

752 MARINE DRIVE



REVISED DESIGN CONCEPT



VIEW FROM SW



VIEW FROM SE



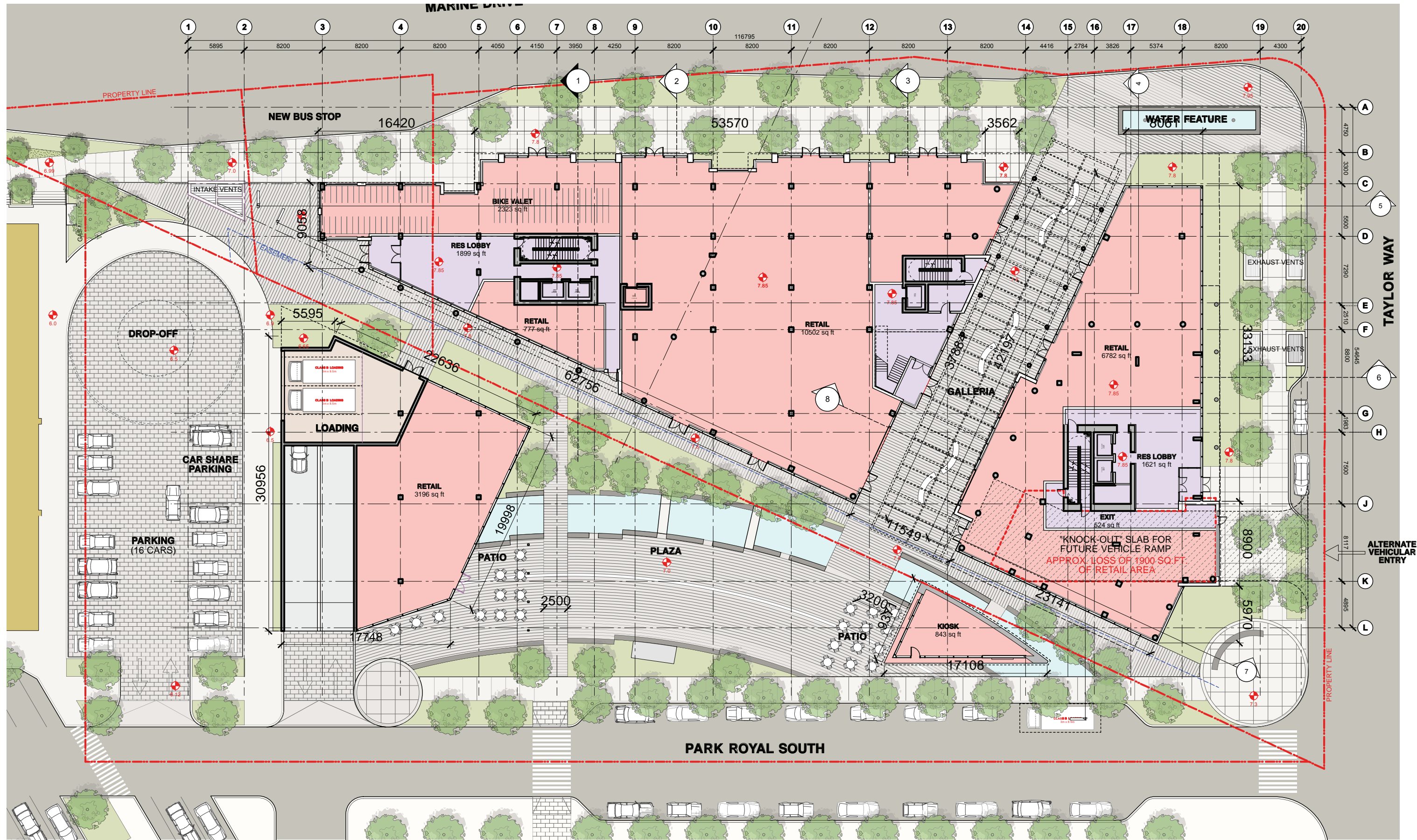
VIEW FROM NE



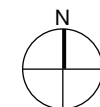
VIEW FROM NW

The following is a response to the comments provided by the Design Review Committee on November 20th, 2014. It addresses the following issues:

- **Height and Relationship to Marine Drive**
- **Height Comparison with West Royal Towers**
- **East Tower Iconography**
- **Retail Galleria**
- **Podium Transparency**
- **South Facades**
- **Sustainability Strategy**
- **Public Realm**



SITE PLAN



HEIGHT & RELATIONSHIP TO MARINE DRIVE



PREVIOUS SUBMISSION



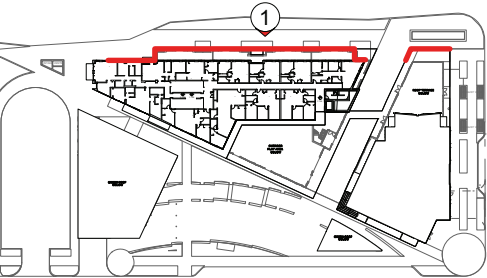
REVISED SUBMISSION

HEIGHT OF WEST TOWER REDUCED BY 3 STOREYS

To off-set the loss of density caused by this reduction in height, the west tower (now 12 storeys) has been extended further to the west and another level has been added to both the podium (now 4 storeys) and the east tower (now 27 storeys)

