Date: March 9, 2015

File: 1010-20-12-085

From: Andrew Browne, Senior Community Planner

Subject: 752 Marine Drive (former White Spot restaurant site) - Update on consultation and Council direction for revisions and bylaw preparation

**RECOMMENDED THAT:**

1. The results of phase two public consultation for Development Application No. 12-085, as outlined in the report dated March 9, 2015, be received for information;

2. Staff work with the applicant team to undertake final refinements to the proposal to achieve:
   a. a reduction in the height of the proposed east tower such that it is generally consistent with roof peak elevation of the taller of the two West Royal towers;
   b. a reduction in proposed floor area generally consistent with the previous Design Review Committee recommendation to reduce the height and mass of the proposed west tower (as opposed to reallocating this floor area elsewhere within the development);
   c. related refinements to the architectural design that may be necessitated by the direction for changes in height and massing; and
   d. in consultation with potential non-profit operators, possible adjustments to the proposed child care facility to ensure suitable design; and

3. Staff bring forward draft bylaws and a development permit package for Council consideration after final refinements have been made.

**Purpose**

To report back to Council on the results of extensive public consultation that has spanned approximately the past eighteen months, to report back to Council on the outcome at the Design Review Committee, to seek Council’s direction for final revisions to the proposal, and to direct staff to begin preparation of the necessary implementing bylaws and permits, which would then be the subject of a public hearing.
1.0 Background

1.1 Prior Resolutions

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

THAT 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,

THAT Council endorse the proposed general direction for related amendments to the Official Community Plan.

At the July 21, 2014 Council meeting Council passed the following resolution:

THAT Development Application No. 12-085, by Park Royal Shopping Centre Holdings Ltd. for 752 Marine Drive, advance in the development consideration process; and,

THAT 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 July 22, 2013 Council meeting Council passed the following resolution:

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.”

1.2 History

Park Royal

Park Royal Shopping Centre is in the midst of a major redevelopment phase, which started in the summer of 2012. In June 2012 construction commenced on the new, at-grade intersection on Marine Drive, which replaced the west vehicle overpass and westerly pedestrian overpass. The intersection was the culmination of two years of planning and discussions between Park Royal and the District. The intersection, in conjunction with other work planned on site, was intended to improve accessibility for pedestrians, cyclists, public transportation, first responders and vehicles. The at-grade intersection opened in mid-November 2012; as did a second intersection within the shopping centre at the entrance to the Village Main Street, between Home Depot and the former Extra Foods.

Major construction along Marine Drive for the South Mall’s retail village expansion is complete, though work continues on completing miscellaneous landscaping. The retail village project includes new retail space, parking structure expansion, and road works to address transportation flow issues through the shopping centre. The retail village project also includes adding escalators and

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elevators to improve accessibility to and from Park Royal’s stores and services, with an estimated net gain of 300 parking stalls.

Council has recently approved a Development Permit for the North Mall including anchor store relocation (and associated changes to the principal facades and mall entrances), rooftop parking changes, and a renewal of the mall facade.

Activity since the proposal last appeared at Council

Development Application No. 12-085 last appeared before Council in October 2014. Since that time, the project has been considered by the Design Review Committee on two further occasions and the District has concluded an additional phase of public consultation.

Application timeline

See Appendix B.

2.0 Policy

2.1 Jurisdiction

The majority of the proposed development would be located on lands under the jurisdiction of the District of West Vancouver – i.e. the aboveground structures as well as the underground parking – whereas the plaza/common space and the access ramp to the underground parking would be located on Squamish Nation lands. Given this complexity, the proposal and its implications are being considered both together as one site with multiple jurisdictions, and singly as the District-jurisdiction land only.

2.2 Official Community Plan (OCP)

Detailed analysis and discussion relating to the OCP is provided in Section 3.3.

2.3 Zoning Bylaw

The lands are presently zoned C1 – Commercial Zone 1, which permits commercial development with dwellings above (residential is a permitted use).

While the C1 zone does not have a specified limit on FAR or floor area, instead regulating development by the overlapping effect of site coverage, height, building setbacks, parking requirements, and so forth, it is estimated that the current site could accommodate approximately 6,875 square metres (74,000 square feet) of developable floor area with two levels of underground parking. This is the ‘zoned capacity’ of the site.

Any proposal by the landowner for development of this site that contemplates development beyond the existing, conventional low-rise commercial zoning would necessitate consideration of a rezoning.
2.4 Public Amenity Contribution Policy

In December 2007 Council adopted the Public Amenity Contribution Policy that establishes a framework for the consideration of community benefits and public amenities. The Policy differentiates between normal community benefits arising from the development (e.g. more diverse housing choice in the community) and substantive public amenities (e.g. contribution to District capital reserve funds for significant projects such as fire halls or new, expanded, or renovated community centres, or the in-kind provision of amenities), and also describes a number of possible legal instruments for securing amenities. While it is District practice to receive 75% of the estimated 'lift' in land value resulting from rezoning, this guideline is not specifically expressed in the Policy.

The provincial government has recently released some non-regulatory guidance on Community Amenity Contributions (CACs) and staff anticipate reviewing the Policy and recommending reforms and improvements within approximately the next 18 months. In the interim, the present Policy provides a satisfactory framework for consideration of CACs within the District of West Vancouver.

3.0 Analysis

3.1 Site Context & Surroundings

The site is 9,440 square metres (101,613 square feet) in area, generally level, and is triangular in shape (dictated by the jurisdictional boundary between the District of West Vancouver and the Squamish Nation). The site contains a vacant, one-storey concrete building (the former White Spot restaurant), surface parking, a large Park Royal Shopping Centre sign, and very minimal landscaping.

The site is bounded to the north by Marine Drive and Park Royal North, to the east by Taylor Way and the two West Royal residential high-rise towers, to the south by Park Royal South, and to the west by the Park Royal Village expansion (construction now completed). Diagonally to the northeast is Park Royal's aboveground parking structure, the vacant former gas/service station site, and the mixed-use Clyde Avenue area.

Topographically the immediate area is flat; a bluff, starting low, travels from the vicinity of Marine Drive and Pound Road and runs generally east-northeast toward Taylor Way, gaining elevation as it moves east (the Taylor Way road grading 'cuts' the bluff to moderate the road grade). Other natural features include forested Squamish Nation land and Burrard Inlet south of Park Royal, and Capilano River to the east.

Building forms and land uses in the area are extremely varied. Park Royal South is transitioning from a traditional mall to the contemporary model of an outdoor-facing retail village. Five residential high-rises are present across the street at the West Royal and near the at-grade intersection on Marine Drive (Park Royal Towers), and an office tower is present near War Dance Bridge. The Evelyn Drive development includes a number of new residential building forms for the area, including mid-rise apartments and apartments that terrace with the terrain.
Park Royal North is undergoing renovation and a reconfiguration of tenant spaces on the west side of the mall to accommodate the Loblaw’s City Market, but Park Royal’s long-term lease commitments prevent any significant infill development on the north mall over the next twenty or thirty years. In the Clyde Avenue area east of Taylor Way there is a good mix of land uses – residential, seniors’ housing, retail and office, etc – and building forms, including low- and mid-rise buildings.

3.2 Proposed Redevelopment

A mixed use redevelopment is proposed, consisting of two residential towers above a podium structure and underground parking, as follows:

- a two- and four-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 towers of 12- and 27-storeys above (number of storeys includes the podium);

- access to the underground parking via the Park Royal South ‘Main Street’ on Squamish Nation land, with a potential alternate or additional (right-in, right-out only) access to Taylor Way;

- inclusion and covenanting of the leased, triangular parcel of Squamish Nation 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:
  - 300 vehicle parking stalls and 475 bicycle parking stalls;
  - 2,300 square metres (25,000 square feet) of retail space;
  - 1,700 square metres (18,000 square feet) of office space (including lobbies and vertical circulation);
  - 160 square metres (1,700 square feet) of interior child care space (excludes outdoor play space); and,
  - 22,860 square metres of residential (251 units including 10 purpose-built units proposed to be sold ‘at cost’ to the Vancouver Resource Society for housing for adults with disabilities).

3.3 Official Community Plan (OCP)

3.3.1 Purpose of an OCP

The Local Government Act states that an OCP “is a statement of objectives and policies to guide decisions on planning and land use management” within the municipality. It must also contain a regional context statement, accepted by the regional government (Metro Vancouver), that describes how the OCP is consistent or how it will be made consistent with the Regional Growth Strategy.
An OCP must address the approximate location, amount, type, and density of residential development required to meet anticipated housing needs over a period of at least five years, and provide equivalent guidance for commercial, industrial, institutional, agricultural, recreational, and public utility land uses.

Fundamentally, an OCP expresses community values but must also establish a framework for decisions affecting the orderly growth and development of the community. An OCP is not just a document for current residents, but also a promise to future residents.

3.3.2 West Vancouver’s 2004 OCP

West Vancouver’s current OCP is unusually static in comparison to a typical OCP and for the most part seeks to preserve the status quo. Most unusually, there is no future land use map which shows where growth is encouraged. There are some policies to describe desired types of development, but because of the way the OCP is structured even relatively small projects require the OCP to be amended for clarity.

Every community has a certain pre-existing zoned capacity for development, and the Local Government Act intends that an OCP is to provide for an increment of development above the existing zoned capacity within the community (it would not be possible to effectively plan for growth without this). As illustrated below, West Vancouver has in the past opted to provide in its OCP an extremely narrow increment for development above the existing zoned capacity.

West Vancouver has in effect decided to delay community planning and trigger amendments to the OCP more frequently than would otherwise be required. In other words, site specific amendments to the OCP are the natural result of an OCP that lacks specific direction on how and where to accommodate growth and change.
3.3.3 Amendments to approved OCPs

OCPs are meant to be documents with some force and gravity, but they are not infallible or cast in stone. Circumstances can change and new information can arise. The Local Government Act provides that OCPs can be amended, and it is desirable and necessary to be able to make targeted amendments of a limited scope without having to re-open broadly the entire spectrum of community planning issues across a municipality, and the Act recognises this.

It is important to plan for change for a variety of reasons. Left to its own devices, change is something that happens to a community. One realization from the Community Dialogue on Neighbourhood Character and Housing was that West Vancouver has to ‘change to stay the same’ (for example, by giving long time residents new options for housing that allow them to continue to reside within the community as their housing needs change over time). By planning for change, market forces and demographics can be more readily put to work on behalf of the community to achieve shared goals, to embark in a purposeful direction rather than haphazardly stumble toward the unknown.

3.3.4 Current OCP policy direction for Park Royal

Park Royal is recognized in the OCP for its role as the eastern ‘gateway’ to West Vancouver, and the portions of Park Royal that are within the jurisdiction of the District of West Vancouver are designated as a Development Permit Area.

The OCP describes Park Royal in the context of a traditional mall, and the stated objectives and goals reflect that – such as ensuring buildings are well designed and that surface parking is screened from Marine Drive with landscaping. The OCP does not establish appropriate or intended building forms and densities for Park Royal and is silent on whether or not residential uses should form part of the evolving mall.

Excerpts from the OCP relating to Park Royal are included in Appendix D.

3.3.5 Proposed OCP amendment for 752 Marine Drive

To allow for further consideration of the proposed development application for 752 Marine Drive and, specifically, to provide a more detailed policy framework for the proposed rezoning and development permit, staff envision several minor amendments to the portions of the OCP that apply to Park Royal. These are intended to:

- clarify existing policies, including the appropriateness of mixed use (residential and commercial) development on the site;
- recognize the uniqueness of the lands under application;
- encourage transit-oriented uses and levels of density that take advantage of TransLink’s Frequent Transit Network and the most frequent and highest capacity public transit service in West Vancouver;
• expand the Development Permit Area Guidelines BF-C7 to speak to a variety of building forms, including those proposed for 752 Marine Drive; and,

• provide certainty to West Vancouver residents that the remainder of Park Royal lands under the jurisdiction of the District of West Vancouver will not proceed to redevelopment without a formal area development plan or master plan process and extensive public consultation.

3.3.6 Consideration of an OCP amendment in advance of the broader OCP review

Planning staff will be outlining the proposed work program for the OCP review in a report to Council anticipated for April 13, 2015. As part of the review process, staff envision a number of land use studies will be undertaken on a local area basis – i.e. the Ambleside town centre and apartment area, Horseshoe Bay, Cypress Village (upper lands), and the Taylor Way corridor. No consideration is being given to land use studies of individual sites, such as 752 Marine Drive, as this would require a much greater degree of detail than is appropriate for community-level OCP work.

That being said, the detailed work required to understand this development proposal, and to ascertain whether or not it should be supported, has already been done by the applicant, by staff (through the application review process thus far), by the Design Review Committee, and by the public which has provided its input at numerous opportunities. Nothing to be undertaken during the OCP review would provide more insight into the suitability of this proposal. The land use context south of Marine Drive has been established, in part, by the West Royal and Capilano 100 tower developments, and the adjacent public storage facility, and will be further defined by the ongoing redevelopment of Park Royal South and future development on Squamish Nation lands. Other than the subject property, the District has no local government jurisdiction over Park Royal South or adjacent Squamish Nation lands.

The subject property is a unique, stand-alone site; its triangular shape defined by the intersection of two major roads and jurisdictional boundary with the Squamish Nation. Development of the site would not serve as a precedent as there are no other similar properties in West Vancouver.

3.3.7 Taylor Way corridor

The broader OCP review will include a future land use study of the Taylor Way corridor in response to recent development applications (e.g. Maison Senior Living), frequent development inquiries, and past comments from Council about such a study. While the Taylor Way corridor study area has not been fully defined, it is envisioned that it will include properties on both sides of Taylor Way from Marine Drive north to the Upper Levels Highway.

It would be appropriate to look at properties beyond the Taylor Way frontage – e.g. Clyde Avenue east of Taylor Way, Taylorwood Place, and possibly Park Royal North. However, as significant land use change is not anticipated for Park Royal North over the anticipated life of the new OCP due in part to long-term
commercial lease conditions, the new OCP might only be able to provide minor guidance as to the requirement for an area development plan or master plan process prior to any large-scale redevelopment proposal for Park Royal North.

3.4 Consultation

Council asked that staff embark on a very thorough program of public consultation in order to assist Council in its consideration of this proposal. After phase one consultation on the general land use and massing concept was concluded, Council directed staff to return to the public for feedback on the proposed direction for amendments to the OCP as well as the refined development proposal.

3.4.1 Phase Two: January and February 2015

This most recent phase of public consultation has now concluded after a very successful and well attended series of three open houses and one presentation/Q&A event.

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<thead>
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<th>Location</th>
<th>Date</th>
<th>Time</th>
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<tr>
<td>Open house</td>
<td>WVCC Atrium</td>
<td>Sat, Jan 31, 2015</td>
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<tr>
<td>Presentation and Q&amp;A</td>
<td>St. Anthony’s School Gymnasium</td>
<td>Wed, Feb 11, 2015</td>
<td>6 – 7 p.m.</td>
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<td>7 – 9 p.m.</td>
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These events were held over three separate days in a span of two weeks, which was a purposeful effort to ensure that no resident who happened to be out of town for one week would miss the entire series of events. Staff also ensured that no day of the week was repeated lest it interfere with a resident’s recurring appointment or schedule. Notification was provided by four approximately quarter-page, forward placement (i.e. before the center) advertisements in the North Shore News, advertisements in Paivand (the Persian community newspaper), approximately 1830 mailed letters to owners and occupants in the notification area (see Appendix E), advertisements on District-owned ad space inside Blue Buses, and information on the District website and community calendar. In addition, with the support of the Communications Department, advertisements for the first time included the statement ‘This is important information. Please have someone translate it for you.’ in the three most commonly spoken languages other than English in the District.

The Planning Department continued its practice of flexible scheduling and using locations convenient to residents (rather than expecting residents to come to us) by hosting meetings on a variety of days and times (weekday afternoon, weekend morning, and weekday evening), at a comfortable community-wide
venue (the Community Centre Atrium), and at a venue closer to the proposed development site (St. Anthony’s School). It is estimated that 200+ residents interacted with District staff and the applicant team at each Atrium open house, and approximately 130-150 at the St. Anthony’s School event. At a minimum this represents 600 attendees. Approximately 330 questionnaires were returned to the District.

All events proceeded without any issues and were successful in that residents were able to express a variety of opinions in a non-threatening and non-adversarial setting. Even though residents may have held different opinions from each other the conversations were overwhelmingly positive and respectful. Anecdotally, attendance was a mix of those who purposefully intended to participate, and those who found themselves nearby and interested (and, given the opportunity, were happy to participate).

**Questionnaire results**

Q: Park Royal benefits from the most frequent & highest capacity transit service in West Vancouver. Parks and recreational opportunities, commercial services, and other amenities are also nearby. How much should these factors be considered in determining what development is appropriate at Park Royal?

![Bar Chart]

**Analysis:** Respondents demonstrated very strong support for the idea that frequent transit and nearby amenities should be considered in determining what development is appropriate at Park Royal.
Q: What are your thoughts on amending the District’s Official Community Plan to also allow residential uses (housing) at Park Royal, in addition to conventional mall uses?

Analysis: Given the response to the first question, where respondents acknowledged the importance of frequent transit service and the convenience of nearby amenities, the response here is somewhat odd. For one, residential uses are already permitted on the subject property under the existing zoning. Second, significant residential floor area is present nearby in the West Royal and Park Royal towers as well as in the Clyde Avenue neighbourhood. Third, the OCP does not presently prohibit residential development at Park Royal, but is silent on the matter (the amendment to the OCP seeks to clarify this and it is not considered a significant policy change). In hindsight, District staff could have provided more background to this question.

Q: What are your thoughts on the proposed form, character, and scale of development?

Comment themes were summarized as follows. The ‘number of mentions’ refers to the number of times a point was raised. A single respondent may raise a number of points in their response. For full text see Appendix F.

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<th>General sentiment</th>
<th># of Mentions</th>
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<td>Too much, large, dense, tall, big / Not appropriate / Does not fit</td>
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</tr>
<tr>
<td>Like / Support / Height, scale, character, density is fine / Fits in well / Appropriate / Excellent design / Attractive architecture / Beautiful / Iconic</td>
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### General sentiment

<table>
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<tr>
<td>Support mixed use / Near to amenities / Good transit / Good location / Gateway site</td>
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<td>Increased housing choice is good / Housing supply for young families / Good for downsizing</td>
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<tr>
<td>Architecture good but massing needs to be stepped back to be made more inviting, less stark</td>
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<tr>
<td>Good community benefits and amenities</td>
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<td>OCP should never be amended</td>
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</tr>
<tr>
<td>Good open space / street treatment</td>
<td>8</td>
</tr>
</tbody>
</table>

Q: Do you have any additional comments about the proposed development?
For full text see Appendix F.

**Attached summaries**

The Public Meeting Report prepared by Rockandel & Associates, serving to summarize the presentation/Q&A session on February 11, 2015, can be found attached as Appendix G. As already noted, the questionnaire results from westvancouverITE can be found attached as Appendix F (this includes all questionnaires received by end of day February 25, 2015, whether they were submitted online or on paper).

#### 3.4.2 Phase One: September 2013 to March 2014

In July 2013 Council directed that staff commence community consultation on the proposed redevelopment. The points below summarize the public consultation undertaken by the District in that phase, including but not limited to:

- a series of open houses;
- website content and westvancouverITE online engagement (the first project to take advantage of this new District engagement tool);
- a virtual open house posted on the District website for review at the viewers' chosen place and time (District staff and the applicant team presented information in brief videos, with the intent to have the videos recreate the content that is typically shared at a public open house);
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- the Park Royal information storefront;
- atrium displays in the West Vancouver Community Centre; and,
- early consideration at the Design Review Committee.

Public comments received about the proposed redevelopment were broadly categorized as either supportive, mixed, or unsupportive. Generally 40-50% of the comments were considered to be supportive and 15-20% were considered to be unsupportive. Remaining comments were mixed and spoke to a variety of themes, including statements possibly indicating conditional support (e.g. “If you forget about the traffic congestion at Taylor & Marine I like the project”).

The public’s comments were general and did not provide guidance on design issues, such as specific building heights and uses. Much of the comments focussed on traffic.

Detailed summaries of this past phase of consultation were previously provided to Council in approximately July 2014 and are attached as Appendix H.

A petition, with approximately 145 signatures, was also received during this phase of consultation. It read: “We, the undersigned ... believe it is in the best interests of all North Shore residents that the issue of traffic at Taylor Way and Marine Drive is resolved with a long term realistic solution before further development of Park Royal.”

3.5 Design Review Committee (DRC)

The proposed development has been considered by the Design Review Committee on two further occasions since the project last appeared before Council in October 2014.

Over five successive appearances at the DRC the project has changed and improved considerably. The general conclusion of the DRC is that, if a building of that height is supported by Council, the current design is very well executed. On balance, the DRC expressed some discomfort with the precise height of the current proposal in reference to its context, but members were comfortable with a high-rise building form for the site.

3.5.1 November 2014 (fourth appearance at the DRC)

At its November 20, 2014 meeting the Design Review Committee resolved:

THAT the Design Review Committee has reviewed the two towers for “The Residences at Park Royal” and recommends RESUBMISSION that addresses the following concerns:

- further development of the west tower with respect to the relationship to the street and the relationship between height and proximity to Marine Drive;
- provide the heights of the neighbouring buildings for comparison;
- to further develop the iconic nature of the east tower face along Marine Drive;
further development of the galleria northeast corner and south terminus, and consider a semi-indoor/outdoor treatment;

- a more transparent podium on Marine Drive;
- design development of the south and southwest facades for solar control and architectural rhythm;
- develop a comprehensive sustainability strategy from an energy efficiency perspective, determine if geo-exchange is viable and review building envelope performance;
- develop ends of all pedestrian axis, further develop edges of village square, simplify materials at southeast corner where paths merge, further development of level four landscape areas, provide planting plan or representative plant schedule, and create stronger link east/west along Main Street to the rest of the mall.

3.5.2 January 2015 (fifth appearance at the DRC)

At its January 29, 2015 meeting the Design Review Committee resolved:

THAT the Design Review Committee has reviewed the proposed redevelopment of 752 Marine Drive and has the following comments:

- The Design Review Committee feels that the applicant has responded well to the previous resolution and the Committee supports the design refinements of the towers as presented;
- However the Design Review Committee still has concerns about the height, density, and massing on the site.

Generally speaking, the DRC reflected that the expectation of their November 20, 2014 recommendation with respect to the west tower’s height and relationship to Marine Drive was for the applicant team to remove density from the site when moderating the west tower’s mass and height – not for that density to be reallocated elsewhere within the proposal.

3.5.3 Previous appearances at the DRC

The first three appearances of the proposal at the DRC, in March, May, and June 2014, were prior to Council’s October 2014 direction to proceed with the two-residential tower scheme into detailed Development permit-level drawings and additional public consultation.

Detailed summaries, resolutions, etc. from the first three appearances at DRC are provided in Appendix I.

Staff analysis of Design Review Committee sentiment (first three appearances)

It is relatively uncommon for Council to direct staff to commence consultation on a proposed redevelopment absent detailed Development Permit-level design, and it had proven difficult for the DRC to feel comfortable providing comment on broader ‘planning level’ issues. However, even initial feedback from the
Committee served to improve the proposal markedly (e.g. greater diversity of land uses, improved site planning and ground plane).

Staff understand that the Committee unanimously agreed 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, but that the applicant team has not made a strong case for this beyond the presence of the West Royal towers across the street.

Furthermore, staff understand that the majority of the Committee agreed (though not 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 a 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).

3.6 Staff Analysis and Recommendation

Land use, density, building form, and massing

The location is prominent and central, close to and integrated with existing commercial services, and indisputably enjoys the most frequent and highest capacity transit service within the District. In addition, the site is near to the Spirit Trail, the sea walk, and Ambleside Park and related recreation facilities.

Though not specific to Park Royal, the OCP broadly encourages mixed commercial/residential development within commercial areas. The benefits of mixed use are numerous and can include, but are not limited to, wider housing choice for residents, walkable and convenient neighbourhoods, economic development for local businesses, the efficient use of existing municipal and private infrastructure, and more activity through the day and evening (which promotes social sustainability as well as greater safety at all hours of the day).
Furthermore, the OCP specifically supports development of Park Royal in a manner that could help lessen the growth of traffic on the Lions’ Gate Bridge by encouraging land uses that provide office employment on the North Shore. Providing businesses the choice to operate within West Vancouver – and resident employees – is a long term goal that could help to lessen traffic pressures across Burrard Inlet over time.

While office space is an appropriate land use at this site, it is also a priority of the District to achieve additional office space within Ambleside. The office space proposed as part of this project is a large-floorplate (~17,000 sq ft) format and is separate and distinct from the smaller, more boutique office spaces typical to Ambleside (and, by extension, the types of businesses leasing the space).

With respect to land use, density, building form, and massing, staff believes that using the site for status quo low-rise commercial development would be an inefficient and wasteful use of the land given its context. One can also easily imagine that low-rise residential in the vicinity of Taylor Way and Marine Drive, certainly the busiest intersection in West Vancouver, would be challenged on a liveability basis. It is not difficult, then, to arrive at the idea of higher-density, mid- or high-rise development being appropriate for the site. It is also worth noting that a benefit of a higher-density project would be the inclusion and covenants of the leased, triangular Squamish Nation lands 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). This provides the ability for the District to consider this proposal as an integrated site and to control how Park Royal develops this portion of their leased land.

**Transportation**

While traffic is a key concern for many residents specifically for this proposal, there are a number of factors that must be taken into account. According to the traffic study, this proposed mixed use redevelopment would generate less traffic than a fully commercial project that complied with the existing zoning. Furthermore, inclusion of residential and office space has the potential to further reduce traffic over the long term as commuting patterns and habits evolve.

Recently completed traffic-related improvements include:

- Construction of a bus priority lane on Marine Drive adjacent to Park Royal;
- Construction of a bus priority lane on Marine Drive in North Vancouver west to the Lions’ Gate Bridge cloverleaf;
- Installation of a bus priority signal at Marine Drive and Taylor Way;
- Construction of a queue jumper lane for buses from West Vancouver on the approach to the Lions Gate Bridge;
- Increased bus service on Marine Drive to Vancouver as a result of converting the 251 and 252 bus routes to community shuttles; and,
- More responsive operation of the counter-flow lane on the Lions Gate Bridge.
District engineering staff are working with MoTI and Park Royal's consultants to consider further improvements, including:

- Signal timing adjustments to discourage intersection blocking behaviour;
- Additional signage to warn motorists not to block the intersection;
- Improved messaging to motorists on the Upper Levels Highway;
- Cycling network improvements in and around Park Royal; and,
- Manned traffic control of the intersection during peak hours.

Finally, District staff are monitoring the progress of potential long term solutions:

- Reducing the traffic congestion at the Taylor Way/Marine Drive intersection by pursuing a Low Level Road connection to bypass the Lions' Gate bridgehead for east-west traffic movements; and,
- Increasing the people carrying capacity from the North Shore over the Lions' Gate Bridge to Vancouver by providing more efficient transit service.

3.7 Sustainability

While building energy performance is important, the location of development is also critical (the 'greenest' building, located poorly, is not 'green' at all). Development of locations near to existing services and amenities that can be easily serviced by frequent and convenient transit should be prioritized. The District considers environmental, social, and economic factors when reviewing development applications.

