Date: May 28, 2014
From: Lisa Berg, Senior Community Planner
Subject: Development Permit No. 13-067 for 765 Marine Drive (Park Royal North)

RECOMMENDED THAT:

1. Development Permit Application No. 13-067 for 765 Marine Drive (Park Royal North) to allow for improvements and renovations to the north mall, as attached to the report from the Senior Community Planner dated May 28, 2014, be considered on July 21, 2014.

Purpose

To provide Council with information regarding proposed Development Permit No. 13-067 for Park Royal North (see Appendix A – Context Map). The application is for various improvements and renovations to the north mall.

The proposed development permit (see Appendix D) is proposed to be considered by Council on Monday, July 21, 2014.

Executive Summary

Park Royal is a regional shopping centre located at the eastern gateway to West Vancouver. Park Royal North (north of Marine Drive) is within the jurisdiction of the District, while the south mall and village (with the exception of the southwest corner of Marine Drive and Taylor Way) is within the jurisdiction of the Squamish First Nation. Park Royal has applied for a development permit for improvements and renovations to the north mall.

The proposal includes exterior facade improvements, improving pedestrian linkages, relocating a vehicle ramp, extending the roof-top parkade and adding various elements to the public realm, including covered sidewalks and seating, public art, a bicycle storage and service area and additional landscaping. Interior renovations will see the addition of a new food store.

The proposal was reviewed by the Design Review Committee (DRC) at their April 24, 2014 meeting and the DRC supported the proposal conditional upon minor modifications. The applicant has made those modifications and they have been reviewed by staff.
Staff has completed a review of the proposal and confirms that it complies with the zoning bylaw, that the proposed renovations are appropriate for the mall, both for the north mall and contextually with the recent renovations to the south mall, and addresses interface issues with the Evelyn by Onni development to the north.

The applicant will schedule and host a Development Application Information Meeting to give the public an opportunity to learn more about the proposal prior to Council consideration of the development permit. The development permit is proposed to be considered by Council on July 21, 2014.

Subject to public input, it is recommended that the proposed Development Permit application be approved.

1.0 **Background**

1.1 Prior Resolutions

**July 30, 2009:** Council waived the requirement for a Public Meeting and approved Development Permit No. 09-021 which allowed for exterior building and signage upgrades.

**March 22, 2004:** Council waived the requirement for a Public meeting and approved Development Permit No. 03-017 which allowed for storefront and signage design guidelines and finishes to the building facades at the pedestrian level.

**January 14, 1985:** Council approved Development Permit No. 84-29 central mall roof-top improvements.

1.2 History – N/A

2.0 **Policy**

2.1 Policy

The Official Community Plan (OCP) designates the lands as the “Park Royal Shopping Centre” Development Permit Area.

The proposal is subject to a Development Permit to allow the proposed exterior improvements and renovations.

2.2 Bylaw

Pursuant to Zoning Bylaw No. 4662, 2010, the site is zoned CD 30 (Park Royal North), which allows for regional shopping facilities including retail and service uses, and parking structures and overpasses.
3.0 Analysis

3.1 Discussion

Site Context and Features

Park Royal North first opened in 1950 as the first department store anchored shopping centre in Canada. It has evolved over the years, first as an open air centre in the 1950s to an enclosed mall in the 1960s through 1980s, to a hybrid open and enclosed centre in the 1990s to its present configuration.

Together with Park Royal South and Park Royal Village\(^1\), the mall serves as a regional shopping centre. Park Royal is located at a major transportation hub and serves as an important economic generator for the North Shore.

Adjacent land uses to Park Royal North include:

- North 10' wide strip of land owned by DWV and Evelyn by Onni beyond
- South Marine Drive, with Park Royal South and Park Royal Village beyond
- East Taylor Way (Highway 99)
- West Park Royal Towers (Squamish FN jurisdiction)

The Proposal

Park Royal wishes to undertake improvements to the North Mall. The proposed improvements include a series of interior and exterior renovations, a roof-top parking addition and relocation of an existing vehicular ramp to the west, and improvements to the public realm. The overall design concept is in keeping with the new appearance of Park Royal South’s village main-street expansion.

The scope of work includes:

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.

\(^{1}\) With the exception of the land located at 752 Marine Drive (southwest corner of Marine Drive and Taylor Way), Park Royal South and Park Royal Village fall within the jurisdiction of the Squamish First Nation.
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 200 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.

The portion of the mall that is occupied by The Bay (at the east end of the mall) is not included within the scope of work; no changes are proposed in this area at this time. The detailed design plans, including context plans, urban design concepts and precedent images and sustainability details are attached to Appendix D as Schedule A.
Design Review Committee

The DRC considered this proposal at its April 24, 2014 meeting and members were supportive of the application. The DRC passed the following resolution:\(^2\):

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

- Agree with removal of 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;
  - Proposed glass canopies are replaced from clear to translucent to diffuse light and lower heat loads.

\(^2\) Draft DRC resolution at the time of writing this report.
Replacement of glass storefronts will occur over time as storefront renovations occur. Renovated stores will require E Glass in accordance with ASHRAE standards.

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 facade is not as continuous as it appears. The facade 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.

Minutes from the Design Review Committee are attached as Appendix C.

The Proposal & Development Permit Guidelines

The Development Permit Area is warranted due to the area's location at the entry to the municipality and use as a regional shopping centre. The key objectives of this Development Permit Area are to: enhance the gateway role; to promote a high quality of building design and landscaping; and to screen parking from Marine Drive.

The proposed North Mall renovations and improvements are consistent with the Development Permit Guidelines BF-C7. The improvements would see better access to the mall and beyond for pedestrians and would visually connect it with Park Royal South.

