

Director	CAO
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<u>COUNCIL AGENDA</u>	
Date: _____	Item: _____



DISTRICT OF WEST VANCOUVER
750 17TH STREET, WEST VANCOUVER BC V7V 3T3

COUNCIL REPORT

Date:	March 26, 2018
From:	Lisa Berg, Senior Community Planner
Subject:	Development Proposal for 752 Marine Drive
File:	1010-20-12-085

RECOMMENDATION

THAT

1. Proposed “Zoning Bylaw No. 4662, 2010, Amendment Bylaw No. 4967, 2018” be read a first time;
2. Proposed “Housing Agreement Authorization Bylaw No. 4969, 2018” be read a first time;
3. Proposed “Zoning Bylaw No. 4662, 2010, Amendment No. 4967, 2018” be presented at a public hearing on May 7, 2018 at 6:00 p.m. in the Municipal Hall Council Chamber, and that notice be given of the scheduled public hearing;
4. Proposed “Development Permit No. 12-085” be presented at a public meeting scheduled for May 7, 2018 at 6:00 p.m. in the Municipal Hall Council Chamber, to be held concurrently with the public hearing scheduled for May 7, 2018 at 6:00 p.m. in the Municipal Hall Council Chamber, and that notice be given of the scheduled public meeting; and
5. A proposed section 219 development covenant for the provision of benefits and statutory rights-of-ways to secure public access to the land attached as Appendix H to the report by the Senior Community Planner dated March 26, 2018 be presented as part of the development package.

1.0 Purpose

This report outlines an application to rezone 752 Marine Drive (**Appendix A**) to Comprehensive Development Zone 57 (CD57) to allow for the construction of two mixed use buildings - 11 and 14 storeys - containing a total of 203 residential units and 2,748.4 square metres (29,584 square feet) of commercial space. Presented as part of the development application are:

- a bylaw serving to amend the Zoning Bylaw;
- a Housing Agreement (implemented by bylaw) to secure 49 purpose-built market rental housing units in perpetuity;
- a development permit to regulate the form and character of the proposed development;

- a Section 219 development covenant for the provision of amenities to the District including the delivery of 11 non-market (supportive) rental housing units and a child care facility; and
- statutory rights-of-ways to secure public access to the land.

2.0 Executive Summary

Park Royal Shopping Centre Holdings Ltd. has applied for a comprehensive redevelopment of its free-hold property at Park Royal South. The proposal involves a rezoning from commercial to mixed use and a development permit to implement the goals and objectives of the Marine Drive Local Area Plan (LAP) for this site.

The application has been assessed in the context of the broad objectives of the Official Community Plan (OCP) and the local policy directions set out in the LAP. In almost six years of application history and discussions, the initial development application was reviewed by the public at numerous District-led events including open houses and public meetings, and through an online survey. While previous versions of the proposal generated concerns about density, building height and traffic, these impacts were addressed with the adoption of the LAP. Following the adoption of the LAP, the application was substantially revised to comply with the policies and objectives established for the area.

The application has been considered by the Design Review Committee (DRC), the Public Art Advisory Committee (PAAC) and the North Shore Advisory Committee on Disability Issues (ACDI), all of which expressed support for the application.

In summary, staff recommends support of the proposal. The application appropriately responds to area context, is aligned with the LAP, and will deliver significant benefits. These benefits include a District-owned child care facility and supportive housing units, purpose-built rental housing, public realm improvements and public art. In addition to these benefits, the development will also provide a financial contribution that will advance other community amenity objectives of the LAP as determined by Council.

Staff recommends that the application be referred to a public hearing and concurrent public meeting on May 7, 2018. Prior to the public hearing, the applicant will be required to host a public information meeting.

3.0 Legislation/Bylaw/Policy

Provincial Legislation

The *Local Government Act* requires that a public hearing be held on the proposed rezoning bylaw and authorizes the District to enter into a Housing Agreement.

Official Community Plan (OCP)

The OCP identifies the site as part of the Marine Drive Local Area Plan (LAP) and within the Park Royal – Clyde Avenue Sub-Area. The proposal is consistent with the LAP.

Zoning Bylaw

The site is currently zoned C1 (Commercial 1). A rezoning is required.

4.0 Background

4.1 Previous Decisions

The initial application was considered by Council on four separate occasions, all of which pre-dated the adoption of the LAP.

At the July 22, 2013 Council meeting Council passed the following motion:

THAT staff commence community consultation on the Official Community Plan Amendment and Rezoning for 752 Marine Drive consistent with the report from the Director of Planning, Land Development and Permits dated July 17, 2013 titled “Official Community Plan Amendment and Rezoning Application No. 12-085 for 752 Marine Drive.”

At the July 7, 2014 Council meeting Council passed the following motion:

THAT

1. Proposed Development Permit No. 12-085, by Park Royal Shopping Centre Holding Ltd. for 752 Marine Drive, advance in the development consideration process; and,
2. Council endorse the next steps for consideration of the development application as generally described in the report from the Senior Community Planner dated June 23, 2014.

At the October 6, 2014 Council meeting Council passed the following motion:

THAT

1. Development Application No. 12-085, by Park Royal Shopping Centre Holdings Ltd. for 752 Marine Drive, advance in the development application process, including the production of detailed Development Permit drawings and additional public consultation; and
2. Council endorse the proposed general direction for related amendments to the Official Community Plan.

At the April 13, 2015 Council meeting Council passed the following motion:

THAT the recommendation in the report dated March 9, 2015 regarding “752 Marine Drive (former White Spot restaurant site) – Update on consultation and Council direction for revisions and bylaw preparation” be tabled until the following specifics have been determined:

- a) A final plan and commitment by the Developer on traffic reduction through the Marine Drive/Taylor Way corridor relative to:
 - (1) Pound Road, an exit west on Marine Drive;
 - (2) A Taylor Way traffic management plan;
 - (3) War Dance Bridge improvements.
- b) A clearly defined reduction in building height and a definitive number of rental units that are supported by demographics;
- c) Clarity of the office space, childcare space, the supportive housing space, again supported by demographics; and
- d) Defined financial benefits in terms of taxes, monetary community benefits and other public amenities such as movie theatres and specifics such as that.

4.2 History

Previous Process & Consultation

The initial application was received in 2012 and was considered by Council, review committees and the public on numerous occasions. The first versions of the proposal were focused on high-level massing and land use programming and as the application advanced in the review process, further detailed development-level plans were prepared. As the previous proposal preceded the Marine Drive Local Area Plan (LAP), it struggled to fit contextually within its surrounding. With the adoption of the LAP, the contextual framework was created and the proposal was revised to respond to it. As such, the current proposal is consistent with the LAP (see below).

Marine Drive Local Area Plan (LAP)

The LAP provides policy at the neighbourhood scale to guide land use and development. Included are design guidelines to provide direction on the form, height, massing and character of buildings as well as the public spaces and landscape between.

The site is identified as being within the Park Royal – Clyde Avenue Sub-Area. The LAP prioritizes the area as being a mixed-use, transit-oriented, vibrant urban centre at the gateway to West Vancouver with land uses that support the transition of Park Royal from a regional shopping centre to a more complete community. For this site, the LAP calls for:

- density between 2.0 and 2.25 Floor Area Ratio (FAR);
- the built form to mark the south side of the Marine Drive and Taylor Way intersection with a primary mid-rise building (of 12 – 14 storeys) that responds to the corner, and a secondary mid-rise form with lower massing that responds to Marine Drive, and creates a varied skyline;
- building massing and expression to shape public space including connections to Marine Drive;

- integration of commercial uses at grade, incorporation of a child care facility, and inclusion of a significant portion of rental and/or supportive residential units; and
- public realm and open spaces that are clearly defined, barrier-free, reflect the urban centre context and incorporate public art and landscaping.

At the June 19, 2017 Council meeting Council adopted the Marine Drive Local Area Plan.

5.0 Analysis

5.1 Discussion

Physical and Site Context

The site is within a unique jurisdictional setting. As shown in Figure 1, most of Park Royal south of Marine Drive is on land leased from the Squamish Nation (the “leasehold lands”), except the land at the south west corner of Marine Drive and Taylor Way. Thus, the majority of Park Royal South is outside of the District’s jurisdiction, and is not comprehensively considered as part of the Official Community Plan and its related polices.