3.8 Next Steps, Consultation, and Communications

The District has a standard procedure for the review of and consultation on development applications. Staff recommend next steps generally as summarized below and illustrated in Appendix C:

- Final refinements to the proposal as outlined in this report.
- Bylaw preparation, public information meeting(s), and bylaw consideration, all consistent with the standard review process.
4.0 Options
(as recommended by staff)

A. Receive for information the results of phase two public consultation for Development Application No. 12-085, as outlined in the report dated March 9, 2015; direct staff to work with the applicant team to undertake final refinements to the proposal (as specified); and following these refinements to bring forward draft bylaws and a development permit package for Council consideration.

(or, alternatively)

B. Provide different or modified direction (to be specified) and/or request additional information (to be specified); or,

C. Reject the application.

Author: Andrew Browne

Appendices:
A. Context and site map
B. Application timeline
C. Process chart
D. Official Community Plan policy relating to Park Royal
E. Mailed notification area for phase two consultation
F. Questionnaire results from phase two consultation (91 pages)
G. Public meeting report prepared by Rockandel & Associates (14 pages)
H. Phase one consultation summary prepared by Cameron Chalmers Consulting Ltd. (63 pages)
I. Summary of the first three appearances at the DRC (3 pages)
J. Drawing booklet, January 2015 (approx. 84 pages)
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## APPENDIX B – Application timeline

<table>
<thead>
<tr>
<th>Date</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012 Dec 14</td>
<td>Initial application received.</td>
</tr>
<tr>
<td>2013 Feb 15</td>
<td>Revised application received.</td>
</tr>
<tr>
<td>2013 Apr - Jun</td>
<td>Landowner undertook community engagement process including stakeholder and neighbour meetings and presentations.</td>
</tr>
<tr>
<td>2013 Jul 22</td>
<td>Council received an introductory staff report and directed that staff commence public consultation.</td>
</tr>
<tr>
<td>2013 Sep 26/28</td>
<td>First District-led open house.</td>
</tr>
<tr>
<td>2013 Oct 21</td>
<td>westvancouverITE online engagement tool activated.</td>
</tr>
<tr>
<td>2013 Dec 13</td>
<td>westvancouverITE online engagement tool closed.</td>
</tr>
<tr>
<td>2014 Jan/Feb</td>
<td>Displays and staff in the West Vancouver Community Centre atrium over approximately 3½ days in late January and early February.</td>
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<tr>
<td>2014 Feb 13</td>
<td>Second District-led open house.</td>
</tr>
<tr>
<td>2014 Mar 13</td>
<td>First appearance at the DRC.</td>
</tr>
<tr>
<td>2014 May 22</td>
<td>Second appearance at the DRC.</td>
</tr>
<tr>
<td>2014 Jun 19</td>
<td>Third appearance at the DRC.</td>
</tr>
<tr>
<td>2014 Jul 7</td>
<td>Council received a status update on the proposal and provided direction for next steps.</td>
</tr>
<tr>
<td>2014 Oct 6</td>
<td>Council received the refined general land use and massing proposal, suggested direction for amendments to the OCP, and summary of next steps.</td>
</tr>
<tr>
<td>2014 Nov 20</td>
<td>Fourth appearance at the DRC.</td>
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<td>2015 Jan 29</td>
<td>Fifth appearance at the DRC.</td>
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<td>2015 Jan 31</td>
<td>Third District-led open house.</td>
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<tr>
<td>2015 Feb 3</td>
<td>Fourth District-led open house.</td>
</tr>
<tr>
<td>2015 Feb 11</td>
<td>Fifth District-led open house; presentation/Q&amp;A event.</td>
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<tr>
<td>2015 Feb 25</td>
<td>westvancouverITE online engagement tool closed.</td>
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APPENDIX C – Process chart

Application submitted. (Dec 2012/Feb 2013)

Staff review.

Council directed commencement of public consultation. (Jul 2013)

Public Consultation, DRC, etc. (Sep 2013 – Jun 2014)

Status update and endorsement of next steps by Council. (Jul 2014)

Applicant refines proposal and submits to District for staff review.

Staff review refinements and suggest changes as necessary.

Council receives refined proposal, direction for amendments to the OCP, and next steps. (Oct 2014)

Applicant produces Development Permit-level drawings.

Public consultation on the proposed OCP amendment and the Development Permit-level drawings.

Council receives report describing progress and with staff recommendation to proceed (or not) with the preparation of applicable bylaws and permits.

Bylaw preparation, public information meeting(s), and bylaw consideration, all consistent with the standard review process.
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The portion of Park Royal that is within the jurisdiction of the District of West Vancouver are designated as being within the Development Permit Area BF-C7, which recognizes the role of Park Royal Shopping Centre as the eastern ‘gateway’ to West Vancouver.

The objectives of this Development Permit Area are to:

- enhance the gateway role,
- promote a high quality of building design and landscaping, and
- screen parking from Marine Drive.

The Development Permit Guidelines and Objectives BF-C7 do not speak to residential land uses.

In the Framework for Action, the OCP “supports development of Park Royal in a manner that could help lessen the growth of traffic on the Lions Gate Bridge by encouraging land uses that provide office employment on the North Shore or which generate off-peak traffic flows”.

Other relevant OCP policies are as follows:

Policy LE1 – Plan for a hierarchy of commercial areas that serve a variety of roles in the community.

- Support development that enhances Park Royal’s gateway location and minimizes generation of increased peak hour traffic; and,
- Encourage the provision of commercial entertainment facilities at Park Royal.

Policy LE3 – “Encourage mixed commercial and residential redevelopment projects in commercial centres where consistent with ongoing commercial activity.” Note that this is a general policy and not Park Royal specific.

Policy H5 – “Encourages mixed commercial and residential developments in the Ambleside, Dundarave and Horseshoe Bay commercial centres, and consider mixed uses in local commercial areas.” Note that Park Royal is not a local commercial area (it is more regional-serving).

Policy BF-C2 – “Support the commercial centers by encouraging residential uses” and “encourage mixed commercial/residential development within commercial areas while retaining commercial frontage at street level where appropriate.”
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APPENDIX E – Mailed notification area for phase two consultation
As of March 4, 2015, 11:09 AM

As with any public comment process, participation in westvancouverITE is voluntary. The responses in this record are not necessarily representative of the whole population, nor do they reflect the opinions of any government agency or elected officials.
What do you think about Park Royal's revised development application for the former White Spot site at 752 Marine Drive?

As of March 4, 2015, 11:09 AM, this forum had:
Attendees: 420
On Forum Responses: 326
All Responses: 332
Hours of Public Comment: 16.6

This topic started on January 29, 2015, 11:13 AM.
This topic ended on March 2, 2015, 1:49 PM.
What do you think about Park Royal's revised development application for the former White Spot site at 752 Marine Drive?

Responses

Park Royal benefits from the most frequent & highest capacity transit service in West Vancouver. Parks and recreational opportunities, commercial services, and other amenities are also nearby. How much should these factors be considered in determining what development is appropriate at Park Royal?

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What are your thoughts on amending the District's Official Community Plan to also allow residential uses (housing) at Park Royal, in addition to conventional mall uses?

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What are your thoughts on the proposed form, character, and scale of development?

Answered 284
Skipped 42

- all area character community congestion density development do drive from high housing large like location marine more much need park project proposed residential royal scale site support t taylor than too tower towers traffic vancouver very way

All On Forum Responses sorted chronologically
As of March 4, 2015, 11:09 AM
http://peakdemocracy.ca/1577
What do you think about Park Royal's revised development application for the former White Spot site at 752 Marine Drive?

Do you have any additional comments about the proposed development?

- all area community congestion council density development do drive from intersection mall marine more need new north other park parking plan pr proposed residential residents royal s support t taylor they towers traffic van vancouver very way west what

Park Royal benefits from the most frequent & highest capacity transit service in West Vancouver. Parks and recreational opportunities, commercial services, and other amenities are also nearby. How much should these factors be considered in determining what development is appropriate at Park Royal?

Name not shown inside West Vancouver
January 30, 2015, 9:16 AM

somewhat

Name not shown inside West Vancouver
January 30, 2015, 12:21 PM

not much

Name not shown inside West Vancouver
January 30, 2015, 12:47 PM

neutral

Name not shown inside West Vancouver
January 30, 2015, 1:30 PM

very much
Pages 5 to 73 (inclusive) of this westvancouverITE questionnaire summary have been removed as they do not offer any additional information that is not provided by the graphs on page 3. Questions 1 and 2 had a set range of response options (no write-in responses were possible for these questions).

The removed pages are public information and can be obtained on request or directly from the westvancouverITE website.
752 Marine Drive - formerly the White Spot site at Park Royal

What do you think about Park Royal’s revised development application for the former White Spot site at 752 Marine Drive?

What are your thoughts on the proposed form, character, and scale of development?

Name not shown inside West Vancouver
January 30, 2015, 12:21 PM
Too large and detrimental to West Vancouver. This is not the sort of development appropriate to West Vancouver.

Name not shown inside West Vancouver
January 30, 2015, 12:47 PM
What is the point of an "Official Community Plan" if Council continually go around it. The plan was based on input from the citizens of West Vancouver and should be followed at all times with no modifications, other wise what is the point of the plan in the first place. The development is to big and certainly not environmentally friendly. I am surprised the First Nations are not against this project as they so much against other environmentally unfriendly projects in the Province. The intersection at Marine and Taylor Way is so congested with traffic at times that this project should not be allowed to go ahead until this has been properly attended to. Putting up buildings of this size can only add to the traffic problem.

Name not shown inside West Vancouver
January 30, 2015, 1:30 PM
As a former city planner, this development has very major drawbacks. the location & density of the development is very problematic in traffic impacts alone. I am full aware that my recommendation has 0% probability of consideration - but here it is anyway. - the entire development should be put on the back of Park Royal South immediately south of the present development as close to Capilano River as possible. The parking should be in an elevated lot with the residential and offices above the parking lots in anticipation of flooding when ocean levels rise over the next 20 - 30 years and high tides flood much of Park Royal South.

Name not shown inside West Vancouver
January 30, 2015, 1:43 PM
Whereas growth is expected, do we want to see two huge towers as we enter West Vancouver? What about the traffic problem at the Taylor Way/Marine Drive junction, and also on the back road now. It is so difficult to move during rush hours. Should not finding a solution to help current residents who already pay taxes, more important, than just letting such huge buildings make life more difficult for all those who are already here?

Scott Hean inside West Vancouver
January 30, 2015, 2:08 PM
I am most concerned with vehicular traffic which is currently very robust. What plans/actions are being taken to reduce traffic congestion at Marine Drive and Taylor Way?
Name not shown inside West Vancouver  
January 30, 2015, 2:42 PM

The scale of the project is too large. It will create deep shadows on Marine Drive and will set a very worrisome precedent for development on the North side of the street. Owners of these properties are holding out for redevelopment until the South side has been constructed. Another large development on the North side will be negotiated and we will have a tunnel effect, like West Georgia except with no setbacks. The character of West Vancouver will be forever altered, traffic rushing by, no street scene. Grovenor has those lovely vistas billboarded which will no longer exist after their development is finished. Also, the proposed strata units have to be by necessity expensive and not for the local market. Development is aimed at international - mostly Chinese - absent ownership.

Name not shown inside West Vancouver  
January 30, 2015, 5:03 PM

Looks great if you are in the top 1% of wage earners. A skate board park would be better use of land and easier on traffic

Name not shown inside West Vancouver  
January 31, 2015, 2:14 PM

As with many of the highrise residential/office/mall developments that have sprouted up over the Lower Mainland since I returned here in late 2006 after spending 14 professional years (brain drain) in the U.S., I am strongly against the proposed scale of the development. The corner of Marine Drive and Taylor Way has chronic traffic congestion problems already - as a Horseshoe Bay to UBC daily commuter, I'm speaking from experience that I'd rather not have. Building 100-meter or so high towers there will only grossly add to the congestion during the construction phase and continue to do so when the completed complex indefinitely adds to the region's already soaring population density. I have heard no talk at all about expanding the transportation infrastructure that feeds the Taylor/Marine hot spot. In the early years of this millennium the Lions Gate Bridge was supposed to get an extra lane and instead the three lanes were widened (I've heard about as many reasons for this travesty as there are theories about who assassinated JFK). Instead of focusing on building a fast rail connection/tunnel or some other such real transportation infrastructure expansion to serve the North Shore, nightly crews are blocking not one but often two lanes on the Lions Gate Bridge to smooth connectors (lessen noise when vehicles pass over them) on its north side, or so we've been told. Are these folks kidding? Until those responsible for transportation infrastructure intelligently consult and efficiently (and especially responsibly) work together with the developers and various governments getting wealthy from the construction of high rise residential/office/mall complexes, Greater Vancouver residents who consider themselves conscientious and thinking citizens should never support developments such as is being considered here. The fact that some do support them makes me wonder if they have really thought about what they will lose in the process, without really gaining anything at all in return.

Luis Molina inside West Vancouver  
January 31, 2015, 2:29 PM
What do you think about Park Royal's revised development application for the former White Spot site at 752 Marine Drive?

Character is dissonant, does not comport with present immediate or proximal architecture. Scale is much large, increase in density would be overwhelming.

Name not shown inside West Vancouver
February 1, 2015, 8:07 AM
Too large

Name not shown inside West Vancouver
February 2, 2015, 2:34 PM
Too much density and will cause much more congestion

Name not shown inside West Vancouver
February 2, 2015, 10:58 PM
As with most developments that need approval, the scale of the development seems large and completely disruptive. It will blend in with time.

Name not shown inside West Vancouver
February 3, 2015, 12:13 PM
Two more high rise towers at one of the busiest and most congested intersections in greater Vancouver makes no sense. Nobody wins and everyone as well as our values lose. There should be absolutely no zoning change

Name not shown inside West Vancouver
February 4, 2015, 12:24 PM
It is way too large and the OCP should not be amended to fit it in.

Name not shown inside West Vancouver
February 4, 2015, 8:44 PM
Disagree with residential use on this site, particularly two high rise towers. Will make the entrance to West Vancouver look like Metrotown West, crowding and shading both Marine Drive and Taylor Way.

Name not shown inside West Vancouver
February 5, 2015, 11:54 AM
This development is NOT appropriate for this already dense area.

Name not shown inside West Vancouver
February 6, 2015, 9:53 AM
What do you think about Park Royal’s revised development application for the former White Spot site at 752 Marine Drive?

Absolutely opposed to this development. Traffic congestion in the area is already very bad without adding their high density project right in the middle of this intersection of Taylor Way and Marine Drive.

Name not shown inside West Vancouver  
February 6, 2015, 10:34 AM

I like it

Name not shown inside West Vancouver  
February 6, 2015, 1:04 PM

The development is much too high and too massive, with a proposed precedent setting excessive FSR of 2.95 based on the whole of the South Mall which was suggested by the Design Review Committee (DRC) to be 2.0 to 2.5 for the site only. Unfortunately the District presentation on Saturday, January 31st, 2015 did not provide the now proposed FSR for the White Spot project/parcel alone with a comparison to the current approved North Mall also under District jurisdiction.

In our view given if one ignores the location of the Development at the gateway to the District, ground level working pictures present a pleasant view, but more distant high level views show the buildings consisting of 27 and 12 floors including/resting on a three to four storey podium are too large and overpowering for the location and much too high with the tallest even tending to dwarf the adjacent West Royal Towers. Those towers are aesthetically set well back from Marine Drive and Taylor Way and of a character more appropriate at the gateway to the District. While for a lack of a better example, we would liken viewing the tallest tower to the "fly" new massive crane recently installed in North Vancouver.

For the above reasons, our general traffic and parking comments and concerns discussed under Question 4 and the fact that the Mall is surrounded by a wide variety of residential housing as well as possible future residential development to the south on First Nations Land, we believe the Spot Zoning and amendments to the OCP should be rejected and the parcel should retain present zoning with any future development requiring District Approval to be of a character better complimenting the gateway to West Vancouver.

robert van doorn inside West Vancouver  
February 6, 2015, 1:34 PM

Development starts with improving the infrastructure. I am not a car owner, but to keep increasing the population density without improving conditions for car traffic is detrimental to living conditions in Westvancouver.

Name not shown inside West Vancouver  
February 6, 2015, 4:23 PM

Question #1 is confusing. Good transit should always be a prime consideration when planning a development. However, it is exactly because the Park Royal is an overly congested transit hub that I cannot support any development at this location. Form, character and scale is irrelevant. This corner is suffocating by congestion.
752 Marine Drive - formerly the White Spot site at Park Royal

What do you think about Park Royal’s revised development application for the former White Spot site at 752 Marine Drive?

Name not shown inside West Vancouver
February 6, 2015, 5:17 PM

I don’t care about the scale etc. the traffic is a nightmare now and with Evelyn drive it will be worse! How can you possibly support this project!!

Erin McGann inside West Vancouver
February 6, 2015, 5:30 PM

There needs to be clear plans as to how traffic flow and transit access and egress through the area will be improved prior to go ahead to the development. The scale and character look fine, density is fine. Traffic flow is not fine and needs to be improved with a clear plan going forward. I realize this is provincial jurisdiction but North and West Vancouver need to work together with the province to do a better job of planning the flow of traffic and better transit access for around North and West Vancouver as well as across to downtown. Additional policing is not an acceptable long term plan. The traffic planning has to be done prior to final development plan so the density and flow in and out of the development work with a long term plan.

Scotty Grubb inside West Vancouver
February 7, 2015, 9:50 AM

On reading other responses, traffic flow is the #1 issue and that to me is the topic that need to be addressed. It will also bring much needed revenue to West Van, that in itself is huge.

Name not shown inside West Vancouver
February 7, 2015, 10:00 AM

I support the proposed project.

Name not shown inside West Vancouver
February 7, 2015, 5:33 PM

as a gateway into the West Vancouver neighbourhood the design of this development is excellent. The positives for West Vancouver are huge, not only are we getting a huge tax benefit, the whole development sets a visually pleasing entrance to the community.

gary mussatto outside West Vancouver
February 9, 2015, 10:57 AM

I have been following the this development closely and quite like their proposed form and character it will bring to West Vancouver. I also support the scale of development and believe that it will crate an opportunity for younger families to reside in West Vancouver. I feel the scale of this project will help bring a contemporary community feel and lifestyle to an area already designated by the district of West Vancouver to be a central shopping/community area. Every expansion of the Park Royal shopping centre to date has exceeded all my expectations and I look forward to living (and working) in a vibrant, exciting and well thought through development for our community.
What do you think about Park Royal's revised development application for the former White Spot site at 752 Marine Drive?

Name not shown inside West Vancouver
February 10, 2015, 8:27 AM

My concern is probably similar to most. Adding 2 high density residential Towers at one of the busiest intersections in the Lower Mainland, concerns me. Traffic flowing through West Van to downtown, or to the Upper Levels in addition to the mall traffic, and residential traffic sounds horrible. I would only support this if there were a skytrain or sea bus, from Park Royal to downtown. The Lions Gate bridge isn't getting any bigger, and North Shore traffic has already become too congested. In other words, the project is too big with no additional transportation. Buses are not good enough because they still rely on the bridge.

Name not shown inside West Vancouver
February 10, 2015, 10:40 AM

Obviously! (once again) both buildings create too much shadow on north side - particularly the 12 storey building close (right "on") Marine Drive. Obviously (like 13th & Marine) we need to reduce the 12 & 27 storeys to maybe 6 & 18?

Name not shown inside West Vancouver
February 10, 2015, 10:45 AM

Too high, too many units - creating worsening traffic conditions. Makes me want to move to North Vancouver.

Name not shown inside West Vancouver
February 10, 2015, 3:23 PM

I support high density in the right location. While the scale of development appears consistent with the building across the street, it needs to be looked at with respect to the other larger scale developments that are being developed in the Taylor Way/Marine Dr. corridor and not in isolation.

Stephen Price inside West Vancouver
February 10, 2015, 6:15 PM

The towers are not totally out of place, given the towers across Taylor way, but I would be concerned if many towers were proposed.

It would be nice to take advantage of the views offered from the parts of park Royal that are above the tree line. This doesn't seem to envision that. There are comparatively few restaurants in West Vancouver that have views of the ocean, which is strange given how much waterfront there is. It would be nice to include such commercial/public spaces in this development at Park Royal (perhaps atop the proposed movie theatre). I imagine a rooftop terrace open to the public with play structures, a food court with views to the ocean, restaurants, etc. Similar to Jack Pool Plaza and the associated commercial development at the convention centre.

Name not shown inside West Vancouver
February 10, 2015, 9:38 PM
This is too large for this area.

Name not shown inside West Vancouver
February 11, 2015, 10:27 AM
traffic density. line-ups now are too frequent. more towers would increase these.

esther chase inside West Vancouver
February 11, 2015, 6:16 PM
I am highly opposed to any further development of multi-family housing till the traffic/bridge situation is clearly taken in hand. The current daily backups and gridlocks of both bridges is an inconvenience but also a huge potential danger. I believe strongly that all the Nth Shore municipalities should have a moratorium on further development till this is resolved.

Name not shown inside West Vancouver
February 11, 2015, 6:38 PM
The form, character and scale of this proposed development are totally inappropriate for the site. This proposal is more than 4 times greater than the current zoning in our Official Community Plan (OCP) ... it is totally unprecedented in scale (current zoning about 74,000 sq.ft. and proposed about 305,000 sq.ft). We have an OCP that West Vancouverites endorsed for good reasons and we expect our Council to respect it. The form and character of this proposal are completely wrong for the entrance to our charming, seaside village community. We certainly do not want a "Trump Tower" to welcome us and our visitors to our West Vancouver home and then another 50 yards beyond, find a 15 story wall stacked right against our southern sidewalk!! Furthermore, I read a DESIGN Review Panel (DRC) report to Council last summer that suggested anything less than mid or high rise residential/commercial would be an underutilization of this particular area of the Park Royal Shopping Center. With all due respect, it would appear that the DRC is working beyond both its capability and its DESIGN mandate as it did not explain why the other 1,000,000 or so sq. ft. of retail/commercial development in the Park Royal Shopping Center is not underutilized. Let Park Royal continue their retail expansion and build their 74,000 sq.ft. in the appropriate scale and consistent with our current OCP ... you might even consider giving them an additional 10% if they meet all the design requirements.

Laura Staude inside West Vancouver
February 12, 2015, 11:09 AM
I am concerned about the height of the building. On a recent visit to Coquitlam Town Centre, I was overwhelmed as a pedestrian due to the height of the residential towers. The height instilled remoteness instead of community-connection. I understand there will be more multi-family residential building in West Vancouver but I would like it to enhance and contribute to community connections rather than detract or lessen the community feel.
The form, character and scale of this proposed development are totally inappropriate for the site. This proposal is more than 4 times greater than the current zoning in our Official Community Plan (OCP)…it is totally unprecedented in scale (current zoning about 74,000 sq.ft. and proposed about 305,000 sq.ft). We have an OCP that West Vancouverites endorsed for good reasons and we expect our Council to respect it. The form and character of this proposal are completely wrong for the entrance to our charming, seaside village community. We certainly do not want a “Trump Tower” to welcome us and our visitors to our West Vancouver home and then another 50 yards beyond, find a 15 story wall stacked right against our southern sidewalk!!

Furthermore, I read a DESIGN Review Panel (DRC) report to Council last summer that suggested anything less than mid or high rise residential/commercial would be an underutilization of this particular area of the Park Royal Shopping Center. With all due respect, it would appear to me that the DRC is working beyond both its capability and its DESIGN mandate as it did not explain why the other 1,000,000 or so sq. ft. of retail/commercial development in the Park Royal Shopping Center is not underutilized. Council should encourage Park Royal to continue their South side retail expansion and build their 74,000 sq.ft in the appropriate scale and consistent with our current OCP...you might even consider giving them an additional 10% if they meet all the design requirements.

My biggest concern is traffic congestion and the resulting air pollution from iding cars. Also the danger of emergency vehicles not being able to get through traffic gridlock on Taylor Way. Make sure pedestrians are safe. I do not like car dominant areas.

West Vancouver needs more rental housing and having a development situated near rapid transit connecting to downtown and the eastern lower mainland is brilliant. The amenities this development will bring to our community are brilliant particularly child care and non-profits. It is a most desirable location and for our community members downsizing it gives options. Also, where will our young professionals live, Coquitlam, Langley?

From what Rick told me early on, I had expected a more stepped architecture at the lower floors. I was surprised to see the tallest building on Marine Drive trying to look even taller with the emphasis on the verticle form and focus on the vertical elements. Consider stepping back the housing on the west end and add a narrow planter at the 3rd & 4th floors along Marine Drive.
Very appropriate, slim profile of high tower is good, street treatment on Marine good.

Name not shown inside West Vancouver
February 12, 2015, 3:34 PM

Don't allow residential uses, it's already too crowded. Traffic drain.

Graham Winterbottom outside West Vancouver
February 12, 2015, 3:36 PM

I think the proposed form, character and scale of development is appropriate at this location.

Name not shown inside West Vancouver
February 12, 2015, 3:39 PM

I appreciate the character (architectural style); in terms of form and scale it does not address the context, nor does it enhance the overall development of the Park Royal site - highrise is NOT desirable. This scale of development will only further deteriorate the horrific traffic congestion that we now are forced to face on a daily basis. This development is driven by profits / taxes and not what is in the best interest of local residents.

Name not shown inside West Vancouver
February 12, 2015, 3:40 PM

We should not bring more development into West Van. unless the transit referendum passed and we toll the bridge. Its all about traffic congestion.

Name not shown inside West Vancouver
February 12, 2015, 3:55 PM

High rises at the entrance to WV create a barricade. I thought that was something we wanted to change during the last round of PKR improvements.

Name not shown inside West Vancouver
February 12, 2015, 4:13 PM

Good idea. Park Royal is becoming a destination mall providing a vast assortment of options.

Name not shown inside West Vancouver
February 12, 2015, 4:17 PM

Absolutely appalling!

*The community does not want these towers.
"I think you'd better think it out again! (Charles Dickens)."
What do you think about Park Royal's revised development application for the former White Spot site at 752 Marine Drive?

Name not shown inside West Vancouver  
February 12, 2015, 4:18 PM

Beautiful. Affordable?

Marny Peirson inside West Vancouver  
February 12, 2015, 4:20 PM

Too big, too many people and cars. The traffic is horrendous already. Stop this maddness. Enough. No more development, the roads are over full. Let them go elsewhere.

Name not shown inside West Vancouver  
February 12, 2015, 4:21 PM

Too aggressive. Does not take into consideration people already living in this area.

Name not shown inside West Vancouver  
February 12, 2015, 4:23 PM

This adds 200+ vehicles to one of the most congested areas of West Vancouver. The volume of congestion as it exits today is already a serious issue. I do not support.

Name not shown inside West Vancouver  
February 12, 2015, 5:15 PM

I like the idea of an iconic tower to welcome people to West Vancouver. I feel the aesthetic is important as it is one of the first things people will see. I am okay with the height as I believe the community benefits are worth i

Name not shown inside West Vancouver  
February 12, 2015, 5:38 PM

I believe in density in the right location and this is it. We need more options for different kinds of housing. We also need the community benefits that this development will provide to WV. We don’t have a lot of industry and we have high standards in this community; we need the benefits to provide the kind of services we need. I am okay with the height as long as the final design is attractive, makes a statement and is not a bland box. I feel that Park Royal is trying to do just that. I also like the town square aspect that will connect the tower to the rest of the development.

Name not shown inside West Vancouver  
February 12, 2015, 6:24 PM

I am very concerned about the additional traffic that it will create; the intersection of Taylor Way and Marine Drive is already at or beyond capacity; this development will only make it worse particularly in light of the other residential developments that are under construction or being proposed.
What do you think about Park Royal's revised development application for the former White Spot site at 752 Marine Drive?