Relocating the vehicle ramp opens up the front area of the mall and redirects the focus of the car from the main entrance of the building to an underutilized parking area to the west. This in turn improves pedestrian safety near the mall entrance and allows for the addition of a self-serve bicycle repair and storage area.
The interface between Evelyn Drive and the rear of the mall was considered. Building plans for Parcel 5 (the apartment building under construction directly behind London Drugs) were provided by Onni and used during the design of the roof-top parkade extension (see Appendix D, Schedule A, Pages 35, DP A202 & 203, and 02-A302 for site plans, sections and renderings). Rather than adding the parking to the top of the existing London Drugs (to connect with existing access/ramp areas), the parkade was extended over the top of the rear loading bays. The extended Parking Level 2 (P2) steps back over top of the extended Parking Level 1 (P1), which allows for building articulation and are each finished with a raised planter along the edge. This arrangement is beneficial for both developments: it adds functional parking and covers major loading areas, avoids increasing the height of the parkade decks in front of Parcel 5, and together with other proposed façade improvements and landscaping (at grade and roof top planters), improves the visual quality of the north elevation.

Collectively, the proposed work, including the covered pedestrian sidewalk canopies, public art and additional landscaping would give the mall a crisp, modern look and increases pedestrian safety.

3.2 Sustainability

The renovation and improvements to the mall will incorporate green initiatives such as:

**Demolition & Construction:**

- Crushing and re-use of concrete, gravel and asphalt (where feasible) that is removed.
- Recycling of any removed steel.
- Preparation of a storm water management plan (required at Building Permit). This plan will study the direction of storm water runoff to the appropriate areas. Storm water is to be treated by an oil and grit separator prior to discharge.
- Electrical systems will meet minimum efficiency requirements of ASHRAE 90.1 2010. Feeder conductors and branch circuits will be designed and sized for maximum voltage drops (2% and 3% respectively).
- Lighting design and controls will be in accordance with BCBC 2012, referencing the energy efficiency requirements of ASHRAE 901.1 2010. Other light control measures are included, such as automatic timers, sensors, and lighting limits modeled on ASHRAE.
- Low E glazing on the new food store.
Mall Operations (ongoing):

Park Royal has implemented a sustainability policy which has altered the way the mall operates and has helped individual merchants be more responsible as well. This includes:

- Retrofit of over 3,000 parking lot lights. The estimated annual power savings is enough to power 100 homes for a year.
- Gift wrapping paper is made from 100% post-consumer waste and with a focus on eco-friendly hemp string instead of ribbons and bows.
- Maintenance staff uses Earth friendly cleaning products and Park Royal employees wear uniforms of recycled materials.
- Implemented a public recycling program for all customers.
- All fixtures in public washrooms are touchless and are operated by low-voltage electrical current to save batteries and contribute to less waste of water and paper towels.

See pages 24 and 25 of Schedule A, attached to Appendix D for further details on sustainability initiatives.

3.3 Consultation

The public will be given an opportunity to review the proposal at a Development Application Information Meeting, to be scheduled and hosted by the applicant prior to Council consideration of the development permit.

The proposal and supporting background material is posted on the District website and notice of the Development Application Information Meeting will be posted on the Community Calendar. Notice of the development permit will be delivered to all property owners and residents within 100 metres of the site in keeping with the Development Procedures bylaw.

3.4 Communications Process – N/A

3.5 Conclusion

The proposed upgrades to Park Royal North are needed to create a cohesive look with Park Royal South and to refresh and update the shopping centre. While much of the proposed work is cosmetic, the improvements will see better pedestrian access and vehicular movement, and adds functional parking for the North Mall. The applicant has responded to the recommendations by the DRC and is committed to working cooperatively in the future with the District to see a west-bound bike lane installed along Marine Drive.

Subject to public input, it is staff's recommendation that the proposed Development Permit application be approved.
4.0 Options

4.1 At the time of writing this report, Council may:
   
a) set the date for consideration of this application (recommended); or
b) set the date for consideration of this application and request that additional
   information (to be specified) be provided and available to assist in
   consideration of the application; or
   
c) defer further consideration pending receipt of additional information; or
   
d) reject the application.

4.2 When the application is considered by Council, Council may:
   
a) approve issuance of the attached Development Permit No. 13-067; or
b) approve issuance of a modified Development Permit No. 13-067; or
   
c) request more information; or
   
d) reject the application.

Author: Lisa Berg, Senior Community Planner

Concurrence: Chris Bishop, Manager of Development Planning

Appendices:
A- Context Map
B- Site Profile
C- Draft Design Review Committee Minutes April 24, 2014
D- Proposed Development Permit No. 13-067 (includes Schedule A – Architectural Drawings, Urban
   Design, Parking, Landscape and Sustainability Commitments).
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# Appendix B – Site Profile

**at May 28, 2014**

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<tr>
<th>Project</th>
<th>Park Royal North</th>
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<tbody>
<tr>
<td>Application:</td>
<td>Development Permit No. 13-067</td>
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<td>Previously before Council:</td>
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<td>Applicant:</td>
<td>Park Royal Shopping Centre Holdings Ltd.</td>
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<td>Architect:</td>
<td>Musson Cattell Mackey Partnership</td>
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<td>Proposal:</td>
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**Site Area:** 729,850 square feet  
**Zoning:** CD30 (Park Royal North)

**Bylaw Analysis:**

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<td>Ground Floor (Retail)</td>
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<td>80,000 sqft</td>
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<td>80,000 sqft</td>
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<td>P1 (Parking)</td>
<td>117,272 sqft</td>
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<td>149,760 sqft</td>
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<td><strong>Total GFA:</strong></td>
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<td>9.1 m</td>
<td>6.4 m</td>
<td>Existing</td>
</tr>
<tr>
<td>Department Store:</td>
<td>10.7 m</td>
<td>9.7 m</td>
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<td>Number of Storeys</td>
<td>n/a</td>
<td>1 plus P1 &amp; P2</td>
<td>Existing</td>
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**Setbacks:**

**Shopping Mall:**

| Front (Marine Drive) | 22.9 m | 37.4 m | Existing |
| Rear | 4.3 m | 4.3 m | Existing |
| East Side (Taylor Way) | 12.1 m | 15.5 m | Existing |
| West Side | 4.3 m | 11.8 m | Existing |

**Parking Structures (excluding ramps):**

| Front (Marine Drive) | 38.1 m | 44.1 m | Existing |
| Rear | 4.3 m | 5.9 m | Existing |
| East Side (Taylor Way) | 76.2 m | 78 m | Existing |
| West Side | 4.3 m | 119 m | Existing |

