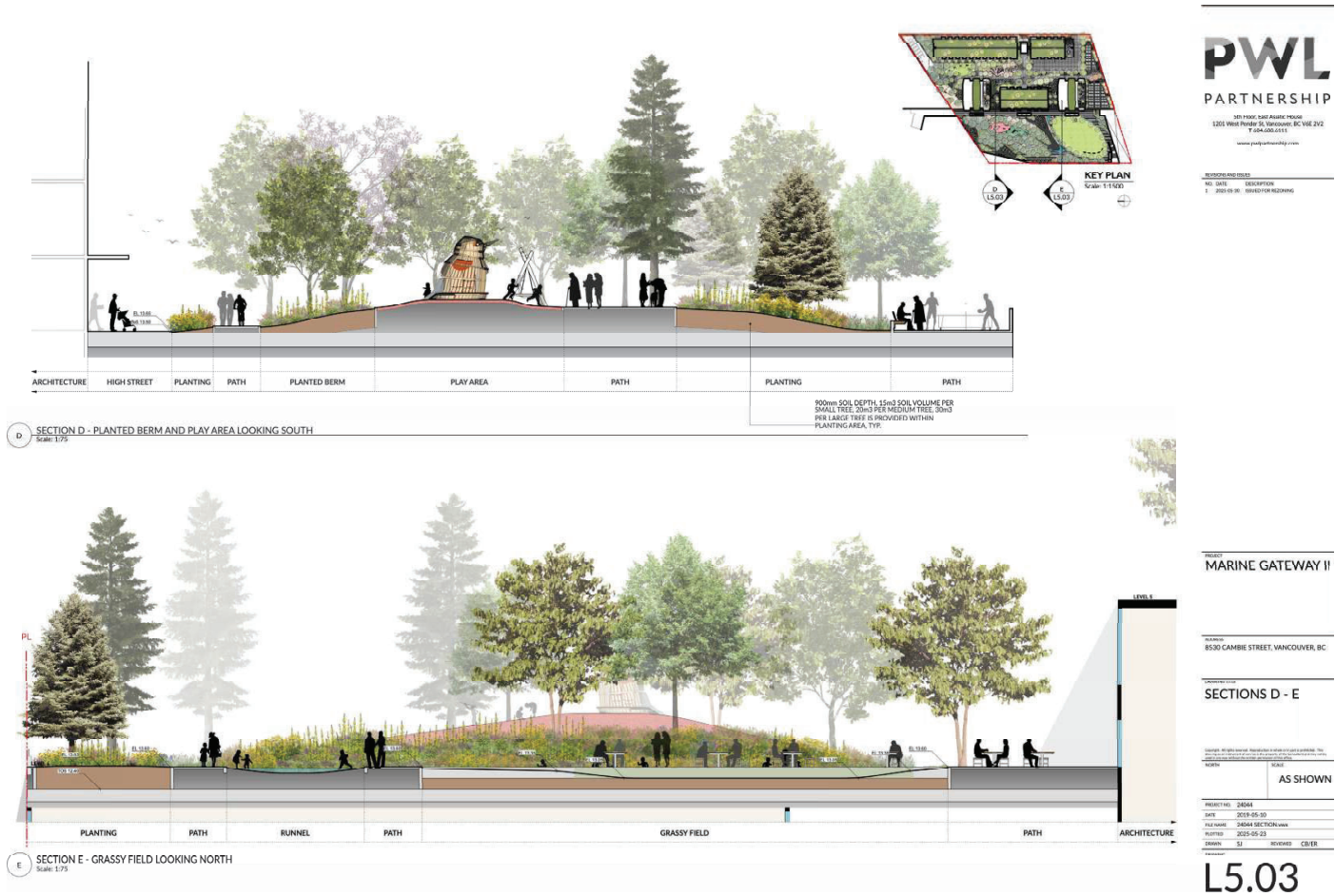
PROJECT NO.	24044
DATE	2019-05-10
FILE NAME	24044 SECTION view
PLOTTED	2025-05-23
DRAWN	SJ
REVIEWED	CB/EA