Susan Patricia Bowles inside West Vancouver
February 12, 2015, 8:44 PM

I am not all that supportive, mainly because of how it will affect the whole area (not the project itself). There doesn't seem to be any plan to deal with all of the traffic and gridlock issues that are occurring in West Vancouver. I don't disagree with the reasons for supporting this particular project, but I think that West Vancouver doesn't do a very good job of assessing the entirety of its developments and the impact they will have on transportation. It's challenging because it is not just a West Vancouver or North Vancouver problem, but the entire region's problem. It will take a real effort to discuss transportation challenges with North Vancouver, the GVRD, the province and First Nations. I would like to see leadership demonstrated in the upcoming referendum on transportation. Otherwise, our quality of life will continue to be adversely affected by a "not our problem" point of view.

Name not shown inside West Vancouver
February 12, 2015, 9:31 PM

Park Royal should remain a retain facility.

Name not shown inside West Vancouver
February 12, 2015, 10:54 PM

There should be no amendment to the OCP to allow two high rises to be built on this site. There should be no density increase at this site. This is one of the most traffic congested sites in the Lower Mainland. The site should probably be green space which would also mean a warmer entrance to W Van than a concrete jungle.

Name not shown inside West Vancouver
February 13, 2015, 7:25 AM

Does not fit with neighbourhood.

Name not shown inside West Vancouver
February 13, 2015, 8:15 AM

Way too big! It is completely at odds with the seaside, village character that makes West Van such a special place.

Name not shown inside West Vancouver
February 13, 2015, 8:57 AM

Traffic is already an issue. This size of development will only make it worse.

Name not shown inside West Vancouver
February 13, 2015, 9:05 AM

Way too big! Not in keeping with "Village" of West Van. or character of our community. Belongs in downtown.
What do you think about Park Royal's revised development application for the former White Spot site at 752 Marine Drive?

Vancouver.

Name not shown inside West Vancouver
February 13, 2015, 9:10 AM

I have said this before, more than once, and I will say it again. The proposed development needs to be far more inviting then it is - a tall straight sided tower is not what is needed as the entrance to Park Royal & West Van. It might look fine in Toronto but not here. You could bring the main floor to the corner and then step back the building one or two stories at a time with greenery on each step back and have an infinitely better welcome to Park Royal & West Van. Please, please consider amending this straight uninviting structure.

Name not shown inside West Vancouver
February 13, 2015, 9:20 AM

Proposed toers are completley out of sync with the rest of the Park Royal development. Aesthetically, having a tall residential tower as the first thing you see, coming west on Marine, as representative of Park Royal is a mistake. It is too sharp and unattractive compared with, say, a stepped back structure. The second more western building is more like what the eastern one could look like. It also looks as if the added traffic (cars) from these residences will make getting out of Prk Royal onto Taylor Way a real problem without having to go through half of the mall development. A real concern.

Name not shown inside West Vancouver
February 13, 2015, 9:21 AM

There is already too much traffic on Taylor Way - so more cars coming out of Park Royal are going to make a bad crossroads worse.

Name not shown inside West Vancouver
February 13, 2015, 9:23 AM

It blends nicely within the mall and the natural elements it is surrounded by.

Name not shown inside West Vancouver
February 13, 2015, 9:28 AM

It works for the area. Transit is available as are other amenities. Will be a better entrance to West Vancouver than what we have and allows for downsizing within our community. Form and character are OK. Would prefer a more 'iconic' design as this is the entrance to West Vancouver.

Name not shown inside West Vancouver
February 13, 2015, 12:36 PM

Tower 5 - 7 floors, to tall.
752 Marine Drive - formerly the White Spot site at Park Royal

What do you think about Park Royal's revised development application for the former White Spot site at 752 Marine Drive?

Name not shown inside West Vancouver
February 13, 2015, 12:41 PM

In general, it's a great project. It fits in well as construction at the entrance to West Van. We desperately need apartments so we can downsize from our houses as "empty nesters". The location to Park Royal Shopping and Ambleside Park means we don't need to get in our cars (as a retiree). Hopefully the apartments will be affordable and a reasonable size for a 2 bedroom (i.e. less than 1600 sq ft). The extensive use of glass is good as offers opportunity for reflective views (rather than black or coloured).

Name not shown inside West Vancouver
February 13, 2015, 12:46 PM

Too high! Too dense. Shade on Marine Drive!

Name not shown inside West Vancouver
February 13, 2015, 12:49 PM

Please deal with the road congestion before making any decisions. Design boards are a bit confusing.

Name not shown inside West Vancouver
February 13, 2015, 12:55 PM

Like the proposal. Need more info, re parking access to new towers. Concerned re height as previous council turned down proposals after community input re height of developments. Would like to see Park Royal support policing of intersection during rush hours prior to approval by Council to allay fears of no sayers re traffic issues.

Name not shown inside West Vancouver
February 13, 2015, 12:56 PM

Too large! Solve traffic first.

Name not shown inside West Vancouver
February 13, 2015, 12:58 PM

Looks great, a firm advocate of multi-use development.

Name not shown inside West Vancouver
February 13, 2015, 1:03 PM

The form and scale are appropriate for the existing location and the development that is taking place around Park Royal (i.e. Evelyn, Waters Edge). The character is good in that mixed use is appropriate as the site borders a considerable part of a shopping centre.

Name not shown inside West Vancouver
February 13, 2015, 2:51 PM

Having it too large, wrong entrance to West Van and would make traffic congestion even worse. This is the wrong type of development for that site.

Name not shown inside West Vancouver
February 13, 2015, 5:00 PM

Housing and Commercial should be intertwined—l have no problem with the concept—What I do have a problem is traffic flow—and this has not been thought out at all

Name not shown inside West Vancouver
February 13, 2015, 9:03 PM

Eventually Park Royal will be dotted with towers—do we have to such a brute of a building as our first one—28 stories!! Larco is just sticking our noses in it—very little setback etc. It is too dense, too high and gives no consideration to its neighbours at WestRoyal, many of whom have lived in West Vancouver for 50–60 years, bringing up families, contributing to community and paying taxes. Why do they have to stare at this monstrosity??

Name not shown inside West Vancouver
February 15, 2015, 9:04 AM

The proposed development is way too big and density too high. This is totally out of place for this area. 27 stories would be a monstrosity, and does not serve West Van as a "gateway". There is already so much residential development in this area, including Evelyn Drive, which is not yet completed. How can this be a "community"? There’s no access to community amenities (other than shopping) and no access to schools. If you want a "community," think about what these communities actually need, and the District needs to be more proactive at how it envisions major changes in areas. "Communities" need a lot more than just close access to high end retail shops.

Babs Perowne outside West Vancouver
February 15, 2015, 10:52 AM

The 27 storey tower is inappropriate in design and height for that location (better suited to Yaletown or Coal Harbour). Should use design features reflecting its location (community village and rain forests).

Name not shown inside West Vancouver
February 16, 2015, 11:24 AM

The size of the proposed towers and their location would surely have an extremely negative effect on the traffic flow through the Taylor Way intersection.
752 Marine Drive - formerly the White Spot site at Park Royal

What do you think about Park Royal's revised development application for the former White Spot site at 752 Marine Drive?

February 16, 2015, 11:39 AM

We already have added to the traffic congestion in the Park Royal area with the south side expansion and the removal of the overpass linking the North and south side. Any further high density development will mean bypassing the Park Royal and Marine Drive corridor impacting the current merchants in Park Royal and result in traffic congestion in and out of West Van that will result in chaos. It will also reduce the trips to Park Royal from North Vancouver and shoppers from Vancouver. This project will be an albatross if it goes ahead.

Name not shown inside West Vancouver
February 16, 2015, 1:50 PM

This development is too large for this site. It should be about half of the size currently proposed to even remotely fit in with the space allotted. Otherwise it looks too big and overpowering. Plus the increase in traffic will make an already bad situation worse and do not LIE to us. There will be an increase and even more so when the Mall is finally complete and worse again if there are movie theatres included.

Penni Brink inside West Vancouver
February 16, 2015, 1:56 PM

I'm not completely against some development but this seems excessive. The towers are too large and too high. They will bring far too much extra strain on the traffic to the area and within the area (see below).

patricia johnson inside West Vancouver
February 16, 2015, 4:48 PM

I think the plan is not at all suitable for the entrance to west van. The towers are much too large for our comm. plan

John Hill inside West Vancouver
February 16, 2015, 7:26 PM

Both proposed tower heights MUST be reduced. Smaller tower East of larger tower to reduce visual "Overkill" when approaching the entrance to W.V. Site NOT a high rise development but a shopping centre.....even Larco attempt to call it a "Village" Tower heights are inappropriate and set a bad example for the community.

Name not shown inside West Vancouver
February 16, 2015, 8:40 PM

• West Vancouver is the jewel of suburban living and the envy of communities across the country and around the world because of its liveable scale and its sensitive integration of residential, commercial and infrastructure development with its mountainous and seaside environment. Protection of that environment has been embodied in our publicly-approved OCP. The form and character of the proposed development is massively out of scale for the site and is totally inappropriate as an entrance to West Vancouver.
What do you think about Park Royal’s revised development application for the former White Spot site at 752 Marine Drive?

- From the current PR southside development, we now find structures going right to the Marine Drive sidewalk...no room for landscaping, no reprieve from retail in our face. Already, with their misguided insistence that WV requires an urban approach to development, we have lost some of the “open air” character of WV.
- It is impossible to conceive that the image of WV will be defined by these apt. towers situated right beside the street with a massive 25 story tower and a further 15 story wall that will run for 30-40 m. along the Marine Drive sidewalk. The proposal is more than 4 times the currently allowable built area on that site...it is absolutely inconceivable that our Planning Dept and Council have allowed this proposal to waste the public’s time by having to demonstrate the inappropriateness of this proposal as well as encouraging developers to incur considerable costs when this proposal is so far out of the framework that the public has given Council authority to approve.
- If this massive development were to be approved and I was approaching the TW/Marine intersection, either walking, on my bicycle or in my car, what is my view southwards...two massive glass and concrete structures...where is the open space? Where is the liveable scale? The only thing that anyone could see approaching the TW/M intersection would be these massive buildings and it doesn’t matter whether they would be 26 and 15 stories or 22 and 12 stories they are totally obstructive and out of place. Where would be my view to the LGB...the symbol of my retreat into my quiet, suburban, environmentally friendly WV homeland? That view would now reserved for some 250 residents of these obnoxious towers!!

Mehdi Soltanmohammadi inside West Vancouver
February 17, 2015, 10:36 AM

Regarding traffic problems it seems that the density should not be increased in the nearby. The proposed design is not appropriate. It is too dense and will worsen traffic problems that already is catastrophic.

Name not shown inside West Vancouver
February 17, 2015, 11:08 AM

Would block Taylor Way view corridor and aggravate traffic congestion at Marine junction. Higher taxes preferable to amenity loss. If approved would be an irresistible precedent for the NW intersection corner.

Name not shown inside West Vancouver
February 17, 2015, 11:59 AM

You are about to add congestion to one of the most congested intersections in BC. From 3:30pm to 7pm car horns are blasting in the traffic nightmare already.

The development increases density and it will dwarf existing condos (why?)

Name not shown inside West Vancouver
February 17, 2015, 11:59 AM

I think this is a great idea.
752 Marine Drive - formerly the White Spot site at Park Royal

What do you think about Park Royal's revised development application for the former White Spot site at 752 Marine Drive?

February 17, 2015, 12:05 PM

I think this is a ludicrous idea. The traffic is horrenous and I can't believe this development is even up for consideration. This is a dumb idea!

Name not shown inside West Vancouver
February 17, 2015, 12:06 PM

Crazy.

Name not shown inside West Vancouver
February 17, 2015, 12:09 PM

This is a purely inappropriate development. Traffic on both Taylor Way and Marine Drive are already a major proboeme. To add this tower would be a huge mistake. Do a survey of the rush hour traffic patterns. Adding traffic from this multi unit development is unthinkable!

Name not shown inside West Vancouver
February 17, 2015, 12:11 PM

I like that it is a "smallish" development - not a mega project. Small size should help to create a strong community feel. Love the mixed use of daycares, etc.

Name not shown inside West Vancouver
February 17, 2015, 12:12 PM

Fits perfect in highrise close to the other 2 towers existing then stepping down.

Name not shown inside West Vancouver
February 17, 2015, 12:13 PM

Worried about traffic but for adding density to West Vancouver.

Name not shown inside West Vancouver
February 17, 2015, 12:19 PM

The proposed tower is far too tall - it lowers the value of existing homes. West Royal is not what I would like to see as an entrance to West Vancouver.

Name not shown inside West Vancouver
February 17, 2015, 12:33 PM

The high tower and the lower tower on Taylor Way should be revised so the impact is less coming down Tay
752 Marine Drive - formerly the White Spot site at Park Royal

What do you think about Park Royal’s revised development application for the former White Spot site at 752 Marine Drive?

Way. The existing highrises to the east would be less impacted and lower the height of the tall tower.

Name not shown inside West Vancouver
February 17, 2015, 12:34 PM

A good start.

Name not shown inside West Vancouver
February 17, 2015, 12:37 PM

I support increased density with the proposed density being located in areas that do not block important view corridors. It is critical that we recognize that our special West Vancouver has limited land resources and it is our mandate to achieve win / win solutions.

Robert Munns inside West Vancouver
February 17, 2015, 12:39 PM

This is the highest density proposal and situated at the most congested intersection in the entire greater Vancouver area. The intersection is blocked for one to two hours from 4:00 PM every night. Horn noise makes conversation in overlooking condos impossible without closing windows and draperies. We need a traffic solution before we have a huge condo on this corner.

The height and mass of the main tower is overwhelming at 28 Stories plus 4 stories underground.

\

Name not shown inside West Vancouver
February 17, 2015, 12:39 PM

The high tower and the short tower should be reversed so the impact is less at Taylor (coming down Taylor Way) and in keeping with the scale of the existing highrise to the east.

Name not shown inside West Vancouver
February 17, 2015, 12:42 PM

Absolutely against. Traffic problems need to be considered first. Traffic at Marine & Taylor Way is diabolical. I live at 338 Taylor Way & it is impossible to exit at almost all hours of the day and night. We do not need any more traffic at the above corner. The only people to benefit will be the developers and owners of Park Royal. To even consider more high rises is absolutely ridiculous with additional traffic from Residents and Parents picking up at day care.
What do you think about Park Royal's revised development application for the former White Spot site at 752 Marine Drive?

Name not shown inside West Vancouver  
February 17, 2015, 12:44 PM

I am absolutely against this scale of development as the entrance to West Vancouver. Traffic congestion is terrible as anyone knows who travels in or out of West Vancouver. Adding yet another high density development to what is already under construction at Park Royal can only worsen congestion unless we can get people out of their cars which isn’t likely to happen.

Name not shown inside West Vancouver  
February 17, 2015, 12:45 PM

Good plan. I see myself downsizing here. Good transit development!! Great land use!

Name not shown inside West Vancouver  
February 17, 2015, 12:46 PM

It’s very respectful of the area, great to have more affordable housing, love the green initiatives.

Name not shown inside West Vancouver  
February 17, 2015, 12:52 PM

Scale - too large adding more people to already "stretched" over subscribed community facilities. WV not keeping up basic infrastructure to meet growth i.e. - sewer treatment? water resources changing with climate changes. Adding more cars effects on air quality and degrading it. Traffic problems between Marine Drive on Taylor Way & WarPath bridge and people exiting the many eastside roads and parking lots of Park Royal South noise pollution.

Name not shown inside West Vancouver  
February 17, 2015, 12:53 PM

I was expecting higher and more eyesore. Pleased to see it is exact opposite. The current / modern design reflects high quality taste to match the new residences and taste of West Vancouver.

Name not shown inside West Vancouver  
February 17, 2015, 12:57 PM

After several iterations, the current design hits the mark!

Joys Chow inside West Vancouver  
February 17, 2015, 12:58 PM

Positive - mixed use, community oriented. Negative - no improvement on Taylor Way & Marine Drive intersection if development goes since the intersection will be locked in for 50+ years.
752 Marine Drive - formerly the White Spot site at Park Royal

What do you think about Park Royal's revised development application for the former White Spot site at 752 Marine Drive?

Name not shown inside West Vancouver
February 17, 2015, 1:07 PM

Support with conditions. Positive & supportive in general. Some consideration is required regarding the south interface with the mall both from the perspective of views out of the lower parts of the tower(s) and landscape buffering. The south side is a little bare.

Roderick Phillips inside West Vancouver
February 17, 2015, 1:08 PM

It's a nice project but too many units in an already traffic congested area.

Name not shown inside West Vancouver
February 17, 2015, 1:13 PM

It is a blatant monument to Larco’s greed! It is out of scale even with the existing high rises to the east - and certainly to the height and density of the shopping centre. It is out of sync with the OCP and should never have been allowed to reach the point of an information meeting. Given that the majority of the site is under District jurisdiction, it should have been squelched by the Planning department. Has Planning not noticed that Marine and Taylor Way is the busiest intersection on the north shore and one of the most congested on the lower mainland? This proposal should go no further.

Name not shown inside West Vancouver
February 17, 2015, 1:17 PM

Form & character is fine. Scale is not. Traffic at Taylor Way & Marine is already a nightmare. Increased residential use is just going to further increase this problem. Structure is also way too high. Any proposed developments should be responsible for providing traffic control everyday between 4 and 6. This will require 2 people each day.

Desiree LaCas inside West Vancouver
February 17, 2015, 1:23 PM

I am in support of a development that brings more density within the community. I believe mixed use is appropriate on this site and welcome the childcare centre. I believe the buildings are quite attractive and it is good to see that some care has been taken with the public spaces and the scale at the pedestrian level.

Name not shown inside West Vancouver
February 17, 2015, 1:26 PM

The project is architecturally attractive perhaps a little too ambitious. Lower the corner building to 10 to 20 floors.

Name not shown inside West Vancouver
752 Marine Drive - formerly the White Spot site at Park Royal

What do you think about Park Royal's revised development application for the former White Spot site at 752 Marine Drive?

February 17, 2015, 1:30 PM

The project is attractive, it is the location that makes it unattractive. The traffic currently is impossible and needs to be addressed and corrected before buildings are erected. Of course, I realize it is too late. Park Royal is committed to and concerned with making money and - ergo - here it is. It's too bad, but, perhaps inevitable, that the appeal of West Van. would start to be tampered with, but, its unlikely residents will riot - they will simply resent what is happening.

Name not shown inside West Vancouver
February 17, 2015, 1:32 PM

All well planned. Aesthetically pleasing. Clearly functional for community, residential and business. Good for GNP. (P.s. bike valet is so cool).

Name not shown inside West Vancouver
February 17, 2015, 1:34 PM

Great! So much better than the rougher former proposal of those round towers. 100% this should happen.

Name not shown inside West Vancouver
February 17, 2015, 1:36 PM

We should not change the "official" community plan. Also the traffic concerns are not being properly addressed on Taylor Way, Marine Drive and Capilano Road. All the proposed development on Marine Drive in both North & West Vancouver must be considered. We need to review access onto the Lions Gate.

Name not shown inside West Vancouver
February 17, 2015, 1:39 PM

Why do we have an OCP if it is continually amended? It is too large for that corner. The traffic (already a major concern) will be greatly affected. There must be coordination between N.V. development on Marine Drive and West Vancouver development. More biking stalls than parking provided - really? for baking at this intersection??

Name not shown inside West Vancouver
February 17, 2015, 1:48 PM

I am fine with the scale but I'm very concerned with the vehicle parking options; 25 spaces for visitors, 298 for residential with 474 spaces for bikes. The District of WV should encourage maximum parking levels below ground. I am also concerned with the increased volume of traffic. The "Traffic Assessment" of a modest increase is simply naive. Park Royal has "regional mall" and "destination mall" aspirations. There is the potential for significant gridlock at Taylor Way and Marine, including Taylor Way being a parking lot up to Highway 1. The District and Park Royal need to develop a traffic flow plan that meets current and future needs and share with the public prior to construction starting.
752 Marine Drive - formerly the White Spot site at Park Royal
What do you think about Park Royal's revised development application for the former White Spot site at 752 Marine Drive?

Name not shown inside West Vancouver
February 17, 2015, 1:49 PM
Good pedestrian and cycling paths. Excellent.

Name not shown inside West Vancouver
February 17, 2015, 1:54 PM
The Taylor Way corner West Royal / New building would need light for safety of owners. Drivers are not yielding and blocking intersection very dangerous exiting and entering West Royal.

Name not shown inside West Vancouver
February 17, 2015, 1:56 PM
West Royal is plenty high enough but on the other side at least. Don't like the height of the design - way too high, doesn't suit or fit the area style. Traffic is a real concern.

Name not shown inside West Vancouver
February 17, 2015, 1:57 PM
It is adding (or will) add a lot of extra Lions Gate Bridge Traffic.

Name not shown inside West Vancouver
February 17, 2015, 1:59 PM
The buildings are beautiful (they make the surrounding area look shabby!)

Name not shown inside West Vancouver
February 17, 2015, 2:38 PM
The proposed development is far too large. It would be an enormous eyesore. Is this really the first thing we want people to see when they enter West Vancouver? Not to mention the ridiculous traffic congestion that is already present would undoubtedly become much worse with two high rise residential towers.

Name not shown inside West Vancouver
February 17, 2015, 2:41 PM
The Density proposed for the residential towers is far too much for that area to handle. The height should not be more than ten stories at most.

The traffic congestion as it exists now is very bad.

The corner of Taylor Way and Marine Drive is one of the busiest in Metro Vancouver. We listen to "The Symphony Of Horns" several times a day, seven days a week.
752 Marine Drive - formerly the White Spot site at Park Royal

What do you think about Park Royal's revised development application for the former White Spot site at 752 Marine Drive?

Have the Mayor and Council members tried to come down Taylor Way during various times of the day, including Sunday.

We have seen the traffic backed up to the Freeway and have at times, taken nearly an hour to get to Marine Drive from the Freeway.

We also have taken much longer than normal to go East on Marine Drive to reach the Lions Gate Bridge.

Since our move to Vancouver seven and a half years ago, the traffic has increased possibly two to three times from what it used to be.

The Park Royal developers say the traffic from the density of the towers, will be minimal. That is not facing reality at all.

Name not shown inside West Vancouver
February 17, 2015, 3:07 PM

Fails to meet guidelines BF-C7 1(a), (c), (d) and (g) also 11(a), (b), and (d). However I know West Vancouver Council and Planning Department don't give a dam about the OCP and are more interested in letting developers and builders do what they want not what the citizens who care about West Vancouver want.

Name not shown inside West Vancouver
February 17, 2015, 3:36 PM

I believe the high rise development will cause major traffic congestion of an intersection that is already overloaded with cars to / from Whistler, ferry terminal.

Name not shown inside West Vancouver
February 17, 2015, 3:42 PM

Not a good idea of location as West Van. Taylor Way already having bad traffic issue.

Name not shown inside West Vancouver
February 17, 2015, 3:48 PM

The best Transit, the proximity to shopping and Ambleside and makes density at Park Royal logical and the best place in West Vancouver for this growth.

Name not shown inside West Vancouver
February 17, 2015, 3:58 PM

Innovative in terms of integrating public transit, bicycle use and / car parking and pedestrian access to a multi-residential development. I believe this development will not increase traffic, and depending on who move in, could decrease it. Geothermal is also applause worthy. This is the future of such projects, not business as usual.
752 Marine Drive - formerly the White Spot site at Park Royal

What do you think about Park Royal's revised development application for the former White Spot site at 752 Marine Drive?

usual.

Name not shown inside West Vancouver
February 17, 2015, 4:07 PM
Park Royal is mostly an "intransit" or transfer station", not a "destination"!

Name not shown inside West Vancouver
February 17, 2015, 4:15 PM
Any growth, community building and space is welcomed in my eyes, a decent theatre and some more restaurants, night life would be great.

Name not shown inside West Vancouver
February 17, 2015, 4:20 PM
we have a bad traffic problem right now. This huge new development will clearly make access and egress to 328 Taylor way even worse.

Name not shown inside West Vancouver
February 17, 2015, 4:29 PM
West Vancouver resident who lives near Park Royal and uses Taylor Way as access to my home, I am very concerned about the lack of consideration for the traffic nightmare this development will bring to the already overly congested intersection at Marine Drive and Taylor Way. The governments responsible, including our municipality, need to address this issue in concert before such radical changes are made, not blindly look the other way.
I understand the need for better use of land in our city, and I am in favour of more multi-family housing with less density than the very massive tower planned for this site. There is already too much density and resulting stress at this location.
I think the council must consider the existing residential properties that will be affected by the increased traffic, limitations of views, and the shadowing of properties.

Name not shown inside West Vancouver
February 17, 2015, 6:31 PM
The traffic will only get worse and the proposal for two towers is too high and too dense

Name not shown inside West Vancouver
February 17, 2015, 7:52 PM
The traffic will only get worse & the proposal calls for two towers are way too high and dense for its location. With all the expansion of Park Royal mall and Evelyn residential it would make the traffic worse than it is at the moment,
What do you think about Park Royal's revised development application for the former White Spot site at 752 Marine Drive?

Name not shown inside West Vancouver
February 17, 2015, 7:53 PM

, _____ _____ _____. (Content was translated by Google and is not verified: First of all, the roads must be resolved)

Name not shown inside West Vancouver
February 17, 2015, 9:10 PM

A terrible idea- too much density for an already crowded area- only benefit will be to developers- those who live here will be losing more of the village atmosphere we moved here for. Merchants in Ambleside/Dundarave will suffer as people will not venture past the mini-Metrotown Park Royal owners are trying to create for their increased profit.

Name not shown inside West Vancouver
February 17, 2015, 9:46 PM

Negative. The intersection of Marine Dr. and Taylor Way is one of the busiest intersections in BC. The new buildings will make the situation worse and I absolutely disagree. Increasing its density will definitely bring nightmares to its surrounding residents and drivers going in and out of West Van. The 27 stories tower at the entrance of the city will destroy the beauty that we have today.

Name not shown inside West Vancouver
February 18, 2015, 8:08 AM

As a West Vancouver resident who lives near Park Royal and uses Taylor Way as access to my home, I am very concerned about the lack of consideration for the traffic nightmare this development will bring to the already overly congested intersection at Marine Drive and Taylor Way. The governments responsible, including our municipality, need to address this issue in concert before such radical changes are made, not blindly look the other way.

I understand the need for better use of land in our city, and I am in favour of more multi-family housing with less density than the very massive tower planned for this site. There is already too much density and resulting stress at this location.

I think the council must consider the existing residential properties that will be affected by the increased traffic, limitations of views, and the shadowing of properties.

Name not shown inside West Vancouver
February 18, 2015, 8:48 AM

against!!

Name not shown inside West Vancouver
February 18, 2015, 9:26 AM

Like teh proposed mixed use concept and the vitality that a residentail area, childcare, etc., will bring to the
What do you think about Park Royal's revised development application for the former White Spot site at 752 Marine Drive?

shopping area. The residential tower is attractive with good opportunities for green space, outdoor playareas and URS housing which is badly needed on the North Shore.

Name not shown inside West Vancouver
February 18, 2015, 9:31 AM

The main building core too close to Marine Drive. Should leave enough open view.

Name not shown inside West Vancouver
February 18, 2015, 9:35 AM

Too big, too dense, not enough parking - people don't ride bikes, walk or take transit to a "regional" mall to shop - they drive! How about Park Royal subsiziding low rent houseing for those people who could walk to shop? Never crossed their mind! Greed rules!