**Parking:**

| # of spaces | 5 spaces/93m² GFA = 1,721 spaces | 1,867 spaces | 146 additional stalls |

**Crossovers:**

| at property line | 9.1 m | 11.2 m | Truck entrance |
| at curb line | 10.9 m | 10.3 m | Existing |

**Landscaping:**

<p>| Parking structures | at 4.3 m setback | 1.2 m wide |
| Total area | 5% or 2,973 m² | 2,984 m² | New planters |</p>
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<tr>
<td>Covenants</td>
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**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 MINUTES

PARK ROYAL NORTH, INTERIOR AND EXTERIOR NORTH MALL RENOVATIONS, ROOF-TOP PARKING ADDITION/EXTENSION, VEHICLE RAMP RECONFIGURATION & PEDESTRIAN WALKWAY CANOPIES
FILE: 1010-20-13-067

Background:
Andrew Browne advised that the proposed renovations continue the improvements currently under way at Park Royal South and mirrors some of the changes to the south mall. Proposal includes work at the back of the mall facing the Evelyn project, vertical circulation changes and expansion to the rooftop parking, pedestrian connections to the Evelyn site, and façade changes. He noted that the District has a desire to see the available public right-of-way for Marine Drive westbound expanded to incorporate a bike lane and a better quality pedestrian facility. He noted that the District may have grant funding available to make construction possible if Park Royal is willing to work with the District with respect to right-of-way width.

Project Presentation:
Rick Amantea, Vice President of Park Royal Shopping Centre opened the presentation, he advised that they are committed to maintain Park Royal North as a commercial operation for the long term with a commitment for long term leases and reinvestment into the property to make sure it continues to thrive and is maintained at a high level. The north mall needs to have a different identity to the south mall and part of that identity is to bring back a grocery store in a similar location to where it was put in 50 years ago and will give nearby residents the opportunity to walk to buy groceries. He advised that the north side needs to be raised to a new standard equal to what are doing on south side with many of the characteristics and features replicated on the north side, creating harmonious atmosphere between the 2 shopping centres and providing a connection for people to park their car once and go by foot to all parts of the mall. Regarding timeline, he expects to have a Building Permit application by September and embark to achieve substantial completion by December 2015.

Using power point presentation, John Moorcroft from Musson Cattell Mackey Partnership (MCM) went over the concept for the north mall. Proposal is to give whole entity more cohesion with redevelopment mostly focused around the food store “City Market” and connectivity to that location, creating a small amount of new retail space and a new parking area on top. The architect summarized the major aspects of the redevelopment including:

- New sidewalks and landscape to address heightened pedestrian orientation.
- Elimination of circular vehicular ramp and relocate ramp to west
- Provide weather protection over the north/south pedestrian connection to the 2 malls.
- Removal of faux columns at the exterior storefronts and replace fabric canopies with glass canopies.
- Remove faux columns on vehicular overpass across Marine Drive.
- New tenants will be required to raise storefronts to a maximum height of 14 ft.
- Screening of rooftop equipment, provide new landscape on rooftop parking and include water feature with public art at main entry.
• Screen rear loading docks at rear of building to enhance view from Evelyn Drive residences.

Landscape Architect Mark Vaughn went over the landscaping proposed. He went over the changes to the south side and the importance of success with the pedestrian connection across Marine Drive. One of the key elements was pulling the curb out and trying link to the north mall. Proposing to continue the language from the east village with the quality of materials developed including using unit pavers, furnishing and lighting. At curb creating series of seating spaces with planters to be oriented towards the stores at north mall. Roof top parkade to include a large amount of greenery and interspersed throughout the roof with small delicate trees. The plaza to echo the same material as used on the south side with the fountain shape replicated using granite and unit pavers and public art.

Committee Questions:
The Committee went on to question the presenters, with the applicants’ response in italics, including the following:
• Did you consider putting City Market at that very west end of mall to liven up area? London Drugs and liquor store have lots of tenure on their leases, envision the west end will evolve into a high energy service driven area for commodities and eastern part to become the more fashionable shopping area.
• Any thermal envelope upgrades? Most of exterior changes are at store front, as tenant move out will replace with more efficient glazing. Parkade is already insulated, very little exterior work can upgrade. Parking changes on roof only cosmetic, at new structure at north not planning to upgrade envelope.
• Taken away awning from south elevation how are you going to treat solar gain on that elevation? Glass canopy. You need to be careful as lot of product damage on that elevation.
• What is happening to most westerly access on marine drive? Right in and right out to allow delivery trucks to go straight to the back of mall.
• One of successes of the village at Whole Food was putting public space in front of market, have you considered that here? There is a space where ramp is being removed for a small plaza between building face and road edge.
• Any future thoughts to bring buildings out onto Marine Drive to create a street presence? Long term seeing that happening, but in short term current leased stores have restrictions on what we can do out front.
• Disappointed to see bike lane doesn’t make it all the way to London drugs, seems what is presented is a nonsensical plan and don’t see any provision for some kind of cycling schema that makes sense. Along with the allocation of bike lanes on the south mall Park Royal intends to put in drawn lines to indicate a shared bike/car lane along the south face of north mall. Future goals are to install a bike valet for mall.
• Exiting ramp is new and unproven; think will see significant increase in traffic, given any thought about how to alleviate congestion at that ramp as feel will be have intense traffic flow. Right now the existing ramp creates huge conflicts with pedestrians and cars, by relocating further to the west and having right turn in for delivery vehicle will take that hub away. Ramp traffic should not be any different to traffic going down currently.
APPENDIX C – DRC MINUTES (continued)

Committee Comments:
Members’ comments on the application included:

- Relocating loop over to west side is significantly better than what you have now, especially as leaves 3rd access in with the right in right out and makes significantly safer for pedestrians. Like idea of softening up view from the Evelyn Development so more attractive from that side, support rotating the parking angles by 90 degree on upper deck.