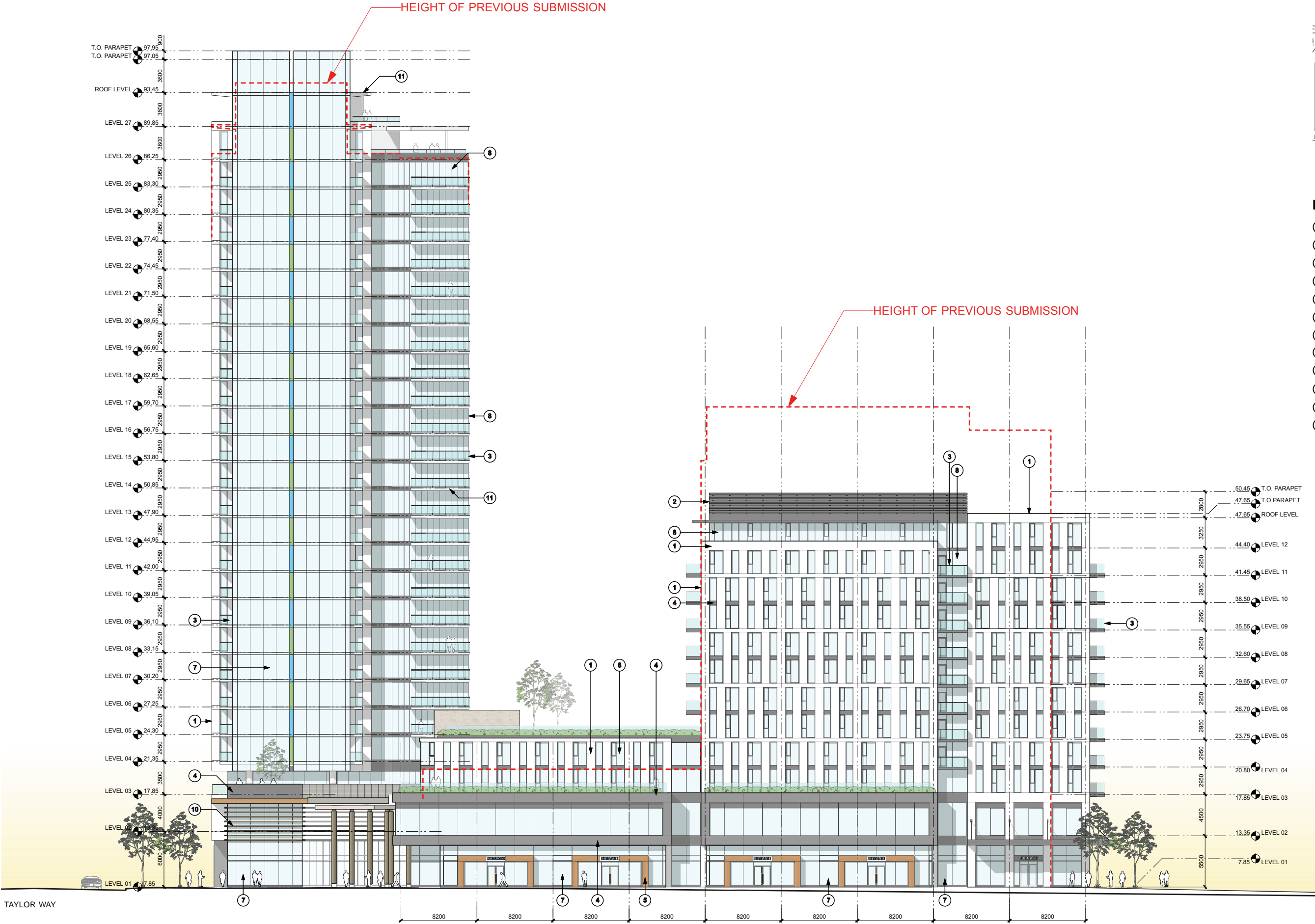
HEIGHT AND RELATIONSHIP TO MARINE DRIVE

KEY PLAN

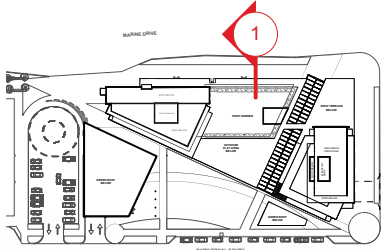


MATERIAL LEGEND

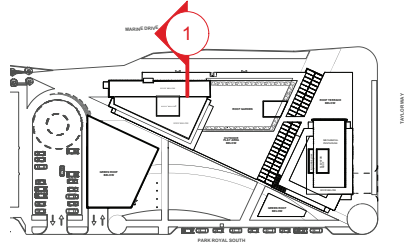
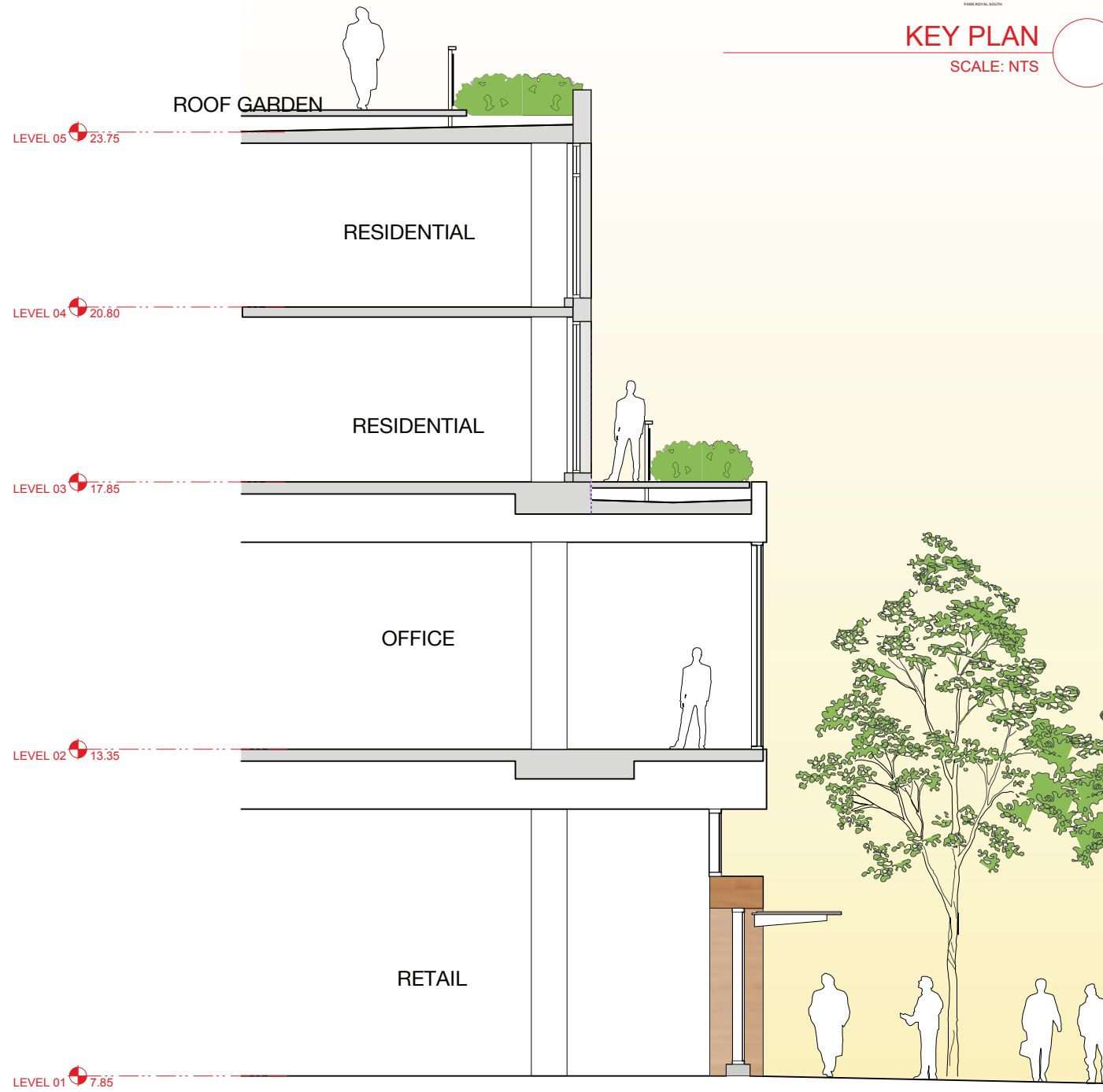
- ① PRECAST CONCRETE PANELS
- ② PAINTED MTL. LOUVRES
- ③ GLASS AND ALUM. GUARDRAIL
- ④ METAL PANEL CLADDING
- ⑤ WOOD PATTERNED METAL PANEL
- ⑥ WOOD AND GLASS CANOPY
- ⑦ GLASS / ALUM. CURTAIN WALL
- ⑧ ALUM. GLAZING SYSTEM
- ⑨ STONE MASONRY VENEER
- ⑩ HEAVY TIMBER LOUVRES
- ⑪ CONCRETE, PTD.
- ⑫ MTL. PANEL / GLASS BALCONY