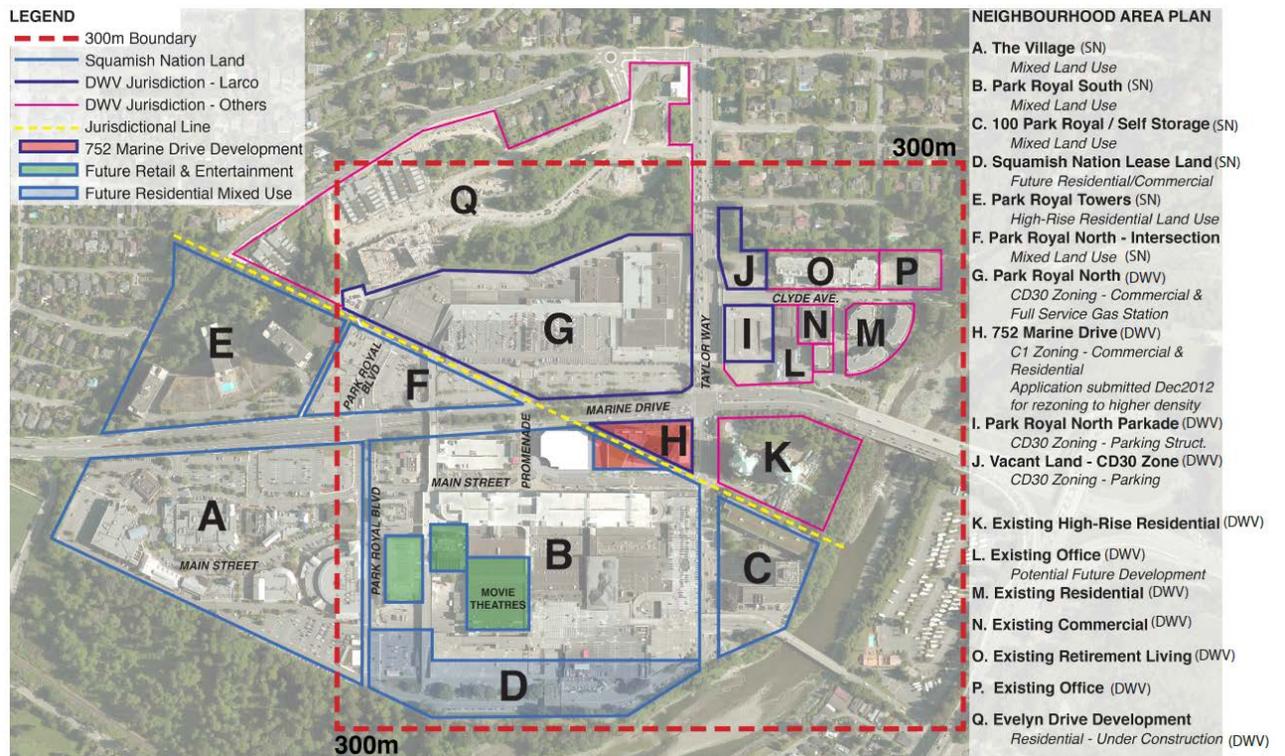


Figure 1: Site Context

Despite this cross-jurisdictional area, the applicant has committed to working with the District, Squamish Nation and the public on creating a development that is publicly-accessible, sustainable and that will be a positive contribution to the built and social environments. A map showing the jurisdictional boundaries is shown in Figure 2.

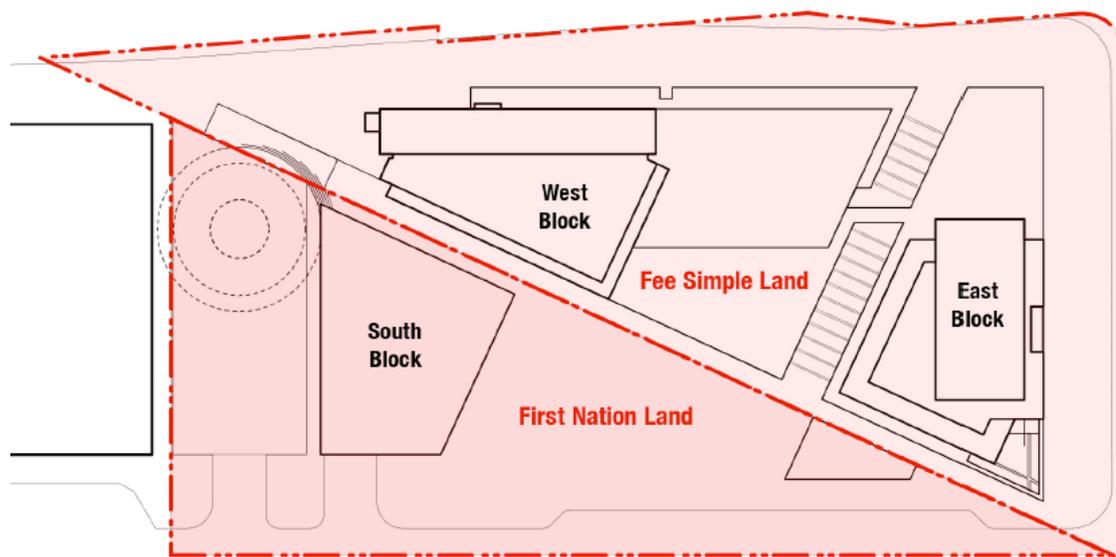


Figure 2: Site Jurisdiction

The Proposal

The applicant proposes to rezone the site and construct two mixed commercial and residential buildings. Key features of the proposal are:

- a FAR of 2.25;
- 14 storey east building with 104 residential units and 621.2 square metres (6,687 square feet) of commercial floor area;
- 11 storey west building with 99 residential units (including market and non-market rental units), 362.2 square metres (3,898 square feet) of child care space (owned by the District), and 1,227.8 square metres (13,216 square feet) of commercial floor area;
- Total 203 residential units:
 - 143 residential units;
 - 60 rental units:
 - 49 market rental units (secured via a Housing Agreement); and
 - 11 non-market (supportive) rental units owned by the District.
- a two-storey 900.2 square metre (9,690 square foot) commercial building (on leasehold lands);
- extensive public realm additions including a public plaza, generous pedestrian connections, landscaping, and cycling supports (such as bike valet, secure storage, and end-of-trip facilities);
- 251 underground parking spaces; and
- 282 secure bicycle storage spaces.

The proposal complies with the Marine Drive Local Area Plan (LAP). See **Appendix B** for the project profile and **Appendix I** for the proposed Development Permit (with the development booklet attached as Schedule A). The site plan is shown in Figure 3.

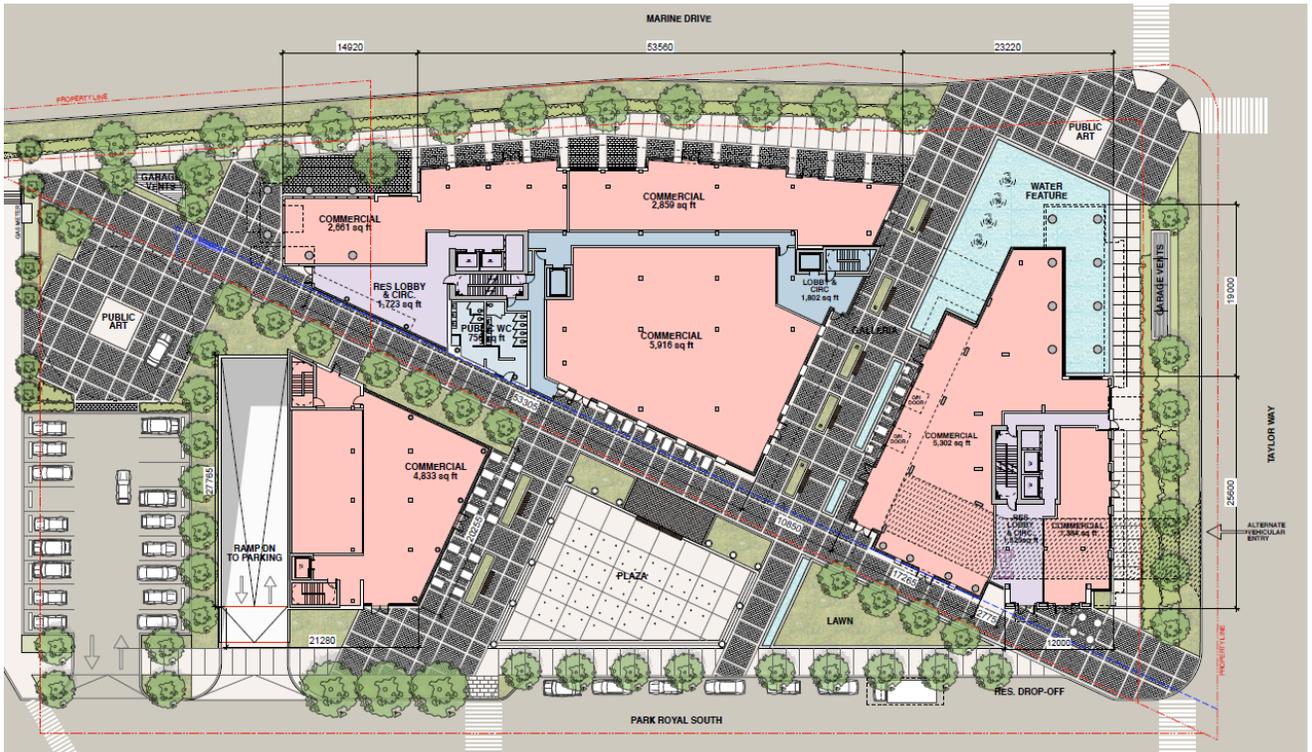


Figure 3: Site Plan

Project Evaluation

1. Overall

The proposal aligns with the objectives of the Marine Drive Local Area Plan (LAP) and guidelines, and would add vibrancy to the built environment and community via an enhanced and expanded public realm, commercial uses, child care, rental housing, and other improvements – including a public plaza, generous pedestrian connections and public art.

The proposed buildings aspire to respect the west coast character of West Vancouver and relate to the scale of the adjacent West Royal Towers in marking the easterly gateway to the community. A bold vertical expression in the architecture of the east building marks the corner of Marine Drive and Taylor Way. This expression includes extensive glazing that serves to both integrate the interior and exterior elements of the buildings with the public realm through unifying focal points. The facades are designed on both buildings so that the north and east sides are more urban, while the south sides are bold with horizontal treatments in glass, to open up to southern exposure and water views. To further promote the West Coast architecture, the eastern building has been expressed with a flatiron appearance that adds distinct character that is oriented to the street.