- Like the proposal. Think treating back of mall going to be major advantage to marketing of Evelyn as first 4 levels look right into the back of the mall. Positive having food market at north side feel will be a great draw. Ramp in existing location is a confusing road. Think positive move and love what doing with screening.

- Concerns with connectivity for pedestrians don’t think design there yet as not sufficient compatibility with outdoor experience between Park Royal north and south. Moving ramp a terrific move and build on this. Removing faux bridge columns is terrific thing but if trying to lose ugly bridge would like Park Royal to see as opportunity to make public art of bridge to make so spectacular it becomes a calling card for mall or could take to next level and make it so green it disappears.

- Mixed feelings about canopies and not sure successful in scale of what doing. South side long glass elevation successful because you have stores creating podium, putting the same idea on north side does not allow same opportunity as have parking lot in front, may not be able to pull off successful on this long façade.

- Most successful piece is bringing mall closer to road, wish was way to replicate plaza on this side, right now made parking lot sacred why not create plaza by removing 6 parking spots [beside principal north-south pedestrian crossing at bus exchange] to allow more breathing space for people and the linkage between the two more welcoming.

- Could we lose one in and out to allow pedestrians to be more connected with other side? Worry about glass theme, maybe go with something more timeless, if take away strong linearity and play with 3rd dimension maybe opportunity to break skyline and create massing that is more interesting. Feel space frame going to give you a date stamp. Need to play with massing and make more interested and don’t rely on cliché of pieces adding.

- Agree with modulation on façade as feel bit relentless, glazing successful on south side because of context and maybe north side asks for a different solution. Agree that main entry canopy will be dated, one facing north side nicer because simpler. Deletion of faux columns fine but end up with highway spec bridge, why not add interesting lighting on bridge, look at railing details and how bridge can become a more distinctive piece. Materiality and façade of food store has opportunity to be more distinctive rather than corporate standard. Food store needs opportunity to open it up and add place where can sit outside, people need place to congregate on north side.
• Bridge great opportunity if some public art could be integrated into that. If remove 6 parking spots provide great opportunity to create a bit of a public realm at entrance. Intersection still reads like crossing, is it possible to lose asphalt between the 3 crossings with pavers and bring plaza materials out onto the street and look at raised plateau to slow cars and bring pedestrians out. Renderings show trees stop short, why can't trees be brought down around, could add more trees and at edge of north south crossing and add more plantings to create edge to the cars and add more benches. If can provide benches with hand hold in middle it will help the elderly push themselves up. Canopy good idea but is it possible to make funkier, maybe look at ways to enliven with colour, water or sound. Parkade planter does not allow a lot of space for trees, is it possible to enlarge the planter and give more volume? Also lose azaleas to provide more volume for hanging trees.
• Sustainability section a bit weak, no reference to any mechanical improvements. If envelope not upgraded you are going to have same amount of heat loss and more cooling loads as taken away solar shading, so energy use going to go up. Have great opportunity with new grocery store to look at recapturing heat from refrigerating cases and reuse into the facility and try to get handle on proper sustainability improvements going forward. This is meant to be the premier retail experience on north shore and missing opportunity to set standard on sustainability.
• Reemphasize need to create a plaza space in area in front of mall as would help make successful and benefit mall and community to do something both with connectivity and also where food market is to make animated and protected for cars. Like idea to look at coordinated bridge with West Vancouver to make more of a gateway connection to mall but also to West Vancouver. A lot of what done here terrific.
• Glass canopy umbrella could you consider flying over whole road to make a pleasant experience to connect together.

Resolution:

It was Moved and Seconded:

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:

• 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;
• look at opportunity to provide additional outdoor plaza spaces adjacent to Marine Drive and grocery store;
• integration of bike infrastructure with overall community bike lanes;
• improve energy conservation measures, including taking advantage of energy produced by grocery store and proper shading to the south side glazing;
• further design development that looks at more modulation of façade both massing and material.

CARRIED
APPENDIX D

District of West Vancouver

Proposed

Development Permit No. 13-067

Current Owner: Park Royal Shopping Centre Holdings Ltd.

This Development Permit applies to:

Civic Address: 765 Marine Drive, West Vancouver (Park Royal North)

Legal Description: 009-277-005
Block E District Lots 1040 to 1042 Plan 11239
(the ‘Lands’)

1.0 This Development Permit:

(a) imposes requirements and conditions for the development of the Lands, which are designated by the Official Community Plan as the Park Royal Shopping Centre Development Permit Area due to the area’s location at the entry of the municipality and use as a regional shopping centre for the purposes of enhancing the gateway role, promoting a high quality of building design and landscaping and to screen parking from Marine Drive, and subject to Guidelines BF-C7 specified in the Official Community Plan; and

(b) is issued subject to the Owner’s compliance with all of the Bylaws of the District applicable to the Lands, except as varied or supplemented by this Permit.

2.0 The following requirements and conditions shall apply to the Lands:

2.1 Buildings, structures, on-site parking, access aisles and site development shall take place in accordance with the attached Schedule A.

2.2 Sprinklers must be installed in all areas as required under the Fire Protection and Emergency Response Bylaw No. 4366, 2004.

2.3 No wood burning fireplaces shall be installed, constructed or otherwise permitted on the Lands or in any building on the Lands.

2.4 On-site landscaping shall be installed at the cost of the Owner in accordance with the attached Schedule A.

2.5 Sustainability measures and commitments shall take place in accordance with the attached Schedule A.

3.0 Prior to commencing site work or Building Permit issuance, whichever occurs first, the Owner must:

3.1 Provide and implement a plan for traffic management during construction, to the satisfaction of the District’s Manager of Development Engineering.
3.2 Install tree and/or hedge protection measures as required to the satisfaction of the District's Environmental Protection Officer.

3.3 Submit a "Sediment and Erosion Plan" to the District's Environment Protection Officer for approval, and the owner shall be responsible for maintaining, repairing and implementing of the sediment control measures.

4.0 Prior to Building Permit issuance:

4.1 Engineering civil drawings detailing works, including but not limited to: (a) storm water management measure, (b) site service connections must be submitted for acceptance, and (c) security provided for the due and proper completion of the engineering works, all to the satisfaction of the District's Manager of Development Engineering.