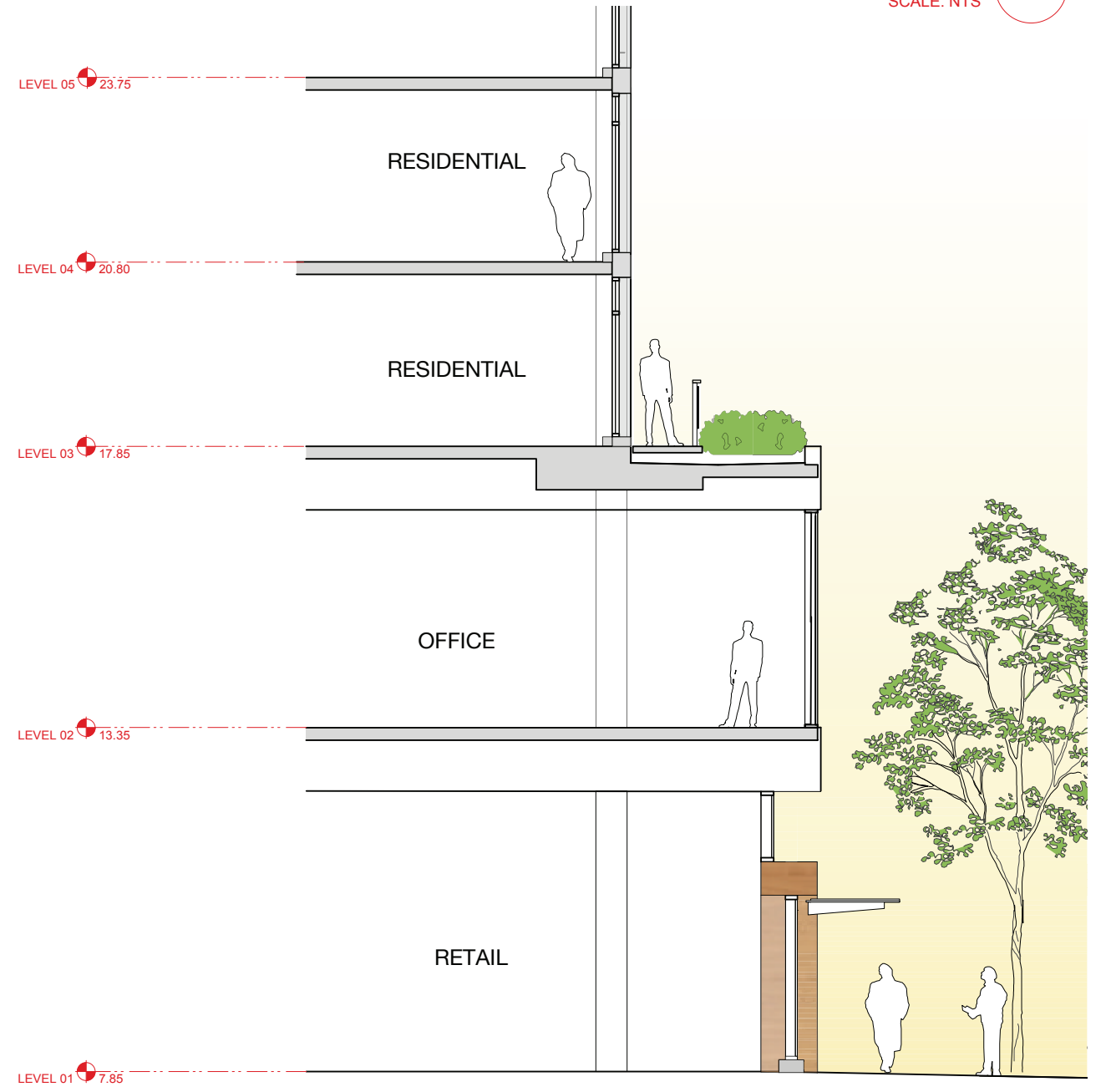
NORTH ELEVATION



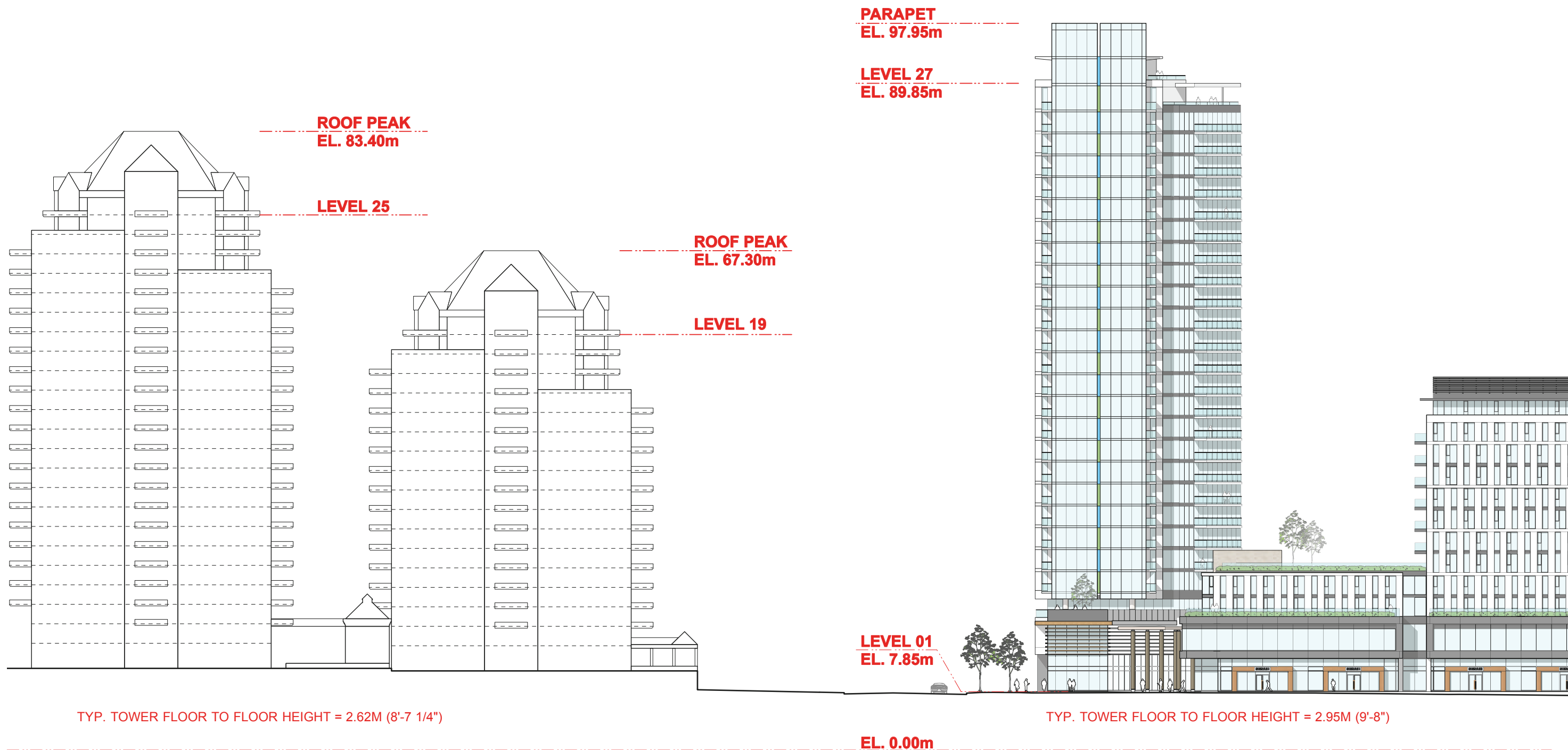
KEY PLAN
SCALE: NTS



KEY PLAN
SCALE: NTS



HEIGHT COMPARISON WITH WEST ROYAL TOWERS

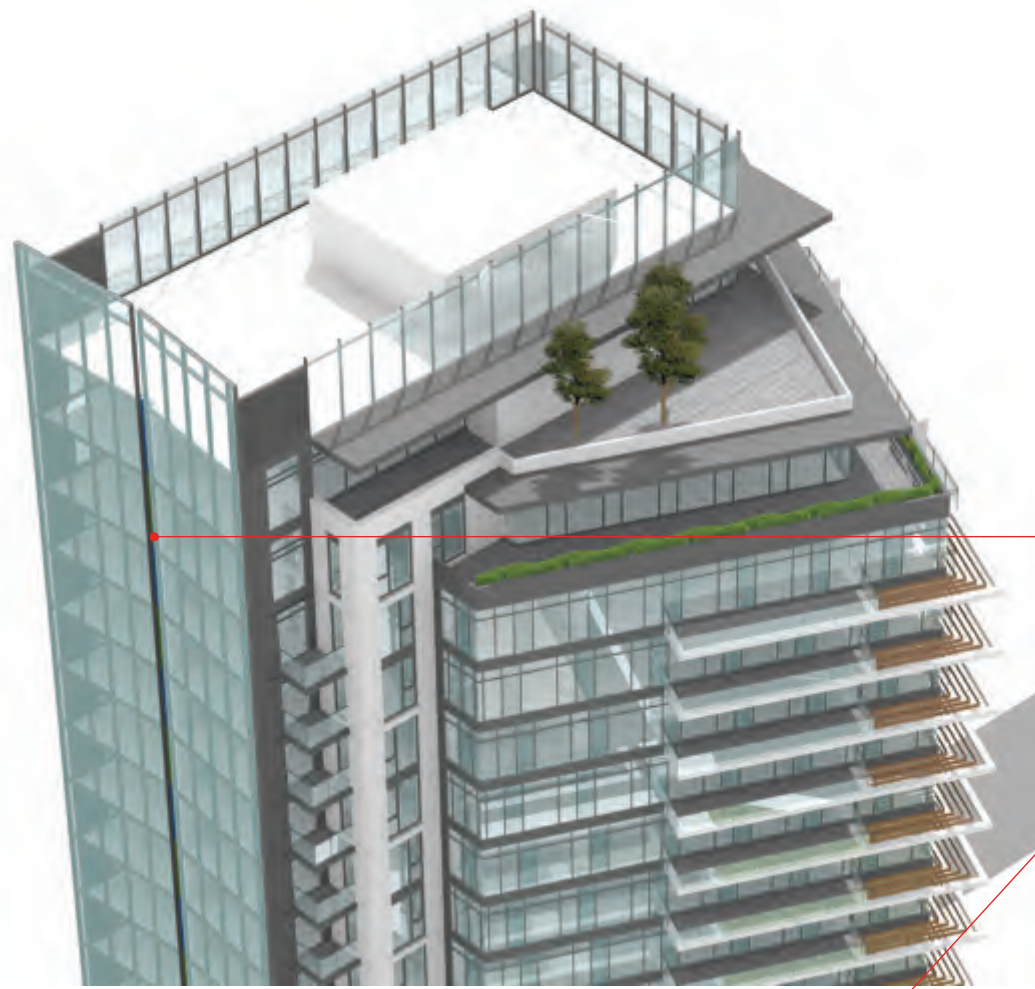


HEIGHT COMPARISON TO WEST ROYAL TOWERS

EAST TOWER ICONOGRAPHY



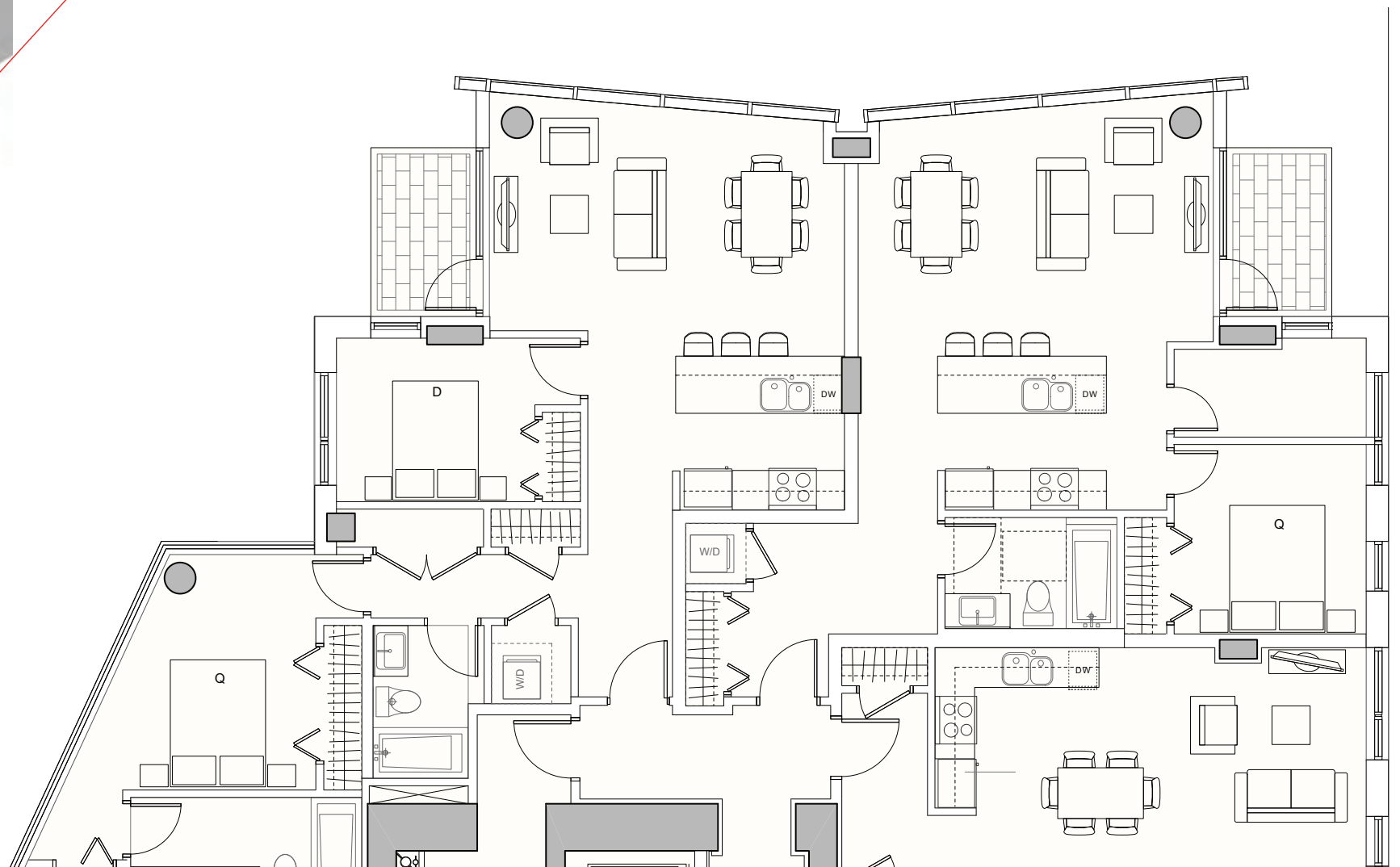
BIRD'S-EYE



THE NORTH CURTAINWALL HAS BEEN MODIFIED TO PROVIDE GREATER VISUAL INTEREST. PLANES