The proposed land uses include residential, restaurant, service, retail, and child care uses. In addition, the project would deliver a significant portion of rental housing, both market and non-market (supportive) rental units. All of these are consistent with the uses envisioned by the LAP and contribute to: 1) greater housing diversity; 2) evolving Park Royal to a complete community; and 3) an enhanced public realm and pedestrian connections.

2. Density, Height and Built Form

The project has been created in a specific response to its contextual relationships between retail, office, residential and recreational uses and activities and builds upon strong urban design ideas. The architecture is derived from two geometries that intersect at this site, stemming from the jurisdictional boundaries shown in Figure 2. This created a unique and distinct building form opportunity. Commercial uses extend along Taylor Way and wrap around the corner to Marine Drive, which relates the site to the commercial development to the west.

The LAP establishes the building hierarchy for the intersection, with the West Royal towers having the greatest visual presence and building heights stepping down to the west. In response, the proposed buildings mark the intersection with a taller flatiron form at the corner and a shorter complementary building to the west. As such, the proposed buildings relate to and create a strong presence on Marine Drive (see Figure 4).



Figure 4: Perspective rendering at Marine Drive and Taylor Way (looking southwest)

Most importantly, the building heights have been dramatically reduced compared with initial versions of the proposal. The east building is 14 storeys and the west building is 11 storeys, as aligned with the LAP. This allows both buildings to take on a more of a slab-like form, more street-related and, therefore, more urban. As a result of the lowered building heights, density was also reduced in compliance with the LAP.

3. Urban Design and Public Realm

The proposal plays a role within the overall evolution of Park Royal and the community in which it serves. Located at the eastern gateway and connected to the Squamish Nation land, the public realm is intended to be inviting, welcoming and respectful of the jurisdictional and cultural values that converge in the area. The ground planes of the buildings integrate with the public plaza and pedestrian connections, which flow to the adjacent streets, commercial areas and recreation network.

The public realm will benefit from unrestricted public access through the site and connects with Park Royal's neighbourhood vision by emphasizing the role of the public realm by introducing public gathering spaces, art and amenities. The public realm approach grew from the direction established in the LAP and Park Royal's design vision to urbanize its Main Street. To further promote urban living, residential use and improved pedestrian connections are being integrated into the future of Park Royal. With a high quality of design and materials, the public realm will be a key feature of the development.

- a. **The Plaza:** Given its size (approximately 284 square metres or 3,057 square feet¹) and its prominent location (centre of the site), the plaza is the strongest element in the public realm plan for the project. The scale of the plaza lends itself to be welcoming and complementary to other established public gathering spaces at Park Royal (e.g. "The Village" experience). See Figure 5.

The plaza is designed to be a public gathering space. It will serve to host a variety of seasonal activities, such as Park Royal's annual tree lighting ceremony and other community events. To create the connected relationships found at European plazas, the commercial units that surround it have been designed in anticipation that they will be filled with restaurants and cafes, that will spill out onto the surrounding sidewalks to bring social activity and animation. The plaza is augmented by a raised lawn area, creating opportunity for casual rest and relaxation and includes a stage area for events and play. To complete the convenience and user-friendly experience, the plaza is fully accessible, south facing and served by public restrooms.

¹ Includes the plaza, raised lawn, and surrounding sidewalks.

To give the plaza a sense of scale and connect it to the site's cultural past, the applicant desires to surround the plaza with a series of sentinels. The idea is that the sentinels will represent past connections to the site, which will confirm its identity and location. The final design and number of sentinels will be determined by the applicant working closely with the Squamish Nation.

With its relationship to surrounding dining experiences, generous pedestrian connections, resting areas, opportunity for play, entertainment and art, the plaza will be the key public gathering space for a variety of multi-seasonal public uses and events.



Figure 5: Plaza looking west

b. Pedestrian Connections, Public Art & Design Elements:

Pedestrian connections, public art, and design elements serve to knit the site to the broader community. This is achieved by creating strong visual links to desired lines of travel, providing generous walkways with layered textures and interest including water as a unifying element, and easy wayfinding. See Figure 6.

A major transect is through the galleria, the diagonal space between the west and east buildings. It creates a strong visual and physical link to the plaza and the corner at Marine Drive and Taylor Way, which is earmarked for a public art installation. The galleria is enhanced by a wrapped water feature extending from the base of the east building at the corner through the space to the plaza as a unifying element.

Park Royal has a public art program that will be integrated into the development through the animation of the spaces with the expression of light, water, and culture. It has successfully installed public art throughout the south mall, including plaza art pieces (e.g. Thunderbird, Spindle Whorl) and wall etchings, and design features such as water fountains and water walls. In addition to the major intersection piece (discussed in section 4), public art will be included as part of the proposal including a plaza art piece on the west side of site as well as the integration of design such as the fountain and light features. Public access to the site will be secured through statutory rights-of-ways (**Appendix H**).

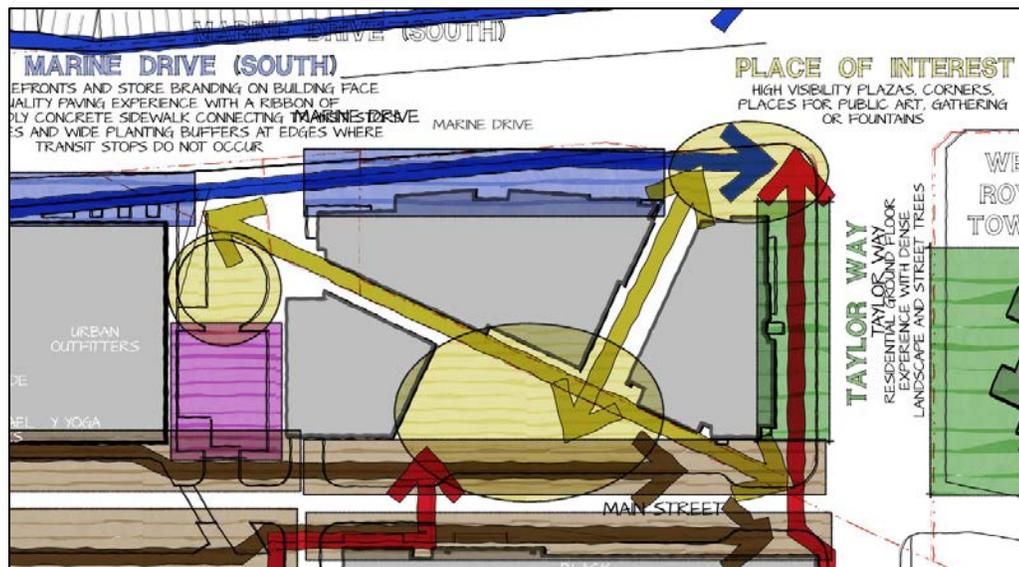


Figure 6: Pedestrian Connections, Gatherings & Art

4. Housing

Planning for and providing a variety of housing options helps to contribute to healthy, complete communities. West Vancouver's supply of purpose-built rental housing is made up of approximately 1,900 apartments, most of which were built during the 1960s and 1970s. This stock is now 40 to 50 years old. While the District has taken measures to help prevent the loss of rental housing to strata ownership, the District has no legal authority to prevent demolition of a rental apartment building or require that a redeveloping property remain rental, and has limited incentives that compete with the market that would create new rental housing.

Only 91 units have been approved or built to the rental housing inventory since the 1970s. These units have been secured through major rezoning applications². The proposal would add 60 new units (representing approximately 30% of the total units in the project) to the District's ageing rental stock, making this a significant contribution.

² 16 units ("Water's Edge") in perpetuity; 4 units ("Dundarave Landing/IGA" but for only 10 years and expired in 2017. A further 30 units ("Onni") and 41 units ("Hollyburn Gardens") are secured via Housing Agreements, but are not yet constructed.

The proposed 60 rental units are divided into:

- ***Market Units***: 49 market units to be provided within the west building and secured in perpetuity through a Housing Agreement (**Appendix G**). The units are located on floors 3 to 6 and offer a variety of sizes including a studio unit to 1 and 2 bedroom units.
- ***Non-Market (Supportive) Units***: 11 purpose built non-market rental units will be owned by the District secured by covenant (**Appendix H**). The units are located on the second floor of the west building, will be move-in ready, and range in size from 1 to 2 bedrooms. Included are five underground “accessible sized” parking spaces.

The units will be offered to citizens that would qualify for social housing, such as low to modest income families with children, seniors on fixed incomes, the physically challenged, or those at risk of homelessness, etc. Rents, qualified tenants and lease agreements will all be determined as the District moves forward with a program for provision of the units.

5. Community Amenities

New developments provided for in the Marine Drive LAP are to deliver community amenities related to the impacts of new development. The value of the amenity is proportional to the increased potential of land use under the LAP in comparison with existing zoning. District policy defines a range of appropriate amenities, including housing affordability and diversity, child care and cultural facilities, heritage preservation, public art, and public space, parks and the environment. The principal amenity focus of the LAP is the delivery of housing affordability and diversity to ensure that housing stock continues to meet the needs of District residents including families with children, working professionals, youth and seniors.

In addition to the public connections and spaces described above, this proposal would deliver:

- a. ***Child Care***: A 362.2 square metre (3,898 square foot) child care space with approximately 288 square metre (3,100 square feet) of outdoor play area will be owned by the District, providing approximately 37 child care spaces for infants, toddlers and preschoolers. Its delivery is secured by a covenant (**Appendix H**).