5.0 Security for Landscaping:

5.1 Prior to the issuance of a Building Permit, security for the due and proper completion of the landscaping set forth in Section 2.4 of this Development Permit shall be provide in the amount of $576,265 to the District in the form of cash or unconditional, irrevocable auto-renewing letter of credit issued by a Canadian chartered bank or credit union. The landscaping shall be maintained for a minimum of one year after installation, and not prior to the date on which the District authorizes in writing the release of the security.

5.2 No occupancy shall be issued nor will any other final approvals will be given until the landscaping set forth in Section 2.4 of this Development Permit is substantially completed or until a security deposit for the due and proper completion of the landscaping set forth in Section 2.4 of this Development Permit is provided for any outstanding works or deficiencies.

6.0 This Development Permit lapses if the work authorized herein is not commenced within 12 months of the date this permit is issued.

In the event the Owner is delayed or interrupted or prevented from commencing or continuing the development by reason of any Act of God, labour unrest (including strike and lockouts), weather conditions or any similar cause reasonably beyond the control of the Owner, the time for the completion of the work shall be extended for a period equal to the duration of the contingency that occasioned the delay, interruption or prevention, provided that the commercial or financial circumstances of the Owner shall not be viewed as a cause beyond the control of the Owner.

THE COUNCIL OF WEST VANCOUVER APPROVED THIS PERMIT BY RESOLUTION PASSED ON __________________________, 2014.

__________________________________________
MAYOR

__________________________________________
MUNICIPAL CLERK
THE REQUIREMENTS AND CONDITIONS UPON WHICH THIS PERMIT IS ISSUED ARE ACKNOWLEDGED AND AGREED TO. IT IS UNDERSTOOD THAT OTHER PERMITS / APPROVALS MAY BE REQUIRED INCLUDING PERMITS / APPROVALS FOR BUILDING CONSTRUCTION, SOIL AND ROCK REMOVAL OR DEPOSIT, BOULEVARD WORKS, AND SUBDIVISION.

Owner: Signature  Owner: Print Name above  Date

FOR THE PURPOSES OF SECTION 6, THIS PERMIT IS ISSUED ON [ Insert date# ].

Schedules:

A – Building plans, landscaping and sustainability measures (June 3, 2014 edition).
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0.0 INDEX
1.0 INTRODUCTION
2.0 CONTEXT/SITE DESIGN
3.0 BUILDING DESIGN
4.0 SIGNAGE AND LIGHTING
5.0 LANDSCAPE
6.0 VEHICULAR ACCESS, OFF-STREET PARKING AND LOADING
7.0 SUSTAINABILITY
8.0 PROJECT ACKNOWLEDGEMENTS

APPENDIX
1.0 INTRODUCTION

Park Royal North Overview

Park Royal North opened in 1950 as the first department store anchored shopping centre in Canada. Through the past 64 years it has presented a variety of different looks from an open air centre in the 50’s to an enclosed centre in the 60’s, 70’s and 80’s to a hybrid open air and enclosed centre in the 90’s leading up to the current day. The proposed improvements to Park Royal North are required to meet the ever evolving attitudes of its customers and to keep the asset relevant in the context of the larger Park Royal South, more recently, The Village at Park Royal and the new village retail main-street expansion.

The proposed improvements to Park Royal North are synonymous with the new sophisticated appearance of Park Royal South’s village main-street expansion. Features include:
• new sidewalks and landscaping to address a heightened pedestrian orientation;
• elimination of existing circular vehicular ramp in front of RBC to the west;
• weather protection over the north/south pedestrian connection enroute to Park Royal South;
• removal of obstructive faux columns at the exterior storefronts and replacement of the fabric canopies with glass resulting in a more open, inviting experience for the sun drenched south facing elevation;
• removal of faux columns at the vehicular overpass across Marine Drive reducing visual mass;
• new Tenant Design Guidelines requiring retailers to raise storefronts from an existing height of approximately 10’ to a maximum height of 14’;
• screening treatments for rooftop equipment, new landscaping on rooftop parking decks; a water feature with a public art component at the main entrance and;
• screening of rear loading docks and architectural improvements to the rear of the existing building to improve harmony with the Evelyn Drive residences.

The proposal includes extending the parking structure to the north. This will provide an additional 200 stalls in an area serviced by new elevators resulting in greater convenience and accessibility for customers. The parking structure is permitted under current zoning and by extending it to the north there is potential for a future pedestrian connection to Evelyn Drive residents.

The proposed architectural improvements are accompanied by retail changes that will increase the customer draw to Park Royal North and reinvigorate the experience of those who visit. These changes would include the creation of new space for a new urban food store called City Market, a renovated London Drugs and other unique offerings enhancing this important commercial node in West Vancouver.

By introducing these improvements Park Royal North and South will become better connected and the shopping experience will encourage customers to walk between the various retail precincts in more of a pedestrian orientated, neighbourhood fashion. Animating Marine Drive with active retail and potentially restaurants and cafes that can take advantage of south facing patio seating and seek to do business past 9 PM nightly will enhance the streetscape experience upon arrival in West Vancouver.

From its opening in 1950 Park Royal North has served generations of West Vancouvers and the broader North Shore community in a variety of ways. The improvements being proposed for Park Royal North are designed to not only connect the North and South but to provide a convenient and walk-able destination for residents of Park Royal Towers, future residents of Evelyn Drive and others who live north of Marine Drive to a vital, safe and inviting environment.

Park Royal North Phasing

The exterior improvements to Park Royal North will commence shortly after a Development Permit is issued and a Building Permit is provided by the District of West Vancouver. The exterior improvements, excluding the new “market” store and parking structure extension will take 9 - 12 months from start to completion. Major construction activity will be reduced during the 2014 holiday season. Assuming DP and BP in hand summer 2014 the exterior improvements will be substantially complete for spring 2015 followed by the opening of the new City Market in fall 2015.
2.0 CONTEXT/SITE DESIGN

The location of Park Royal Shopping Centre at the entry point from North Vancouver and Vancouver plays a role as the gateway to West Vancouver district. The importance of strengthening that position became a major factor in the ongoing revitalisation of the site. As a regional retail and service orientated shopping centre, Park Royal was also interested in increasing retail capacity and enhancing the shopping experience.