OF GLASS HAVE BEEN ANGLED AND A REVEAL HAS BEEN CREATED DOWN THE MIDDLE. THIS REVEAL WILL HAVE ALTERNATING COLOURED PANELS AND COULD POTENTIALLY BE ILLUMINATED AT NIGHT.



EAST TOWER CURTAIN WALL



RETAIL GALLERIA



PREVIOUS SUBMISSION



REVISED SUBMISSION

NORTH CURTAINWALL MODIFIED TO PROVIDE GREATER VISUAL INTEREST

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GREATER TRANSPARENCY IN OFFICE PODIUM

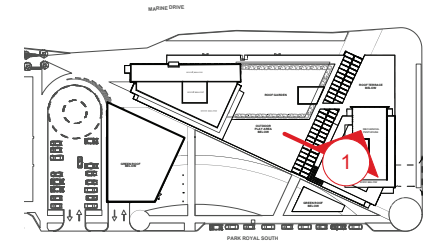
GREATER TRANSPARENCY AT CORNER RETAIL UNIT

NEW WATER FEATURE TO MARK THE ENTRANCE TO PARK ROYAL



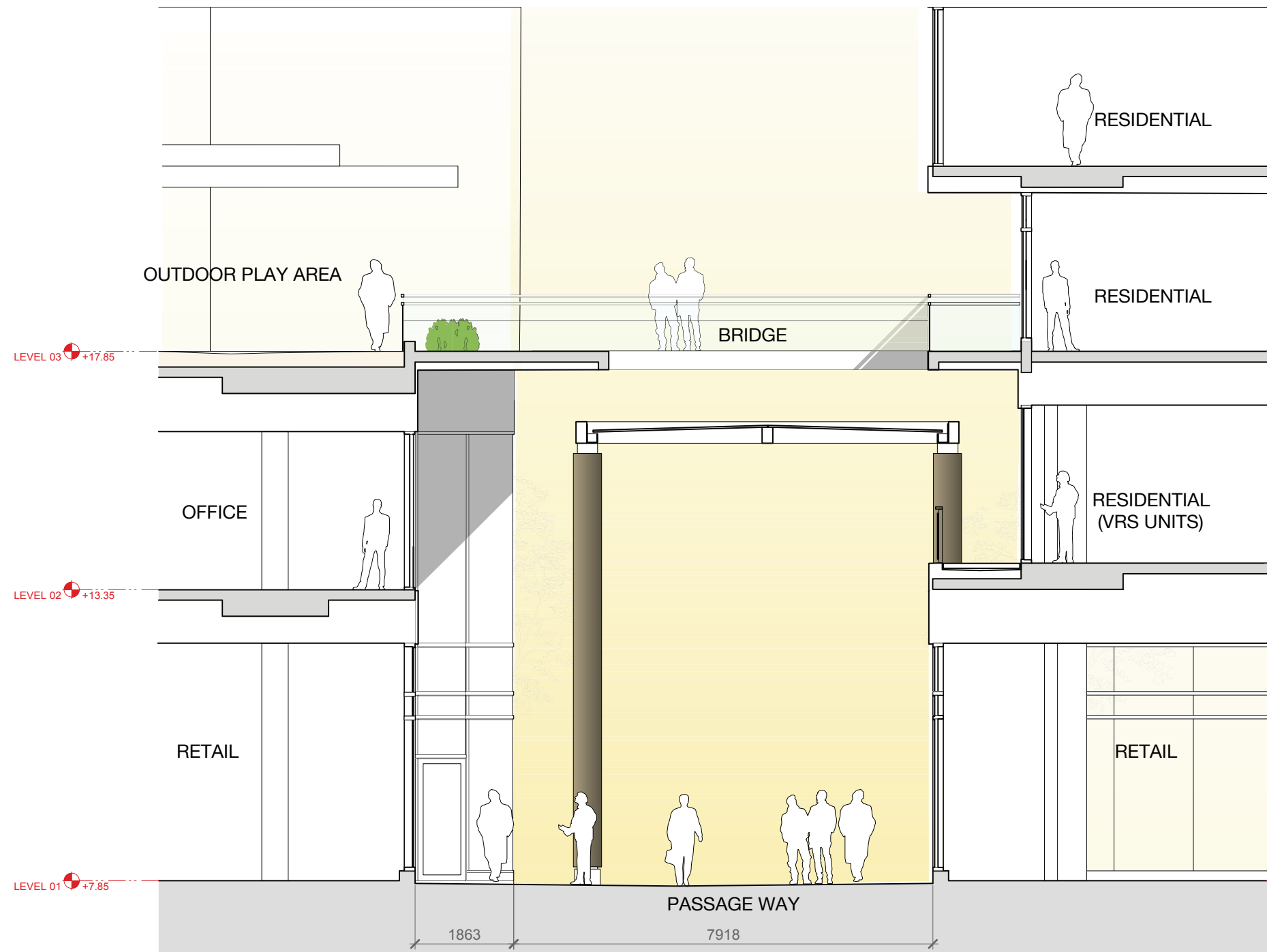
- GLAZED CANOPY TO PROVIDE WEATHER PROTECTION
- BANNERS TO PROVIDE GREATER ANIMATION
- ENTRANCE TO OFFICE LOBBY MORE CLEARLY INDICATED
- OVERHEAD DOORS ALLOW ACTIVITY TO SPILL OUT INTO GALLERIA
- ADDITIONAL ENTRIES PROVIDED ALONG RETAIL GALLERIA FOR GREATER ANIMATION