The District will undergo a public RFP process to select a child care provider to operate the centre that will provide regulated, quality, accessible early childhood care and education. Such a facility will benefit the community by prioritizing child care spaces for families who reside or work in West Vancouver.

As the District will be the owner of this facility, it has a role to ensure that the space meets expanding community needs. The District's Child Care Services Working Group is working on updating the existing Child Care Plan and it is anticipated that there will be recommendations to increase the current number of publicly available child care spaces, which is presently at 1,227 or 25.6 spaces per 100 children.

- b. **Public Art:** The corner of Marine Drive and Taylor Way will be marked by a public art piece, and a generous portion of the public realm next to the sidewalk is earmarked for this purpose, as generally shown on the development plans. The delivery of this art piece will be through a District-led process with funding via community amenity contributions that will be collected from projects within the LAP area. Its final design, form, location and detailing will evolve with input through the Public Art Advisory Committee and Council. It is envisioned that public art could ultimately be installed around all four corners of the intersection, marking the gateway to the community through a unique artistic expression.

6. **Advisory Committees**

- a. Design Review Committee (DRC)

The DRC considered the proposal at its February 22, 2018 meeting and recommended support of the application, subject to further design development with staff on minor issues as noted in the DRC minutes attached as **Appendix C**.

- b. Public Art Advisory Committee (PAAC)

The PAAC considered the proposal at its March 14, 2018 meeting and was supportive of the application. Excerpts from the draft PAAC meeting minutes are attached as **Appendix D**.

- c. Accessibility Committee on Disability Issues (ACDI)

The ACDI considered the proposal at its March 19, 2018 meeting and was supportive of the application. A draft report from the ACDI is attached as **Appendix E**.

7. **Transportation**

Parking, Loading and Access

The applicant proposes four levels of underground parking accessed from leasehold lands to the south, via Main Street. The parkade will provide a total of 251 parking spaces, which complies with the parking ratio recommendations in the LAP. 285 secure bicycle parking spaces will also be provided. A loading zone and a small amount of on-street parking (on leasehold land) is provided for convenience parking as is a drop-off/pick-up zone for the east building. No parking on Taylor Way is proposed. Primary loading is via the underground parkade.

An existing parking lot (on leasehold land) to the west will be maintained as it serves tenant lease requirements for the commercial building to the west (e.g. Urban Outfitters, The Keg, etc.).

Of the 251 underground parking spaces, 201 are provided for residential use, 20 residential visitor spaces, and 30 commercial parking spaces (including the child care spaces), consistent with the parking ratios provided in the LAP.

As access to the site is through leasehold land, the applicant has future-proofed any unlikely interruptions by providing an alternative access point via Taylor Way. A portion of the east building will be constructed with 'knock out' panels should a new parkade ramp and access be required. This building lobby has been designed so that the unlikely future access would not interfere with it.

Promoting Transportation Goals

To promote regional transportation goals, a buffer between 5.2 metres to 8.1 metres (17 feet to 26.5 feet) of the property along the frontages of Marine Drive and Taylor Way will be dedicated to the District to accommodate future improvements. This road dedication area would accommodate future bike lanes, utilities, sidewalks and green infrastructure such as a bio swale.

Park Royal also benefits from direct transit service and is within TransLink's frequent transit network. This service connects it to West Vancouver, North Vancouver and downtown Vancouver with an efficient transit option for residents, visitors and the travelling public. This service is further enhanced during peak travel times (e.g. during long weekends) when service is increased to deal with additional demand. The proposal supports regional transportation goals by implementing the applicable transportation objectives of the LAP.

Transportation Impact Assessment

A transportation study was conducted and submitted as part of the rezoning application to assess the transportation impacts of the development. It concludes that parking associated with the development will be adequate and that it aligns with the LAP objectives. Traffic associated with the project is anticipated have minimal impact on the overall vehicle volumes travelling through the intersections in the area based on the proposed mixed use development. Coupled with the sites location on major transportation corridors for vehicles, public transit and pedestrian and bicycle movements on the North Shore, it has strong connectivity to the surrounding community and promotes alternative modes of transportation, as aligned with the LAP.

The applicant's consulting transportation engineer has made three recommendations:

1. re-evaluating the signalling at the Marine Drive and Taylor Way intersection to help avoid intersection blockage³;
2. adding additional intersection cross hatching, signage and enforcement at the intersection of Taylor Way and Main Street; and
3. restricting vehicle access from Main Street north bound on Taylor Way by making the west leg of the intersection right-turn in/out only. To achieve this, a physical barrier would be needed.

District staff have reviewed the transportation study and will continue to work with the applicant on implementing these recommendations to address traffic management associated with the development.

Construction Parking Management

During construction, efforts will be made to minimize traffic impacts to Taylor Way, Marine Drive and access to the south mall. The applicant is exploring various strategies to reduce disruptions, such as coordinating construction material hours to non-peak traffic hours, restricting construction worker parking to the north east Park Royal parkade (which has surplus spaces), encouraging workers to take transit, maintaining pedestrian access around the site, and coordinating with the District for any off-site vehicle staging (e.g. large concrete pours). Further, a Traffic Management Plan (TMP) will be required as part of the building permit and all construction must comply with the District's Noise Bylaw.

8. Sustainability

The proposed buildings are aligned with the Marine Drive Local Area Plan expectations for high-performance buildings, including Step 3 of the BC Energy Step Code. Council recently adopted the highest community-wide minimum Step Code requirements in the province, effective July 1, 2018. The applicant's commitment exceeds the West Vancouver minimum for both the residential and commercial components. In addition, the project will be designed to meet LEED Gold, a green building standard that also considers site sustainability, water efficiency, materials, and indoor environmental quality.

To meet these green building requirements, it is proposed that a variety of approaches will be taken, such as:

- interrelated water design approaches, including low-flow fixtures, increased building cooling mechanics, employing irrigation reduction measures wherever feasible;

³ As this intersection is under Provincial jurisdiction, this would be under the discretion of the Ministry of Transportation and Infrastructure.

- designing an optimized thermal building envelope, highly efficient lighting, installing a high performance heating and/or cooling system which may include heat pump technology, and heat recovery ventilators, etc.;
- building materials that are selected to provide industry regulated ingredient declarations and identified environmental impacts associated with such materials, and where possible, third party verifications;
- integrated construction waste management including source minimization, smart product selection and efficient packaging and transport. Recycled content and regionally sourced materials will be preferred, focusing on steel, glass and concrete components; and
- high indoor environmental quality such as outdoor air ventilation to reduce exposure to indoor pollutants will be used. Also, the interior finishes and coatings will be selected to reduce volatile organic compounds (VOCs) as well as selecting other low emitting materials (e.g. paints, sealants, flooring, and formaldehyde free woods, etc.).

Sustainability commitments are secured via the proposed development permit attached as **Appendix I**.

9. Growth Related Contributions

The applicant proposes a voluntary Community Amenity Contribution (CAC) in an attempt to address the growth related impacts to rezoning the site. CAC offers typically include either the provision of on-site amenities, if appropriate, or a cash contribution that can be put toward other public benefits. CAC offers take into consideration community needs, area deficiencies and the impact of the proposed development on District services.

Through a negotiated approach with the District, the applicant has offered a total voluntary CAC package of \$21,314,460 comprised of both in-kind and cash contributions described below. District staff have reviewed the applicant's proforma, with the confirmation by a third party consultant, and conclude that the CAC offered is appropriate and recommend that the offer be accepted.

It is proposed that the CAC package be delivered as follows:

Cash CAC:

\$10,769,460 (50.5% of CAC package) to be used toward:

- public realm improvements such as connections to Capilano River, trail improvements, bicycling, etc.;
- public art; and
- other District projects and initiatives that advance the community amenity goals of the Marine Drive Local Area Plan.

Payment of the cash CAC is required prior to adoption of the rezoning bylaw.

In-Kind CAC:

\$10,545,000 (49.5% of CAC package) valued as:

- \$4,385,000 (20.6% of CAC package) non-market (supportive housing) rental units to be owned by the District.
- \$6,160,000 (28.9% of CAC package) a child care facility to be owned by the District.

Approval of timing of specific projects will be brought forward as part of the Capital Plan and Budget process at Council's discretion.

10. Servicing

Storm Water

The existing site consists of entirely impervious surface area (e.g. fully paved). The redevelopment of the site will include storm water management features such as green roofs with growing mediums, increased gardens and planted areas (i.e.: absorbent landscapes), and a bio swale feature, to help mitigate storm water runoff and improve watershed health.

Sewer

The site is serviced directly by a Metro Vancouver sewer trunk main. It is anticipated the sewer main is capable of accepting the additional flow from the proposed development, with the emphasis on the applicant to work with the Regional Authority to confirm this and secure a new connection as required.

Water

A water main upgrade on Taylor Way to Keith Road will be required to service the development to address additional capacity requirements and provide adequate fire flows for the proposed development.

All servicing costs associated with the development are the responsibility of the developer; a requirement of the proposed covenant establishes appropriate service levels and design criteria to service the development. These costs are in addition to any CAC's and Development Cost Charges (DCC's). DCC's are payable at the time of building permitting.