The major upgrades and new expansion on the southern site followed the success of Park Royal Village. This sets a precedent for further development to pursue the established high standards of urban design. This will also increase more the visitor experience and further the vision of Park Royal as a major shopping destination.

With this in mind, the owners and the design team focused on ensuring that the North Mall follows the already established design language of the site improvements to the South of Marine Drive. This includes the upgrades to the exterior of the buildings, creating a coherent design, use of high quality finishes, encouragement of a pedestrian friendly character and emphasis on the connections throughout the shopping centre and to the neighbourhood.

The process has been initiated with establishing connections between the North and South Malls. A new grand entrance to the South Mall was recently opened, flanked by buildings B & C. This entrance sets a backdrop to a beautiful Salmon Spindle Whorl art piece by local artist Jody Broomfield. The next step is to ensure the North Mall main entrance regains its significance. The North-South axis between the two malls becomes a major pedestrian route with visual connectivity and integrated public realm design. The provision of space for public art at the North Mall entrance creates the linkage and engagement between two parts.

The introduction of a new large food store, City Market, at the west end of the mall triggers not only changes to the façade but will also animate the shopping space. The tradition of a food market experience with a modern touch seats perfectly with the project goals.
PUBLIC REALM - Existing Condition

The current condition of the outside pedestrian realm at the North Mall is far from ideal in some respect due to the existing façade treatment. Although functionally this façade seems to be working – it provides shade and cover, it actually creates a visual barrier. The façade not only dates the building greatly but the bulky colonnade separates it from the rest of the development. There is no invitation or indication of what is occurring in the mall for potential new customers. The future of the Park Royal North’s success lies in upgrading and modernizing the look, continuation of the connectivity with other parts of the Shopping Centre and emphasis on the pedestrian flow and access around the whole site.
Continuity of Park Royal Village Expansion

With Park Royal’s popularity as a shopping destination, the emphasis on making the PUBLIC REALM an uninterrupted and flowing experience is one of the main goals for all the projects that are undertaken on site.
Public Art

Park Royal is undergoing upgrades that will enhance customer experiences throughout the property, and broaden its status as a people-friendly, one-of-a-kind destination. This includes the commitment to beautiful public spaces – enhanced by public art, water features and green space.

Public Art is an important element of the Park Royal Shopping Centre. Key focal areas are chosen to incorporate public art that might also be complimented by water features depending on the pieces commissioned.

There is an opportunity for Public Art at the main entrance to the North Mall that will include a substantial art piece which will link with the recently finished art installation at the opposite end – South Mall main entrance.

Salmon Spindle Whorl

Jody Broomfield, Artist

Jody Broomfield’s Salmon Spindle Whorl Sculpture pays homage to the women weavers, who used this traditional Salish hand-spinning tool to create elaborate woven blankets and ceremonial regalia.

The women weavers’ hand spun Mountain Goat wool into yarn with the spindle whorl, which were made of wood and often had carved with meaningful imagery. Here, Broomfield has placed a design of salmon, representing the circle of life with four different species of Salmon (Chinook, Coho, Chum & Pink) to mark the proximity of this site to Capilano River, a significant harvesting river for the Squamish Nation. On the edges of the spindle whorl is the sacred eyes of the ancestors, watching over in all four directions.
3.0 BUILDING DESIGN

The renovations to Park Royal North have two basic challenges in terms of building design.

- The treatment of the public south-facing façade
- The appearance of the service area at the north elevation of the shopping centre

The improvements on the south façade reflect the new sophisticated appearance of Park Royal South’s open air expansion, superseded the dated “marine” theme and were triggered by the introduction of a new urban food store, City Market, east of the existing London Drugs. To achieve the improvements, the 90’s aesthetic of false columns, fabric awnings and a dominant entablature are removed. The effective width of sidewalk is increased by the column removal, allowing for trees and street lighting to be introduced. New pavers will replace the existing concrete. A new continuous steel and glass canopy replaces the fabric awning, and over time, the existing glazing will be replaced with energy efficient Low-E glass. The glass in canopy will be diffused, to give shading below. A signage zone will be located above the glass canopy. The materials on this area will match those of Park Royal South - brick, stone tile or metal cladding. The projecting face of the upper parking level will be clad in diffused glass panes as per Park Royal South. The new City Market store-front creates a strong retail animation on the east side of the existing vehicular overpass bringing life to this portion of Park Royal North.

To continue the improvement of the Park Royal structures appearance, the overpass road’s false columns will be also removed. The concrete edge will be clad in metal panel and new balustrade placed to tie in with the existing theme at this location.

The central main mall entrance treatment matches that of Park Royal South with a large metal clad signage wall and a space framed canopy. The large forecourt provides space for a water feature and public art component. Connectivity to Park Royal South is enhanced by providing semi-continuous weather protection on the west walkway, which takes pedestrians under cover to Marine Drive. Once across the road, there is canopy protection on the newly completed buildings that form the new main street.
The removal of the existing ramp in front of the former Bread Garden space and creation of a new vehicular roadway exiting via a new ramp to the west opens up the west side of the existing overpass. This not only allows for improved sight lines and the opportunity for improved retail animation in this area but also addresses a number of safety issues where multiple traffic movements and intensive pedestrian activity converge.
Improvements Key Plan

1. New treatment of the public south-facing façade
2. Improved appearance of the service area at the north elevation of the shopping centre
3. The Bay loading area to remain as existing
4. New food store - City Market
5. Relocated access ramp
6. Public Art location
7. Weather protection on North-South pedestrian route
8. Future overhead pedestrian link to Evelyn Drive Development
The second challenge is to improve the appearance of the north face of the shopping centre. This is and will continue to be a working area with truck docks, garbage areas and exit doors to stores. There are three distinct zones to this space and the first is the rear of the London Drugs / Liquor Store stores. This is a blank wall built close to the property line. The Evelyn Drive development has also been built close to the property line, and photos taken from the residential levels show that the views are of the roof and Park Royal South beyond rather than the wall. The existing roof structure will be screened. It should be pointed out that Evelyn Drive has been marketed, sold, and now lived in, with this condition.