RETAIL GALLERIA



KEY PLAN

SCALE: NTS





VIEW OF PLAZA

PODIUM TRANSPARENCY



PREVIOUS SUBMISSION

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GREATER TRANSPARENCY IN OFFICE PODIUM

IMPROVED RETAIL FRONTAGES INCLUDING THE ADDITION OF MORE WOOD LIKE ELEMENTS

NEW CANOPY TO PROVIDE ADDITIONAL WEATHER PROTECTION AND IMPROVE PEDESTRIAN SCALE AT STREET LEVEL

LARGER OPENINGS TO ALLOW RETAIL ACTIVITY TO SPILL OUT ONTO STREET



REVISED SUBMISSION



PREVIOUS SUBMISSION

NEW CANOPY TO PROVIDE ADDITIONAL WEATHER PROTECTION
AND IMPROVE PEDESTRIAN SCALE AT STREET LEVEL

LARGER OPENINGS TO ALLOW RETAIL ACTIVITY TO SPILL OUT
ONTO STREET

ENTRANCE TO RESIDENTIAL LOBBY MOVED FURTHER
WEST TO IMPROVE PROXIMITY TO DROP-OFF

EXPOSED COLUMNS AT STREET LEVEL TO IMPROVE
SCALE AND ARCHITECTURAL RHYTHM



REVISED SUBMISSION

SOUTH FACADES



PREVIOUS SUBMISSION



REVISED SUBMISSION

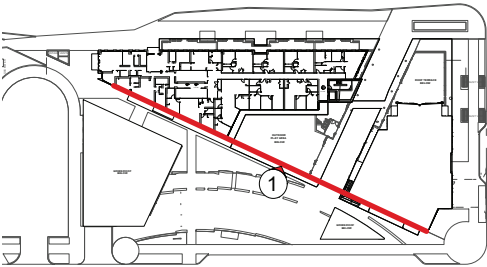
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MORE OPACITY TO IMPROVE THERMAL PERFORMANCE AND CREATE MORE VISUAL INTEREST. THIS INCLUDES AN ALTERNATING RYTHYM OF SPANDREL AND VISION GLASS.