Name not shown inside West Vancouver
February 18, 2015, 9:37 AM

This development is not suitable for West Vancouver. The traffic situation has exploded in West Van. in the last few years. We do not need more development in this area.

Name not shown inside West Vancouver
February 18, 2015, 9:39 AM

Too big!! Better yet, stop! NO OCP Amendment.

Name not shown inside West Vancouver
February 18, 2015, 9:42 AM

Prefer less tall building but unfortunately I still like a view! Walkability to shops, movie theatre, restaurants very important. I current live here in my own home and we are ready to downsize. Square footage and amendable costs are important. West Van. is truly a beautiful place to live and as a person in her 70s I feel blessed to live at Sandy Cove, but want an apartment with less costs than 1.3 million.

Name not shown inside West Vancouver
February 18, 2015, 9:49 AM

In order to reduce the volume of vehicular traffic from residents of the proposed high-rise apartments, it's recommended to limit the number of parking spaces to a minimum. This would also encourage potential residents to make full use of the public transport.

Name not shown inside West Vancouver
February 18, 2015, 9:58 AM
752 Marine Drive - formerly the White Spot site at Park Royal

What do you think about Park Royal's revised development application for the former White Spot site at 752 Marine Drive?

Much improved, like the mix of uses.

Name not shown inside West Vancouver
February 18, 2015, 9:59 AM

Too large residential-wise, primarily with respect to vehicles added to the already congested roadway / intersection.

Name not shown inside West Vancouver
February 18, 2015, 10:01 AM

Overall, I like the proposed new development BUT THE TALL TOWER IS MUCH TOO TALL - 1/2 THE SIZE = EQUAL IN HEIGHT TO OTHER BUILDING

Name not shown inside West Vancouver
February 18, 2015, 10:11 AM

I like the angle of the tower as it makes it feel narrower when coming down Taylor Way. The scale appears about right for that location. I hope the traffic will be less than retail as their consultants have calculated.

Name not shown inside West Vancouver
February 18, 2015, 10:19 AM

No 27 floor towers. This is much to dense. We must at least have a plan for traffic at Marine Drive and Taylor Way before any more development at Parkroyal.

Name not shown inside West Vancouver
February 18, 2015, 10:21 AM

In principle, I don't have a problem with residential uses in a mall site, but I don't think it works well at the particular Park Royal site at SW corner of Marine and Taylor Way. I don't think it works "shoe-horned" into the SW corner at Marine Drive and Taylor Way. I don't think it works "shoe-horned" into the SW corner at Marine Drive and Taylor Way. The East Tower is too tall - should be reduced to height of towers across Taylor Way to the east. It is difficult to evaluate this proposal and its impact, both visual and density (i.e. traffic) without having some conceptual idea about what will come further south of the mall site on teh Squamish Lands.

Name not shown inside West Vancouver
February 18, 2015, 10:22 AM

Totally inappropriate.

Name not shown inside West Vancouver
February 18, 2015, 10:23 AM
What do you think about Park Royal's revised development application for the former White Spot site at 752 Marine Drive?

Way too big, impersonal lifestyle. Do we need more daycare? Can we sustain more retail? Will small local businesses be driven out?

Name not shown inside West Vancouver  
February 18, 2015, 10:35 AM

This is a loaded question. These amenities are currently very much used at current density in WV - used not just by WV residents but all the North Shore and Vancouver area - to the benefit of current businesses in WV & Park Royal. Favour amending to specifically allow for: very modest residential use at Park Royal makes sense (e.g. second & third storey residences and town house residences to the south of the “Village”. Crazy scale, very obtrusive form & character. Face the facts re traffic. I'm 75, I can't manage a bike. I try to use bus and walk (arthritis a problem) but really like my little car in the winter. My car's carbon emission is nothing compared to carbon emission by developers.

Name not shown inside West Vancouver  
February 18, 2015, 10:38 AM

Scale of development not able to support demographics, i.e. families and middle-age to retirement. The character and scale do not belong in a small bedroom community, i.e. West Van. This project is more suited to downtown.

Name not shown inside West Vancouver  
February 18, 2015, 11:16 AM

Instead of one tower being 27 storeys make it 7 or 14 storeys. Why not add a movie theatre like the ones we had sometime ago. Not big and fancy you are just going to enjoy the film. We already have too much traffic on the roads. Please don't destroy the beauty and uniqueness we had before and have it look like Metrotown, north side by the liquor store, etc.

Name not shown inside West Vancouver  
February 18, 2015, 11:18 AM

Fix the damn bridge if more people are going to live on the shore. INFRASTRUCTURE 1st. BUILD LATER. Density increase = $ tax dollars for District but at what cost to pollution, etc. I won't be giving up my car anytime soon.

Name not shown inside West Vancouver  
February 18, 2015, 11:27 AM

Love it, love it, love it!! Quit messing around and approve it!

Name not shown inside West Vancouver  
February 18, 2015, 11:31 AM
752 Marine Drive - formerly the White Spot site at Park Royal

What do you think about Park Royal's revised development application for the former White Spot site at 752 Marine Drive?

These units, size-wise, will not appeal to families so we wonder "who is the target audience?" Asians - we are not sure why would they? Retirees - not budget friendly! 20 somethings - maybe - but, then why the need for the proposed daycare? The scale of the development does not, in any way, complement the beauty of our locale.

Name not shown inside West Vancouver
February 18, 2015, 11:34 AM

27 storeys is Giant - like and will deface the natural beauty of our geography. The only picturesque element to the development is the FLAT-IRON look of the smaller tower. Overall, why do we need even more commercial development? Reduce the size of the large tower. Focus on building character in Ambleside.

hashem seifi inside West Vancouver
February 18, 2015, 12:08 PM

it too much in a small place

Name not shown inside West Vancouver
February 18, 2015, 3:21 PM

Absolutely against any more development until Traffic Problem is addressed and solved at Taylor Way & Marine Drive. Movement of traffic is deplorable along Marine Drive & all approaches to Lions Gate Bridge. Form & character of West Vancouver has been destroyed by irresponsible design & planning.

Name not shown inside West Vancouver
February 18, 2015, 3:45 PM

We are owners of a condo in 338 Taylor Way in West Royal. We strongly object to your proposal for the proposed development at 752 Marine Drive. Every morning and evening we look out our condo and see the serious traffic congestion from both North and West Vancouver, creating noise and exhaust pollution coming from the bottle neck of cars on a daily basis. We have great difficulty driving in and out of our complex because the backed up traffic blocks our intersection. It is also very hazardous attempting to access the mall both as a pedestrian and as a driver. There already exists a serious problem accessing the Lions Gate Bridge, without adding all the future cars from the Evelyn development, which will make the traffic much worse. The addition of ANY more condos at the 752 Marine site is totally untenable, environmentally as well as from a safety perspective. It's so obvious to us that 2 added towers, 14 and 27 stories high, is preposterous and we find is hard to believe that this development is even being considered - besides all the mentioned hindrances, they would also significantly hinder access to Park Royal South.

Name not shown inside West Vancouver
February 18, 2015, 3:57 PM

I am appalled that the Larco group would even consider such a proposal. It's all about THE TRAFFIC !! Please, reject this ridiculous proposal.
752 Marine Drive - formerly the White Spot site at Park Royal

What do you think about Park Royal's revised development application for the former White Spot site at 752 Marine Drive?

Name not shown inside West Vancouver
February 18, 2015, 4:29 PM

DREADFUL - Too condensing on one small corner - too high - too overpowering on our already strained-to-the-limit traffic problem
Totally thumbs down Kay Alsop

Name not shown inside West Vancouver
February 19, 2015, 9:16 AM

I support the 14 story tower - the 27 story tower is intrusive and overpowering - remove the top 13 stories!

Dennis Perry inside West Vancouver
February 19, 2015, 10:11 AM

This proposal is for increasing density at one of the busiest intersections in the Lower Mainland. The traffic is so congested that amending the OCP for this use makes no sense. In addition my view is that the last thing we need at the gateway to West Vancouver is more concrete. The optimal use of this site is probably as green space.

Name not shown inside West Vancouver
February 19, 2015, 10:44 AM

Onni residential development site is already going to put a huge strain on an already congested area. We do not need additional housing at Park Royal

Name not shown inside West Vancouver
February 19, 2015, 1:25 PM

Appropriate for the site.

Name not shown inside West Vancouver
February 19, 2015, 1:32 PM

Need a distinctive looking project as gateway to WV. I would have preferred a more architectural distinctive looking building rather than a glass tower that are too numerous (and boring) in Vancouver. Glass tower s not right for WV, doesn't fit in. Use some more natural materials that would harmonize with the rocks, trees, outcroppings in WV. Tower is too high - max should be same as towers across street (Taylor Way). I would prefer 2 towers same size.

Name not shown inside West Vancouver
February 19, 2015, 1:34 PM

The tower is much too large and doe snot fit in with the "village" character of Park Royal nor the low-rise feel of W' Van. (the current apartments are clustered and not overly tall). The density is too great, particularly with
What do you think about Park Royal’s revised development application for the former White Spot site at 752 Marine Drive?

the potential (most likely) development of other towers around Park Royal.

Name not shown inside West Vancouver  
February 19, 2015, 1:36 PM

Against the development. Build bridges first!

Name not shown inside West Vancouver  
February 19, 2015, 1:37 PM

In favour. It should be complimentary.

Name not shown inside West Vancouver  
February 19, 2015, 1:39 PM

Development plans look wonderful. Lots of thought put into design, use and community development. I think that this development will greatly enhance the area, neighbourhood, and community of West Vancouver.

Name not shown inside West Vancouver  
February 19, 2015, 1:42 PM

The proposed high density buildings will only make the traffic much worse than already exists! In the short-term, it may look like an improvement but I have taken up to an hour to go from the lower highway to my West Royal home.

Name not shown inside West Vancouver  
February 19, 2015, 1:45 PM

Mixed use, affordability and an adequate number of units are all addressed - the scale fits within the existing surroundings, "covers" the ugly parkade and I thus highly support this.

Name not shown inside West Vancouver  
February 19, 2015, 1:46 PM

The development is aesthetically appealing. It combines commercial and residential, as well as it has a component of social housing. It will provide easy access to grocery, restaurants and transport.

Name not shown inside West Vancouver  
February 19, 2015, 1:47 PM

Too large, too tall, not appropriate for this location.

Name not shown inside West Vancouver  
February 19, 2015, 1:49 PM
Traffic problems at Marine Drive and Taylor Way must be resolved (with a firm plan) prior to any further development.

Name not shown inside West Vancouver
February 19, 2015, 1:52 PM

Name not shown inside West Vancouver
February 19, 2015, 1:53 PM
Completely out of sync with character of West Van. Way way too big. Where is vision or plan for this "neighbourhood"?

Name not shown inside West Vancouver
February 19, 2015, 1:54 PM
I am unhappy with the height of the tallest tower. I would like to see it no higher than the West Royal Towers. The existing design is too much like downtown Vancouver rather than the spirit of West Van.

Name not shown inside West Vancouver
February 19, 2015, 1:55 PM
Don't like it, don't want it, don't need it.

Name not shown inside West Vancouver
February 19, 2015, 1:58 PM
I like the plans for the site. I do not like what I heard about mitigation of augmented traffic. This needs more proactivity and needs to be communicated more clearly and concretely.

Name not shown inside West Vancouver
February 19, 2015, 1:59 PM
Good.

Name not shown inside West Vancouver
February 19, 2015, 2:03 PM
Not in favour of this project. No discussion of the traffic implications of the development of SW and NE corner of Marine and Taylor and Burrard Inlet. Very skeptical that the district will enforce all of the attributes the developer is promising. No confidence in the traffic plan - just heard bandaid solutions.

Name not shown inside West Vancouver
What do you think about Park Royal's revised development application for the former White Spot site at 752 Marine Drive?

February 19, 2015, 2:12 PM
Need higher % disability units for VRS double it. Be an example of the importance of inclusion.

Name not shown inside West Vancouver
February 19, 2015, 2:15 PM
Do not like the height of the buildings. This development does not fit to this site, should be commercial only. The proposed residential buildings will bring too much traffic in already congested Taylor Way & the bridge.

Name not shown inside West Vancouver
February 19, 2015, 2:16 PM
Density works well here. Please consider accessible housing as part of this development. Well designed, great process.

Name not shown inside West Vancouver
February 19, 2015, 2:17 PM
Excellent.

Name not shown inside West Vancouver
February 19, 2015, 2:26 PM
Too high! I support adding more commercial and residential, but not at 97 m. The project should be less than 25 m.

Name not shown inside West Vancouver
February 19, 2015, 2:28 PM
Like the architecture. Like the concept - as a consultant I could have a residence and a separate office in the same location.

Name not shown inside West Vancouver
February 19, 2015, 2:29 PM
This is the right project for this spot. It will support transit. I do think the lower (4 to 6 floors) should step back slightly from Marine Drive - the west end of the lower building should step back on its west end.

Name not shown inside West Vancouver
February 19, 2015, 2:33 PM
Appropriate for the location.
752 Marine Drive - formerly the White Spot site at Park Royal
What do you think about Park Royal's revised development application for the former White Spot site at 752 Marine Drive?

Name not shown inside West Vancouver
February 19, 2015, 2:35 PM

Very much in favour. Good proposal. Excellent project. Best project for the community. Excellent place to downsize and settle. Full support.

Name not shown inside West Vancouver
February 19, 2015, 3:24 PM

Very positive
fully support

Name not shown inside West Vancouver
February 19, 2015, 3:31 PM

Excellent project incorporating residential, commercial and office. The plans and design are very functional and practical.
Project will be a Landmark for West Vancouver

Name not shown inside West Vancouver
February 19, 2015, 3:51 PM

The height of buildings are definitely too high and not in keeping with the character of West Vancouver

Name not shown inside West Vancouver
February 19, 2015, 3:57 PM

I am appalled that the Larco group would even consider such a proposal. It's all about THE TRAFFIC!! Please, reject this ridiculous proposal.

Name not shown inside West Vancouver
February 19, 2015, 4:36 PM

I do not support any more density - the traffic is such a huge problem at peak times and Lions Gate Bridge is not expected to change. None of the appropriate Govt. Depts. are working together to resolve this problem. If it still goes ahead, please at least provide us with a policeman at peak times and reduce the heights of the towers considerably. The buildings are really going to affect our quality of life.

Name not shown inside West Vancouver
February 20, 2015, 8:12 AM

I support residential densification. However, I will oppose this Park Royal tower development until the develop and the municipality fix the current traffic chaos at Taylor Way and Marine Drive and the area surrounding Park
What do you think about Park Royal's revised development application for the former White Spot site at 752 Marine Drive?

Royal. Fix that first, with provincial and federal cooperation, and then I and others will support a residential project at Park Royal.

Name not shown inside West Vancouver  
February 20, 2015, 2:04 PM

Scale of the proposed development is too tall and overwhelms the corner and the balance of the mall. Some effort at open and green space but not enough.

Rich Hall outside West Vancouver  
February 20, 2015, 4:29 PM

Should remain commercial; way, way too tall; way, way too big a development for this site; traffic at this location is already terrible and there are no answers to this problem anywhere on the horizon; this really strikes me as a pure cash grab by the property owner(s). When are we (citizens of the world) going to realize that everything can't continue to endlessly grow. It can not possibly be sustained !!!

Name not shown inside West Vancouver  
February 21, 2015, 10:56 AM

That area is already highly congested and this project would add to the problem. I am opposed to further residential development in the area which will only add to the traffic problems.

Name not shown inside West Vancouver  
February 22, 2015, 1:45 PM

Two towers; 27 and 14 stories at this location is totally out of order. Traffic congestion at this location is already out of control. What other development proposals are available?

Name not shown inside West Vancouver  
February 23, 2015, 10:33 AM

Strongly feel buildings should be tall and slim allowing for favourable view corridors and ground useable open space. The west building proposed is a disgrace!

Name not shown inside West Vancouver  
February 23, 2015, 10:35 AM

There should be very low towers only under 10 storeys. The traffic is too heavy now!!!

Name not shown inside West Vancouver  
February 23, 2015, 10:36 AM

Looks good.
What do you think about Park Royal’s revised development application for the former White Spot site at 752 Marine Drive?

I strongly support the proposed form, scale and character of the development.

The proposed development at 27 storeys and secondary tower on a small site zoned C1 (3 storey) is FAR TOO LARGE! There is no point to have an OCP if Council spot zones sites. Every new building if this proceeds will be a similar high rise.

Much too high - particularly from the point of view of residents to the north. Very much out of character for what we should have as an entry to West Van.

Hate it! Too large, too much traffic! Ugly entrance to West Van. Way too much density!

Traffic is already terrible and will only increase. Park Royal management would need to hire policemen to monitor the traffic situation at Marine Drive and Taylor Way, and not expect the tax payer to fund the cost. To expect an easy solution to the traffic congestion if unrealistic. The proposed height of the proposed two towers is much too high, becoming more like a concrete jungle.

The scale has already pretty much been determined by construction and renovations. Whether 2 highrise residential buildings surely depends on traffic management, from the whole intersection including Marine drive, Taylor Way and side streets.

Agree with the residential aspect but the commercial should be limited since plenty of commercial already there. Could promote commercial development in Ambleside instead.
What do you think about Park Royal's revised development application for the former White Spot site at 752 Marine Drive?

Name not shown inside West Vancouver
February 23, 2015, 1:41 PM

Agree with residential aspect but the commercial should be limited since plenty of commercial already there. Could promote commercial development in Ambleside instead.

Name not shown inside West Vancouver
February 23, 2015, 1:42 PM

Too large - not correct location. Traffic already in gridlock.

Name not shown inside West Vancouver
February 23, 2015, 1:44 PM

Too high, too dense, too much for site. Can we flip towers? West Royal will be staring at 28 storey wall.

Name not shown inside West Vancouver
February 23, 2015, 1:46 PM

The cross section of Taylor Way and Marine Drive is very congested with short traffic lights in all directions except traffic on Taylor Way south. The traffic from Clyde avenue to Taylor Way is already very difficult to turn left on Taylor Way and by putting the two proposed buildings will make it worse!

Name not shown inside West Vancouver
February 23, 2015, 1:55 PM

I don't have any objections for the development provided two conditions are met. First: the traffic problem at Marine Drive and Taylor Way is resolved. Second: the price of two bedroom condo is not over $1 million so that local people have a chance to purchase.

Name not shown inside West Vancouver
February 23, 2015, 2:00 PM

It looks beautiful. It will add exciting opportunities to the area.

Name not shown inside West Vancouver
February 23, 2015, 2:07 PM

Big tower on tiny lot.

Name not shown inside West Vancouver
February 23, 2015, 2:15 PM

Great for the community with direct access to essential needs and use of public transportation. Clean tower.
752 Marine Drive - formerly the White Spot site at Park Royal

What do you think about Park Royal's revised development application for the former White Spot site at 752 Marine Drive?

within the village of West Van. Retail opportunity within the development.

Name not shown inside West Vancouver
February 23, 2015, 2:19 PM

It is the ideal spot for a development like the one proposed. The area is already built up and we need more housing in West Van.

Name not shown inside West Vancouver
February 23, 2015, 2:20 PM

Too big and too high to be built on Marine.

Name not shown inside West Vancouver
February 23, 2015, 2:37 PM

The Towers should NOT be taller than West Royal. Please reduce the number of offices and condos.

Name not shown inside West Vancouver
February 23, 2015, 2:38 PM

Looks lovely but I am opposed until the traffic in the area is better managed.

Name not shown inside West Vancouver
February 23, 2015, 2:54 PM

It's great! Build it.

Name not shown inside West Vancouver
February 23, 2015, 3:05 PM

Higher density and more affordable housing a necessity in west Vancouver. The old white spot site is ideal.

Name not shown inside West Vancouver
February 23, 2015, 3:18 PM

I believe West Vancouver is lacking affordable higher density housing options and I believe this project will move the city in the right direction allowing for appropriate density that will primarily utilize rapid transit due to the availability and convenience this location affords. Other locations in West Vancouver without the frequent/convenient transit would be much more likely to generate additional traffic and congestion.

John Moonen inside West Vancouver
February 23, 2015, 4:55 PM
No problems with any aspect of form, character or scale being proposed. DWV needs this type/size of residential development, and this is an ideal spot for it.

Name not shown inside West Vancouver
February 23, 2015, 6:43 PM

100 percent supportive.

Donald Rippon inside West Vancouver
February 24, 2015, 8:37 AM

I think there is a big need for this type of development especially at this location. We have many many people who will be downsizing from the big house up the hill and want to be in a smaller place and close to shopping and other amenities. I walk around park royal every day, and you rarely see a car coming out of the existing towers across Taylor way from the proposed towers on the white spot site. When people are older they do not commute daily and walk and use transit more. From what I have seen of the drawings and design, I think this fits perfectly with the overall character of the area. This project should proceed in my opinion.

Gabrielle Loren inside West Vancouver
February 24, 2015, 12:47 PM

This is the gateway to WV and is in drastic need of improvement. The prop dev would allow this area to be improved, hide the parkade and boxy stores farther along Marine. I like it.

Name not shown inside West Vancouver
February 24, 2015, 4:58 PM

The 27 story tower is much to high- the density of the 2 towers will add to the already impossible traffic situation at Marine Dr and Taylor. When Evenlyn Dr development is finished and 2 towers are built at Capilano Rd it will be total chaos. - solve the traffic problem before any more development.

Name not shown inside West Vancouver
February 24, 2015, 5:49 PM

-the proposal calls for 2 towers-2 stories and 14 stories- too dense, too high
- Traffic at Marine Drive and Taylor Way will only get worse-need to resolve this before any development.

Bruce Ballingall inside West Vancouver
February 24, 2015, 8:06 PM

Very suitable to what has been and is happening around Park Royal.

Name not shown inside West Vancouver
February 24, 2015, 10:26 PM
What do you think about Park Royal’s revised development application for the former White Spot site at 752 Marine Drive?

Park Royal traffic gets so heavy for resident who are living around it. Taylor Way and narrow streets around pa
t gets so busy. before any new development and mall, please solve traffic problem.

328 Taylor Way

Name not shown inside West Vancouver
February 25, 2015, 7:58 AM

A lack of housing diversity means many West Vancouver residents struggle to find attainable housing. By including a variety of non-luxury, mid-market housing types, both rental and self-owned, the proposed development would be suitable for a variety of residents, from downsizing seniors to small families.

there is a need in West Vancouver for housing that provides the support that persons with disabilities need to live independently. A provision of 10 accessible apartment units run by the Vancouver Resource Society will bring housing that will be specifically built and operated for residents requiring daily onsite care.

Name not shown inside West Vancouver
February 25, 2015, 11:41 AM

Adding high rise density to this location is crazy without appropriate Transit infrastructure upgrades. Getting downtown and back on weekends is already impossible. Unless we get a Skytrain line under the bridge and Stanley Park to downtown this proposal is a terrible idea based solely on Park Royal’s greed for profit.

Name not shown inside West Vancouver
February 25, 2015, 11:56 AM

Far too big.
Far too tall.
How about develop as proposed but cut off at 3 stories? That would be just fine. The presentation only talked about the first few levels, so just build that.
I do not see how more development is of benefit to the residents of the north shore. There is a terrible traffic situation as it is, this I foresee will only get worse. Going to town crossing either bridge after 3:30 is in gridlock traffic, crawling along.

Name not shown inside West Vancouver
February 25, 2015, 12:54 PM

It is too high and will put more congestion at the corner. Should not be allowed until the intersection is significantly improved.

Name not shown inside West Vancouver
February 25, 2015, 12:56 PM

Already a bottleneck at most hours so stacking additional high rises in will further choke the corridor. Yes traffic engineers speak to no appreciable change but do not believe it!

Name not shown inside West Vancouver
February 25, 2015, 1:05 PM

Concerned about traffic onto the bridge and within Park Royal..it already gets clogged up

Name not shown inside West Vancouver
February 25, 2015, 1:10 PM

Density - only for the sake of profit

Name not shown inside West Vancouver
February 25, 2015, 1:11 PM

The proposed development will add vast amounts of traffic congestion to an already problematic area. It will be tall, dark, and another eyesore. I am totally opposed to it.

Name not shown inside West Vancouver
February 25, 2015, 1:15 PM

I find that the massing and scale of this development is too large. I'm not sure why the buildings are positioned so close to the corner of Marine Drive and Taylor Way but it overwhelms the street scape and combines with the West Royal Towers to form a high-rise wall. Perhaps the development's positioning is intended as a property tax incentive for the District, but in my opinion, a project of this scale would be better suited placed further back on the property. At any rate, I cannot support the proposed development because of my concerns over traffic, which I will discuss later. I am disappointed that there hasn't been more information offered about the pricing of the units in the proposed development. Mr. Amantea, from Park Royal, suggested that they were looking at a range of pricing, but if recent West Vancouver developments are a guide, this project will skew toward the higher/luxury end. It's
What do you think about Park Royal's revised development application for the former White Spot site at 752 Marine Drive?

unfortunate that most bonus density requests in the District start with terminology such as ‘affordable housing’ ‘sustainable living’ and ‘downsizing for seniors’ but, once completed, the units remain out of the reach of seniors on a fixed income and others looking for reasonably priced housing. And has been the trend, cars will remain an important asset for the new residents.

I applaud the decision to set aside space in the development for use by the Vancouver Resource Society. However, I was surprised to learn that Park Royal was not, in fact, donating any residential units to the Society but merely offering the units at cost. I'm not sure if the partnership between Park Royal and the VRS is part of the developer's community amenity contribution, but considering the amount of goodwill this feature is generating for the development and the work the Vancouver Resource Society is doing to help promote the project, I would have expected a more generous commitment from Park Royal.

I am also disappointed that the space set aside for 'community uses' was reduced from 15,800 sq. ft. to 2,651 sq. ft. CFA. This smaller space is designated as 'child care' which either Park Royal or a lessee can operate at a profit. It should, in effect, be considered 'commercial', making the space set aside for 'community uses' in the development negligible if not non-existent.

Maura Whittaker inside West Vancouver
February 25, 2015, 1:23 PM

A lack of housing diversity means many West Vancouver residents struggle to find attainable housing. By including a variety of non-luxury, mid-market housing types, both rental and self-owned, the proposed development would be suitable for a variety of residents, from downsizing seniors to small families.

...there is a need in West Vancouver for housing that provides the support that persons with disabilities need to live independently. A provision of 10 accessible apartment units run by the Vancouver Resource Society will bring housing that will be specifically built and operated for residents requiring daily onsite care.

Name not shown inside West Vancouver
February 25, 2015, 1:37 PM

I think this will negatively impact traffic in an area already know as being terrible.

Name not shown inside West Vancouver
February 25, 2015, 2:15 PM

It will have a very negative impact on traffic. The waiting time will be come even longer at the intersection of Taylor way and Main Street. Either you stop the developments or you address the traffic issues. There will be a serious penalty if traffic issues and a third crossing of Burrard Inlet are just dismissed as too difficult and never going to happen which we hear from Mayor and Council all the time!!

Name not shown inside West Vancouver
February 25, 2015, 2:32 PM

This is going to look like a sky train destination without the sky train! This is totally unappealing! Far too large in all dimensions. Putting a day care with all the idling traffic fumes and congestion is totally irresponsible.
What do you think about Park Royal’s revised development application for the former White Spot site at 752 Marine Drive?

Far too large for this busy intersection.

Name not shown inside West Vancouver
February 25, 2015, 3:24 PM

The proposed towers are too tall, and will add more congestion and traffic problems to an already busy intersection (Taylor Way and Marine Dr.).