Implementing the Project

In order to implement the project, a number of items require completion including:

- approval of the rezoning bylaw and a Housing Agreement (to secure the 49 market rental units);
- registration of a covenant to secure the supportive rental units, the child care facility and delivery of the plaza; and
- registration of statutory rights-of-ways to secure public access.

Rezoning Bylaw

The proposed Comprehensive Development Zone (CD57 – South West Corner of Marine Drive & Taylor Way) is a site-specific zone that reflects the development proposal and would regulate the land use based on it (**Appendix F**).

Housing Agreement

This agreement serves to secure and protect 49 residential units for rental purposes for the life of the building and is implemented by bylaw. The proposed Housing Agreement Authorization Bylaw (with the agreement attached) is attached as **Appendix G**.

Covenant & Statutory ROWs (Legal Agreements) (Appendix H)

One covenant with two statutory rights-of-ways (ROW's) are proposed:

1. Section 219 Covenant: This covenant secures the delivery of the 11 non-market (supportive) rental housing units and the child care facility to the District, ties the delivery of the plaza (on the leasehold land) to the development, sets out the developer's obligations to provide public access to the site, and that appropriate utility infrastructure to service the development is constructed.
2. Statutory Rights-Of-Ways: The ROW's secure public access to the site and the public restrooms and for the owner to maintain the public areas and restrooms in good condition. They are attached as schedules to the development covenant.

The covenant and rights-of-ways are presented as part of the development package are substantially completed, pending acceptance for registration at Land Titles Office.

6.0 The Process of Bylaw Consideration

6.1 Public Information Meetings

In accordance with the Development Procedures Bylaw, the applicant will be hosting an information meeting prior to Council consideration of the proposal. This meeting will give the public an opportunity to review the proposal in advance of first reading of the bylaws and ask questions of the applicant. This meeting is scheduled for April 4, 2018 and details are posted on the District website and the Community Calendar.

Should Council give the proposed bylaws first reading and forward the proposal to a public hearing, the applicant will be required to organize and publicize a second information meeting to be held prior to the public hearing. The purpose of this meeting is to give residents an opportunity to learn about the proposal in advance of the public hearing.

6.2 Consideration of Bylaws and Development Permit

Following first reading of the bylaws and scheduling a public hearing by Council, District staff will give notification of the public hearing consistent with District policy and legislated requirements. Concurrently with the public hearing (at the same meeting) Council provides an opportunity for those who consider they are affected by the proposed development permit to make written and/or oral representations to Council.

After the closure of the public hearing (on the same day or a different day) Council may give second and third readings to the bylaws. After second and third readings of the bylaws and at a subsequent Council meeting, Council may adopt they bylaws once District staff confirms any conditions precedent to adoption have been met (see section 6.3 below).

6.3 Conditions Precedent to Adoption

Prior to final adoption of the amending bylaws and approval of the development permit, the following requirements must be met:

- registration of development covenant (the rights-of-ways form schedules to the covenant and will be registered at a later date);
- payment of the voluntary community amenity contribution;
- entering into a Works and Servicing Agreement with the District;
- dedication of the frontage of the lands; and
- Ministry approval on the proposed rezoning bylaw.

The Housing Agreement is registered as a notice on title after the Housing Agreement bylaw is adopted.

6.4 Public Engagement, Community Consultation and Outreach

A program of public consultation was undertaken on initial versions of the proposal, prior to the adoption of the LAP and at Council's direction. These consultations included District-led events such as open houses, public meetings and an online survey. Council considered this consultation and then began the process of working on the Marine Drive Local Area Plan. After significant community input and Council consideration and direction, what began as a study became the first LAP for the District as part of the ongoing OCP review.

6.5 Other Communication, Consultation and Research

Planning staff has consulted with District staff from various departments including: Engineering; Land Development; Permits and Inspections; Parks; and Cultural Services. The applicant has worked to address each departments noted comments and is satisfied with the proposal, subject to further detail review during the building permit phase, should the proposal be approved.

7.0 Options

7.1 Recommended Option

Council give first reading to the proposed bylaws and set the date for a public hearing and a concurrent public meeting.

7.2 Considered Options

- a) give first reading to the proposed bylaws and set an alternative date (to be specified) for a public hearing; or
- b) defer consideration pending the receipt of additional information (to be specified) be provided and available to assist in consideration of the application; or
- c) reject the application.

8.0 Conclusion

Staff assessment of this rezoning application has concluded that the proposal is appropriate and is supported. The application proposes to deliver appropriate community benefits including purpose-built rental housing and non-market (supportive) housing units, a publicly-owned child care facility, public art and public realm improvements, offer a diversified housing option and will promote and enhance the commercial area. Further, if approved, this application will contribute funds to promote the community amenity objectives of the LAP.

The proposed buildings are designed to respond contextually to the surrounding area and will mark the intersection of Marine Drive and Taylor Way with West Coast architecture inspired buildings. The buildings have been thoughtfully integrated with the public realm and give geometry to the plaza - the main focal point, which will add year-round vibrancy and activity.

Staff recommend that the application be scheduled for a public hearing and concurrent public meeting, together with the development package including the proposed amending bylaws, legal agreements and development permit.



Author:

Lisa Berg, Senior Community Planner

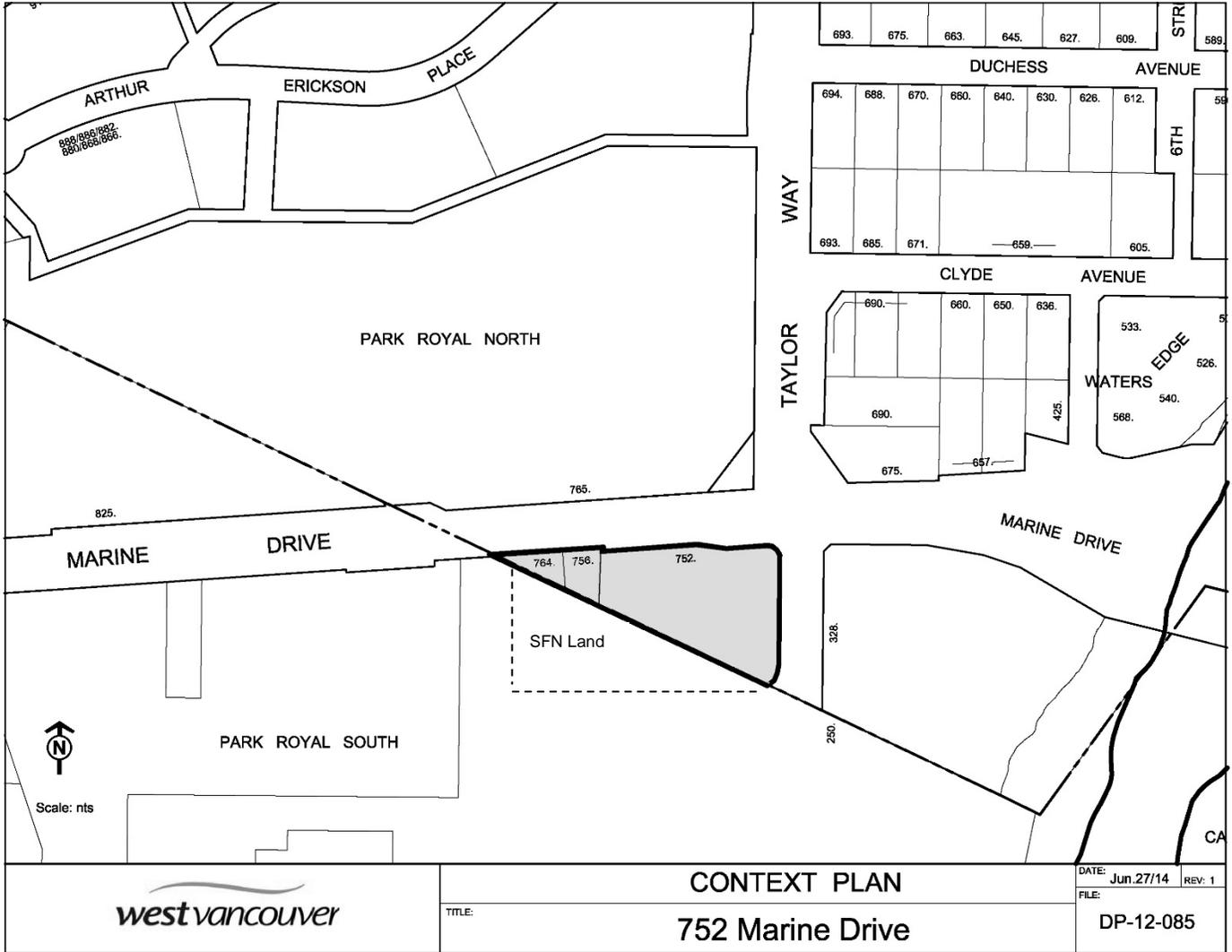
Concurrence

Matthew Roddis, Manager of Urban Design and Current Planning

Appendices:

- A. Context Map
- B. Project Profile
- C. DRC Minutes
- D. PAAC Notes and Minutes
- E. ACDI Report
- F. "Zoning Bylaw No. 4662, 2010, Amendment Bylaw No. 4967, 2018"
- G. "Housing Agreement Authorization Bylaw No. 4969, 2018"
- H. Section 219 Development Covenant
 - Statutory Right-of-Way "Public Access" (Schedule F)
 - Statutory Right-of-Way "Public Restrooms" (Schedule G)
- I. Development Permit No. 12-085
 - Design Booklet (Schedule A)

APPENDIX A – CONTEXT MAP



APPENDIX B – PROJECT PROFILE

at March 26, 2018

Project:	GATEWAY RESIDENCES
Application:	Development Permit No. 12-085
Applicant:	Park Royal Shopping Centre Holdings Ltd.
Architect:	Dialog
Landscape Architect:	Vaughan Landscape Planning and Design
Address:	752 Marine Drive
Legal Description:	BLOCK F DL 1040 PLAN 11252
PID:	009-122-494
Address:	756 Marine Drive
Legal Description:	LOT C BLOCK 6 DL 1040 PLAN 5848
PID:	011-062-525
Address:	764 Marine Drive
Legal Description:	LOT B: EXCEPT PART ON HWY PLAN 30; BLOCK 6 DL 1040 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 5848
PID:	011-062-096
OCP Policy:	Marine Drive Local Area Plan (LAP) & Guidelines
Zoning:	C1
Heritage Register	No
Previously Before Council:	April 13, 3015 and March 30, 2015
Summary:	To rezone the site to allow for two mixed use buildings of 11 and 14 storeys, containing 203 residential units and a total of 2,743.4 square metres (29,530 square feet) of commercial floor area.