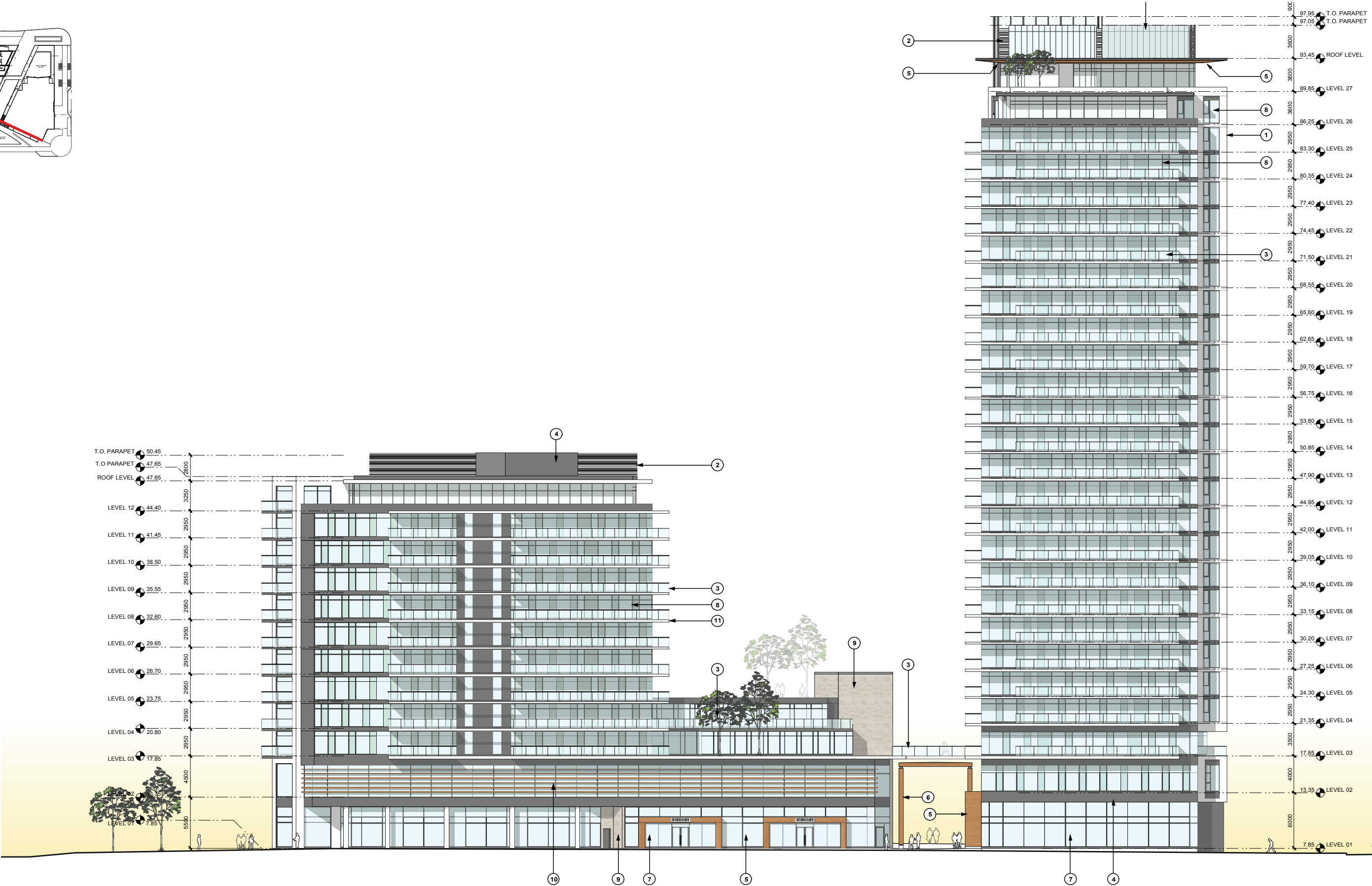
SOUTH FACADE

KEY PLAN



MATERIAL LEGEND

- 1 PRECAST CONCRETE PANELS
- 2 PAINTED MTL. LOUVRES
- 3 GLASS AND ALUM. GUARDRAIL
- 4 METAL PANEL CLADDING
- 5 WOOD PATTERNED METAL PANEL
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- 7 GLASS / ALUM. CURTAIN WALL
- 8 ALUM. GLAZING SYSTEM
- 9 STONE MASONRY VENEER
- 10 HEAVY TIMBER LOUVRES
- 11 CONCRETE, PTD.
- 12 MTL. PANEL / GLASS BALCONY



SOUTH ELEVATION



VIEW FROM SE

SUSTAINABILITY

THE PROJECT TEAM BEHIND 752 MARINE IS COMMITTED TO THE PRINCIPLES OF SUSTAINABILITY AND SMART GROWTH AND HAS TARGETED LEED GOLD EQUIVALENCY IN THE DESIGN OF THE IS NEW DEVELOPMENT.

- EDUCATION
- COMPACT MIXED-USE DEVELOPMENT
- PEDESTRIAN LINKAGES AND PUBLIC OPEN SPACE
- TRANSIT ORIENTED DEVELOPMENT
- BICYCLE NETWORK
- DIVERSE HOUSING OPPORTUNITIES
- BUILDING ORIENTATION AND FACADES
- ENERGY EFFICIENCY
- WATER EFFICIENCY
- STORMWATER MANAGEMENT
- GREEN ROOFS AND URBAN AGRICULTURE



