



MEMORANDUM

Date: August 28, 2015
Our File: 1010-20-15-062
To: Design Review Committee
From: Lisa Berg, Senior Community Planner
Re: **Amendment to Development Permit for Park Royal North**

This memo deals with proposed amendments to previously issued Development Permit No. 13-067 for Park Royal North.

Proposed Amendments

The applicant proposes amendments to the Development Permit for Park Royal North. Key elements include:

- Retention of the on-grade vehicle ramp (i.e. not re-routing it over the mall and to the northwest corner);
- Reconfiguration of the rear-mall floor area (via demolitions and additions);
- Adding a third loading bay area to the east at the rear;
- South facade treatments to respond to interior mall reconfiguration (elimination of mall corridors to larger, stand-alone commercial units);
- Exterior signage on new storefront spaces; and
- Improved pedestrian linkage between PRN and Park Royal Towers to the west.

See Appendix B for the Project Profile and Appendix D for the Design Booklet (proposed amendments).

Background: Development Permit No. 13-067

Development Permit No. 13-067 was issued on July 21, 2014 and allowed for various interior and exterior changes to the north mall. The **scope of work** included:

1. **South facing facade improvements:** removal of the storefront fabric canopies, faux columns and related 'nautical' theme designs and re-facing the building to create a cohesive look between Park Royal North and Park Royal South and The Village. This includes installing new glass canopies, glass screening panels along the upper parking deck, new building finishing materials and installing a public art and water feature at the main front entrance.

2. **Service Area Improvements** (north elevation):
 - a. New paint and wood composite panelling to break up the linear space of this elevation.
 - b. New landscaped areas.
3. **Improved pedestrian linkages:**
 - a. Installation of canopies over the western sidewalk connecting the North Mall to the South Mall;
 - b. Providing for a future overhead walkway at mid-point at the back of the mall that would connect to Evelyn Walk as part of the Onni development; and
 - c. Improved at-grade pedestrian crossings at the back of the mall (including textured pedestrian pavers and new cross walk paint).
4. **Faux column removal** on the vehicular overpass across Marine Drive.
5. **Circular vehicle ramp relocation** in front of the Royal Bank to the west (traffic would be directed over the roof top of London Drugs and ramp down to grade at an irregular-shaped corner to the west, or to the existing rooftop parking decks). Relocating the ramp will result in the loss of about 30 parking spaces at grade, however more parking is being added to the rooftop (see No. 8 below).
6. Establishing new **Tenant Design Guidelines** to increase storefront ceiling heights from 10 feet to 14 feet (to be implemented over time through Park Royal).
7. **Rooftop improvements:**
 - a. Screening of rooftop equipment and parking with landscaping and fencing.
 - b. Expanded planting areas and adding a continuous, wide deep planter on the north edge.
 - c. Relining of the parking lot on P2 to form 90-degree parking stalls to the access aisles.
8. **Extension of the P1 and P2 rooftop parking** levels over the rear of the loading bays to add approximately 140 new parking stalls.
9. Various **interior renovations** to add a new food store (City Market). This work involves closing in the western portion of the mall and relocating existing tenants elsewhere in the building. City Market would have exterior and interior mall access.

DRC April 24, 2014

The DRC considered the Development Permit application for renovations and additions to Park Royal North at its April 24, 2014 meeting. The motion that the Committee passed (with applicant responses) is attached as Appendix C.

Conclusion

Construction work on the mall is underway. City Market and the roof-top parkade extensions are under construction and the Royal Bank has been relocated to the west end of the mall. Park Royal has evaluated the north mall operations and has opted to move toward an alternative concept, which will result in exterior changes. As such, an amendment to the approved DP is requested.

