



## **PRIOR RESOLUTIONS - DRC**

On June 19, 2014, the Design Review Committee passed the following resolutions:

*THAT the Design Review Committee has reviewed "The Residences at Park Royal" (752 Marine Drive) and recommends that high-rise tower form and/or mid-rise massing be supported, and further recommends resubmission that addresses the following:*

- *an FAR between 2.0 and 2.5 (across the whole site including the triangular portion of FN lands to the south);*
- *assurance of vehicle access from the south, with optional secondary (right in/right out) access via Taylor Way;*
- *orientation to Marine Drive and to Taylor Way;*
- *architecture should reflect importance of gateway site, and be iconic in nature.*

*THAT the next presentation to the Design Review Committee regarding "The Residences at Park Royal" (752 Marine Drive) include the existing urban context for 300 m in all directions.*

## **SUMMARY OF DESIGN REVIEW COMMITTEE SENTIMENT**

The proposed redevelopment appeared before the Design Review Committee (DRC) on three occasions in March, May, and June 2014.

Staff understands that the Committee unanimously agrees that the site:

- is important and acts as a visible gateway to West Vancouver;
- is an appropriate location for additional density given its proximity to commercial services and the most frequent and highest capacity transit service in West Vancouver;
- demands mixed use, of which office and residential are critical parts; and
- could conceivably be appropriate for high-rise massing.

Furthermore, staff understands that in general the Committee believes (though not necessarily unanimously) that:

- high-rise and/or mid-rise massing is a natural and reasonable outcome for the site given its context and location, notwithstanding the lack of specific supporting rationale from the applicant team;
- that a low-rise residential scheme would have considerable quality of life and saleability issues due to the localized impacts of traffic, noise, and air quality;
- that a low-rise commercial scheme is a wasteful use of the site; and

- that the vision for this site (mixed use and with additional density) should not be overridden by nearby traffic conditions that are in essence generated in aggregate by the entire north shore (the applicant team had initially avoided proposing retail and office space because these generate more trips than residential, and would have a larger traffic impact).

Finally, staff understands that a minority of the Committee believes that:

- the applicant team has not made a case for high-rise massing beyond the presence of the Park Royal and West Royal towers nearby.

### **DIRECTION FOR AMENDMENTS TO THE OFFICIAL COMMUNITY PLAN**

A number of general and specific amendments are contemplated for the District's Official Community Plan, including but not limited to:

- Amend *Policy LE3* and *Policy H5* to encourage mixed commercial and residential developments generally, and not only "where consistent with ongoing commercial activity." West Vancouver is generally free of industrial or noxious uses and there are no compelling reasons for mixed commercial and residential development to not be considered for any commercial area (provided that the addition of residential floor area does not reduce the amount of commercial floor area available to service residents).
- Amend *Policy BF-C7* to broaden policy related to Park Royal, such as:
  - Encouragement of the maturation of Park Royal to include additional land uses other than conventional retail (such as residential, office, entertainment, and supportive or administrative uses such as child care), provided that the addition of these uses does not reduce the amount of commercial floor area available to service residents;
  - Encouragement of a range of building forms and massing including low-, mid-, and high-rise, to be informed by site context and view and shadow studies;
  - Use of the rezoning and Development Permit process to establish appropriate final densities and building forms for development on a site-by-site basis within Park Royal; and,
  - A coordinated approach to transportation demand management including multi-jurisdictional cooperation.

At present the policy only speaks to the recognition of Park Royal's role as the eastern gateway to West Vancouver (which, while important, is an incomplete expression of the range of appropriate policy for the area).

- Expanding the *Development Permit Area Guidelines BF-C7* for Park Royal to better emphasize current best practices relating to a range of building forms and massing, encourage open space and social interaction, for view and shadow studies to inform building design, the selection and use of materials, the orientation of principal entrances for a given building and coordination of same with other buildings, emphasis on the streetscape, and so on.

## **CURRENT PROPOSAL**

A mixed use development is proposed, consisting of two residential high-rises above a retail/office podium structure and underground parking, with highlights as follows:

- a two- and three-storey podium structure with retail space and residential and office lobbies on the ground floor, office space on the second floor, and child care on the third floor, with two residential high-rises of 15- and 26-storeys above (number of storeys includes the podium);
- access to the underground parking via the Park Royal South 'Main Street' on First Nation's land, with a potential future alternate access to Taylor Way;
- inclusion and covenanting of the leased, triangular First Nation's land immediately south of the site as a mix of small-scale retail and open space for the duration of Park Royal's lease (approximately 80 years); and,
- approximately:
  - 321 vehicle parking stalls and 480 bicycle parking stalls;
  - 2,400 square metres (26,000 square feet) of retail space;
  - 1,700 square metres (18,000 square feet) of office space (including lobbies and vertical circulation);
  - 245 square metres (2,700 square feet) of interior child care space (including lobbies and vertical circulation); and,
  - 23,735 square metres of residential (254 units including 10 units proposed by the applicant to be allocated to the Vancouver Resource Society for housing for adults with disabilities).

## **ITEMS TO ADDRESS**

Staff would like the Committee to consider the following questions in their deliberation on the Development Permit submission.

### Massing & Architecture

1. While the site can undoubtedly be seen as a gateway to West Vancouver, does the proposal provide an iconic, landmark architecture?
2. Shadowing effects and impact on existing views and residents.
3. Is the north-facing, soaring-glass facade successful?
4. Is it necessary to screen the entire mechanical penthouse level with glass at the perimeter, or does this unduly increase bulk at the top of the building? Is it better to screen only the equipment rooms as necessary, and not the entire level? Does this contribute to the visual language of the building?
5. Please comment on the building elevations generally, and in particular the:
  - a. General architecture style and fit;
  - b. General expression of building facades;
  - c. Selection and application of materials;
  - d. Rhythm of two-storey precast concrete modules; and,
  - e. The proposed design of the low-rise retail buildings on the First Nation portion of the site (subject to final approval by the Squamish Nation).

### Spatial & Land Uses

6. Interaction and coherence of the various land uses on site, including the vertical circulation through other uses (for example, legible and easy access to child care through the retail and office levels).
7. Location and configuration of the housing units proposed for the Vancouver Resource Society.
8. Market residential unit configurations and in particular the sufficiency and functionality of patio space provided, especially on the podium transition levels.
9. Interaction with the context of Park Royal and surrounding development.

### Ground Level Interaction

10. Expression of the retail level re: materiality, look and feel, sense of welcoming (for example, should this retail read more 'warmly' than usual in Park Royal given that it is also host to residences above?).
11. Potential for success of the diagonal 'pedestrian mews' leading from the intersection into the site – how likely is it to be active vs. a 'dead' wind tunnel?
12. Street presence of the project generally, including supporting a consistent street wall on Marine Drive and active frontage where appropriate.
13. Plaza and open space design and programming.
14. Landscape design and functionality.

### Sustainability & Long-term Maintenance

15. Proposed sustainability measures as well as priorities for investment (such as minimizing cold bridging).
16. Any recommendations for design changes that have the potential to simplify and reduce the cost of ongoing maintenance for the eventual strata corporation (such as, for example, the protection of exposed concrete slab edges to prevent spalling and the need for costly premature patching and repair).

### Attachments

- 752 Marine Drive Development Permit Application Summary Document, November 2014 (102 pages, 11x17, colour, coil-bound)