Name not shown inside West Vancouver
February 25, 2015, 4:26 PM

Taylor way is a traffic nightmare now and with the development of Evelyn St. and 2 more towers it will be impossible.

Name not shown inside West Vancouver
February 25, 2015, 4:27 PM

There must be no further development at Taylor Way and Marine Drive until there is a well-defined plan to deal with the current traffic mess.

Name not shown inside West Vancouver
February 25, 2015, 5:17 PM

The proposal calls for 2 towers - 27 & 14 stories- too dense and too high

Gordon/Marion Ward Hall inside West Vancouver
February 25, 2015, 5:17 PM

High rise buildings are not appropriate in this location. Gridlock, which is already a huge problem will be exacerbated.

Name not shown inside West Vancouver
February 25, 2015, 5:34 PM

too intrusive; not enough thought given to vehicular congestion, traffic issues

Name not shown inside West Vancouver
February 25, 2015, 5:42 PM

I am all for the provision of affordable housing and creating open public space. I don't like the idea of a high rise apartment. Do something about improving current traffic congestion before creating more congestion.

Name not shown inside West Vancouver
February 25, 2015, 6:15 PM
I do not support this development proposal. It's much too large and I worry about the traffic that would inevitably come out of Park Royal and add to the congestion on Marine Drive and Taylor Way. The situation is already horrible during peak hours. Fix the traffic instead of adding to the problem. Once/if the traffic problem is solved, the priority for West Vancouver should be a movie theatre (the one they keep tempting the Mayor with) and a hotel similar to the old Park Royal Inn that was replaced by a condo complex years ago. A high-rise residential tower for Park Royal should not be considered.

Name not shown inside West Vancouver
February 25, 2015, 6:23 PM

If there was, already in place, the appropriate traffic infrastructure to support a fairly large increase in residents and their cars, I would be in favour of some residential development. Densification is inevitable. And, like it or not, residential towers are a very efficient way of achieving that. But the Taylor Way-Marine Drive junction, superimposed on the LG bridge is already unworkable, and will not be able to cope with increases in people and cars. Then the transit will suffer.

Name not shown inside West Vancouver
February 25, 2015, 7:10 PM

Very much against it. The residence are both too large and will cause far too much congestion on the roads which are already overly congested. Such traffic will likely make West Vancouver become less desirable for people to live in or move to if living outside of the Park Royal community but must travel on Marine Dr. or Taylor Way. Furthermore, such large residents in Park Royal will make daily shopping in Park Royal for residents of district but not the Park Royal area too crowded, especially for our elderly population whose needs and comfort should not be ignored during this time of regrowth and improvement which is now taking place in West Vancouver.

Name not shown inside West Vancouver
February 25, 2015, 7:31 PM

OK but see my following comments.

Name not shown inside West Vancouver
February 25, 2015, 7:47 PM

We do not need any more of this kind of housing.

Name not shown inside West Vancouver
February 25, 2015, 7:55 PM

Overall it will be a positive!

Name not shown inside West Vancouver
February 25, 2015, 9:37 PM
What do you think about Park Royal’s revised development application for the former White Spot site at 752 Marine Drive?

Too big, too dense, no infrastructure for traffic flow through this "gridlock" junction. Not what West Van envision as a "Gateway".

Name not shown inside West Vancouver
February 25, 2015, 9:38 PM

This development is not in harmony with West Van’s idea of living. This something you would expect to see in Metrotown or Downtown Vancouver.

Name not shown inside West Vancouver
March 2, 2015, 1:13 PM

All Larco wants is more shoppers at Park Royal to the detriment of the the existing residents of West Vancouver. We are very opposed to any form of residential users as Larco will continue adding more commercial facilities and build towers on 1st nations land. At this time, the traffic at Marine Drive and Taylor Way cannot bear any more density. So we firmly believe that the District of West Vancouver has the responsibility to first of all solve the problem at this intersection before you allow Larco to build the two high towers. Do you really want to swamp this area???

Name not shown inside West Vancouver
March 2, 2015, 1:21 PM

I want to continue to live in West Vancouver. I like the two size residential complex. If anything it should maximize the amount of residential space possible.

a. I lived in a mixed use building in Toronto and liked the availability of services. We got to meet a lot of interesting people.

b. I like the idea of my neighbours being from diverse cultures and backgrounds. More interesting life and broader range of social and educational experiences.

c. I like the fact that I do not need a vehicle to get around. Everything I need is in walking distance of my residence. If I want to go over town and can take the seabus or the 250 across the bridge.

d. What I save on not having a vehicle will be only a fraction of what I pay for bus passes.

There was a lot of comment at the public meetings about 752 Marine Drive adding to the traffic problem at Taylor Way and Marine Drive. I don't see it that way. The traffic comes from Whistler, Squamish, Lions Bay, Horseshoe Bay, Ferry traffic from Vancouver Island, Bowen and Sunshine Coast. With a sprinkle from Caulfeild and British Properties.

Name not shown inside West Vancouver
March 2, 2015, 1:24 PM

Let me ask you a questions: Is it or not just a waste of my time to fill this form? All is decided already with developer and authorities, which which should act in citizen benefit by do exactly opposite. Why to add another type of city as are L.A. or Hong Kong? Why do you think that bigger is always better? It is not!
Name not shown inside West Vancouver
March 2, 2015, 1:31 PM

opposed

Name not shown inside West Vancouver
March 2, 2015, 1:41 PM

First, I am concerned about the size and the design of the two buildings that have been proposed, particularly the huge tower right at the corner of Taylor Way & Marine Drive. It is, to say the least, inhospitable. Even the two towers across Taylor Way are more "welcoming" with their varied external design and they are concealed by trees. The proposed tower is stark, particularly on the side that motorists will see as they approach Park Royal. My husband and I attended all of the Grosvenor gatherings as they sought community input and they changed their plans in response to what they heard to have a welcoming stepped back construction with plenty of greenery.

More to the point, perhaps is whether or not Park royal should be allowed to put almost 250 residential in that space. What is wrong with simply adding more commercial space? The Park Royal Village is always busy and is architecturally pleasing with the exception of the big drugstore that was a mistake! Should the decision be to allow residential housing on the site in question, perhaps local architects might be more sympathetic to what works in West Van. the tower currently does not! But I prefer that location to stay commercial.

Name not shown inside West Vancouver
March 2, 2015, 1:43 PM

I am appalled that the Larco group would even consider such a proposal. It's all about the TRAFFIC! Please reject this.

Name not shown inside West Vancouver
March 2, 2015, 1:48 PM

with the traffic congestion as it is at the intersection of Taylor Way and Marine Drive I consider it inappropriate to add to the traffic with more building. We have been in West Vancouver for 50 years and all those years ago we were promised another crossing. if it is deemed necessary to build these huge buildings at least put the smaller one in front of the large as visually this would make a difference. We are losing sight of the character of West Vancouver.
What do you think about Park Royal's revised development application for the former White Spot site at 752 Marine Drive?

Do you have any additional comments about the proposed development?

Name not shown inside West Vancouver
January 30, 2015, 12:21 PM

The proposed development will adversely impact traffic to and from West Vancouver and will make access to and from Vancouver and North Vancouver as well as all areas serviced by Highway 1 considerably more difficult and time wasting. Having said that if we decline to accept the proposal Park Royal will likely build on Indian land and we will get no benefit of tax payments. So we are in difficulty either way. Damned if we do and damned if we don't!

Name not shown inside West Vancouver
January 30, 2015, 12:47 PM

West Vancouver Council has demonstrated for years that they do not care about the OCP and are more interested in doing what the developers want. Take the 1300 block, people who care about West Vancouver went out of there way to give Council their opinions and Council and the planning department (employees of the citizens) ignored them and went along with the developers and I can guess what the motivation was.

Scott Hean inside West Vancouver
January 30, 2015, 2:08 PM

A cinema would be an added value development. Two apartment buildings definitely a negative. Why is this being pursued in the first place? Has council agreed with it or is this just an effort by bureaucrats in City Hall to justify their employment?

Name not shown inside West Vancouver
January 30, 2015, 5:03 PM

It's a go, if you can arrange for a new inlet crossing

Name not shown inside West Vancouver
January 31, 2015, 2:14 PM

The bulk of my comments have been stated in the previous question, but I do have one more here. The Open House advertisement that you ran on page A7 of the January 28, 2015 North Shore News needs some explanation. Why are there two languages other than French and English - the only two official languages of this country and thus this province - featured in the ad? The third language in the ad is English, but there is no French. In our politically correct environment we often worry about offending, and as someone who speaks a different language at home than French or English or either of the other two languages in your ad, I am offended. Why isn't the language of my birth nation in the ad as well?

Luis Molina inside West Vancouver
January 31, 2015, 2:29 PM
Two comments. First, the densification of the area east of 14th is already too great and detracts from the historic of several Council members to maintain the village character. Second and related, think about the impression this proposed project will make to people driving into WV: it will be similar to the Coal Harbour corridor, greatly at variance with the character Council members advocated prior to the last election. Maybe, maybe low-rise, maximum of six floors, and architecturally consistent but no more.

Name not shown inside West Vancouver
February 1, 2015, 8:07 AM

The traffic congestion in the immediate area is already a problem. Adding to it with 2 large towers will keep me away from Park Royal

Name not shown inside West Vancouver
February 2, 2015, 2:34 PM

I am absolutely not in favour of this development at Park Royal.

Name not shown inside West Vancouver
February 2, 2015, 10:58 PM

I avoid this area, including Park Royal, as much as possible as it is so densely packed and inefficient for my needs. For those that want to live in a tower, it may be a nice option.

Name not shown inside West Vancouver
February 3, 2015, 12:13 PM

Please see my thoughts above. This is a congestion issue so regardless of amenities and transit there should be no development of this nature at this site.

Name not shown inside West Vancouver
February 4, 2015, 12:24 PM

The OCP is there for a reason and should not be amended. I already avoid Park Royal as the traffic congestion is deplorable. Traffic concerns and other infrastructure needs should be addressed first. For example, the majority of traffic coming out of Pound Rd from the sport fields want to head west, but are forced east through the congestion of Park Royal?? If we start adding high density living we need to think of the repercussions such as access to hospital (Lions Gate is already running full capacity), policing and fire costs, etc... Stick to the current OCP.

Name not shown inside West Vancouver
February 4, 2015, 8:44 PM

High rise towers on this site compromise and impair many resident's views of harbour entrance, LG bridge, inner harbour and Mt. Baker.
752 Marine Drive - formerly the White Spot site at Park Royal
What do you think about Park Royal's revised development application for the former White Spot site at 752 Marine Drive?

Name not shown inside West Vancouver
February 5, 2015, 11:54 AM
The idea that residents in these high end condos will sell their vehicles and take transit is naïve in the extreme. The City of Vancouver has taken the same approach to dealing with densification and I have personal experience that indicates that families will still need and use vehicles in an area the size of the lower mainland - unless of course the plan is for all of these condos to be for low income housing.

Name not shown inside West Vancouver
February 6, 2015, 9:53 AM
The new density of Park Royal South is overwhelming and this project would not enhance the gateway to West Van.

Name not shown inside West Vancouver
February 6, 2015, 10:34 AM
Increased traffic at Taylor Way and Marine Drive?

Name not shown inside West Vancouver
February 6, 2015, 1:04 PM
As we know there has been a substantial increase in retail space in the South Mall which has taken place outside control of the District that has/will greatly increase traffic flowing to and from the Mall and substantial and hopefully adequate above ground level parking is now/will be available to compensate. In addition we must remember the District has no control over future/additional improvements to the South Mall.

We have not been advised as to Park Royal's rationale for not wishing to continue to consistently build out the South Mall from Taylor Way west to Urban Outfitters in the same style and within the current zoning. But we suspect it does not include traffic or parking concerns from additional retail improvements but a desire to control the build out for sale of its owned land to achieve the maximum financial benefit which may well be sufficient to substantially pay for the extensive work done to the Mall over recent years.

That being said, we tend to agree that the proposed "Residential Units" alone would not significantly add to traffic in the Mall area. However, the Development would require elimination of most of the rest of ground level parking from Taylor Way west along Main Street to the small Urban Outfitter's lot, and require costly public underground parking, increased traffic on Main Street even requiring an alternative entrance to the lot off of Taylor Way north of Main Street for unexplained reasons. In other words, even if the Office, Day Care and Bar and Grill employees located in the 3 to 4 storey podium all choose to commute by bus, their patrons probably will not. Accordingly we wonder if the proposed underground public parking will suffice not to mention that required for planned Plaza entertainment. It would seem additional retail units would be more economical and more beneficial to the flow of traffic to and from the South Mall given convenient ground level parking along Main Street with the small lot as shown/exists beside and on the east side of Urban Outfitters and convenient access to adjacent above ground parking and not result in any more traffic.
752 Marine Drive - formerly the White Spot site at Park Royal

What do you think about Park Royal's revised development application for the former White Spot site at 752 Marine Drive?

As for traffic, even without the Development we have a concern relative to the congestion now and in the future.

We would like to see Either One of the following two solutions, pressed by the District, “Whether or Not” the residential towers are built:

1) Make Main Street One Way going east of Taylor Way to at least the Mall exit road to Marine Drive west of Urban Outfitters.
2) Permit right turns only from Taylor Way west on to Main Street and from Main Street south on to Taylor Way. Allow left turns only from Taylor Way west on to Main Street but permit no left turns from Main Street north on to Taylor Way.

I would like to support future development in West Vancouver, just not at this location.

The green spaces and safe pedestrian access needs to be better considered as a part of the plan over all. Especially if there is to be day care and residential, there has to be good traffic calming and excellent pedestrian planning. Park Royal needs to do more for walking. It is still a nightmare of weaving through fast drivers in parking lots and the village routes. That is why more needs to be done to improve flow around the area and calmed through the area. Mixed use residential and shops will be a good way to give more life and more community to the area but only if walking is encouraged.

say NO to tax's for Translink
752 Marine Drive - formerly the White Spot site at Park Royal

What do you think about Park Royal's revised development application for the former White Spot site at 752 Marine Drive?

February 7, 2015, 5:33 PM

The residential buildings will enable many of our seniors downsizing from houses to remain in the community and have transit right at their front door not to mention all the facilities within the Mall.

Name not shown inside West Vancouver
February 8, 2015, 10:23 PM

Put in an IHOP

Name not shown inside West Vancouver
February 10, 2015, 8:27 AM

What I have noticed since moving to West Vancouver, is that the handling of traffic flow in Ambleside/Park Royal, seems to be reactive, rather than proactive. Right now traffic and pedestrians are already at odds in this area. There are new residences going in behind Park Royal North already. There is another grocery store going in Park Royal. The intersection at Taylor and Marine is used by every person in the Lower Mainland heading to Whistler and Horseshoe Bay. It’s already a mess, and adding to that mess, before making a plan for the flow of traffic, would be irresponsible. The little change made to the exit at Pound Rd (Ambleside sports fields) is a prime example of having no plan for traffic. We used to be able to turn around at Park Royal Towers but now traffic has to turn left into Park Royal North, and then turn left at the Liquor Store, and return to Marine drive to head West. The problem with this, is that the parking lot in PR North is very congested with pedestrians going to BCL and London Drugs. Soon you can add a grocery store. Not only mall traffic is in conflict with pedestrians, but Sports field traffic is unnecessarily directed through there. If West Van can’t solve that problem, there is no way I will ever be in support to adding more congestion to the area by adding 2 residential towers.

Name not shown inside West Vancouver
February 10, 2015, 3:23 PM

Yes, I am very concerned about the traffic flow in this area, up Taylor Way, along the Upper Levels Highway. I think it is irresponsible to be approving projects like this in the absence of a traffic plan for the entire area. Right now (and even before the speed bump on the Lion’s Gate Bridge) traffic can be backed up along the Highway back to 15th Ave. exit. This issue of car stacking is a significant safety concern that I believe will only worsen with the continued development along the Taylor Way/Marine Dr. corridor. With Evelyn Drive, the proposed Park Royal towers, the new construction on the northeast corner by the parking lot ramp; the senior's development and development and the remodeling of the north side of Park Royal contribute (or will contribute) to increased congestions, accidents and frustration of residents already living in West Vancouver. Any new development should not be allowed to occur without a comprehensive traffic plan including mid-to-long term strategies for moving traffic across the LGB and exploring possible sea bus options. The Mayor and Councillors need to seriously consider the issue of traffic flow before approving any more new development in this already congested intersection.

Stephen Price inside West Vancouver
February 10, 2015, 6:15 PM
As a resident who overlooks PR, it would be nice if the rooftops were pretty.

Name not shown inside West Vancouver
February 10, 2015, 9:38 PM

I am concerned about the traffic increase around Park Royal and especially at the Taylor Way/Marine Drive intersection.

esther chase inside West Vancouver
February 11, 2015, 6:16 PM

Please see the above...ie all multi-family developments should not be allowed till the traffic situation is clearly dealt with successfully.

Name not shown inside West Vancouver
February 11, 2015, 6:38 PM

As many other shopping centers seem to be, the Park Royal area is becoming recognized as an opportunity for residential and residential/commercial development proposals; these proposed towers on PR South; another 20+ stories soon to be proposed for the NE corner of the intersection; future development of PR North; possible developments on Squamish First Nation land behind PR South; a developable lot on the north side of Clyde at Taylor Way; the parking lot on the south side of Clyde at Taylor Way; and further development of the ONNI site on Evelyn Drive. Some of these are immediate proposals and some are quite likely in the near future. As it was clearly stated in one of their recent PR development presentations...Park Royal is going to become a “neighbourhood”, not just a regional shopping center. Well, if that is the likely future for the PR area, then where is the publicly-endorsed Neighbourhood Plan to guide this future before any further developments take place. That Neighbourhood Plan must then consistent with the new OCP promised to us by all Councillors prior to the last election. Surely Council cannot try to assess each single development being proposed without a community-endorsed framework against which to consistently and objectively evaluate them. And surely we residents cannot be expected to supervise every development proposal to make sure that what is valuable to us is being protected. So, stop this development now; prepare a participatory and integrated Neighbourhood Master Plan for the area that includes an efficient transportation solution, that fits with a new OCP, and that supports the Ambleside Revitalization Strategy. Please don’t say that there is no time...taking the time to do it right for West Vancouver is far better than rushing to wrong decisions that will create irreversible damage.

Laura Staude inside West Vancouver
February 12, 2015, 11:09 AM

I am wondering if West Vancouver has a certain height that is the top limit when considering development proposals.

Name not shown inside West Vancouver
February 12, 2015, 2:56 PM
752 Marine Drive - formerly the White Spot site at Park Royal
What do you think about Park Royal’s revised development application for the former White Spot site at 752 Marine Drive?

After many discussions with fellow residents and friends of West Vancouver, I have a number of comments that are pertinent to the decision facing Council on 752. As many other shopping centers seem to be, the Park Royal area is becoming recognized as an opportunity for residential and residential/commercial development proposals; these proposed towers on PR South; another 20+ stories soon to be proposed for the NE corner of the intersection; future development of PR North; possible developments on Squamish First Nation land behind PR South; a developable lot on the north side of Clyde at Taylor Way; the parking lot on the south side of Clyde at Taylor Way; and further development of the ONNI site on Evelyn Drive. Some of these are immediate proposals and some are quite likely in the near future. As it was clearly stated in one of their recent PR development presentations...Park Royal is going to become a “neighbourhood”, not just a regional shopping center. Well, if that is the likely future for the PR area, then where is the publicly-endorsed Neighbourhood Plan to guide this future before any further developments take place. That Neighbourhood Plan must then consistently and objectively evaluate them. And surely we residents cannot be expected to supervise every development proposal to make sure that what is valuable to us is being protected. So, stop this development now; prepare a participatory and integrated Neighbourhood Master Plan for the area that includes an efficient transportation solution, that fits with a new OCP, and that supports the Ambleside Revitalization Strategy. Please don’t say that there is no time...taking the time to do it right for West Vancouver is far better than rushing to wrong decisions that will create irreversible damage.

Obviously further traffic congestion is a major concern of residents even though some Council members and Planning Dep’t seem able to put forward many reasons why PR development has little to do with the issue. I believe that debate could go on for years. However, there is no doubt in anyone’s mind that traffic congestion at that intersection, and extending backward in all directions, needs to be solved and the most effective solution may very well require the construction of infrastructure to efficiently move traffic in all of its intended directions. My concern, therefore, pertinent to 752 and other various development proposals that are inevitably coming forward around that intersection, is that one or all of them will preclude the ability of traffic engineers to implement the most efficient and effective solution. I would therefore propose that, rather than Council rushing into approvals for 752 or any other proposal around that intersection, that they play their part with the different jurisdictions involved and declare a “no-build zone” encompassing a reasonable circumference around that intersection. Approving any irreversible development at that intersection until a solution is found could end up costing the District a lot more than they might gain in tax revenues.

Regarding tax revenues, some argue that we must beat the Squamish Nation into high density residential development around PR because, if we don’t, we will lose significant tax revenues. To really understand the merits of this argument, I think residents deserve to know, first, approximately what would be the total net revenue loss per capita to taxpayers if PR simply proceeded with their commercial tax-paying retail development and the Squamish Nation provided WV residents with high quality, diverse residential facilities on their lands behind PR. After all, WV is not a private corporation whose responsibility is to maximize profits for shareholders. Rather, WV District is a public entity whose responsibility is NOT to maximize tax revenues but to create the highest quality of life for our residents...a much more complex mandate. If the Squamish Nation can provide a better residential solution for WV residents than 752, then great...providing the best is what West Vancouver is all about.

Finally, I am surprised to hear that PR is tweaking the design of its “Donald Trump-like Tower” as an Iconic entrance for West Vancouver. Our Welcome to West Vancouver...what it is; how it is designed and where it is located is the responsibility of our Council not PR. I presume PR will come up with a very attractive Welcome to PR entrance that puts their corporate image in the best light...that is not the Welcome that we need to our
community.

Name not shown inside West Vancouver
February 12, 2015, 2:59 PM

Building esthetics is very important. Height of two towers seems disproportionate. Take some stories off the higher tower.

Name not shown inside West Vancouver
February 12, 2015, 3:26 PM

It is timely to consider this development in the evolution of West Vancouver into a dynamic and inclusive community. West Van. deserves to be noticed as the jewel of the lower mainland and attract visitors year round. Our local community will benefit in countless ways! It's a fabulous design that enlivens and enriches our patch of paradise.

Name not shown inside West Vancouver
February 12, 2015, 3:30 PM

I totally support the density, location uses. Your parking solutions are good. I have passed my comments on to Trevor from Dialogue.

Name not shown inside West Vancouver
February 12, 2015, 3:34 PM

More commercial (retail) facilities, instead of residential uses (limited resources in West Van., can't cover too many people)

Graham Winterbottom outside West Vancouver
February 12, 2015, 3:36 PM

I think the height and form are appropriate for the site and residential use will add a diversity of uses to the site. I support the public bike storage for all of Park Royal and improvements to the bridge and cycling connection to the Spirit Trail.

Name not shown inside West Vancouver
February 12, 2015, 3:39 PM

As a long-term resident of West Van. and particularly Park Royal (1967 when the towers first opened). I am totally opposed to this proposal of a high-rise. Current zoning dictates low rise and if there is a change in zoning then the height restriction should remain.

Name not shown inside West Vancouver
February 12, 2015, 3:55 PM
What do you think about Park Royal's revised development application for the former White Spot site at 752 Marine Drive?

Trying to take the bus into town during any peak period takes ages. There are already too many people trying to get across the bridge. This residential development will add more and more people who want to get into town and public transit doesn't address this issue if you are trying to get somewhere other than Georgia Street. The bus takes too long; is very jerky for unsteady people trying to hang on; during foul weather it is very inconvenient; it doesn't connect easily to buses going to east Van., Bby. etc. With Grosvenor, Evelyn Dr. Cypress Rd. and endless other residential developments, this is adding way too many people.

Public transit is inadequate. A 3rd crossing is needed and won't happen in our lifetime. Toll the bridges and ever bridge, even out the costs for commuters throughout the whole lower mainland.

Name not shown inside West Vancouver
February 12, 2015, 4:13 PM

I would give 100% thumbs up if a movie theater was put in - it is crazy have to drive to north Vancouver or downtown to take my kids to a movie.

Name not shown inside West Vancouver
February 12, 2015, 4:17 PM

No one I have spoken to wants the towers. Why don't you set up Polling Stations and let the people decide Yes or No? Let's be democratic about the issue. Do we have a City Planner / Urban Planner? You profess to work for the Community*

Marny Peirson inside West Vancouver
February 12, 2015, 4:20 PM

Too big.

Name not shown inside West Vancouver
February 12, 2015, 6:24 PM

While Park Royal may benefit from the most frequent & highest capacity transit service in West Vancouver it is still inadequate. It is not uncommon for buses to be too full to pick up passengers by the time they reach Park Royal. This proposal will, by definition, add to the number of passengers and accordingly will make it worse.

Name not shown inside West Vancouver
February 12, 2015, 9:31 PM

You have failed to deal with the ever increasing traffic congestion on the North Shore. This project just adds more problems. Suggesting we will all take public transit is naive.

Name not shown inside West Vancouver
February 12, 2015, 10:54 PM

Length of response: 3258
What do you think about Park Royal's revised development application for the former White Spot site at 752 Marine Drive?

Regarding question 1—The fact that the transit service at this site is the best in W Van and there are recreational opportunities, services and other amenities nearby should have no bearing on this decision. The simple fact is that this is an extremely congested site and intersection and which we should not compound by increasing density and more traffic.

Name not shown inside West Vancouver
February 13, 2015, 7:25 AM

Mall expansion combined with residential expansion north of the mall will place increased pressure on the Taylor Way and Marine Drive intersection/ Bridge. Transportation concerns have not been adequately addressed.

Name not shown inside West Vancouver
February 13, 2015, 7:29 AM

Don't support

Name not shown inside West Vancouver
February 13, 2015, 8:15 AM

We should stick to the current, community approved OCP until a new plan is established. We need a comprehensive, overall plan before considering a specific development (spot-zoning, the hallmark of poor planning).

Squamish First Nation plan to build residential along the river that will provide housing choices and in a more appropriate location than ground zero of one of the busiest intersections in the lower mainland. Everyone acknowledges traffic is a major problem and occupants of this development will have to go through the Taylor Way/Marine Drive intersection. Any real, long term traffic solution will likely require an expropriation of land so we should keep some options open.

Building at this site will not prevent development in other areas of West Van, so it's not a matter of if we build here we won't build elsewhere - it's just compounding development.

Not sure what you are trying to establish with the first question (which is extremely leading). Why not phrase this as:"Park Royal is a high end, destination shopping centre located at one of the busiest intersections in the lower mainland. Although located on a bus route it is a major contributor to car traffic. How much should these factors be considered in determining appropriate development at Park Royal?"

Name not shown inside West Vancouver
February 13, 2015, 8:57 AM

No further development of this size should proceed until traffic issues are resolved in West and North Van.

Name not shown inside West Vancouver
February 13, 2015, 9:05 AM

Appropriate development should be determined through a comprehensive neighbourhood plan. Is ground zero
What do you think about Park Royal's revised development application for the former White Spot site at 752 Marine Drive?

of the busiest intersection on the North Shore really the best place for residential? I don't think so.

This is not a mixed use development. It is overwhelmingly residential with a bit of commercial on the bottom. The rest of Park Royal has been developed without any thought to mixed use. This is an opportunistic approach - not a well conceived plan.