Items to Address

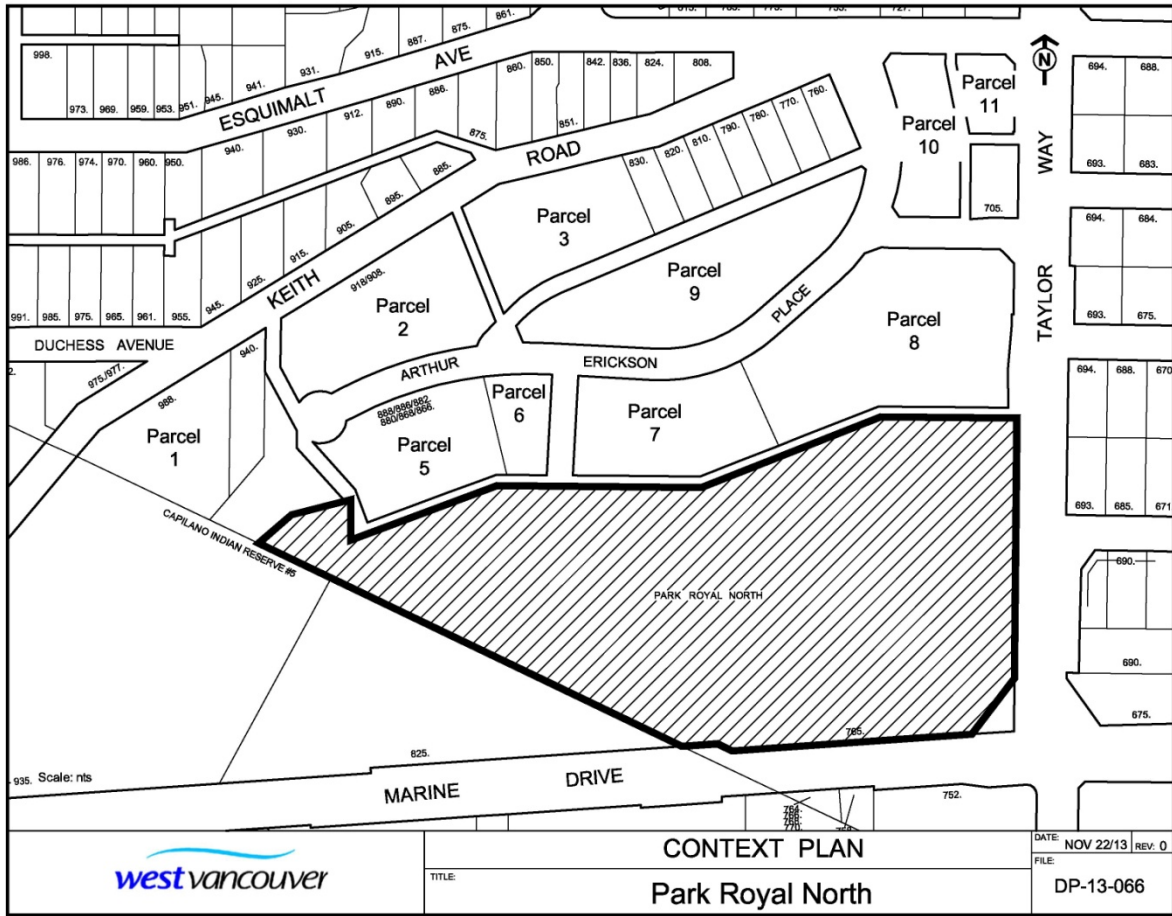
Specific items that staff would like the Committee to comment on include:

1. How do the proposed amendments align with the approved development (that is under construction)?
2. Does the architecture of the new “storefronts” respond to approved mall improvements and do they help to “break up” the long facade of the building?
3. Please comment on vehicular circulation with respect to retaining the on-grade vehicle ramp and the addition of a third loading bay.

Appendices:

- A. Context Map
- B. Project Profile
- C. DRC Motion from April 24, 2014 (and applicant responses)
- D. Design Booklet (Proposed Amendments)

APPENDIX A – CONTEXT MAP



APPENDIX B - PROJECT PROFILE

at August 28, 2015

Project	Park Royal North
Application:	Development Permit No. 15-062
Previously before Council:	DP No. 13-067 approved on July 21, 2014
Applicant:	Park Royal Shopping Centre Holdings Ltd.
Architect:	Musson Cattell Mackey Partnership
Property Address:	765 Park Royal North
Legal Description:	Block E District Lots 1040 to 1042 Group 1 New Westminster District, Plan 11239
PID:	009-277-005
OCP Policy:	Park Royal Shopping Centre BF-C7
DP Guidelines:	BF-C7
Proposal:	North mall renovations

Site Area: 729,850 square feet
Zoning: CD30 (Park Royal North)

Bylaw Analysis:

Gross Floor Area:	Existing	Proposed	Total
Ground Floor (Retail)	362,385 sqft	-10,521 sq ft*	351,864 sq ft
P1 (Retail)	80,000 sqft	No change	80,000 sqft
P1 (Parking)	117,272 sqft	+49,000 sq ft	166,272 sqft
P2 (Parking)	149,760 sqft	+26,300 sq ft	176,060 sq ft
<i>Total GFA:</i>			774,196 sq ft
Height:	Bylaw	Proposed	Comments
Shopping Mall:	9.1 m	6.4 m	Existing
Department Store:	10.7 m	9.7 m	Existing
Number of Storeys	n/a	1 plus P1 & P2	Existing
Setbacks:			
<i>Shopping Mall:</i>			
<i>Front (Marine Drive)</i>	22.9 m	37.4 m	Existing
<i>Rear</i>	4.3 m	4.3 m	Existing
<i>East Side (Taylor Way)</i>	12.1 m	15.5 m	Existing
<i>West Side</i>	4.3 m	11.8 m	Existing
<i>Parking Structures (excluding ramps):</i>			
<i>Front (Marine Drive)</i>	38.1 m	44.1 m	Existing
<i>Rear</i>	4.3 m	5.9 m	Existing
<i>East Side (Taylor Way)</i>	76.2 m	78 m	Existing
<i>West Side</i>	4.3 m	119 m	Existing
Parking:			
# of spaces	5 spaces/93m ² GFA = 1,721 spaces	1,839 spaces	complies
Crossovers:			
at property line	9.1 m	11.2 m	Truck entrance
at curb line	10.9 m	10.3 m	Existing
Landscaping:			
Parking structures	at 4.3 m setback	1.2 m wide	
Total area	5% or 2,973 m ²	2,984 m ²	New planters

*Reduction in GFA of mall due to various demolitions

APPENDIX B – PROJECT PROFILE

at August 28, 2015

Engineering:	Bylaw	Proposed	Comments
Max Ramp Slope	15%	15%	Complies
Roads	Traffic Management Plan required at Building Permit		
Sanitary	NW connection		
Storm	Varies		
Water	Varies		
ROWs	20' strip of municipal land along north property line		
Covenants			
Other:			
Site Coverage	n/a	n/a	
LUC/DAA Area	No	n/a	
DP Area	BF-C7	n/a	Complies
Heritage	No	n/a	n/a

APPENDIX C – DRC Motion

April 24, 2015

At its April 24, 2014 meeting, the DRC passed the following motion:

“THAT the Design Review Committee recommends SUPPORT of the Park Royal North interior and exterior renovations SUBJECT TO further review by staff of the following items (*applicant responses in italics*):

- agree with removal of faux bridge columns but need to explore opportunities to make the bridge a gateway and connective symbol for the two malls;
 - *Bridge sides will be clad in corresponding metal paneling used on the new bridge work at Park Royal.*
 - *Existing bridge railings need to stay for safety, but will be painted black to match the fencing installed along the median and to compliment the metallic panels.*
 - *The bridge will be softly lit to give a unique night time experience and to compliment the year-round festive lighting at Park Royal. Lighting will be programmable LED.*
- look at opportunity to provide additional outdoor plaza spaces adjacent to Marine Drive and grocery store;
 - *Seating and umbrellas have been added in front of the food store entrance.*
 - *Additional trees and landscaping have been added along the main entrance driveway to Marine Drive.*
 - *Public art installation at Marine Drive entrance.*
- integration of bike infrastructure with overall community bike lanes;
 - *Bicycle facilities added under the overhead vehicle ramp: bike racks, bike lockers, and do-it-yourself bike repair and air pump station.*
 - *The installation of a west-bound bike lane on Marine Drive needs to be considered in the context of future plans for cycling and transit. Park Royal and the District will need to collaborate in the future to see this bicycle infrastructure added.*
- improve energy conservation measures, including taking advantage of energy produced by grocery store and proper shading to the south side glazing; and
 - *Proposed glass canopies are replaced from clear to translucent to diffuse light and lower heat loads.*
 - *Replacement of glass storefronts will occur over time as storefront renovations occur. Renovated stores will require E Glass in accordance with ASHRAE standards.*

APPENDIX C – DRC Motion

April 24, 2015

- *Park Royal operates on a closed heating/cooling system and as a result the condenser operates year-round to cool the premises. There is little opportunity for heat recovery from the proposed grocery store, but Park Royal will review this with their consulting mechanical engineer at building permit.*
- further design development that looks at more modulation of facade both massing and material.
 - *With the renovated London Drugs and new food store (City Market) storefronts, the façade is not as continuous as it appears. The façade is further broken up by the new east mall entrance canopy and differing treatments at The Bay.*
 - *Overtime, renovated storefronts and finishes to the 14 foot height (several feet above the new glass canopy) will provide a similar look and feel to what has been achieved at Park Royal South Main Street.*
 - *The goal is to provide a cohesive look between Park Royal North and Park Royal South.*