LANDSCAPE DESIGN



LEVEL 1 PLAN



Usage 1: Food trucks



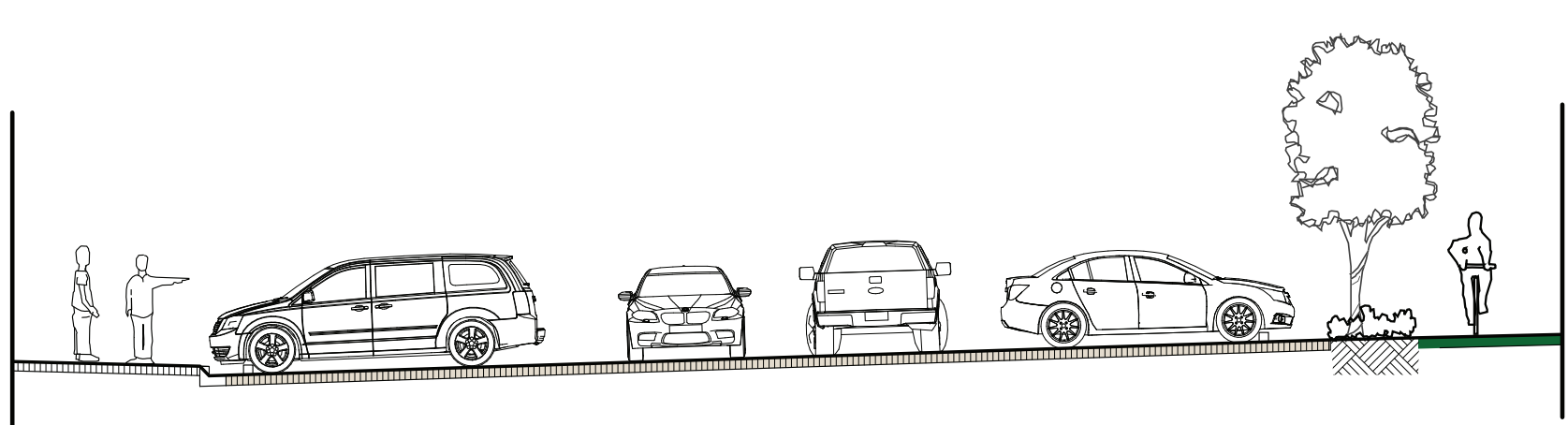
Usage 1: Ice Rink



Usage 3: Outdoor Summer Concerts

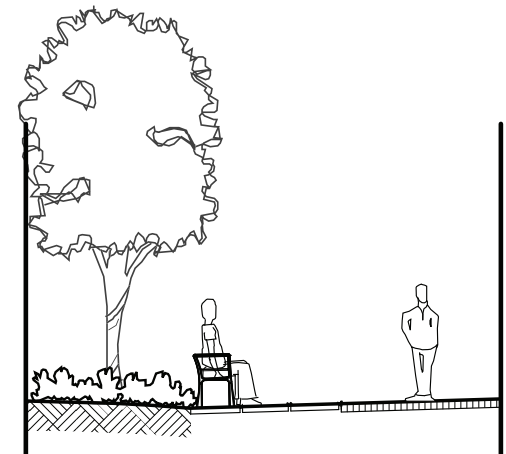


Usage 4: Start/Finish of Athletic Event



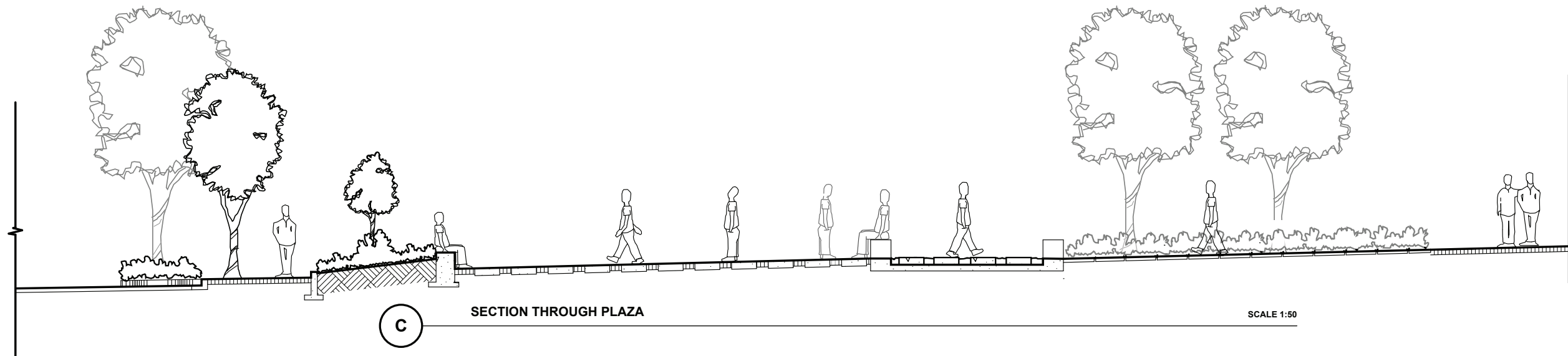
A SECTION THROUGH PARKING LOT

SCALE 1:50



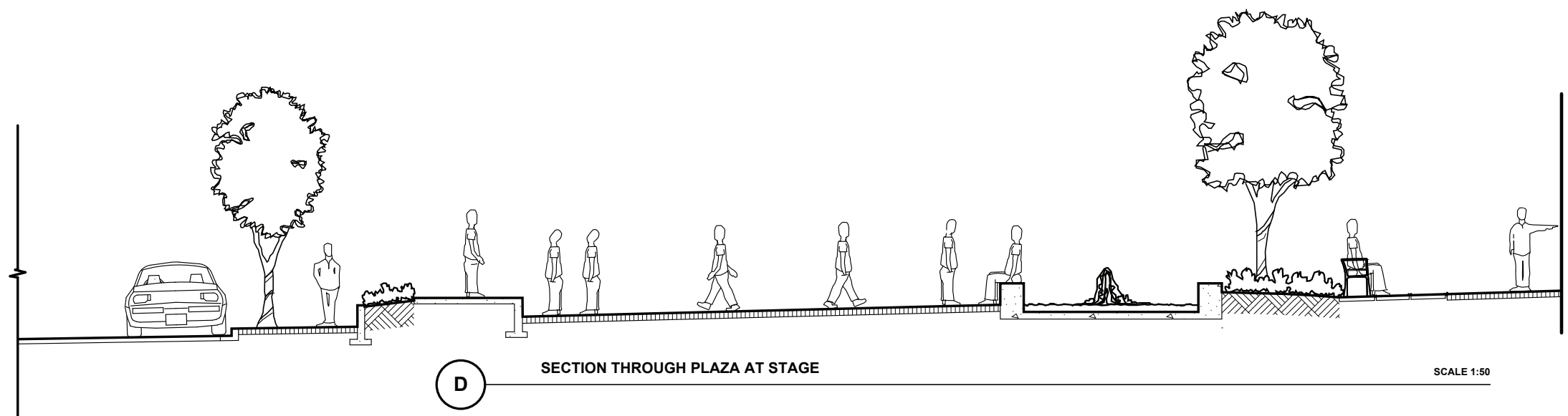
B SECTION BETWEEN BUILDINGS

SCALE 1:50



C SECTION THROUGH PLAZA

SCALE 1:50



D SECTION THROUGH PLAZA AT STAGE

SCALE 1:50











4 / TAYLOR WAY @ DUCHESS AVENUE





6 / TAYLOR WAY @ KEITH ROAD



7 / MARINE DRIVE LOOKING EAST





9 / MARINE DRIVE @ PARK ROYAL BOULEVARD



**PARK ROYAL
752 MARINE DRIVE RESIDENCES**

URBAN DESIGN GUIDELINES

1 A COMPLETE COMMUNITY THROUGH MIXED USE

- Residential, retail, office and community uses should be accommodated in the project to compliment the primarily commercial uses of Park Royal.
- Land uses should be mixed vertically in the building to maximize diversity in the overall project.

2 DEFINED STREET SPACES WITH AN ACTIVE GROUND FLOOR

- Buildings should be located to reinforce their contribution to urban scale and character by lining street edges thereby adding to the urban quality.
- Ground floor uses should support public life, like shops, restaurants and cafes.
- Storefronts should be transparent with open views into active, interior spaces, unencumbered by displays or signage.
- Several points of access to ground floor spaces should be provided on Marine Drive and the diagonal “Galleria” to allow for multiple uses along these routes.

3 COMPREHENSIVE NETWORK OF PUBLIC SPACES

- Open spaces of varying sizes should be developed for public outdoor use.
- Spaces should be linked both east-west and north-south through the site for pedestrian and bicycle connectivity.

4 INTEGRATED STREETScape DESIGN

- Building facades should respect each other and implant a considered character to the community.
- Paving, lighting, plantings and furnishings should be comprehensively designed.
- The sidewalk frontages on both Marine Drive and Talyor Way should be designed to reflect the standard of streetscape design set by the District of West Vancouver.
- The Village Square should be designed as the focus of outdoor life in the East Village and support a wide variety of outdoor public activities.
- Tree species and plantings should be selected based on their appropriateness to the West Vancouver setting.

5 MULTI-MODAL MOVEMENT

- The access space to the west of the site should be designed to accommodate pedestrians, bikes and cars together as an active, yet safe, environment.
- Public transit will receive a high priority with a new bus stop on Marine Drive.

6 ENCLOSED PARKING ACCESS

- The access ramp to underground parking should be enclosed within the body of the retail building on the south site and screened through the inclusion of a glazed overhead door.

7 COMFORT AND SAFETY FOR PEDESTRIANS

- CPTED design should be applied to all spaces and design details in the development.
- Continuous weather protection should be provided along the retail frontages of Marine Drive and Taylor Way to support the transformation to street-related retailing at Park Royal.
- Partially covered areas should be provided for the comfort and extended use of outdoor patios adjacent the Village Square.

8 SUSTAINABLE AND RESILIENT DESIGN

- A LEED Gold equivalency is the preferred overall measure of sustainability for the development.
- Low level roofs should be developed as green roofs and made accessible to the occupants of the project.
- All development should consider the need for greater resilience in design.

9 AUTHENTIC ARCHITECTURAL CHARACTER

- Consideration should be given to materials, façade treatments, signage and lighting to create a “family of buildings” on the site.
- The architectural character of buildings should reflect the West Vancouver vernacular of modern design with strong horizontality, transparency, and the use of wood.
- The façade design of the two principal buildings on the site should reflect the notion of a duality between the urban, street environment of Marine Drive and Taylor Way, and the open sunny side addressing the ocean.

10 PUBLIC ART ELEMENTS

- A major art installation should be considered at the corner of Marine Drive and Taylor Way as a gateway statement to both West Vancouver and Park Royal.
- Water features should be considered as an equivalency for public art.