	BYLAW C1	LAP	PROPOSED ⁴	COMMENTS/NOTES
Site Area				
752 Marine			5,617 sq m	
756 Marine			(60,461 sq ft)	
764 Marine				
SFN			3,823 sq m	
			(41,152 sq ft)	
TOTAL:	464.5 sq m		9,450 sq m	Parent Parcels
			(101,613 sq ft)	
Floor Area				
• Gross FA			21,235 sq m	Total building area, to calculate FAR
			(228,573 sq ft)	
Floor Area Ratio		2.0 to 2.25	2.25	Consistent with LAP
Unit FA & Units				
Commercial:				
Total CRU Floor Area:			2,748.4 sq m	
			(29,584 sq ft)	
Fee Simple			• 1,849 sq m	
			(19,903 sq ft)	
SFN			• 900.2 sq m	
			(9,690 sq ft)	
Day Care:				
Floor Area			362.2 sq m	Plus outdoor area (approximately 3,100 sq ft)
			(3,898 sq ft)	

⁴ Source: Information provided by applicant

APPENDIX B – PROJECT PROFILE

Residential:				
Total Residential Units:			203	
• Residential Units			• 143	
• Supportive Units			• 11	
• Rental			• 49	
Setbacks				
Front Yard	0 m		0 m	As per CD zone
Rear Yard	0 m		0 m	
Side Yard (East)	0 m		0 m	
Side Yard (West)	0 m		0 m	
Site Coverage				
Total area:			35%	
Height & Storeys				
East Building				
Building Height	7.6 m			
No. of Storeys	2	Primary building 12 to 14	14	Consistent with LAP
West Building:				
Building Height	7.6 m			
No. of Storeys	2	Secondary building, lower massing	11	Consistent with LAP
Parking				
Total:	1/18.6 sq m	221	251	Consistent with LAP
• Commercial		• 45	• 30	
• Residential (all)		• 176	• 201	
• Visitor		• n/a	• 20	
Bike Storage				
Total:			285	
• Residential			• 252	
• Commercial			• 33	

APPENDIX C – DRC

Excerpts of the February 22, 2018 Minutes

752 MARINE DRIVE (PARK ROYAL), TWO MIXED COMMERCIAL/RESIDENTIAL BUILDINGS

Background:

Matthew Roddis introduced the project. The application forms a part of the Marine Drive Local Area Plan (LAP) adopted by Council last year, with guidelines that establish the form, height, massing and character of new buildings as well as public spaces and landscape. LAP for this site calls for a range of density from 2.0 to 2.25 FAR and allows buildings up to 14 storeys at corner of Taylor Way and secondary lower massing at Marine Drive, deferring in height to that of West Royal Tower. The LAP requires public space with emphasis on pedestrian movement connectivity as well as community amenities which includes child care.

The proposal is for a density of 2.25 FAR, two buildings 11 and 14 storeys cascading in scale down from West Royal Towers, containing 203 units including rental and supportive units, approximately 30,000 square feet of commercial space and 254 underground parking spaces, 285 secure bike parking spaces as well as a child care facility. Large public plaza proposed and public spaces provided throughout site. The proposal is consistent with the density, massing and form and development outlined in the LAP. Mr. Roddis reviewed items for the Committee to address.

Project Presentation:

Rick Amantea, Vice-President of Development for Park Royal, opened the presentation. He stated that they have presented various versions of the project to the DRC and Squamish Nation and that this package is the most comprehensive and best work Park Royal has done to date. He gave credit to the previous community consultations and staff collaboration as being instrumental in ensuring that they developed world class architectural design with a strong public realm and feel the public interest is very well served. Very challenging area as the site is composed of two land triangles, one being fee simple land to north and the other leased land to the south on Squamish Nation land. Challenge is to appease to two different jurisdictions for one project. He thanked staff and the community on the advancement of the proposal to this point, and the Mayor and Council for approving the LAP.

Using models and computer presentation Trevor Thimm of Dialog Architecture provided the background on the evolution of the buildings, noting the third reiteration dated back to 2012 and that this is the sixth consideration by the DRC. He listed the six guiding principles for future developments at Park Royal: community, design excellence, living, connectivity, public realm and sustainability. He noted that the proposal complies with the LAP and advised that the revised proposal retains many of the original design principals. He reviewed the key revisions to the proposal:

- Commercial uses extend along Marine Drive.
- Removed glass canopy along the pedestrian galleria to allow more distinct separation between the two podiums and to create a stronger visual connection from Marine Drive to the plaza.
- Village square reshaped to better align with geometries of the buildings.
- Retail and food services intensified to animate the edges.
- The loading bays have been relocated below grade, ramp to underground parking incorporated into the south lot to conceal from public realm.
- Building height dramatically reduced: 14 storeys for the east building, 11 storeys for the west building, and density reduced to 2.25.
- Significant water feature added as a strong unifying element throughout the site.

APPENDIX C – DRC

Excerpts of the February 22, 2018 Minutes

- Distinct treatment applied to north and east façades for a solid vertical and transparent treatment on the horizontal expression on south façade.

The architect illustrated the changes in details: proposing simple material palette including cementitious panel, dark iron brick on north and east façade, south façade glass spandrel and metal panel, wood elements incorporated at the ground level for warmth. Sustainability features include: bicycle network and bike valet, education, urban agriculture, green roofs, storm water management, compact mixed use development of live, work and play, diverse housing opportunities including rental and supportive housing units, energy efficiency and incorporating heat recovery systems.

Landscape Architect Mark Vaughn advised that Park Royal has always desired an open public space for community events at this location, with the intent for strong pedestrian connections through the site, including the galleria with a visual connection activities with strong spaces between buildings and property line connector. He reviewed the public space features:

- Continuation of the light tan pavers and grey banding in a contemporary pattern from the Main Street east village.
- Marine Drive continuing concrete sidewalk, double band of trees and incorporate lawn at curb to allow expansion for bike lane in future.
- At residential component on Taylor Way echo the language of the West Royal towers with dense green vegetation and bioswale to handle run off.
- Architectural lines created in paving, concrete band to make pavers feel intimate like a carpet with repeating pattern in paving.
- The plaza has a sizeable space 77' x 60' at largest point, sunken down 18" to create a stage where activities can happen. Plaza gives ample connection from galleria to Main Street.
- When the plaza is not in use, looking at coloured lit musical water jets as open space use concepts. Surrounding restaurants relate to the plaza and will be animated by the dancing water feature.
- East plaza creates a meditative quiet space. Intent is to book-end the Whole Foods plaza as a passive play area.
- Lights create connectivity through the site using light pole running down main galleria and connect down to water feature.
- Public art at street corner and in roundabout in parking lot as a foreground visual connection through the site.

Committee Questions:

The Committee went on to questions the presenters, with the applicants' and staff responses in *italics*:

- Public realm is quite expansive but it is predicated that someone else's land is involved, has that been solved? *Everything south of jurisdictional line has must go through other review, but feel it is necessary to be considered in this review.*
- Building on south west corner is also on someone else's land is that part of this submittal? *Building not part of this submittal though the area indicated would be written into the agreement, everything seen fits 2.25 FAR. Is there any notion what might happen on this land if it is not relinquished to this project. It is one package but design review is submitted to Squamish ADP. Density would not change at all, this is the density as a package and building is included as part of density.*
- Who would maintain the plaza? *Park Royal Shopping Centre Holdings owns both fee simple land and is the holder of the leased land thus would maintain that*

APPENDIX C – DRC

Excerpts of the February 22, 2018 Minutes

- *portion of leased land. The strata for residential and rental units will be responsible for that portion of the property.*
- *What distance between the northerly building and commercial building to the south? Approximately 20 feet.*
- *Galleria is a striking link from corner to plaza, am wondering about the lights is there any pedestrian lighting in the 20-foot access? There is a lighting plan, proposing to use the same lighting as used for the pedestrian lighting in Main Street.*
- *Is there a traffic study for the 200 units exiting on Main Street? Yes, study was submitted to the District as part of this application.*
- *You are 6 metres below sea level in parkade, any concern going down that deep? Requires tanking but is attainable.*
- *Level 1 public plaza at northwest corner of site, is it a car roundabout? Yes, evolution of the design there has always been a parking lot with roundabout trying to soften by extending paving south, it functions as plaza space but do need to drop off as roundabout serves lobby and parking. There is a long term lease agreement with retail that this parking lot remain.*
- *Level 4 has long skinny patio to south side why does this not have same layout as space below? Communal outdoor space for this building, did not add units as allows building to step back and addresses a layout challenge. Proposing use for rental office and some storage space, saw opportunity to create some outdoor space for the building.*
- *Wonder what commentary was about height and why you could not go higher? At one point the Committee was previously opposed to the height and density. The Committee did not consider the previous submission. Waited for the outcome and Council approval of the LAP, which determined the maximum height and density.*
- *How many rentals units? 49 rental units and 11 supportive housing units.*
- *For festivals in plaza how many people do you think it can accommodate? Have not done a count as yet with new layout.*