The second area stretches from the London Drugs loading dock east to the Bay store, and encompasses the rear of the mall stores, which are set back some 60 feet from the property line. Views from any future Evelyn Drive development will therefore reveal much more at grade than the area west. A revised parking layout creates two new large landscaped areas and new finishes to the rear will improve the appearance. The existing mall entry will be enhanced by a larger canopy, improved lighting, and a new crosswalk connection to the Evelyn Drive walk. The existing parking levels are extended and at P2 this will be set back from the P1 level, allowing the north side of the lower deck to be well landscaped. There is also a provision for a future overhead pedestrian link to Evelyn Drive from this one level. The existing P2 level will be restriped to allow for expanded planting and the new extension of this area will also have a continuous, wide and deep planter on the north edge.

The third area of the north façade is the rear of the Bay store with loading docks, garbage area, etc. and no changes are proposed in this area until redevelopment of this section of the mall.
PRECEDENCE IMAGES - PARK ROYAL VILLAGE EXPANSION
The architecture is contemporary, simple, clean, and elegant. Materials chosen provide design unity and establish a complimentary backdrop for the diversity of individual store frontages and signage. They are of the highest quality and have been selected to withstand the elements and daily wear and tear.
PRECEDENCE IMAGES - NEW ANCHOR: FOOD STORE

City Market’s focus is on local fresh product and has over 100 organic produce items in store. It will appeal to an "urban city demographic" and will be a vibrant addition to the Park Royal Shopping Centre portfolio.
4.0 SIGNAGE AND LIGHTING

Signage

Signage is an important element enabling sophisticated branding and wayfinding for the Park Royal North Mall Redevelopment and its select group of retailers. Signage has been addressed using the lessons learned from The Village at Park Royal’s approved design and in the context of the character of the new buildings. Tenant signs are to be die-cut, relief or reverse channel and / or pin mounted dimensional letters with appropriate fonts. Signs are to be halo lit or externally lit. No box-type or individual illuminated plastic letters or exposed neon will be allowed and sign sizes will conform to the West Vancouver Sign Bylaw.

Project signage, storefront signs, and way-finding graphics will be developed with specific design criteria and situated with conspicuous but not overt display. General signage for the development is important for name branding, marketing and tenant advertising.

Lighting

General area lighting will be uniform in brightness and colour and effectively illuminate the outdoor environment. Service area lighting may be HID and fluorescent in limited amounts. Site lighting is to be designed to integrate with the security systems, provide adequate safety and assistance to all visitors including those with ability challenges and to minimize potential liabilities. Pole-mounted fixtures will be high enough and spaced adequately enough with shielding devices in parking areas to prevent on and off-site spillage or glare.

Accent feature lighting will illuminate architectural/art features with down-lighting fixtures attached in overhangs, installed in exterior ceilings and attached to buildings. Indirect up-lighting of facades and trees using fixtures embedded in paving or situated in planters make for dramatic displays. Lighting of natural features will generate artistic displays with shadows from foliage, and decorative lighting will highlight building textures and materials; providing pleasing displays at night.

Storefronts and window displays will be lit to create a merchandising environment of aesthetic continuity and impression. Pot lights with warm incandescent lighting will be in display windows with the addition of reflectors in floor mounted fixtures. No fluorescent or neon lights will be allowed in displays.
5.0 LANDSCAPE

The landscape design of the north mall will be borrowing heavily on the contemporary treatment recently used on the south mall. With a combination of light tan and charcoal paving making up a bulk of the materials. We will be using the modern tree grates and modern, high quality silver furnishings and light fixtures that were used on the south side as well.

The main treatment is the sidewalk, which will have the heavy canopy removed along with very significant columns. This will create a wider, more generous sidewalk with a higher quality treatment. Seating areas will be created outside of the stores at the curb where people are not crossing into the parking lots. The street trees will be cherries to match the theme of Park Royal’s outside shopping areas as established by the original village.

The roof deck and the back of the mall will be planted with trees and shrubs where possible to break up the mass of the mall for all of the residents behind it. This will be accomplished by scattered planters on the roof and larger trees at the back side.

Finally, the connections with Evelyn Drive have been worked out to maximize pedestrian accessibility from the new development through the site as well as into the mall.
6.0  VEHICULAR ACCESS, OFF-STREET PARKING AND LOADING

There are two main entry points off Marine Drive that direct the traffic to the surface parking located in front of the building. Access to the parking decks is via ramps and overpass road that links also to the South Mall. First ramp is off Taylor Way and second is proposed to be located at the west which will replace the existing ramp off the overpass road. The potential shift of vehicles to the North Mall from the food store relocation has been recognised so a new ramp’s better location will help with overall traffic flow.

The proposed scheme will be facilitated by the overall parking system on site. The customers have an access to surface and deck parking within the site. Connection to the South parking is via overpass road and ground level access through Marine Drive. There is also reemphasised pedestrian route network that links entire development and invite people to explore and experience Shopping Centre by foot.

Repaint of existing parking layout on the upper deck is proposed to allow for landscaping. This together with new access ramp decreases the overall parking count. To compensate the loss of stalls the two existing parking decks above the mall are being extended to the North. Additional structure that extends over the loading/service area separates it from the neighbouring Evelyn Drive Development. The parking decks will have landscaping incorporated into the layout which will give softer edge to the back of the building. Future linkage via pedestrian overpass walkway at this location is being considered to connect residents with the shopping centre.

There is one additional loading area proposed and as mentioned it is under cover of the new parking decks. It services new food store City Market. Further landscaping is designed at ground level for upgrading the service zone.
8.0 SUSTAINABILITY

Park Royal believes that pursuing a sustainable future is the responsible thing to do. While Park Royal recognizes it still has a long way to go, it is making steady progress wherever it can. Park Royal has developed a policy document it uses for decision-making criteria regarding sustainability and its goal of operating in harmony with the environment and the surrounding community.