Why have we proceeded to final stages of this application when 6 important questions (raised in July 2013) have not been answered? What is the vision for this "neighbourhood"?

Name not shown inside West Vancouver
February 13, 2015, 9:20 AM

Is a movie theatre still in the plans? It would get my vote.

Name not shown inside West Vancouver
February 13, 2015, 9:23 AM

Ensure the open plan can accommodate all people who choose to visit West Vancouver, BC

Name not shown inside West Vancouver
February 13, 2015, 9:28 AM

I am pleased to see that council is actually looking at some new developments in West Vancouver rather than just saying no and agreeing to the vocal few who do not want change in any form. We cannot continue to live in the past.

Name not shown inside West Vancouver
February 13, 2015, 12:41 PM

I would hope as many "LEDES" features would be built in. My only concern would be the location of the entrance to the parking lot. Perhaps it should be as far away from the mall as possible.

Name not shown inside West Vancouver
February 13, 2015, 12:46 PM

Residences will not be affordable. No entertainment movie theatre.

Name not shown inside West Vancouver
February 13, 2015, 12:49 PM

Re: Open House. Please show on Building design boards boundaries for native land. Also plans to road design to alleviate congestion.

Name not shown inside West Vancouver
752 Marine Drive - formerly the White Spot site at Park Royal

What do you think about Park Royal's revised development application for the former White Spot site at 752 Marine Drive?

February 13, 2015, 12:56 PM

This.

Name not shown inside West Vancouver

February 13, 2015, 12:58 PM

1. A public playground space (partially under cover for wet days) would be a welcome addition for families who shop at Park Royal mall.
2. Traffic flow is a tough issue to grapple, however, if a way to improve flow within Park Royal Mall could be found, it would increase my enjoyment of the mall.

Name not shown inside West Vancouver

February 13, 2015, 1:03 PM

Well done. Good form & transition to the shopping centre. There will be lots more density to come in future years in this part of West Vancouver and North Vancouver @ Cap Road / Marine Drive. I strongly suggest embedding community space with the development, such as a branch of the library or specialty room for rec. centre programs (e.g. painting, crafts, workshop, 3D printing)

Name not shown inside West Vancouver

February 13, 2015, 2:51 PM

Please do not allow this project to go ahead. It is flawed in many ways. We do not need a dense urban site on a property surrounded by a river, the ocean and parks on 3 sides.

Name not shown inside West Vancouver

February 13, 2015, 5:00 PM

Does it need to be as high as 24 stories....Cannot it be held to the neighbor standard-at 18?

Name not shown inside West Vancouver

February 13, 2015, 9:03 PM

Very sad that we are doing spot zoning- District is trying to wave this one through before actually coming up with a revised, renewed OCP for the District. Traffic issues are still not solved- does Larco really expect us to believe that the there will only be 50 more cars at the intersection- surely they want the current retail which is 30% closed at present and future retail to boom-shoppers will come by CAR !!!

Name not shown inside West Vancouver

February 15, 2015, 9:04 AM

What is the vision for West Van? Why can't we, the residents of West Vancouver and Council who represent us, actually develop a plan for what we want to see as the gateway of West Van? Once again, it's the
developers who call the shots and then we are fed how great it will be for us. It won't. Park Royal's renovation shows that they want to be a high-end shopping destination for Metro Vancouver. Spinning the "making the community" is absurd. Also, where is the plan for trying to get young families into our District? West Van is a dying community. This development, like Evelyn Drive, with the preponderance of small units encourages just speculators and perhaps some downsizing seniors, but does nothing to serve this community as a whole.

Babs Perowne outside West Vancouver
February 15, 2015, 10:52 AM

1. Traffic planners give no indication they have observed current actual traffic blockages. Merely changing timing of lights is inadequate to address concerns -- that would have been done years ago. Developing by-pass route using Cap River bridge to south of Park Royal linking North and West Vancouver is a good suggestion to ease Vancouver bound traffic flows.
2. Construction road blockages and construction traffic will exacerbate traffic problems for both cars, emergency vehicles and pedestrians (witness Park Royal South internal traffic problems during its redevelopment.
3. Two rows of shade trees along Marine Drive will block night time lighting onto sidewalks for pedestrians. They look nice, but wet leaves in fall and dark streets are safety hazards.

Name not shown inside West Vancouver
February 16, 2015, 11:24 AM

The decision to go ahead with these towers would be very short-sighted, in view of future traffic problems.

Name not shown inside West Vancouver
February 16, 2015, 11:39 AM

Tax revenue can be created by modifying the zoning along Marine Drive to facilitate new development. More parking will help to encourage shoppers between 13th and 25th

Name not shown inside West Vancouver
February 16, 2015, 1:50 PM

If such a development is permitted I sincerely hope that the West Vancouver Council has plans for a significant traffic management system, increased buses (I am tired of overcrowded buses passing me by at the bus stop too), increased police enforcement of driving regulations (e.g., don't go through the yellow lights and sit in the middle of the intersection), and a plan to keep pedestrians safe from unsafe drivers.

Penni Brink inside West Vancouver
February 16, 2015, 1:56 PM

Traffic at Marine Drive and Taylor Way is already a major issue for all WV residents and will only get worse. This situation needs to be properly addressed and resolved before any development is considered. Traffic is likely to increase even without these towers given that at least ¼ of the already built retail space is unoccupied.
752 Marine Drive - formerly the White Spot site at Park Royal

What do you think about Park Royal's revised development application for the former White Spot site at 752 Marine Drive?

Furthermore, Simons is expected to open in November and presumably they would not be building this store if they were not expecting to attract a large number of customers. Evelyn Drive is not yet completed and will also add to the traffic when it is. And there is another development being proposed on the northeast corner of marine drive and Taylor way (at the site of the old gas station). A traffic study has been done but the count is low it brings the report into question.

I understand that this application requires a change in the OCP as Park Royal is zoned commercial and therefore it needs Council approval of the actual project. While I appreciate the fact that the project will bring in tax revenues and this makes it attractive to the council, I believe that questions over developments such as this should be dealt with in the review of the entire OCP which is scheduled to happen within the next 18-24 months. This seems to be jumping the gun and predetermining the outcome of the review.

patricia johnson inside West Vancouver
February 16, 2015, 4:48 PM

As a long time res. I protest the over development of Amble. The traffic problem must be solved before more development!

Name not shown inside West Vancouver
February 16, 2015, 5:03 PM

By the creation of many more new stores and restaurants in Park Royal, there is no need to build two towers or the old site of the White Spot, in order to bring more people to do business. The density of the traffic is actually a problem on Taylor Way and Marine Drive. Building two towers of 27 and 12 floors will be disastrous for the residents of West Vancouver.
Respectfully,

John Hill inside West Vancouver
February 16, 2015, 7:26 PM

Traffic at Taylor Way/Marine will increase over time-especially V.Island/Sunshine Coast so a bad idea to exacerbate the problem with more units at P.Royal - enough already!!!

attempts to add more residential units at this stage borders on

Name not shown inside West Vancouver
February 16, 2015, 8:40 PM

- This proposal makes the entrance to WV a continuance of Vancouver and the Georgia St. corridor. This urbanization is a complete misunderstanding of what WV is. WV has been created at a liveable with respect for our seaside and mountain environment, in spite of the high density concretizing that is occurring in urban environments everywhere. WV is NOT an urban environment and Council must tell the world that they are committed to maintaining the highest quality suburban life in Canada.
752 Marine Drive - formerly the White Spot site at Park Royal
What do you think about Park Royal's revised development application for the former White Spot site at 752 Marine Drive?

• If PR is offering landscaping and childcare space...free or not...as valued CAC in exchange for allowing an additional 230,000 sq.ft. of vertical build, why don't we just give them permission to provide these "amenities" anywhere on the roof of their existing 1,000,000 sq. ft of retail buildings?
• Council must protect the character of WV and insist that architects and developers provide 2015 reinforcements to that character rather than offering to trade off our character values in exchange for the financial offerings from developments that will destroy that character to maximize their profits.
• The issue at 752 Marine Drive is not about how high or dense the residential development is at that intersection, the busiest intersection on the NS, no matter what the public transit capabilities are, it is an absolutely inappropriate place to construct residential development, whether it is high, medium or low density...this is not Hong Kong or New York, or Caracas...we have much better places right in the Park Royal area to provide the housing mix that WV residents demand.
• My comments must not be interpreted that I am opposed to development. Rather, I insist that development must be respectful of the quality of life that we have created in WV and, regarding our built environment, that Q of L is defined in our Official Community Plan. We expect Council to uphold it until we formally update it.

Name not shown inside West Vancouver
February 17, 2015, 11:08 AM
Proposal offers nothing to the public. This is NOT a NIMBY reaction to a facility of general benefit. Increased commercial detrimental to Ambleside, where public $ already committed to relocation costs. WV does not want METROTOWN II.

Name not shown inside West Vancouver
February 17, 2015, 11:59 AM
Will the developer be required to alleviate the congestion his site will add to the area. You need someone handing out tickets to drivers who block the Marine Drive/Taylor Way intersection and tie everything up EVERY night. EVERY NIGHT! More cars in the area will just make things much worse.

Why is the development being allowed to go so high? The condos to the east of the proposed site are nowhere near 27 stories. Should new development not be required to blend?

Why add automobiles that will be trying to get home at the exact time the area becomes congested? There should be an overpass at Marine Drive and Taylor Way. You've taken out a Park Royal overpass that might have siphoned off a bit of the congestion and replaced it with another congested traffic light. It's time for West Vancouver to take a hard look at the intersection BEFORE adding to the problem!

Name not shown inside West Vancouver
February 17, 2015, 11:59 AM
Like to see i.e. approve and promptly develop.

Name not shown inside West Vancouver
February 17, 2015, 12:05 PM
It is a STUPID IDEA. And I oppose this development.

Name not shown inside West Vancouver
February 17, 2015, 12:06 PM

Crazy.

Name not shown inside West Vancouver
February 17, 2015, 12:11 PM

My only concern is can the area handle the increase in traffic.

Name not shown inside West Vancouver
February 17, 2015, 12:13 PM

Worred about traffic flows throughout Park Royal.

Name not shown inside West Vancouver
February 17, 2015, 12:19 PM

During Christmas when police are at the intersection to Marine & Taylor Way traffic flows well - no blocking up of intersections. I would like to see Police at Marine Drive Taylor Way intersection for maybe 4 hours a day (3 ti) this would improve life for all.

Name not shown inside West Vancouver
February 17, 2015, 12:33 PM

Something should be built there but it should be smaller. In the future, it will decrease the property and also the traffic right now is terrible.

Name not shown inside West Vancouver
February 17, 2015, 12:37 PM

Focus on the reality of very scarce land resources in the future. I am convinced that a win / win solution(s) are available. Thank you.

Name not shown inside West Vancouver
February 17, 2015, 12:39 PM

Don't compromise too much the beautiful entry into West Vancouver.
752 Marine Drive - formerly the White Spot site at Park Royal
What do you think about Park Royal's revised development application for the former White Spot site at 752 Marine Drive?

Let's get it started!

Name not shown inside West Vancouver
February 17, 2015, 12:52 PM
Totally inappropriate to be adding the probability of increased traffic despite planners assertions "that residents will use public transportation". What of the chaos during the process of building? Marine Drive / Taylor Way ar WV residents (& buses) only access to Lions Gate Bridge. Capilano Road is already overloaded.

Name not shown inside West Vancouver
February 17, 2015, 12:57 PM
Continue in this direction. This is a development that the community needs now.

Joys Chow inside West Vancouver
February 17, 2015, 12:58 PM
Please show the process of how the community amenities proposed have been determined and who are the groups that were and are involved.

Name not shown inside West Vancouver
February 17, 2015, 1:07 PM
This is the definitive opportunity to deal with the problematic intersection and GATEWAY at Taylor Way / Marine Drive. A more comprehensive study is a MUST and should include visions for the properties at the north east corner of the intersection as well as north of Clyde AND the east portion of the North Park Royal Shopping mall. Must consider both future and present problems with Evelyn going in as well.

Roderick Phillips inside West Vancouver
February 17, 2015, 1:08 PM
traffic congestion is bad enough already without adding additional residential units. If you can get the developer to add extra lanes on Marine Drive and Lions Gate Bridge, I might support it.

Name not shown inside West Vancouver
February 17, 2015, 1:13 PM
It is a small site. If Larco had any class it would use the site to provide a grand entrance to West Van - fountains, greenery - to show that we actually are a wealthy community that does not need to make money off of every inch of our land. The proposal is a travesty and an insult to the community.

Name not shown inside West Vancouver
February 17, 2015, 1:17 PM
752 Marine Drive - formerly the White Spot site at Park Royal

What do you think about Park Royal's revised development application for the former White Spot site at 752 Marine Drive?

Turns off Main Street to Taylor Way (left hand turns) should also not be permitted between 4 and 6 daily. Speeding shouldn't be higher than West Royal. Transit stop should move back to Taylor Way & Marine.

Desiree LaCas inside West Vancouver
February 17, 2015, 1:23 PM

In my opinion, there will be a lot of concern from residents about the additional potential traffic congestion coming and going from Marine & Taylor Way. I believe West Vancouver needs to explore some additional transportation alternatives such as ferries, sea buses, bicycle routes to alleviate this congestion at this major intersection.

Name not shown inside West Vancouver
February 17, 2015, 1:26 PM

Please solve the overloaded traffic problem at Marine & Taylor Way before approving a massive project at that intersection.

Name not shown inside West Vancouver
February 17, 2015, 1:30 PM

You have a really slick, committed group representing the project - very slick answers to everything queried - didn't seem very sincere, but, understandable.

Name not shown inside West Vancouver
February 17, 2015, 1:34 PM

Make it happen!

Name not shown inside West Vancouver
February 17, 2015, 1:39 PM

Please give residents the full picture of what is coming so that an overall plan can be conceptualized. Please do not add to the traffic woes that currently exist - unless you provide a transportation plan which has merit.

Name not shown inside West Vancouver
February 17, 2015, 1:48 PM

I like the design, the lines of the buildings are quite striking however the steel/glass image will clash with the "village image" of Ambleside and Dundarave, altering the character of the center of West Vancouver. I believe a significant number of West Vancouverites will find this change alarming. I heard a lot of talk about a "European model". I don't find this analogy useful as I'm Canadian and value-processed in Canada. The European model concept is a politician driven idea, not a citizen driven desire.

Name not shown inside West Vancouver
752 Marine Drive - formerly the White Spot site at Park Royal

What do you think about Park Royal's revised development application for the former White Spot site at 752 Marine Drive?

February 17, 2015, 1:49 PM

Greater use of solar energy both passive and active. I would like to see Leeds Certification and Centralize Geothermal heating.

Name not shown inside West Vancouver
February 17, 2015, 1:54 PM

Need to have better traffic patterns!!! Add 2nd bus stop closer to intersection at Taylor Way. you are presently only catering to the shoppers. It is a long walk for seniors from West Royal!!

Name not shown inside West Vancouver
February 17, 2015, 1:56 PM

Traffic, Traffic, Traffic, and more Traffic!!! Actually sorry the White Spot I grew up with is gone no care for legacy and heritage anymore it seems!

Name not shown inside West Vancouver
February 17, 2015, 1:59 PM


Name not shown inside West Vancouver
February 17, 2015, 2:38 PM

Please think of the community and reject this horrible development proposal. At the very least, come up with a comprehensive plan to deal with the traffic issue and make the proposed towers much smaller. I mean honestly, 27 stories! Ridiculous.

Name not shown inside West Vancouver
February 17, 2015, 2:41 PM

We like Park Royal Shopping Center very much and have been frequent shoppers there.

The overall plan excluding the towers, is very good and well thought out.

Thank You for the opportunity to allow us to voice our opinions.

Name not shown inside West Vancouver
February 17, 2015, 3:07 PM

West Vancouver has demonstrated for years that they do not care about the OCP and are more interested in doing what developers want. Take the 1300 block, people who care about West Vancouver gave their opinion...
What do you think about Park Royal's revised development application for the former White Spot site at 752 Marine Drive?

Council and Council and the planning department (citizens employees) ignored them to go along with thelopers and I can guess what the motivation was.

Name not shown inside West Vancouver
February 17, 2015, 3:36 PM
The idea of childcare facility is needed in West Van. but can be accomodated as part of Ambleside Revitalization and development plan. Park Royal Mall is already been redeveloped and the density is just right. As it is already attracts shoppers from Vancouver and add to bridge and Marine Drive traffic.

Name not shown inside West Vancouver
February 17, 2015, 3:42 PM
Totally is not a classic style for West Van.

Name not shown inside West Vancouver
February 17, 2015, 3:48 PM
I remember when the gateway to West Vancouver was a used car lot. The improvements have been good and this is a good evolution.

Name not shown inside West Vancouver
February 17, 2015, 3:58 PM
Applause also at: attempting design that tackles affordability (we need hyoung people as a demographic). Building toward handicapped housing - long overdue.

Name not shown inside West Vancouver
February 17, 2015, 4:07 PM
re 2 (in addition to conventional mall uses) - is this the south side or the north side? Too much, too sign, and too high with no consideration for tax paying citizens of West Vancouver and how we are going to be negatively impacted with no adequate infrastructure in place to handle the expected congestion.

I understand that "amendments of the District's Official Community Plan" is not just about allowing residential uses at Park Royal South but also at Park Royal North? What is going to happen to "conventional mall uses" - I haven't seen anything of this happening with the extradition of many, many businesses over the last few years to only be replaced by high end fashion stores & disgruntled customers and merchants who are the "victims" of the mess! p.s. Need more "Public Consultations" regarding Park Royal!

Name not shown inside West Vancouver
February 17, 2015, 4:15 PM
Just traffic concerns - more bike lanes - more transit - bike rentals?
752 Marine Drive - formerly the White Spot site at Park Royal

What do you think about Park Royal’s revised development application for the former White Spot site at 752 Marine Drive?

Name not shown inside West Vancouver
February 17, 2015, 4:20 PM

The density of the proposed towers highlights the abundance of greed. Property values will be most certainly hurt at 328 and 338 Taylor Way.

Name not shown inside West Vancouver
February 17, 2015, 4:29 PM

I am extremely concerned that a one time amendment of our OCP is being suggested, when a planned review will happen in due course, with proper advice and consideration. Our community needs to consider the right way to meet the needs of our growing and diverse population. Mass development in the gateway to our community is not an intelligent solution. It seems to me that more weight is being given to revenue than quality of life in our community. Let’s not make a mistake we will all regret.

Name not shown inside West Vancouver
February 17, 2015, 7:53 PM

(Content was translated by Google and is not verified: The inconvenience of the population should be considered first)

Name not shown inside West Vancouver
February 17, 2015, 9:10 PM

...we want council to listen to what residents want- abide by the OCP that was approved, otherwise how can we trust you to represent us

Name not shown inside West Vancouver
February 17, 2015, 9:46 PM

The main concerns are:
-increased density.
-obstructed view due to its height.
-traffic nightmares at the intersection.
As mentioned above, the new buildings are the butterfly effects that will cause various unfavorable conditions such as high density and obstruction of West Vancouver’s beauty that will bring inelegance. The nuisance of the intersection traffic is a big factor that stresses out the residents nearby. Therefore, the new towers must not be built.

Name not shown inside West Vancouver
February 18, 2015, 8:08 AM

Our community needs to consider the right way to meet the needs of our growing and diverse population.
development in the gateway to our community is not an intelligent solution. It seems to me that more weight is being given to revenue than quality of life in our community. Let's not make a mistake we will all regret.

Name not shown inside West Vancouver
February 18, 2015, 8:48 AM

the traffic is already a nightmare!!

Name not shown inside West Vancouver
February 18, 2015, 9:26 AM

My primary concern relates to the potential for increased traffic at the Marine Drive / Taylor Way corner as drivers approach the bridge. Increased densification with residential buildings would likely increase the already existing congestion.

Name not shown inside West Vancouver
February 18, 2015, 9:29 AM

Need traffic control at Taylor Way & Marine Drive.

Name not shown inside West Vancouver
February 18, 2015, 9:35 AM

The citizens of West and North Vancouver have no influence. Park Royal will do whatever it wants to make money with little or no consideration to the community. We don't shop @ Park Royal anymore. We go to Capilano Mall for convenient parking, warm and dry indoor shopping, a variety of price point stores. Park Royal is going high end - nothing for us anymore.

Name not shown inside West Vancouver
February 18, 2015, 9:39 AM

Traffic disaster coming to add to present overload at Taylor Way / Marine. Forgetting development on Capilano road's impact. Impact on current enjoyment of parks, etc. by residents.

Name not shown inside West Vancouver
February 18, 2015, 9:42 AM

Please watch the high rise building does not affect the beauty of the entry into our city.

Name not shown inside West Vancouver
February 18, 2015, 9:58 AM
What do you think about Park Royal's revised development application for the former White Spot site at 752 Marine Drive?

I'm fully in support.

Name not shown inside West Vancouver
February 18, 2015, 10:11 AM

It makes a lot of sense to build residential units within the complex. The Park Royal Towers have worked well for many years with their proximity to Park Royal North.

Name not shown inside West Vancouver
February 18, 2015, 10:35 AM

I think that in recent decade or so, there has been a pattern of new built retail configurations "cannibalizing" previously existing business - e.g. Dundarave renovations in the 80s / 90s - taking some business from Ambleside - then Park Royal Village taking business from Dundarave & Ambleside - Caulfeild taking business from Dundarave. How can WV even in greatly increased density sustain any "Village" shopping areas along Marine Drive? By "taking business away", I mean empty stores and neglected buildings.

Name not shown inside West Vancouver
February 18, 2015, 10:38 AM

We will remain a car-centric community due to the geographics, i.e. small strip of land caught between the mountains and the water.

Name not shown inside West Vancouver
February 18, 2015, 11:16 AM

I just want to mention hardly anybody stops at Stop signs. I was taught this when I took my driving lessons. Stop does not spell TRICKLE NOR ZOOM, ZOOM. It takes about 2 - 3 seconds to be polite. Older adults cannot walk fast. Drivers are more "impatient". You have to be your own traffic cop both as a motorist and a pedestrian. The pedestrian should not have to run for their lives to get across. It's a good thing the Medical Clinic is there because someone, either a motorist or a pedestrian, is going to be badly injured. The parking lot by the London Drug sign, 1st parking lot is to drive down to park and one is to drive up. You should put up a sign that says One Way Down and the other One Way Up. Some cars are driving out the wrong way and blocking traffic and then people start honking their horns. Thank you for letting me rant and rave. I know you will do what's best for all of us. Thank you.

Name not shown inside West Vancouver
February 18, 2015, 11:18 AM

My kids can't afford to live in the community they grew up in - wo why would I support this?

Name not shown inside West Vancouver
February 18, 2015, 11:25 AM
What do you think about Park Royal's revised development application for the former White Spot site at 752 Marine Drive?

Ambleside is dying right before our eyes - do we really need more commercial development further east...

Name not shown inside West Vancouver
February 18, 2015, 11:27 AM

Well thought out - super addition to West Van. - this area is in the east end of West Van. - what a super "East End" compared to many other "East Ends!"

Name not shown inside West Vancouver
February 18, 2015, 11:31 AM

Ambleside is already suffering a slow, lingering death; Dundarave is all coffee shops, nail salons, hairdressers and spas. Do we need any more? Instead, bring the possible commercial development out west, the tax dollars will still be collected!

Name not shown inside West Vancouver
February 18, 2015, 11:34 AM

Simply put, the transportation gridlock will magnify. We are a car-centric society. Our public transportation does not currently address the traffic issues. Development in North Van. will only add to the Taylor Way woes. You are not selling me anything that I would want to buy.

Name not shown inside West Vancouver
February 18, 2015, 12:08 PM

it will be too busy ,we will have too much traffic already imaging having so much other individual resident and commercial will be added.it is absolutly a very bad idia ,probably is too good for project owner but it is too bac for all existing resenednt of west vacouver please note that we already living in a jangeof concerte and metal.

Name not shown inside West Vancouver
February 18, 2015, 3:21 PM

Park Royal is overbuilt and regular stores (grocery, produce, bakeries, butchers, fishmongers & Service stations) are noticeable by their absence. West Vancouver residents are unable to do their everyday shopping in this overbuilt Park Royal.

Name not shown inside West Vancouver
February 18, 2015, 3:57 PM

We mustn't change the OCP, we must not allow this development group to blackmail us into approving this plan. (We lose the ability to the taxes they would provide, if they are forced to relocate their buildings.)
752 Marine Drive - formerly the White Spot site at Park Royal

What do you think about Park Royal's revised development application for the former White Spot site at 752 Marine Drive?

February 19, 2015, 9:16 AM

No additional development should be permitted until there is a resolution to the current traffic bedlam during rush hour at Taylor Way and Marine Drive.

Dennis Perry inside West Vancouver
February 19, 2015, 10:11 AM

Regarding the first question, normally you would think that high quality transit and ample amenities would support higher density. In this specific instance I would say they should not be considered as reasons to support higher density for the reasons I have stated.

Name not shown inside West Vancouver
February 19, 2015, 1:32 PM

Re: Lower Level road mentioned - will traffic run through Ambleside Park (Bellevue & 13th)? Traffic is the major concern. West Vancouver has only 2 exits going east - gridlock on Marine & accident on Upper Levels traps us in our community. (Welch is useless due to PR traffic). Truck / construction related traffic has to be thought of / Supervised and will have a huge impact on this intersection if Evelyn drive and new Assisted Living Centre at Keith are under construction concurrently. Please don’t forget the tax paying homeowners who live west of 25th (don’t just listen to the renters at PR about traffic). Keep daycare as far from intersection as possible. 1. Too dangerous for kids. 2. Too dangerous for vehicles to have kids in area.

Name not shown inside West Vancouver
February 19, 2015, 1:34 PM

Against the level of density and increased traffic - particularly with all the further residential which will be developed. Not in favour as proposed!

Name not shown inside West Vancouver
February 19, 2015, 1:37 PM

I look forward to the building near all the amenities. No car, no bus, no train, just walking.

Name not shown inside West Vancouver
February 19, 2015, 1:39 PM

Great plans and development - looking forward to seeing this through!

Name not shown inside West Vancouver
February 19, 2015, 1:42 PM

Build us a new bridge and perhaps a closer hospital and then come back to us. The reality is decreased accessibility!
What do you think about Park Royal's revised development application for the former White Spot site at 752 Marine Drive?

Name not shown inside West Vancouver
February 19, 2015, 1:45 PM

I just opened a second office in New Westminster as my staff could not find suitable affordable housing on the North Shore and our company could not find suitable space. This development covers both of these issues. Too bad I'm 3 years too early in our need.

Name not shown inside West Vancouver
February 19, 2015, 1:46 PM

It's great to have more options for more people and families in West Vancouver.

Name not shown inside West Vancouver
February 19, 2015, 1:47 PM

Approving this proposal is not in our community's best interest.

Name not shown inside West Vancouver
February 19, 2015, 1:49 PM

It will constitute an ugly wall of windows and serves as a "gateway" to West Vancouver.

Name not shown inside West Vancouver
February 19, 2015, 1:52 PM

Answer fundamentals before bringing this forward. i.e. what is overall plan for this area? (We only have a "map" called a plan!) What about alternatives?

Name not shown inside West Vancouver
February 19, 2015, 1:58 PM

Need to know how both public transit augmentation and private traffic augmentation will be managed to fix current problems and prevent predictable problems of increased volumes.

Name not shown inside West Vancouver
February 19, 2015, 1:59 PM

More rental units please.