Committee Comments:

The Committee went on to provide comments on the presentation, including:

- *A point of concern is that some of the housing units are getting really pinched by the adjacent buildings and are much closer than the City of Vancouver would allow, this includes the lowest rental/social units and units adjacent to the tower building.*
- *Like the urban gestures to honor and make something significant out of the Squamish Nation property line, like the way it extends from Marine Drive into the plaza, the plaza will be a very animated and active place.*
- *Currently the line between Squamish Nation and West Vancouver is kind of mythical and not very noted, it is an interesting history on Park Royal and land use in the area and think that story should be told. In considering the future planning somethings should be done to extend the access across Marine Drive to past London Drugs as a symbolic level to illustrate that story. This could be done through an art program placed at key points along that access could tell that story starting at the river and following along access and terminating at cemetery. I would like to see Park Royal and the District collaborate on this moving forward.*

APPENDIX C – DRC

Excerpts of the February 22, 2018 Minutes

- Architecturally like the reduction of height in the buildings, think that there is an opportunity on the corner at Taylor Way to do something, such as light sculptures, that are significant sign points to incorporate something that does not take away from the residential units but a real punctuation point at a very important crossing in the District. Think this building essentially conceals Park Royal and that exclamation point would certainly mark it.
- Want to reiterate to Council that it is a shame a site so close to downtown does not have more density. The North Shore is lacking multi-family residential and there is not a lot of opportunity for people to move back or downsize, ultimately comes down to supply and demand. If the supply is increased there is the ability to decrease costs of units over time. In context of adjacent buildings it is a shame the building it is not taller compared to the West Royal buildings built 30 years prior.
- Appreciate the model and like the flat iron concept creating some uniqueness to these buildings and appreciate trying to maximize density on site while coming up with a creative architectural solution. Disagree with previous comment as feel architecturally the building and building angles creates an interesting look coming down Taylor Way and do not want to see too much of a distraction in terms of light elements. Prefer to see a signature art piece for that corner. Suggest looking at company “wetdesign.com” for inspiration on fountains for the plaza treatment. Like how building broken up with variations in colour and expression on side of the building.
- Comprehensive package and models help evaluation proposal. Overall really like the scheme and the fact used building overhang to create weather protection and moved away from canopies. Like how the building slightly curves along Marine Drive to give interest and opens up and the galleria to feel quite spacious. Concern about the west building and its adjacency to the building to the south, almost twice as much space at galleria side versus the other cross section, like the axis not being the same size but do worry about the tightness there. Concern that west plaza is in effect a pathway with circular car roundabout, find this deceptive and not going to function as a plaza, would suggest moving the public art piece where people can approach and enjoy it.
- Would have liked to see view study from Evelyn Drive development as they will be most affected by this building elevation. Like the idea of the plaza, if similar to the Shipyards, a sunken plaza it will work well as a good place to sit. Concern with amount of traffic that will coming out onto Main Street.
- Like this project and how the public is treated here with public washrooms, daycare, and various sunny opportunities to have brown bag lunches. “*Public realm plazas should have active edges and simple centers*”, this is a statement that works well here and think plaza does not have to have programming. The big positive move is how streets are addressed here, as right now from Marine Drive to city boundary there is nothing on this road, hope eventually this all will become a street where can walk along and enjoy something happening there and defined by something beautiful.
- Response to solar orientation to be commended, not sure about the cementitious material as thought it was concrete, glad to see something other than glass for a building above three storeys and a very welcome move along Marine Drive and Taylor Way. On negative side, two potential flat iron buildings are not really expressed as flat iron, there is an opportunity for true flat iron-ness especially when looking down Marine Drive as fairly stubby nose right now. Paving seems to be three or four different conditions around the edge, always changing when crossing public perimeter into project, is there a way to look a contiguous piece.

APPENDIX C – DRC

Excerpts of the February 22, 2018 Minutes

- If there was an opportunity to add height think the northern half of easterly building would be an opportunity as from core up you could go up two to three more storeys, this could be in return for something that works for the community or program. Opportunity for landmark that marks that corner and recognizes flat iron-ness of that site.
- Good and clear presentation think dealt with most issues including building form and public realm guidelines, pleased with level of public realm, the left over space is driving this space so even better. Building form could use a bit of height, but find the buildings sit very well in context. Public realm is key and hope south plaza happens as terrific homage to parking garage across the street, think plaza works and see a lot of things happening there. Northeast corner maybe some life in the water would be okay to mitigate the traffic noise, important as a sculpture place and an invite to the community. Generally appreciate the effort went into this and like the project as a whole, it is a good key note to the rest of Marine Drive as you go west and am sure Planning will make sure this happens.
 - Great presentation and model very helpful. Commendable that the patio and lawn in open spaces is on the south facing side. Corner of Marine Drive and Taylor Way quite large and glad using permeable paving to extend to streetscape to make ground plane flat and add calmness. Across boulevard showing planting in the boulevard around the garage vents, suggest adding irrigation to keep successful. At entry area of east building show courtyard mid-block unclear what is going to activate space, appears like informal drop off with lawn in front. Plaza space great size and scale, works well, not sure what is the surface material for part time water feature, as if sloping 5% suggest look at for slipperiness. Worried area where public washrooms located could be a dark space, make sure well lit. Great project exciting and successful if built out as planned.
 - Have put together clear and coherent presentation. Project raises larger issue in terms of how we regard in public realm, struggle with the line on diagonal so acutely identifying and responding to tenure ship of land. Wonder if somehow with use of landscape or sculpting of smaller building start to be less rigorous as sets up wall like condition on a metaphorically level that makes me uneasy. Massing of buildings find the overall gestures strong, want to scoop some off of the Marine building and add it to the tower, feel building in a very odd place as not really a slab and not really a tower, trying to take vocabulary of both and mix together. Find this is evident on the long piece extending out, the project would be more successful and reduce massing if that piece was reallocated to add another level to that tower to raise up to 15 to 16 storeys and reduce the whole Marine slab by one level to 10 storeys, this would get more of the cascade you are referring to. Echo comments about the flat iron aspect, in particularly a lot of articulation in vocabulary in the piece looking out towards Taylor Way and some issues with overlook from one unit to another, look at more sculpted form to calm down vocabulary. Understand the sustainable approach to more punched openings on north and east side versus overhang on south and west but grey zone on how make transition between the two could be simplified and take beginnings of powerful project and make richer strong and simpler.
 - Concern with location of daycare and access, where going down into parking garage and bring kids up, worry about overlook on daycare and ability of people to drop things off balcony. Wonder if opportunity of locating daycare on the second floor of lower building on Squamish land to have more ease of access and a deck that is more particular to them. Need to play to what is important and how extend public realm in a social and supportive nature beyond the ground

APPENDIX C – DRC

Excerpts of the February 22, 2018 Minutes

level of facility. Start to do in a positive way with daycare and challenge to push further and take project to a level of excellence.

It was Moved and Seconded:

THAT the Design Review Committee has reviewed the Two Mixed Commercial Residential Buildings at 752 Marine Drive (Park Royal) and recommends SUPPORT with due consideration given to the comments as recorded in the minutes and further review by staff, noting:

- strong support for the general site organization and pedestrian movement systems;
- support for the structure of the public realm, especially the south facing plaza, and strong orientation and animation of the two fronting streets Marine Drive and Taylor Way;
- pursue opportunities for expressing the north east corner of the easterly building with additional height and public art opportunities.

CARRIED

APPENDIX D – PAAC

Notes and Excerpts of the Draft March 14, 2018 Minutes

Meeting Notes

At the meeting, the Public Art Advisory Committee (PAAC) learned about the proposed development, about Park Royal's existing public art program and heard further about the "corner" art piece that all projects within the LAP area will contribute funds toward via Community Amenity Contributions. The applicant team reviewed the approach to public art and outlined the opportunity for future PAAC involvement in the process. The PAAC expressed enthusiasm for the project and how it, along with the proposed artistic expressions will positively contribute to the public realm. Overall, the Committee supported the project and felt that together with the architecture, design elements and pedestrian connections along with the integration of public art, that the project will be a success.

Draft Minutes (Excerpt)

Public art opportunity at 752 Marine Drive – Planning Department

Lisa Berg, Wendy LeBreton, Trevor Thimm and Mark Vaughan presented to the Public Art Advisory Committee of a public art opportunity at 752 Marine Drive:

- There are a number of projects in the area. Each project will make a monetary contribution towards a larger scale public art project around the intersection.
- Onsite opportunities also exist at 752 Marine Drive, specifically at the roundabout in the North West area and at the corner of the North East area.
- There will also be public art on the land belonging to the Squamish Nation which the Squamish nation will work on with the developer.
- There will be 203 residential units and 60 rental units.
- An integrated water feature will be located in the plaza (Marine Drive and Taylor Way) with colour LED lights at night.
- There will be light columns down the main walk between the two main buildings.
- The plaza will include public washrooms.
- The Public Art Advisory Committee has been enlisted to provide feedback and work with the developer and District in the selection process of the public art pieces on District land.
- The project will go to Council for its first reading on April 9th. CAC's will be determined at this meeting.

