

8902-9001 Heather St and 502 W Kent Ave S development application comments

SURVEY RESPONSE REPORT

03 February 2023 - 05 April 2023

PROJECT NAME:

8902-9001 Heather St and 502 W Kent Ave S 'Marpole Transit Centre' (DP-2022-00957) development application

SURVEY QUESTIONS

Q1 | Your comments:

Screen Name Redacted

2/03/2023 05:40 PM

I strongly support the ability of TransLink to build an additional bus depot, particularly one dedicated to battery-electric bus operation, in Vancouver.

Screen Name Redacted

2/04/2023 05:56 PM

Plan looks good; however, several issues arise. Even though it is an industrial area. How does the applicant plan, to minimize light spillage to neighboring properties? Instead of sending light either into the night sky or shining where it is not needed. As well, with all the glass, are there plans to minimize bird strikes and/or nesting habits? Furthermore, in the site plan there is a row of five convention bus parking stalls. Instead of the five spots there, would the applicant consider replacing it with five articulated spots? To maximize space and simplify operations. Especially since the rest of that location is articulated parking spots. With the building support columns serving as a physical barrier, to separate the two different bus sizes this depot will be housing. Other than those issues, as a resident in the area I'm supportive of the development.

Screen Name Redacted

2/05/2023 10:11 PM

This is great. Maybe we should have added a few floors to give the city more industrial space. The amount available in Vancouver is dismal

Screen Name Redacted

2/06/2023 01:51 PM

How will flooding on Kent be prevented once the 2m rise is constructed? We're already getting flooding on Kent several times a year.

Screen Name Redacted

2/08/2023 08:06 AM

Way more trees should be added to offset the urban heat island effect and manage stormwater on-site

Screen Name Redacted

2/09/2023 06:50 PM

Why are you using prime real estate for a bus terminal? This is waterfront with a great potential for residential and retail. You could put your terminal on terminal avenue for example. You must at least allow a path along the river for walkers and bikers.

Screen Name Redacted

2/13/2023 05:27 AM

It's great you are finally adding some proper bike lanes and sidewalks. Much needed!

Screen Name Redacted

2/13/2023 10:14 AM

How will buses to and from the marine Dr. Station will accesses MTC.

Screen Name Redacted

2/14/2023 05:38 AM

For such a large project, I am struck by how little public benefit is provided and expect that at a minimum, public access to the river front is to be provided. They do not need access to the river so public access is critical with a bike and walkway greenway

Screen Name Redacted

2/15/2023 06:37 PM

What the heck happened to the Experience the Fraser waterfront park and bike route!!!! Outrageous.

Screen Name Redacted

2/17/2023 05:40 PM

I have reviewed the plans and they seem very favorable. I would vote "for" the project. I am the owner of the property at 8829 Heather Street. My question may not be something that falls under your parameters, if so maybe you can forward it to the right department. The exterior entrance to the electrical room for this building is on the south wall. It is towards the intersection of Heather street and West Kent Ave North. The door is 36 inches above street level, by city design. The road was supposed to be raised as per city planning and thus I had to elevate my building at my own cost. Will that intersection be raised and thus access to the room is safe, at present I am unable to gain access myself?

Screen Name Redacted

2/23/2023 03:07 PM

The Marpole BIA does not support this development application proposal. While we appreciate TransLink's efforts to communicate the project to the BIA and community stakeholders over the past 24 months, the MBA does not feel that a second Marpole Transit Centre should be located 1. on this riparian site; 2. in Marpole; and 3. on a site identified in the 2014 Marpole Community Plan as public park space. Green transportation initiatives are to be lauded. We support Metro Vancouver and TransLink's efforts in this regard. However, the Marpole community is bearing the unfair burden of now two transit centres and their traffic impacts on the existing road network, without receiving any commensurate benefits as per the 2014 Marpole Community Plan. Furthermore, this proposal does not include any plan for public riparian path access, as per the BIA's and community's repeated requests. Again, this is in contravention of the City's bylaw requirements, and represents more than a missed opportunity to give back something, anything, to the public in recognition of required public walkway access along the Fraser River waterfront. If this proposal were presented along the downtown waterfront, there would be a public pathway included, without question. Marpole deserves that, at the very least, given the demonstrated lack of park space in the community and the importance of the Fraser River to the community and to Vancouver. Thank you for your consideration.