Name not shown inside West Vancouver
February 19, 2015, 2:03 PM

No Traffic Study posted as promised by Planning Director. No consideration of the overall traffic impact of existing and proposed major developments on Waterfront, NE corner, SW corner of Taylor & Marine, Capilano
What do you think about Park Royal's revised development application for the former White Spot site at 752 Marine Drive?

Name not shown inside West Vancouver
February 19, 2015, 2:09 PM

1. Indoor bus waiting areas at all 4 Park Royal bus stops with digital screen announcing arrivals. 2. Pedestrian crosswalk at the Park Royal Towers (northwest) bus stop. 3. Widen Taylor Way north of Marine to accommodate a queue or line jumper HOV lane to give HOV priority to access the Lions Gate Bridge. 4. Consider value of public benefits to be exchanged for the valuable density proposed.

Name not shown inside West Vancouver
February 19, 2015, 2:12 PM

Towers are good we need to look up instead of ripping more trees down. Move towers.

Name not shown inside West Vancouver
February 19, 2015, 2:15 PM

This development is not in harmony with West Vancouver idea of living. Would fit more to Metrotown (Burnaby or downtown area because it attracts different group of people than most West Van. residents are.

Name not shown inside West Vancouver
February 19, 2015, 2:17 PM

Enough parking for disabled people.

Name not shown inside West Vancouver
February 19, 2015, 2:21 PM

Park Royal is large enough. It has become a monster what with convoluted parking; stores that have been moved to inappropriate areas; longterm businesses that were forced to close. e.g. Cobbs Bread; Waggots First Market. I try my very best in patronizing the south mall. The proposed development should be stopped. The present traffic congestion at Taylor Way & Marine Drive is beyond being stretched to the limit as it is!

Name not shown inside West Vancouver
February 19, 2015, 2:23 PM

Part of the new wave of development sweeping the City, i.e. Brentwood, Lougheed, Oakridge, results in more efficient land use.

Name not shown inside West Vancouver
February 19, 2015, 2:26 PM

Too aggressive in size and scale. If the project is being developed and marketed to youth, there are no
What do you think about Park Royal's revised development application for the former White Spot site at 752 Marine Drive?

entertainment options in West Van. to support this demographic. Cars and traffic impacts need to be resolved. Cycling paths and cycling transit corridors and accessibility needs to be a significant part of the project. Make desirable for people to convert from cars to bikes. Aging population will not convert.

Name not shown inside West Vancouver  
February 19, 2015,  2:28 PM

A great mix of retail, entertainment, recreation and diverse cultures.

Name not shown inside West Vancouver  
February 19, 2015,  2:29 PM

I do support the proposal.

Name not shown inside West Vancouver  
February 19, 2015,  2:33 PM

I support units for the disabled.

Name not shown inside West Vancouver  
February 19, 2015,  3:24 PM

Fully support the concept of good residential units in large mall settings. Ideal for first time buyers and people down sizing to live amongst the services offered in an exciting and vibrant mall. Trend of the future. Also being seen in other malls like Brentwood and Lynn Valley

Name not shown inside West Vancouver  
February 19, 2015,  3:31 PM

Serious concerns about the added traffic to an already congested area. Has the planning department looked at the cumulative affect on traffic from all the developments planned or initiated in West Vancouver. Could this be shared with the community?

Name not shown inside West Vancouver  
February 19, 2015,  3:57 PM

We mustn't change the OCP, we must not allow this development group to blackmail us into approving this plan
What do you think about Park Royal’s revised development application for the former White Spot site at 752 Marine Drive?

They may well propose moving the project to the waterfront to avoid the present zoning of West Van.

Name not shown inside West Vancouver
February 19, 2015, 4:36 PM

What is being planned for the parking lot that is at the corner of Taylor Way and Marine Drive? Please say it is a green space and nothing else.

Name not shown inside West Vancouver
February 20, 2015, 8:12 AM

Fix the traffic chaos first - then come to residents with a proposal. Also, clarify what the plans are for the North East side of Taylor Way and Marine Drive.

Name not shown inside West Vancouver
February 20, 2015, 2:04 PM

I do not oppose densification but this site cannot support the additional traffic created by the multi building multi story residential use. The plans call for 4 floors of parking. Many more residents' cars are clearly expected, but there is no resolution of the continuing traffic chaos at Marine and Taylor Way. Without a new traffic plan in place I cannot support this proposal.

Rich Hall outside West Vancouver
February 20, 2015, 4:29 PM

Why not some kind of small community minded re-development proposal for the site? Can't we have something that doesn't maximize $$$ profit for somebody ... while the rest of us take on the burden of all the external costs that aren't considered in the development proposal ???

Name not shown inside West Vancouver
February 22, 2015, 1:45 PM

Yes but what have you considered? It is a prime location for a well thought out plan such as a new upscale library complex along the lines that North Van have built. The existing library is old and should be replaced with a new 2 or 3 story modern unit that that provides proper up to date facilities for students as well as senior residents. Incidentally don't start bragging about the local transit system which during peak periods is grossly overloaded and the vehicular traffic and bycicles is a disaster waiting to happen. Where do you get the idea it can handle more traffic? Sorry but I get the feeling that someone is looking for a fast buck at the expense of the West Van tax payer.

Name not shown inside West Vancouver
February 23, 2015, 9:22 AM
I have no problem with the form or character of the development but I object to the elimination of a movie theatre within the complex. If parking is an issue, surely the hours of a movie facility would not interfere with shopping etc. I do not want to see any more residential towers on or near Park Royal.

Name not shown inside West Vancouver
February 23, 2015, 10:29 AM

Park Royal should finance another bridge before doing any high density development.

Name not shown inside West Vancouver
February 23, 2015, 10:35 AM

It's a gateway site.

Name not shown inside West Vancouver
February 23, 2015, 10:43 AM

Follow the suggestions by at least two architects on the Design Review Committee; maximum is 6 storeys. Why is there not a requirement on this form for "municipality of residence"?

Name not shown inside West Vancouver
February 23, 2015, 10:46 AM

Do these developments not violate existing high zoning for the area?

Name not shown inside West Vancouver
February 23, 2015, 10:47 AM

TRAFFIC! TRAFFIC!! TRAFFIC!!! Marine Drive / Taylor Way is grossly overloaded now, especially when a ferry comes in. Control is already weak - the intersection is routinely blocked, with no police activity (except briefly at Christmas). The Main at Taylor Way intersection is also a mess, and getting much worse.

Name not shown inside West Vancouver
February 23, 2015, 10:49 AM

Don't go ahead. Traffic congestion is too ugly already!
752 Marine Drive - formerly the White Spot site at Park Royal

What do you think about Park Royal’s revised development application for the former White Spot site at 752 Marine Drive?

Name not shown inside West Vancouver
February 23, 2015, 10:55 AM

I remember at an earlier presentation a plan to include a movie theatre was tentatively suggested. This is the only wish I (and all my friends) really, really, really want to be included in this development which our bus system could benefit from too.

Name not shown inside West Vancouver
February 23, 2015, 1:42 PM

Do not approve.

Name not shown inside West Vancouver
February 23, 2015, 1:44 PM

Developer should downsize! Prohibit left hand turns from Main Street onto Taylor Way. Terrible gateway to West Van.

Name not shown inside West Vancouver
February 23, 2015, 1:57 PM

Traffic congestion and flow is the major issue - even if transit is increased and improved, there will always be seniors and those with young families (therefore paraphernalia and equipment) which does not make trans feasible. please provide some pedestrian overpasses.

Name not shown inside West Vancouver
February 23, 2015, 2:00 PM

I look forward to the completion.

Name not shown inside West Vancouver
February 23, 2015, 2:07 PM

(1st sentence is not complete). Park Royal advertises that they have 850 parking spots and 1/3 of current stores are empty. I am sure that PR will want to fill the shops and be a retail destination so we are talking about far more towers.

Name not shown inside West Vancouver
February 23, 2015, 2:09 PM

No new development or housing at Park Royal - too much traffic - inside PR and Marine Drive.

Name not shown inside West Vancouver
February 23, 2015, 2:19 PM
752 Marine Drive - formerly the White Spot site at Park Royal

What do you think about Park Royal’s revised development application for the former White Spot site at 752 Marine Drive?

It is well designed and appropriate for the location. Any concerns about increased traffic are not relevant - on i...ase in volume would be minimal.

Name not shown inside West Vancouver
February 23, 2015, 2:20 PM

Very pleased in the increased shopping but would not support higher buildings in that area.

Name not shown inside West Vancouver
February 23, 2015, 2:22 PM

West Vancouver must build housing in support of the expansion of metro Vancouver. Current house arrears and downsizers need a bigger choice for retirement living in the neighbourhood they raised their families in. Council needs to do the right thing and support future development. Future development will provide and support a more DIVERSE community. DO THE RIGHT THING!

Name not shown inside West Vancouver
February 23, 2015, 2:25 PM

Even though there is an attempt to minimize traffic increases at Taylor Way and Marine. Any increase is too much. We should be working toward a traffic decrease at that intersection.

Name not shown inside West Vancouver
February 23, 2015, 2:27 PM

Strongly do not support.

Name not shown inside West Vancouver
February 23, 2015, 2:28 PM

Urbanize community feel at Park Royal. Say Yes to transit referendum.

Name not shown inside West Vancouver
February 23, 2015, 2:36 PM

There should be NO more development at this already very busy corner until the traffic problem is resolved. PLEASE give us a nice park for at least 10 years. LARO can afford NOT to build here. Really concerned about our nest egg. We live at West Royal Towers and the traffic and noise is affecting our lifestyle and quality.

Name not shown inside West Vancouver
February 23, 2015, 2:37 PM

Bad idea in an already overcrowded intersection.
752 Marine Drive - formerly the White Spot site at Park Royal

What do you think about Park Royal's revised development application for the former White Spot site at 752 Marine Drive?

Name not shown inside West Vancouver
February 23, 2015, 2:38 PM
Traffic must be dealt with first.

Name not shown inside West Vancouver
February 23, 2015, 2:40 PM
Incorporate affordable housing, seriously!!

Name not shown inside West Vancouver
February 23, 2015, 2:41 PM
I am very much opposed. The traffic is already a nightmare. This would be disastrous!

Name not shown inside West Vancouver
February 23, 2015, 2:44 PM
Traffic in this area is a huge problem. East - west access around Park Royal sorely needs to be improved. I am hoping north side and south side construction does not impede traffic flow. The "new" access between north and south sides is much improved and easy (ier). Thanks for that! If the tower on former White Spot side is larger than the residential tower across the street (se corner) then I would not support that. Same height / # of floors or lower please. Density & multi-use is key. I am looking forward to community services being offered in this area as well especially if it involves children and young families!

Name not shown inside West Vancouver
February 23, 2015, 3:05 PM
In favor of the proposal. Growth is inevitable and this is the ideal site.

Name not shown inside West Vancouver
February 23, 2015, 3:18 PM
Several other areas have successfully combined retail/shopping with residential density (Lower Lonsdale, Yaletown in Vancouver, etc.). The residential component adds life to the Park Royal area.

John Moonen inside West Vancouver
February 23, 2015, 4:55 PM
I believe the $8 - $10 million that will be contributed to the district to support DWV operations and projects is very appealing, and I'm pleased the traffic generated by this development will be less than if Park Royal were to build under the existing zoning. I also believe Park Royal is an excellent corporate citizen by supporting numerous charitable and community groups in West Vancouver, and deserves to be supported.
752 Marine Drive - formerly the White Spot site at Park Royal

What do you think about Park Royal's revised development application for the former White Spot site at 752 Marine Drive?

Name not shown inside West Vancouver
February 23, 2015, 6:43 PM

This is the perfect location in West Vancouver for this development.

Gabrielle Loren inside West Vancouver
February 24, 2015, 12:47 PM

The are low or no new affordable housing units in WV for young families, seniors or young professionals - this prop dev would fill that niche

Name not shown inside West Vancouver
February 24, 2015, 4:58 PM

I live at West Royal -we have already gone through 2-3 yrs of PR development - with traffic diversions - power outages and noise at all hours of the night, with seemingly no bylaws which prohibit work during the night -you would like us to vote for another 2-3 yrs of nightly disruption, I don't think so.

Name not shown inside West Vancouver
February 24, 2015, 5:49 PM

I do not support this project, and I believe there are other projects that needs to be done before this project. Regarding to the traffic for lions gate bridge. Also the towers will block the way of TAYLOR WAY Buildings from R' royal. Taylor way and marine drive will be super busy. This is west vancouver needs to be calm and clean not noisy and crowded like downtown.

Bruce Ballingall inside West Vancouver
February 24, 2015, 8:06 PM

I remember When Park Royal was just a Strip Mall and waiting for the bus at good old Oly's Stand. Things change and our Community needs have changed since our "strip mall days". The development is a good progression.

Name not shown inside West Vancouver
February 25, 2015, 11:41 AM

Park Royal needs to invest in their portion of the Spirit Trail!

Name not shown inside West Vancouver
February 25, 2015, 11:44 AM

We should not be going forward without a full plan for this area. This is the busiest intersection on the North shore - maybe the lower mainland. Is this where residential belongs? I don't think so. If they drive they (and I don't believe they won't!) they MUST go through this intersection. We need a proper public input process that gives us the negative instead of only positive information about a
752 Marine Drive - formerly the White Spot site at Park Royal

What do you think about Park Royal’s revised development application for the former White Spot site at 752 Marine Drive?

Many people think staff are paid by the developer because they have not yet demonstrated the ability to acknowledge any concern about this development.

Name not shown inside West Vancouver
February 25, 2015, 11:56 AM

Increasing the amount of residents to the north shore is not beneficial to those living there!!

Name not shown inside West Vancouver
February 25, 2015, 12:54 PM

Our planning department has acted like they are proponents for the developer and never show the negative aspects of this proposal.

Name not shown inside West Vancouver
February 25, 2015, 12:56 PM

We do not need another West End on the North Shore.

Name not shown inside West End
February 25, 2015, 1:15 PM

My biggest concern with the proposed development is the negative effect it will have on the traffic of an already heavily congested area. With the Mall’s continuing large-scale retail/commercial expansion and new developments at Evelyn Drive, Maison, Grosvenor Ambleside, as well as the towers slated for the Capilano Road area (not to mention a number of other potential residential projects considered for the vicinity) I’m not sure how all this increased traffic will flow. Certainly, Park Royal does have a few more transit bus options than other locations in the municipality, specifically, service to North Vancouver, but, at this stage, there can be no reasonable estimate as to the number residents that would choose public transit over cars. And if a fair number of residents use their cars to get to and from work, they will be entering the traffic at the time of peak congestion.

At the Open House we were told that the impact from a new Park Royal residential development would be only slightly greater (2 car trips a minute more at peak hours) than the traffic generated by the previous tenant, the White Spot restaurant. We were also told that if Park Royal chose to develop that portion of the Mall with restaurants, commercial and retail space, to the maximum allowed under the current C-1 zoning, it would increase traffic by about 3.65 car trips per minute. However, the White Spot will continue to operate at Park Royal (in addition to a number of other newly opened restaurants in close proximity, on the South Mall) and there will also be new retail and office space introduced below the residential units. As well, the proposed development includes a new shopping arcade. Clearly, we are not being offered the choice of one traffic scenario over another, but rather a combination of all the traffic scenarios – the old, the new, the residential, the restaurants, the offices, the daycare – together in one big potential mess. It should be noted that the traffic consultant’s report excluded restaurants and bars (the biggest traffic generators by far) as a potential tenant of the new development. This is at odds with the architect’s description and renderings of the site, especially the Plaza side which shows a number of restaurant options (3 locations). It would appear that restaurants...
What do you think about Park Royal's revised development application for the former White Spot site at 752 Marine Drive?

indeed part of the design concept for the new development and should have been included in the traffic consultant's report, which is beginning to resemble a shell game. Finally, it was suggested by Park Royal's consultant and District staff at the Open House that traffic problems in the Park Royal area could be partially overcome if drivers didn’t block the Taylor Way and Marine Drive intersection during peak hours. While I’m all for more courtesy on the roads, I don’t think that this represents a serious strategy. In fact, it suggests that there is no real traffic strategy for the area at all. Perhaps, as has been discussed over the years, the four levels of governments will come together and devise a traffic plan that will overcome the huge logistic and geographical challenges of the area. Until that time, the District should not support this proposed development at Park Royal.

Maura Whittaker inside West Vancouver
February 25, 2015, 1:23 PM

I very much hope that the development does not cause even more congestion on the Marine Drive corridor to the Lions Gate bridge. I think council needs to do their utmost to keep the development from not causing even more problems of access to the bridge as it is already pretty bad.

Name not shown inside West Vancouver
February 25, 2015, 2:32 PM

Myself and many others already avoid Park Royal because of the frustrating and confusing congestion. This development will be the final straw that breaks the camels back. It will create an opposite effect. Rather than drawing shoppers it is going to further repel them. Get the infrastructure done first. For once there are buildings in the way there will be no room for planning the roads! Is this just not plain common sense?!

Name not shown inside West Vancouver
February 25, 2015, 4:27 PM

Not resolving the traffic issue will stop people from coming to Park Royal and will also discourage people from purchasing property on the North Shore.

Name not shown inside West Vancouver
February 25, 2015, 5:17 PM

Traffic at Marine Drive and Taylor Way will only get worse- need to resolve this before any development.

Name not shown inside West Vancouver
February 25, 2015, 5:34 PM

obviously west vancouverites want a quality development without the increased congestion.
What do you think about Park Royal’s revised development application for the former White Spot site at 752 Marine Drive?

Name not shown inside West Vancouver  
February 25, 2015, 5:42 PM

I have lived in West Van since 1976 and have stopped shopping at Park Royal since the redevelopment has taken place. Traffic is slow so I typically drive along the Upper Levels to avoid Marine Drive at PR. The redevelopment has not enhanced my lifestyle one bit.

Name not shown inside West Vancouver  
February 25, 2015, 6:15 PM

No

Name not shown inside West Vancouver  
February 25, 2015, 7:31 PM

I believe that the Taylor Way/Marine Drive intersection has become a regional problem and not just a West Van problem and no farther development in Park Royal should occur until a reasonable consensus is achieved. Current traffic congestion is not acceptable, including inability to get from highway to marine via Taylor Way, and increased traffic from highway thru WV residential areas is not acceptable.

Name not shown inside West Vancouver  
February 25, 2015, 7:47 PM

The Lions Gate bridge has not got the capacity to support this kind of development. It is already overtaxed and Evelyn drive and the "Upper Lands" haven't even been finished yet. The proposed additions to the Lower Level Road will not help - the East bound lane on Marine dr. Is not the problem! 60 yr. resident of WVan.

Name not shown inside West Vancouver  
February 25, 2015, 7:55 PM

In the event the location was moved to locate the towers elsewhere in WV, the traffic would still have to funnel onto bridge. Therefore, the increase in traffic in either case would be the same. Traffic in and around Pk Royal can be very bad at times as we know, but a few more cars likely would never be noticed. Miss not having the overpass that was removed...

Name not shown inside West Vancouver  
February 25, 2015, 8:38 PM

In terms of high capacity transit service, Park Royal benefits from users travelling to North Vancouver for the most part. For a West vancouverite, there are many other stops to serve them if they intend to goe Downtown, westside, etc. In terms of recreation, you are indicating the sports fields, who has access to them? Not many West Vancouverites. I don't know what other amenities would draw me to buy in this development. I don't...
What do you think about Park Royal's revised development application for the former White Spot site at 752 Marine Drive?

recall when asked if a selling price range was ever given, which is usually pointed out as being reasonable and an attraction to young people who cannot afford to live here. Would young families want to live in this development? There is nothing really to attract them - theatres? with first run movies? bowling alleys? etc. The daycare centre seems misplaced. Children should not be in the midst of air pollution and traffic, which, of course, brings me to another point - TRAFFIC! The specialists never seem to get this right and as I can see no recent survey has been undertaken. We have traffic from Evelyn Drive, the Millican dev., WestRoyal, someone is assembling properties at Taylorwood Place for another run at residential development, spot re-zoning on matthers near the cemetery, etc. Earls has just been sold for 420 MIL. and Grouse Inn has just been sold as well. That will add additional load. If the municipality is considering Park Royal for increased density, we now have suites, coach houses, Grosvenor, Cressey, and if a precedence is set by allowing this project, H.Y. louie will no doubt be back with some proposal for the old safeway site, and then the John Lawson Parking lot, etc. Larco placed the two towers "in your face" on municipal property for good reason - they are tempting us with tax revenue. Park Royal is a shopping centre foremost not a Gateway to or Landmark for Ambleside (we got rich of the Gaza Strip but unfortunately got stuck with Hiroshima Heights at Folkestone.) I wonder if the bridge and the bridge lights will be hidden from my view as I sit waiting in traffic. Maybe these towers can be hidden in the Squamish Nation proposed developments in the doggy park and along that waterfront.

Name not shown inside West Vancouver
February 25, 2015, 9:37 PM

The Taylor Way/Marine Drive intersection is a major gridlock point for the North Shore. Major developments are being approved at an alarming rate. Evelyn Drive is ugly, a concrete bunker, no green space, and that is only the first phase. To go forth with this additional high density development will only add to the traffic problems. The Bunt Traffic Report is outdated and unrealistic. Under the present construction conditions travelling through Park Royal at peak times is almost impossible. The police presence helps, but that is only seasonal.

Name not shown inside West Vancouver
February 25, 2015, 9:38 PM

Do something concrete about the Traffic at Taylor & Marine before going ahead with any new development. Tell Larco to get us a new bridge.

Name not shown inside West Vancouver
February 25, 2015, 10:34 PM

I terms of high capacity transit service, Park Royal benefits from users travelling to North Vancouver for the most part. For a West Vancouverite, there are many other stops to serve them if they intend to go Downtown/westside, etc. In terms of recreation, are you indicating the sports fields? Who has access to them? Not many West Vancouverites. I don't know what their amenities would draw me to buy in this development. The selling price range was never mentioned which is usually always pointed out as being reasonable and an attraction for young people who cannot afford to live where they have been raised. Of course in the end, affordable is a relative term and developers' profits get first attention. Besides what attractions in this development would attract young couples? Theatres with first run movies? Bowling alleys? etc. The daycare seems misplaced. Children should not be placed in this environment - air pollution, traffic - which brings me to perhaps the most problematic of the issues against this development. The specialists never seem to get this.
What do you think about Park Royal’s revised development application for the former White Spot site at 752 Marine Drive? 

right and I think that we are operating with outdated research anyway. Traffic from Evelyn Drive, Millican, WestRoyal, Taylorwood Place (someone is assembling properties for another run at development as was Polygon) spot re-zoning near the cemetery on Mathers, and then there is Earls which sold for $20 mil. and Grouse Inn, both will have residential units and all will be adding to the gridlock at this intersection. If the municipality wants increased density I think they have it 0 Grosvenor, Cressey, suites, coach houses, and if this amendment is allowed, then H.Y.Louie will be taking another run on the old Safeway site, John Lawson parking will be developed (this maybe with commercial)and lets not forget that the Squamish nation has plans for the doggy park and waterfront. let thos units be incorporated in their plans not in your face on Marine Drive. It is quite obvious why Larco selected this location on municipal land - manipulation. Tax revenue of course. I say that Park Royal is a shopping centre - not a Gateway to or Landmark for West Vancouver - that was described as Grosvenor’s role I recall - get rid of the Gaza Strip (unfortunately we did get Hiroshima Heights at Folkestone). And what of the lights on the bridge? They are a landmark and they will be obscured from view as we sit impatiently in gridlock.

Name not shown inside West Vancouver
March 2, 2015, 1:13 PM

If Larco wants to build more residences on First Nations land, West Vancouver should not be requested to provide Police and Fire protection.

Name not shown inside West Vancouver
March 2, 2015, 1:21 PM

What the Province needs to do is run an LRT "go-train" along the existing rail line from downtown Vancouver to Horseshoe Bay, Lions Bay, Squamish and Whistler. that would take the pressure off the Lions Gate and Iron Workers Memorial bridges as well as the "sacred ground" around Taylor Way and Marine Drive in West Vancouver.

I am very thankful that an opportunity like this would make it possible for my wife and I to continue to live in the best place in Canada, West Vancouver.

Name not shown inside West Vancouver
March 2, 2015, 1:24 PM

Yes - Scrap it! All those concerns about horrible traffic congestion are completely ignored. All this going against logic and common sense!. As I said: all this effort of mine is just a waste of time!

Name not shown inside West Vancouver
March 2, 2015, 1:31 PM

I oppose the above because an amended OCP to include residential uses, park royal management will, without a doubt, build further towers on the North Side. "Evelyn" already represents the mix that the new type of malls are striving for. Park Royal, Marine Drive, Taylor Way and the Lions Gate Bridge area is a special situation. It is supposed to be West Vancouver’s gateway. However, it has been turned into a "blockade" due to over-development in an area.
that does not and will never have the infrastructure to support current and future development.

No development should be considered in isolation but be measured within the context and confines of and "Official Density Plan". In the absence of such an ODP (developed in close cooperation with the Ministry of Highways and Transportation, no further development should occur on the North Shore and certainly not around Taylor Way / Lions gate area.

We all recognize that West Vancouver is being impacted by the development craze of the City of North Vancouver.

West Vancouver is different. I urge this Council to show real leadership by putting all further development applications on hold until an Official Density Plan has been established.

Name not shown inside West Vancouver
March 2, 2015, 1:41 PM

In writing this I am aware of the offer of PR to provide 10 small units for the handicapped and I think it appalling that our municipality should shirk its civic duty to provide this kind of housing and instead leave it in the hands of a private company. I champion the need for handicapped housing. I believe it is a responsibility of the municipality.

Name not shown inside West Vancouver
March 2, 2015, 1:43 PM

we mustn't change the OCP, we must not allow the development group to blackmail us into approving this plan. They may well propose moving the project to the waterfront to avoid our zoning bylaws.

Name not shown inside West Vancouver
March 2, 2015, 1:48 PM

At the meeting it was talked about the village. In my opinion it is not a village and more. I am not against development but it has to be within the confines of the OCP and I do not favour such large edifices at the entrance to West Vancouver.
To: Andrew Browne, Senior Community Planner, District of West Vancouver  
T: 604-921-3453  E: abrowne@westvancouver.ca  

From: Catherine Rockandel, IAF Certified Professional Facilitator, Rockandel & Associates  
Tel: 1-604-898-4614 E: cat@growpartnerships.com  

Re: Proposed redevelopment of the former White Spot restaurant site at Park Royal  
Shopping Centre (752 Marine Drive, West Vancouver, BC)  

Event Date: Wednesday, February 11, 2015  
Time: 6:00pm Open House  
7:00pm Presentation  
7:30pm Public Comment Period  
9:15pm Conclusion  

Location: St Anthony’s School, 595 Keith Road, West Vancouver  

Attendees: Approximately one hundred and forty people attended  

Notification: Four approx. quarter-page, forward placement (i.e. before the center)  
advertisements in the North Shore News, advertisements in Paivand,  
approximately 1,830 mailed letters to owners and occupants, and  
information on the District’s website and community calendar. In  
addition, advertisements for the first time included the statement, “This  
is important information. Please have someone translate it for you.” in  
three languages other than English.  

Attendees: Approximately one hundred and forty (140) people attended the Public Meeting. Citizens were not asked to sign in. Project  
team and District of West Vancouver staff and Councillors in attendance  
(∗ denotes partial attendance).  