Park Royal’s commitment to sustainable practices is communicated to its tenants through encouragement and support in the adoption of sustainable practices in the design and build out of their stores and the operation of their businesses.

As a retail destination, Park Royal’s commercial success is dependent on creating a welcoming environment, which is attractive and engaging for its merchants and their customers. With this in mind, Park Royal has developed a sustainability strategy to guide and continuously improve its efforts in the areas of business operations, service sustainability, sustainable consumption and its role in the community.

Park Royal’s sustainability policy is inspired by the four system conditions for sustainability, as defined by The Natural Step, an organization founded in Sweden in 1989. These system conditions are deeply rooted in science and systems thinking. For more information on Park Royal’s commitment to sustainability visit www.shopparkroyal.com.

Park Royal is committed to operating in a manner that has high regard for our environment and the community. We have taken many steps and implemented many programs over the past number of years to alter the way we run our business and to help our merchants become more socially responsible themselves.

In the near future we will be implementing some new initiatives that will take us to the next level of sustainability and will continue our journey down this path.

- Inside Park Royal our staff wear uniforms made from recycled materials and we do our best to ensure that any purchasing that is done considers an eco-friendly alternative first.
- That Park Royal has invested over $500,000 to retrofit over 3,000 parking lot lights. The annual power savings is enough to power over 100 homes for a year.
- Our Gift Wrapping Paper is produced by 100% post-consumer waste. We also use eco-friendly hemp string instead of unsustainable ribbon and bows.
- Our maintenance staff uses only earth friendly cleaning products. That way when the water is drained, it is not adversely affecting our environment.
- We have set up a public recycling program for all of our customers. Keep your eyes open for our bright recycling receptacles throughout the shopping centre so you can recycle too.
- All fixtures in every public washroom are touchless. They are operated by a low-voltage electrical current, which eliminates the need for batteries, saves water, and paper towels.
With the considerable amount of demolition involved, we are requiring the contractor to crush and re-use the concrete, gravel and asphalt that is removed. Steel will be sent for recycling.

The design of the City Market store is very thermally efficient, with minimal glazing (Low E will be used) so heating / cooling loads are reduced.

A storm water management plan will be completed to ensure that all storm water run-off is directed to the appropriate outfall area and treated by a mechanical oil and grit separator prior to discharge. Park Royal is committed to using Best Management Practices to ensure that storm water run-off is properly treated, prior to discharge from the site, thereby ensuring a clean source of water to the offsite receiving bodies. The design and layout for this expansion does not provide sufficient room to accommodate bio-swales, however, in the future it may be possible to use bio-swale systems, with appropriate plantings, at the rear of Park Royal, to further improve the water quality prior to discharge from the site.

Upon review of the existing and proposed development, it has become apparent that there is no net increase in storm water flows directed off site. Additionally the subsurface soil conditions are not conducive to an infiltration system of the size required for this development. Due to the fact that the storm water flows are discharging to the river in close proximity to the existing improvements, with no other areas contributing, or being affected by these flows, infiltration and rain gardens provide little or no benefit and are not contemplated.

Electrical Features
1. Distribution transformers shall meet the minimum efficiency requirements of ASHRAE 90.1 2010.
2. Feeder conductors shall be sized for a maximum voltage drop of 2% at design load. Branch circuit conductors shall be sized for a maximum voltage drop of 3% at design load.

Lighting and Lighting Control Features
Lighting design and lighting control will be undertaken in accordance with the BCBC 2012 referencing the energy efficiency requirements of ASHRAE 90l.1 2010.

The following lighting control features shall be implemented:
1. Interior lighting power density shall be less than the allowable limits based on the space-by-space method.
2. Automatic lighting shutoff shall be implemented by interfacing with the existing site wide lighting control system or by local occupancy sensors in store rooms and loading docks. Some night lighting and security lighting is required and shall be 24-hour operation.
3. Occupancy sensors shall be provided in all spaces as required by ASHRAE 90.1 9.4.1.2b.
4. Exterior lighting power density shall be less than the allowable limits of ASHRAE 90.1.
5. Exterior lighting shall be designed so minimal upward light is projected into the night sky.
6. Exterior lighting control shall turn off exterior lighting when sufficient daylight is available, all building facade and landscape lighting shall be turned off after hours, all other lighting shall automatically reduce lighting power by a minimum of 30% after hours.
7. Christmas lighting receptacles shall be controlled by the site wide lighting control system to enable these to be turned off after hours.

Parking Structure
Location, capacity, level of service, construction materials of the expanded parking structure will contribute to functional and operational efficiencies and economies that relates to sustainable practices.
9.0 PROJECT ACKNOWLEDGEMENTS

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APPENDIX
Photographs | Design Images | Drawings
PARK ROYAL
RETAIL CHANGES
North Mall

District of
West Vancouver

APPENDIX

DESIGN IMAGES - BIRDS EYE VIEW - OVERALL SITE

VIEW FROM EVELYN DRIVE DEVELOPMENT - EXISTING

NEW EXIT/ENTRY RAMP - PROPOSED

VIEW FROM EVELYN DRIVE DEVELOPMENT - PROPOSED
DESIGN IMAGES - BIRDS EYE VIEW - OVERALL SITE
APPENDIX

SOUTH FACADE WEST PART - EXISTING

SOUTH FACADE WEST PART - EXISTING

SOUTH FACADE WEST PART - PROPOSED

SOUTH FACADE WEST PART - PROPOSED
DESIGN IMAGES

SOUTH FACADE WEATHER PROTECTION - PROPOSED

EXISTING SOUTH FACADE FAKE STRUCTURE
SUN AND SHADOW ANALYSIS

Equinox - March 20th & Sept 21st - 10am

Equinox - March 20th & Sept 21st - 12pm

Equinox - March 20th & Sept 21st - 2pm

Summer Solstice - June 21st - 10am

Summer Solstice - June 21st - 12pm

Summer Solstice - June 21st - 2pm