Screen Name Redacted

2/24/2023 04:16 PM

The Marpole Residents Coalition does not support this development application proposal. While we appreciate TransLink's efforts to communicate the project to the MRC and community stakeholders over the past 24 months, the MRC does not feel that a second Marpole Transit Centre should be located 1. on this riparian site; 2. in Marpole; and 3. on a site identified in the 2014 Marpole Community Plan as public park space. Green transportation initiatives are to be lauded. We support Metro Vancouver and TransLink's efforts in this regard. However, the Marpole community is bearing the unfair burden of now two transit centres and their traffic impacts on the existing road network, without receiving any commensurate benefits as per the 2014 Marpole Community Plan. Furthermore, this proposal does not include any plan for public riparian path access, as per the BIA's and community's repeated requests. Again, this is in contravention of the City's bylaw requirements, and represents more than a missed opportunity to give back something, anything, to the public in recognition of required public walkway access along the Fraser River waterfront. If this proposal were presented along the downtown waterfront, there would be a public pathway included, without question. Marpole deserves that, at the very least, given the demonstrated lack of park space in the community and the importance of the Fraser River to the community and to Vancouver. Thank you for your consideration.

Screen Name Redacted

2/28/2023 02:37 PM

I have lived in Marpole many long years and retain the house my father built in 1949/50. As a kid I played on and in the logbooms where Fraser River Park is now, Our family of 7 love that park and we absolutely love the river. It has always been part of our life in Marpole. The problem is that we can only access the river at specific points. It's not enough. My hope has ALWAYS been a river walkway/cycle path along the north side river that extends all the way, at least, to the Fraser River waterfront walk (and that starts from the walkway that is situated at the foot of Musqueam Park.) Most Vancouverites love the False Creek to Stanley park pathways, and the connection to the Arbutus Greenway. Let's complete this wonderful idea and grant us a Fraser River walkway that takes us somewhere and is close to our Marpole home. It's our turn.

Screen Name Redacted

2/28/2023 02:47 PM

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Plan as public park space. Green transportation initiatives are to be lauded. We support Metro Vancouver and TransLink's efforts in this regard. However, the Marpole community is bearing the unfair burden of now two transit centres and their traffic impacts on the existing road network, without receiving any commensurate benefits as per the 2014 Marpole Community Plan. Furthermore, this proposal does not include any plan for public riparian path access, as per the MRC's and community's repeated requests. Again, this is in contravention of the City's bylaw requirements, and represents more than a missed opportunity to give back something, anything, to the public in recognition of required public walkway access along the Fraser River waterfront. If this proposal were presented along the downtown waterfront, there would be a public pathway included, without question. Marpole deserves that, at the very least, given the demonstrated lack of park space in the community and the importance of the Fraser River to the community and to Vancouver.

Screen Name Redacted

2/28/2023 03:48 PM

As a Marpole resident for 30 years, we do not support this development application proposal. While we appreciate TransLink's efforts to communicate the project to the MRC and community stakeholders over the past 24 months, we not feel that a second Marpole Transit Centre should be located 1. on this riparian site; 2. in Marpole; and 3. on a site identified in the 2014 Marpole Community Plan as public park space. Green transportation initiatives are to be lauded. We support Metro Vancouver and TransLink's efforts in this regard. However, the Marpole community is bearing the unfair burden of now two transit centres and their traffic impacts on the existing road network, without receiving any commensurate benefits as per the 2014 Marpole Community Plan. Furthermore, this proposal does not include any plan for public riparian path access, as per the MRC's and community's repeated requests. Again, this is in contravention of the City's bylaw requirements, and represents more than a missed opportunity to give back something, anything, to the public in recognition of required public walkway access along the Fraser River waterfront. If this proposal were presented along the downtown waterfront, there would be a public pathway included, without question. Marpole deserves that, at the very least, given the demonstrated lack of park space in the community and the importance of the Fraser River to the community and to Vancouver.

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2/28/2023 03:49 PM

This area near the foreshore would be ideal for public space parkland

Screen Name Redacted

2/28/2023 04:56 PM

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Screen Name Redacted

3/01/2023 10:26 AM

Having been involved with the city (through my husband, Mike Burdick as well as the Marpole Plan) for the past 15 years, as well as living and working here, this seems like a travesty. We have lived in Marpole for over 40 years and have had our office and business here for the past 30 years. As each political party comes to power with their interests and promises, Marpole residents either are not heard (unless they plan a "revolt") or are ignored and overlooked when it comes to their wishes for their living area. Mike and I own a business. We know that sometimes leadership has to weigh all the options and devise a plan that will not fit everyone and make some employees unhappy.....but will have the effect of benefiting the "whole". We do our level best to ensure that each voice is heard. The City knows that Marpole "takes many more hits" than other areas of Vancouver. Is this because we are not an affluent area? Is our voice not strong enough, our pockets not deep enough? Is the City not "afraid" of us, like they may be in Kerrisdale or Shaughnessy? Mike and his team, through the Marpole Residents Coalition, have worked tirelessly to meet the City halfway. They have had cooperation, cohesiveness and collaboration as their mainstays in dealing with every level of government. They use respect as their driving force in conflict and communication, knowing full well that to "be heard" they need to be seen as open and willing to hear new ideas. They have worked towards supporting and electing candidates for council that espouse having Marpole as their main focus. And, then, have had those elected councillors apparently "forget" their commitments to Marpole. Sad....and frustrating. Sarah Kirby Young....where are you?? Marpole is a gathering place for people of all walks of life. It has accepted