L5.01

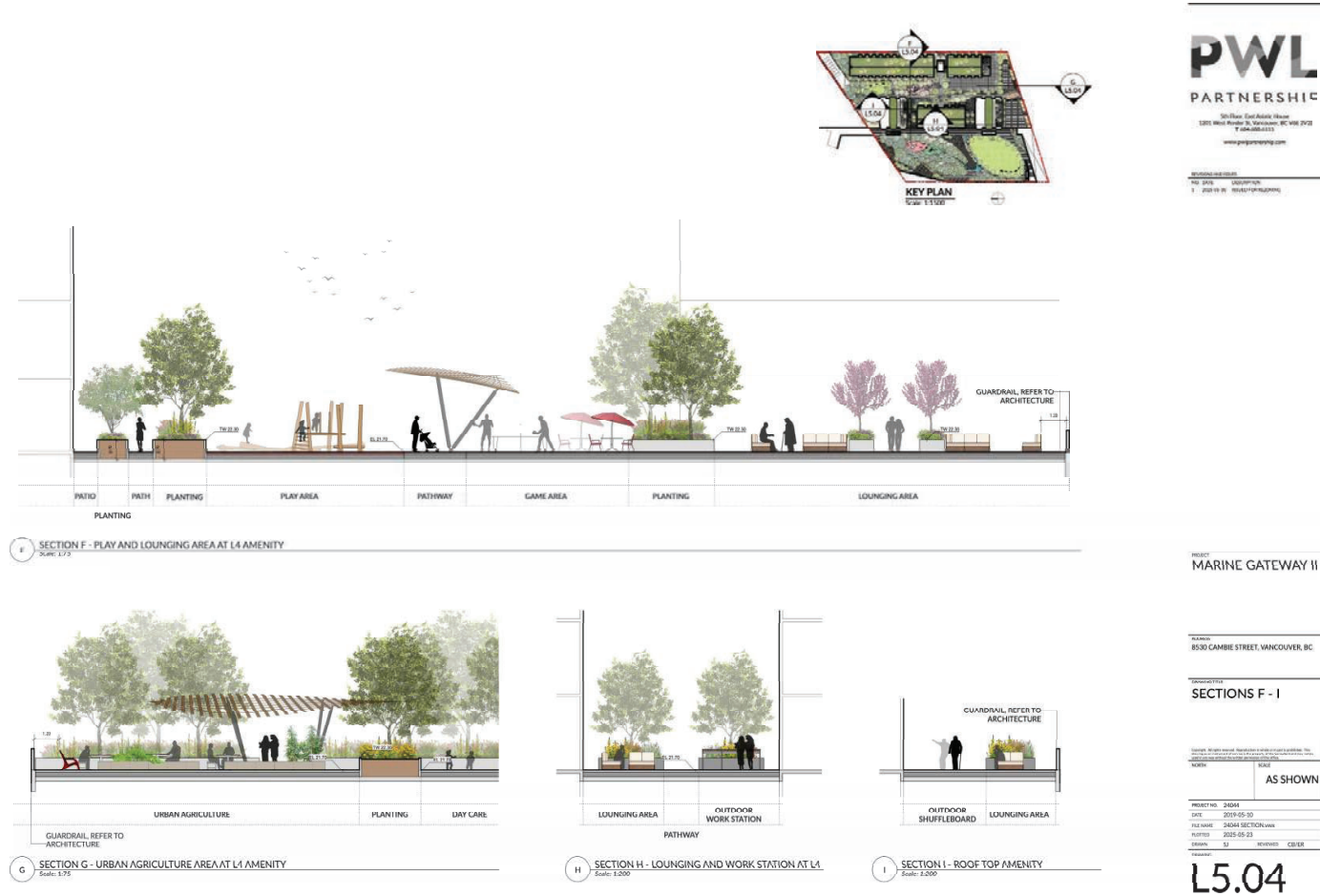
5.4.14 Sections



5.4.15 Sections



5.4.16 Sections



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