APPENDIX E – ACDI

Draft Report from March 19, 2018 Meeting

Development and Inclusion Report (DRAFT) - 752 Marine Drive

Report Date: March 29, 2018

Meeting Date: March 19, 2018

Meeting Time: 3:30 p.m.

Meeting Location: DNV – 355 Queens Road, North Vancouver

ACDI members in attendance: Amy Amantea, Kamelia Abadi, Alexis Chicoine

ACDI Staff in attendance: Stina Hanson, Planning Analyst, DWV

Guests: Wendy LeBreton, Larco, Vance Harris, Dialog and Mark Vaughan, Vaughan Landscape Planning & Design, Lisa Berg, Senior Planner, District of West Vancouver

Author of Report: Alexis Chicoine, ACDI Vice-Chair

Discussion Topic: Development Project – 752 Marine Drive for Larco Investments

Discussion Summary and background information on presented project:

Project Details:

The proposed project includes two residential buildings atop a three-storey base plane that will include retail uses and a childcare facility. Key features of the proposal are:

- 203 units (11 supportive rental units, and 49 rental units in perpetuity);
- 14 storey east town and 11 storey west building;
- 254 underground parking spaces (17 accessible parking spaces)
- 285 bike parking spaces;
- 5% maximum grade on site;
- Supportive units will be designed to City of North Vancouver adaptable design guidelines Level 3 standard; and
- All crossings to use City of Vancouver streetscape standard let downs with score markings indicating direction of travel.

The site is currently zoned Commercial One (C1) and occupied by a surface parking lot for the Park Royal shopping centre. The site is at the corner of the Taylor Way and Marine Drive intersections, with no ne access to Marine Drive proposed. A previous version of the application was reviewed by the ACDI in 2015.

Accessibility Features:

Parking: A total of 17 accessible parking spaces are provided: 7 stalls on P1, 8 stalls on level P2 (including 5 accessible stalls that will be dedicated to the supportive units) and 2 stalls on level P3. A vehicle drop location on the east side of the site will also be accessible.

Building: 11 supportive units will be designed to the City of North Vancouver's Level 3 Adaptable Design guidelines. In addition to these units the building will also include the following accessible/adaptable features:

- Clear identification on staircases in emergency stairwells e.g. yellow tactile bull nosing on the stairs;
- Intercom system at the front to the buildings with possible combination of video and interface;
- Elevators with audible interface e.g. announce the floors as you go up and when the doors open;
- Mailboxes positioned for easy access for individuals with limited mobility;

APPENDIX E – ACDI

Draft Report from March 19, 2018 Meeting

- Pushbutton automatic doors to lobbies, parking ingress/egress, storage areas, garbage rooms, etc.;
- All crossings to have City of Vancouver streetscape standard let downs with score markings indicating direction of travel;
- No grade on site will exceed 5% in slope;
- Accessible ramp down to water play area, within the Village Square;
- Wide walkways throughout the development.

The building will contain 49 rental units that will be secured in perpetuity, and all units in the building will initially be rental. The 11 supportive units will be signed over to the District of West Vancouver.

Discussion Highlights:

The meeting covered all aspects of the proposed residential buildings and public realm. Architect Vance Harris provided an overview of the project including the public realm. The site layout responds to its location on the border of Squamish Nation land.

Commercial units at grade have been designed in anticipation of food and beverage uses that will engage and animate the plaza. Overall the buildings are to mark the gateway to West Vancouver and the expression of the public realm is used to visually and physically connect the site to beyond.

Technical details on the project were provided including building height, form and massing, the number of units, community uses (daycare) and the supportive units, which will be located on the second floor of the west building, close to the amenity spaces.

Public Realm: Landscape Architect Mark Vaughn discussed the intent of the plaza to serve as a multipurpose gathering space. He discussed the lighting strategy, maximum 5% grades throughout, broom finish concrete sidewalks and crossings and plazas are brick pavers. Using the streetscape standards from Vancouver will include trowel lines that point people in the direction of travel. Discussed details of the landscape plan including sidewalk widths, public furnishings (e.g. benches), ramps and stairs, including the ramp access to the public plaza and water feature and the accessible public restrooms. ACDI members discussed a range of things to consider and include as part of the final design including:

- Benches should include arms;
- Railings should be added to the ramp access to the public plaza and water feature;
- Additional handrail locations for access to the public plaza and water feature;
- Tactile/visual separation between the water feature at the base of the east building from the sidewalk area;
- Signage on the public restrooms should be high contrast with large font and/or incorporate brail or tactile letters.

Parking: Mr. Harris reviewed the parking, storage and bike parking including the allocation of five accessible parking spaces to the supportive units. There was discussion about the allocation of storage and bike parking spaces, given the potential needs of residents of the supportive units for storage of things like multiple wheel chairs, scooters or other mobility devices). The ACDI also recommended consideration be given to where accessible units are located: Many vehicles are equipped with side ramps that require additional space for loading and unloading that could be better served by locating accessible spaces at the end of parking rows, or in locations that offer additional area on one side.

APPENDIX E – ACDI

Draft Report from March 19, 2018 Meeting

Supportive Units/Accessible Features: Mr. Harris reviewed the proposed supportive housing in the west building, including their ownership (all 11 units will be owned by the District), design (City of North Vancouver “Level 3” adaptability), and access to amenity spaces. There are amenity spaces in both buildings, with access to the space in the east building via an outdoor bridge that connects at the second level. The ACDI discussed the importance of having the doors to these spaces (and the outdoor bridge) be automatic, to allow all residents to easily access in-building amenities.

The Committee encouraged the applicant to implore as many universally accessible design features throughout the building as possible including:

- Side opening wall ovens;
- Pocket doors in the bathrooms;
- Unobstructed under counter/sink knee space;
- Pull out cutting boards;
- Microwaves at counter level;
- Side-by-side washing and drying machines (or alternatively a washer/dryer combinations);
- High contrast and visible general signage including the use of braille,
- Pre-wiring the building and units for visual alarm systems;
- Emergency strobes in common areas, etc;
- Flush thresholds to balconies and common roof-top patios.

The ACDI noted that the District should be aware of and consider the Province of BC’s disability assistance rates (which currently allocate \$375 per month for housing) when considering rents for the supportive units, or deciding how those units will be administered.

752 Marine Drive Project Recommendations:

Project title: 752 Marine Drive, West Vancouver

Staff names: Lisa Berg, Senior Planner, District of West Vancouver

Recommendations by ACDI:

Specific Recommendation	Reason for Recommendations
Consider varying the location of some of the accessible parking spaces to locations that allow for additional space for loading and unloading	Many vehicles are equipped with side ramps, which require more space for loading and unloading
Consider the storage needs of residents in the supportive units either through allocating some of the dedicated storage or areas designated for bike parking	Living with disabilities also means living with a lot of things and equipment including e.g. multiple wheel chairs, walkers, other mobility devices, that are difficult to store in smaller units
Benches of other street furniture should be equipped with arms	
Railings should be added to the ramp access to the public plaza and water feature and additional handrail locations should be determined for access to the public plaza and water feature.	Assist all users in accessing the public plaza and water feature. Railings should be painted yellow (colour that is most frequently sight to those with vision loss)

APPENDIX E – ACDI

Draft Report from March 19, 2018 Meeting

Tactile/visual separation between the water feature at the base of the east building from the sidewalk area	To ensure those with vision loss are aware of the water feature when navigating through this area
Signage on the public restrooms should be high contrast with large font and/or incorporate brail or tactile letters.	To assist those with sight loss and making the public restroom highly visible
<p>Accessible units should incorporate:</p> <ul style="list-style-type: none"> • Side opening wall ovens; • Pocket doors in the bathrooms with adaptable latching mechanisms; • Unobstructed under counter/sink knee space; • Pull out cutting boards; • Microwaves at counter level; • Side-by-side washing and drying machines (or alternatively a washer/dryer combinations); • High contrast and visible general signage including the use of braille 	Based on the layout of the supportive units these features are suggested to make the units work better for their occupants, optimize space and ensure they appropriate for a range of different disabilities.
<p>Consider the following throughout both buildings:</p> <ul style="list-style-type: none"> • Pre-wiring the building and units for visual alarm systems; • Emergency strobes in common areas, etc; • Flush thresholds to balconies and common roof-top patios. 	These systems will ensure a higher level of safety for all building users, will ensure that everyone is able to access amenity and common spaces and may be able to easily upgrade units if other emergency systems are required.
Limit the use of concrete pavers in the public realm	Challenging for those using mobility aids
Emergency stairwells should have yellow (high contrasting) colours on the bullnose of each stair as well as yellow railings. The floor numbers on the doors should be VERY BOLD in a high contract (Black on White) and larger than usual (2-3 feet)	This will allow for the best possible visibility for all residents, including those with sight loss, exit more safely in an emergency situation.
Consider braille and tactile markings on Amenity rooms and public spaces and mail boxes.	For people with sight loss to navigate the building and access its common spaces

Motion: To be determined.