huge development and changes to density that were supposed to be protected in the Marpole Plan. Marpole has "real" people living here, raising families, working here. They need Green Space. They need Gathering Spaces (not necessarily in the middle of a high rise development between Heather and Cambie). The community needs our beautiful new Community Centre. It needs Mike and Albert and Amy and Lorna and Patrick and all the other dedicated people hoping to make Marpole a place where families feel safe, protected and happy. What we Do NOT need is more uncontrolled traffic. We have enough. We DO NOT need the City (through Translink) taking away our "promised park land". Particularly in an area underserved by green space.....based on your own studies!!! What is wrong with you Mayor Ken Sim? Please rethink this. Please come and see for yourself. If you are going to override the Marpole Plan and continue with massive high rise development, you at least need to protect the available green space that will serve all these people you are hoping to put in those buildings! Right?? This makes not a bit of sense. The City has an obligation to rethink this.

Screen Name Redacted

3/03/2023 12:18 AM

All or part of this riverfront site should be used as a park. Having two bus facilities on the riverfront in Marpole is a terrible misuse of prime riverfront property. Should this go ahead the requirements should include construction of an actual riverfront walkway that spans the property and is completed in concert with construction of the major facility. To simply leave space for a walkway with the intention that someone else will do it at some later time makes no sense at all. The failure to create a riverfront park is a prime example of how 'intentions' can result in nothing at all – at least so far. As this development has apparently been planned by Translink for many years, the amount of time allowed for analysis and comment should have been much greater. And comments made should be public so that all can benefit from the insight that others may bring to the discussion.

Screen Name Redacted

3/19/2023 05:29 PM

Wow, looks great!

Screen Name Redacted

3/19/2023 05:38 PM

Would like to see the Musqueam nation allowed input as far as what the final outcome is

Screen Name Redacted

3/20/2023 10:19 AM

Why build this when there's a depot just up the street. This doesn't make any sense. It will just provide more congestion in the area with traffic that's already horrendous. Too many people in an area that's not car friendly.

Screen Name Redacted

3/24/2023 03:15 PM

Disappointed to see that the builders are expecting 80% of commutes by personal motor vehicle instead of transit or active transport. Doesn't jibe with transport or climate change goals. We live on the south side of the city where motor vehicle infrastructure is overwhelming and therefore so is driving. We hope this application will be changes to aim for 50% of commutes by transit or active transport. Although biking and walking facilities are included to some extent in the application, the applicants clearly have no faith in their attractiveness to encourage uptake. We know from the uptake of these modes on the north side of the city where infrastructure is welcoming, that mode share can change dramatically. This needs to be built into a new TRANSIT facility!

Screen Name Redacted

3/25/2023 08:27 AM

I'm excited to see this major vacant site finally be developed, and for an important purpose in supporting translink's electric bus rollout. The design looks attractive and well thought out. I'm particularly glad to see the plans for pedestrian and cycling access on the north and east ends of the site, and the reservation of the foreshore for future access. I am somewhat concerned about the impact of heavy vehicle traffic during and after construction on the safety and flow of Kent Ave - I hope the city is prepared to do necessary resurfacing and recommended signalization of the street prior to project completion.

Screen Name Redacted

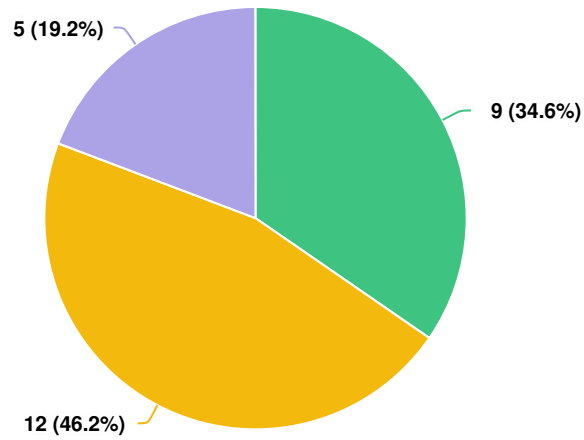
3/27/2023 01:40 PM

The walking / biking trail looks good, but will it connect to the Arbutus Greenway? What will go into the existing Vancouver Transit Centre so that we do not get a tent city there?

Mandatory Question (26 response(s))

Question type: Essay Question

Q2 Your overall position about the application:



Question options

● Support ● Opposed ● Mixed

Optional question (26 response(s), 0 skipped)
Question type: Dropdown Question