District of West Vancouver  
Bob Sokol, Director of Planning, Land Development and Permits  
Chris Bishop, Manager of Development Planning  
Stephen Mikicich, Manager of Community Planning  
Andrew Browne, Senior Community Planner  
Norm Wong, Acting Manager, Roads & Transportation  
Jeff McDonald, Director of Communications  
Kristi Merilees, Manager of Community Relations  
James Allan, Community Planner  

PROPOSAL
Park Royal Shopping Centre has submitted a development application to the District of West Vancouver for 752 Marine Drive (the former location of the White Spot restaurant at the southwest corner of the Taylor Way and Marine Drive intersection). The proposal is for two residential towers with retail, office, and child care at the base of the towers, and would require an amendment to the Official Community Plan, a rezoning, and a Development Permit.

PUBLIC COMMENT: Q & A (Index: Q: Questions C: Comment A: Answers)

C1 I live in Dundarave ~ My wife and I fully support this project. There is a huge shortage of smaller viable housing units in our community. I don’t think the phrase “affordable housing” could ever apply to West Vancouver, but this project will help. It will help single people and younger families and especially downsizing seniors. This project makes good sense; it will supply a fresh supply of housing options and it will improve the gateway to our community. It places density where it is most logical, namely an area that is already highly developed. It will allow people to live next to the transit system and allow them to walk to do all their shopping instead of having to get into their cars and drive everywhere.

C2 I have lived here for a number of years and am quite concerned this project has made no mention of anything to do with cultural activities. There doesn’t seem to be a space available that anybody could rent or take advantage of to put on any performances. Secondly, I don’t see any indication that there is consideration been given for a movie theatre. I thought there might also be a bowling alley, as we don’t have one on the north shore. It seems to me that this is a good time for these three things to be addressed.

A2 There is space on the ground floor that could be used by Community or for cultural uses. We still want retail and food, restaurants and so on but there is certainly room for groups to come forward. There is a feasibility study taking place right now for a movie theatre on the South mall above Osaka. I don’t think we have thought about a bowling alley but it is a good suggestion.
C3 I used to live in West Vancouver ~ I have been injured for nine months and have been trying to find accommodation but can’t find a good place to stay here. I need to be close to my family and friends and am really looking forward to the project.

C4 We want our friend to be able to come and live close to us and we look forward to the project.

Q5 I live in the 600 block of Esquimalt ~ I have lived here since 2003 and have seen a massive change going on in the area, especially with the Evelyn Drive project. It is 350 units and they want to add another 69 units to the development. I understand this is still a long way off. I also understand that there is a 440-unit development at the corner of Capilano and Marine Drive. I am bringing this up because of increased density. I am not in favour of this project and I would like to know if this project does not go ahead, is there a plan B for the site?

A5 We do not have a plan B at this stage of the game. We looked at this site for almost five years now as being a great location to do the type of residential development that we are talking about. We are very hopeful that the merits of the project will stand on their own. We appreciate that not everybody is favourable towards density but the reality is that a third of West Vancouver households are in higher density environments. In the twenty odd thousand homes in West Vancouver, only 12,500 are single-family residents and the rest are multifamily residents in various buildings with higher density. We are looking at the next fifty years on how the next generation of people, and some of the people that live in the community today, are going to be accommodated. We continue to believe that this is a great location for that accommodation.

C6 I live in neighbourhood and we are dealing with secondary suites on my block/street, which is increasing density. I know that West Vancouver wants to start with laneway housing so I can see an increase in density going on in my neighbourhood. I don’t know if another 250 units at the corner of Marine Drive and Taylor Way are really appropriate. I am voting no to the Translink further congestion tax.

Q7 Are transit/bus users going to have to continue to stand in the rain like they do now or do you plan an indoor waiting area?

A7 It is an interesting idea. The new bus stop would be right outside this development and have continuous canopies that would offer rain protection. At this point, we had not thought about an indoor space.

C8 I lived on Keith Road in North Vancouver for 25 years ~ I was injured and having a hard time finding accommodation on the North Shore. I love the north shore and don’t want to live anywhere else. I see this project as nothing but good for people in my situation.

C9 I have lived in West Vancouver, on the 2300 block of Bellevue, for 38 years ~ I have seen many changes over the years. What a difference a few decades have made. Park Royal village is an amazing addition not only to the community but also to the metropolitan at large. The new main street addition is absolutely world class. We are seeing shopping
centres being turned into urban villages, which mean much more density. I think what is being proposed at Park Royal not only meets the latest demands worldwide, but will be a great enhancement for the community. I am all in favour of this proposed development.

Q10 I am a new resident of West Vancouver and have lived here for about 5 years ~ I think this sounds like a good project and I am all for density. The question I have is around transportation and the 2% tax. Can you please speak to this?

A10 We find that the trip rate is about 1/5 of what you would get with more commercial space so there is a savings of what could actually be generated. We have based this on the amount of traffic from West Royal Towers across the street. The residents of this building will have choice to take transit or to walk to shops or offices. This doesn’t mean that everyone will and we know that there will some people who will take cars. When we factor in the additional traffic associated with this project, it does reflect that there will be some new trips added to the intersection. The existing White spot created about 85 trips during the maximum peak hours observed. Under the existing C1 zoning and largely a 74 thousand square foot of commercial, would generate 300 vehicle trips so that is a choice. This option is less and brings in about 180 odd vehicle trips, of that component, the residential is certainly a piece of it. The net additional traffic, and a lot of the trips, will be people for the commercial component that are driving past the site in any event. Based on our experience doing these projects around the region, across Western Canada, is about 110 vehicles an hour. The added traffic for the Marine Taylor intersection was just under two vehicles per minute. Knowing that there is already congestion at the intersection, we are trying to find ways to make the intersection work better.

Q11 I have lived on the North Shore for about 45 years, 30 of them in West Van ~ When these units are put up, who is going to foot the bill for all the utilities such as sewage and water? Are we going to be presented with part of that bill or will the people who are building it pay for it? It will put a lot of pressure on the utilities with all these people. It will also add more traffic that is already congested unless we get a third crossing.

A11 As part of the development process, Park Royal would be required to pay for upgrading utilities to the site to make sure that there is sufficient capacity to service water, sewer, to all the residents in the building. As far as paying for the utilities, that would be the responsibility of the property owner, it would be like any other private property where they would have to pay for their utilities on their own.

C12 I am a member of the Housing Advisory Committee (representing people with disabilities) ~ The committee would like to see Vancouver Resource Society (VRS) accessible apartments in West Vancouver. I am here in support of this project and hope that 10-12 VRS units go from a possibility to reality.

C13 I have lived in British Properties for 30 years ~ We have seen the area change from a mundane mall into an exciting and modern mall. I think this is an excellent project and I am here to support it. It is an excellent project for all ages and people who want to downsize. I fully support this project.
Q14 I live in North Vancouver and have for 65 years. I have a problem with things that are not full and factual in my opinion. There was mention of putting some other crossing over the Capilano River for North Shore residents. I want to know exactly where that is going to be and how much actual knowledgeable facts are presented or is it just pie in the sky?

A14 That road that we are talking about is referred to the western lower level row expansion. It runs in line with the railway tracks and comes back in line east then cuts across the mall. There are four levels of Government that we are still dealing with, Federal Government, Provincial Government, Squamish Nation and BC Rail.

Q15 I found it interesting about having a farmers market and food trucks and am wondering how Loblaws and Whole Foods and restaurants are going to feel about that kind of competition?

A15 We already do many events at Park Royal, outside of Whole Foods, where we have various food vendors and street entertainers come in. Park Royal has over 250 stores and services today. Every time we do an event there is obviously times when some of the existing retailers may see some competition occur on the property. For the most part, they are very supportive of us creating events that draw new customers and welcome existing customers back to the shopping centre. We very rarely have any issues and if we do, we deal straight and fairly with our retailers on that level.

C16 I am in favour of this project and am also a member of the Vancouver Resources Housing Committee. We live in a housing unit that is a model for accessible housing and is very successful. I think the project is phenomenal and we need more livable, accessible and inclusive housing on the north shore.

C17 I have lived in West Vancouver since 1960. I am here as a resident and on behalf of the Arts Council. I want to congratulate the developers for addressing so many issues that I think are community concerns; daycare, disability housing as well as your proposal and I hope it comes to pass, to provide space for public art. I do have a major concern and it is really about the size of the main tower. One of the comments made was that it is consistent with architecture in West Vancouver. My sense is that coming off the Lions Gate Bridge, turning west and hitting a tower that goes like that is not consistent with architecture in West Vancouver. I would hope that you would look at your design and perhaps you won’t be able to have 249 units but maybe you would be able to house those units in a building that is more consistent with the rest of Park Royal. It doesn’t look like part of a village to me.

C18 I am very in favour of density and housing options in West Vancouver. I think the big issue we are hearing here is traffic and you have partially addressed that. Looking at the traffic study, I don’t think that some of the other projects that are coming on, that will add to the density and traffic flow, have been included. The White spot traffic, 85 cars, has been taken out but it is still there, plus the 180 is 260 which is pretty close to the 300 that is allowable. I feel that the traffic issue has not been addressed and will not be 2.3 if you throw the White spot traffic back in, it will actually be much more. Somehow, that
needs to be addressed if it can be. I think the housing options are fantastic but traffic right now is driving people crazy to the point where West Vancouver police have to be there to sort out issues.

C19 I live right on the corner of Marine Drive and Taylor Way ~ There has been such an increase of traffic in the last 7 and ½ years. Our concern is not with planning something new, it is with the size of the tower you are planning. To say that the traffic is only going to increase a little is so wrong. You should hear the symphony of horns I hear every single day and unless you or somebody is going to put another bridge to twin the Lions Gate, I don’t think you should go ahead with this project.

Q20 There is a note from the neighbourhood area plan that area D, Squamish lands, south of Park Royal is zoned for possible residential development. To look at density at its entirety, are there any known plans for further towered developments to South of Park Royal?

A20 On the Park Royal area plan that is shown in the room here, we have identified a location for future residential development at Park Royal. There are no firm plans today in terms of development in that area. If one looks at that area of the lands and the current entitlements that exist at Park Royal and where it might make sense in the future to put residential, one would suggest that along the waterfront, facing the Burrard Inlet, would be a good place to do it. We have identified that area for future.

C21 I have lived in West Van, in the Caulfield area, since 1992 ~ I am depend on clean flow of traffic to the upper levels to get home and for my kids to get to school. I like what I hear about the development of the site. I am a little bit annoyed at the spin of acting upon the current zoning would give us horrendously increased traffic volume compared to what you are planning. The problems of traffic flow already exist today and your augmentation, as small as you may wish to make it appear, is not being adequately addressed this evening to my liking. I would like to hear more about that with actual facts about how you are going to deal with it. I think more public transit, something other than a few signs to help people along their way through that intersection, is going to be required.

A21 It is quite true that White spot has relocated to the recent new development. To let people know, the traffic report that was done for the 752 Marine Drive development assumed a number of new developments for future projections as well as a 1% growth rate to traffic generally. All of that has been layered into the traffic model so it has not been ignored. More generally on the management of traffic in the area, again no quick fix, but the one thing we do believe is to better manage the traffic at the intersection today at Taylor and Marine. As most of you know, the blockage in the intersection during periods of congestion, only serves to make things worse. The Ministry, working with the District, are exploring ways to actually in effect, have a police presence there at all times. This would change the behaviour at the intersection so traffic would move better in all directions. That is how we are trying to improve the traffic problem and what it is today.
Q22 I am a nurse and advocate for people with disabilities. I would like to know what the percentage of rental/purchase is in the building. I understand VRS has 10 units. What is the percentage of housing and is it potentially to have more than that? If you are saying there are 249 units, only 10 units are being given to VRS but are there any other low income housing projects that are being seen in here for people with mental disabilities or any other housing? Is it possible to increase the percentage of people that have disabilities in an apartment?

A22 All of the units are being built, with the exception of the VRS units, to condominium standards and will be put in a strata. What portion of those units that actually go up for sale on market and what portion may be held for rental for the greater good of the community is yet to be determined. Those are discussions that we obviously need to have with the District of West Vancouver and also review it closely in the context of the housing action plan, which calls for more rental housing in the community. We have not at this point considered units that would help support people with needs, whatever those needs might be. Currently our focus has been with VRS and they are very happy with the 10 units we are offering. Other units may be built to standards that would allow other people with disabilities to live in them. Seniors may need certain amenities in the apartments to live on their own. There is more work to do in that regard.

C23 We, at VRS, want to make sure that everyone here is aware how important these units are in West Vancouver. We have a lot of clients throughout BC and the lower mainland who don’t have an opportunity to come back to West Vancouver and have a place to live. We are really excited to be a part of this project. I know density is the bad word and nobody wants to see it but it is our reality that we can get 10 units at a reduced price as a result of being able to build a significant project like this. It is a very attractive building and we are looking forward to people being able to live independently in them.

C24 I am glad that you are taking notes tonight, both positive and negative. People can go home knowing they were heard and have information instead of just their feelings of who won the debate.

Q25 I live on Duchess ~ As a realtor, it is my desire to see diversity in housing. As a son, I want my 83-year-old mom to be able to stay near shopping. As a father, I want my children to be able to live where they grew up. Keeping the growth and density in the central core is the way to go and I am very proud of what Park Royal has done over the years. The multi-family building that has been going on in West Vancouver is targeted at the higher end. Are you targeting this demographic as well? What are you doing to address this issue for medium income people?

A25 We believe that these units when they come on the market will be more affordable than the current inventory of new development happening in this community. We want the buildings to be occupied and not owned by investors who come and go maybe 6 months of the year. We are trying our best to have a community within the community. A neighbourhood that is vibrant and has people living there day in and day out and
contributing to the greater good of the West Vancouver community. In order to that, you have to put them in a position where people can afford to live there.

C26 I live at 14th and Esquimalt ~ Last week it took me 40 minutes to get to the entrance to the Lions Gate bridge at 6 pm. At Christmas there was an event that we wanted to go to in Vancouver but it took us an hour in line ups and we finally gave up, turned around, went up Taylor way, and went home. I am here to speak against this development. I am hearing that if we put in residential units that it will make less traffic than commercial. There seems to be a veiled threat that they could do more commercial development at Park Royal but they are being very nice and are putting in residential instead. I would say that we have to stop both residential and commercial development in the Park Royal area until there is a written plan for dealing with the traffic. I have no idea what the answer is because I am not a traffic engineer. I know you can’t twin the Lions Gate bridge, but until something is done at Marine Drive and Taylor Way, there must be no further development in that area. I respect people with disabilities but do not believe this will be affordable housing for people with disabilities and if it is, I don’t think that 10 apartments for people with disabilities is enough to put up with the kind of traffic and kind of density that they want to put in there. I notice that a number of people that are in favour of this live up in Caulfield or way up in Dundarave. I would say that we increase density in those areas.

C27 I won the lottery when I got my wheelchair accessible unit 25 years ago with a roll in shower. If it wasn’t for being able to move into that unit, I would not be the father that I am today. I am a Paralympics athlete, I am a foster parent and I am someone who is contributing to society. I think it is really important to have these 10 units. They will be for people with physical disabilities that require high-level personal care. A lot of people would save that home support is the biggest barrier in regards to actually being able to fill units, in actual fact, the reality is that there are no accessible units out there. I would have been in an institution, around four walls, and not doing anything had I not got my unit. Actually having these units, and doing them in an innovative way like the Vancouver Resource Society is planning to put forward, is needed. They bring people in, like myself, who have expertise with helping people with disabilities and seniors get access to home. By utilizing innovative models, where monies come directly to the individual so that they can hire their own personal care aids. This gives the people an upward lift to be participating and actually being educated in many ways to be able to have supports that they need. We are talking about share care nights that are innovative and can actually make it happen. I am very excited about VRS units and it is going to make a significant impact on the housing for people with disabilities. Many people with disabilities are going from extended care, coming out of rehab centres, and going into institutions and senior’s centres because there is nowhere for them.

C28 I live in Dundarave area, just below the upper levels highway ~ I have now noticed that lineups on Taylor Way are now lined up on the upper levels highway and you have to get in the lineup, long before you get to Taylor Way. Traffic on Taylor way is a major, major
problem and must be solved before this becomes a practical development at the corner of Taylor Way and Marine Drive. The rush of traffic onto Taylor Way and down, to go over the Lions gate bridge, is not just a rush hour problem. It is a weekend problem as well with traffic going to and from Squamish and Whistler. I think the developers need to address this and come back to us at a later time and tell us what solution they have come up with. We could then re consider this matter at that time.

Q29 I have lived in West Vancouver since 1967~Is there currently any requests from developers for the property to the northeast corner of Marine Drive and Taylor Way where the old gas station used to be? Have you also considered the proposed development coming up along Capilano Road just north of Marine? Did you take that into account when you were looking over this proposed project?

A29 The District has had discussions with a developer in regards to the northeast corner of Marine Drive and Taylor Way. We have told them that the time is not right to move forward with that project. Because it is basically surrounding a parkade that will probably be developed in the next 5-10 years. Timing wise, it would make more sense to hold off on that until a much more comprehensive plan can come forward in that location. We are aware of the development along Capilano and I would have to ask Peter Joyce how that was accounted for in the traffic modeling.

(Bunt) In a general way, that traffic associated with other developments in North Vancouver would be accounted for in a general growth rate that was applied to all traffic traveling along the Marine and Taylor Way corridors.

Q30 When you gave these traffic projections, did you take into account the new 300-400 unit development that is not yet occupied, behind the BC liquor store and London Drugs as a traffic consideration?

A30 Yes, that project and a number of other projects were added into the traffic projections.

C31 You have a 27-story building and 12 behind it. When I come off the bridge I think I would rather see a 12 and then a 27 behind it. It is a personal choice and I think it will better visual impact. The word village, as it means to me, does not apply to this project.

C32 I am the president of Vancouver Resource Society and a resident of West Vancouver for 31 years~The need for people with disabilities in West Vancouver is very high. The calls we have been receiving over the last couple of years are increasing exponentially. VRS currently has about 30 units throughout the lower mainland, Vancouver and Burnaby, except for West Vancouver. People want to be able to live near their families. Working with the developers, VRS is purchasing the units. Our people pay $375 a month to live there so we feel that is affordable. We usually try to keep about 10 units per building to help integrate throughout the system. As there is growth, we hope to have 10 units in every building to integrate with the community. Without this development, people with disabilities will not be able to live here and will have to live somewhere else. I am here to support this and hope that all of you will as well.
Q33 I live on the 1000 block of Keith Road ~ Park Royal has talked about becoming a mixed-use neighbourhood but plunking down a couple of residential towers into one corner doesn’t really translate to mixed use. Park Royal has added a lot of new retail recently without any apparent thought to including other uses such as residential. Personally, I don’t think adding high density residential on the busiest intersection on the North Shore makes any sense. It certainly doesn’t fit the seaside village that I really love about West Van. I think everyone here has concerns about the traffic issues. I certainly encounter that regularly and I don’t think the solutions, such as lane changes put out there, are actually any solution. I think any real and long-term solution to the problem is likely going to involve expropriating of land around that intersection. To me it doesn’t make sense to tie up a corner of that when we are going to have to look at some real solutions, not this ridiculous lane changing thing. I would really like to know what West Vancouver’s vision for this neighbourhood is in reference to the document titled “Important questions for the community to consider, prior to considering this proposal”. Why have the questions in that document not been answered?

A33 Those are good questions and several of the ones the District tried to get at and were asking the public during general rounds of consultation. I can give you what I think my answers are, but when I give my answers, you usually don’t agree with them. I think this is what is consistent with what we heard in the first round of public consultation; I think having residential in and around Park Royal is consistent with the Districts land use goals. The Districts land use goals talk about mixing use which would create less trip generation. It involves the creation of complete neighbourhoods, where people can walk conceivably to work and do their shopping. I think adding residential at Pak Royal makes a lot of sense. Number 2, I think that keeping consistent with the Districts’ over all OCP goals, we talk about locating development near where it is served by services and particularly by transit. Park Royal has the best transit in all of West Vancouver so locating residential and density along that makes a lot of sense. If you ask me what level of density should be there, I am not sure. I can’t tell you if 27 or 24 or 22 stories are right and that is why we have public consultations. We really appreciate getting feedback at these consultations. The District can then sort through the comments to see what the community thinks. Regarding the gateway, we have had mixed responses. Some people think there should be fountains and greenery, others have said that as a gateway, a tower might make sense. There has been a mix of opinions. Before I was hired into this job seven years ago, I read through the OCP for West Vancouver. I think that the development Park Royal has done over the years in terms of pushing the mall towards Marine Drive makes sense with the OCP. I think this project also contributes to it.

C34 My wife and I have lived in many areas of West Vancouver for the last 35 years ~ We will be looking at downsizing in the near future and where we want to live. We would really like to continue to live in West Vancouver and plan on being here. Although we didn’t see ourselves in an apartment, we think this project is a good idea and in a good location and have been looking into it seriously. We have done our homework to see if this is
somewhere we would like to reside. The first thing my wife said was that she wouldn't need a car anymore, not sure if I believe that yet or not. We came to the conclusion that if you took this density and put it in other areas of West Vancouver, it would result in more traffic in that intersection in the future. I think this project will decrease traffic. It has to with the amount of accommodation that is there and the amount of vehicle spaces that will be allowed for that development. We are very much in favour of this. We are also like to have Park Royal, who has been a great public citizen and donating back to the community and I really appreciate it.

C35 I live on Argyle and was born and have lived in West Vancouver for 88 year ~ I would say that half of the residents of the Westerly are all West Vancouverites. I really encourage the developers with the VRS because they have done a fantastic job. Any support you can give them is grateful. Thank you very much.

C36 I live in Caulfield ~ I think your mock ups showing young good looking people hanging out at the mall his missed the mark. It will probably be us old good-looking people that should be in that mock up. When I talk to my friends, regardless of where they live, we are all discussing downsizing and most of us can’t afford to down size and pay more than what our present house is worth. We have to at least break even. Well over 20% of our population is seniors and is growing much faster than the other two segments. We really need this project that is not at the top end of the market and I am in support of it.

C37 I live on Duchess Avenue ~ We have some serious flaws in this whole development process, not only the residents here that have concerns about height, density and massing but also for the developer as well. This has been going on for years and we still have no plan for Park Royal overall. We have a map, but that isn’t a plan. We need the community’s answers to the questions outlined in: “Important questions for the community to consider, prior to considering this proposal.” All of those six very key questions that were put forward by planning should have been answered. We heard Mr Sokal’s answers, however we need the communities answers for those questions. If we had already answered those questions and established what is acceptable height, density and massing for this site, long before we start talking about design, art, decorative lighting etc. With all due respect to the Vancouver Resource Societies, and I fully believe that West Vancouver can do a lot better that waiting for developers to offer disabled housing as a carrot for an extra 250 plus feet and four times the density. The District should be demanding disabled housing if it is that important. We should be demanding LEED standards and childcare and that should be in District policy and not up to a developer to offer that as a carrot. We will have developers saying we are not going to do it unless you let us have this 300-foot tower. I am hearing from people that they do not want that. If residents were asked what they actually wanted at this corner, which was one of the six questions that went unanswered, before this plan ever came through, I just don’t imagine that people would have come up and said we want to see a 300 foot tower here. We have gone backwards in this process. I know it has been beaten here, but the traffic studies, I just can’t help but think they are crazy.
I live in Dundarave ~ The professionals that have worked on this project are extremely talented people. They style and amenities are very good. Mr Sokal’s comment about the traffic reader boards “if there is a problem with the Lions Gate Bridge, you have the alternative to go to Second Narrows” doesn’t work. If one bridge gets shuts down, not only does the Second Narrows get shut down, but the whole North Shore gets shut down. I think as a first step, we should start planning as a community called the North Shore, rather than the District of West Vancouver or the District of North Vancouver and the City of North Vancouver. That would go a long way to save some costs and duplication that occurs in these different tribes. The need for the social and handicap housing makes logical sense to me and I think we should give them more of it not limit it to 10. Why can’t we give them more? Given the traffic problems, if you have been waiting in line trying to get to your oncologist at Lions Gate Hospital for months and there is bad traffic on the day of your appointment and you miss it, what do you do? I think we need to think about the fundamental things which are infrastructure and not residential housing.

I have lived on the North Shore since 1968 ~ The coolest thing about Park Royal in the old days was the James Bond car, can you guys bring that back? I am in support of this development. I think it is a beautiful resolution of the site and I understand your comment about the architecture of West Vancouver. Ray and Toby would have been very proud of what you have done here. They designed the West Van city hall. I have a strong understanding and awareness of what the Vancouver Resource Society does, and 10 units which are approximately five % of this project, is really going to be valuable input to this community. It is a shared care model, its forward thinking and this is the kind of thing that a complete community needs. I am strongly in support of it.

I grew up in West Vancouver and have lived here for over 40 years ~ I have a small business and have been able to live and work in the community. That small business has grown from just myself to 27 employees. Unfortunately, the 27 of us cannot afford to live in West Vancouver. One of the challenges that all businesses face is staffing. It is hard to attract and keep good staff because they want to live close to where they work. Yet this close sets translates to high housing costs, sometimes so high that working and living in the same community is not attainable. This development brings some alternatives to affordable housing and will give our staff places to live close to where they work. It is located on a major transportation route. Younger people that grew up in West Vancouver will finally have some attainable housing that will allow them to stay and work in West Vancouver. My questions are what will the average unit size be? Since this will be at the entrance to West Vancouver, any ideas what this will look like?

The unit sizes will vary from small to large so typically 600 square feet for a 1 bedroom, 800 square feet for a small 2 bedroom. As you go up in the building, they typically get larger. There will be lots of options for people who want something small and affordable as well as those who actually want to downsize from a larger home and maybe want 1500 or 1800 square feet. There will be lots of choices in that regard. In terms of what it will look like, we have tried to project some imagery. The jury is still out as far as how the
whole gateway experience might be because there are other properties on other corners that may change over times. It is a bit hard to say how the whole thing will unfold. Certainly one of the goals is to really try to create a more urban type of streetscape for Marine Drive. It is a big busy wide street and we need to define it. We need double rows of trees. We need retail edges and perhaps other uses above the retail. Hopefully over time it will take on more of that character.

C41 I am a 40 year plus resident of West Vancouver ~ The difficulty of finding resources for a family member with a disability is not something I am unfamiliar with. I want to address you more as a planner of urban development for some 50 years now. I suggest to you that the ability to hit the sweet spot of any new project in the lower mainland for every individual is virtually impossible. We as a collective body are obligated to look at what we call the trade offs. This project, in my experience, is way over on the positive side of the trade offs. It is extremely difficult in West Vancouver to arrive at a site where you can indeed accommodate large density structures without negatively impacting the neighbourhood. This is not just a function of the Marine Drive as a major transportation corridor but it also has to do with the location and typology of different residential developments in the area. I commend this project for being consistent with the communities OCP, being consistent with the objectives of the regional growth strategy program, and consistent with our efforts as a community to develop a broader range of building and residential types to accommodate a broader range of demographics. In the absence of knowing precisely what we are looking for, the second best alternative is to make sure that the sponsor has the ability and experience to do a top-notch project. That the sponsor will organize local internationally known consultants and that is what we have here. I favour this project and wish you all support it. It is what we really need.

C42 I have lived in the community for 18 years ~ I have two businesses in Horseshoe Bay and totally support this project. Everyone who has supported it, I agree with everything they are saying. I see a lot of young people, including my sons, who grew up in West Vancouver, living in downtown now because they can't afford to live in West Vancouver. All of the people that I know, that live downtown, do not own cars. They own bikes, they walk and they use Car-to-go cars. I would suggest that a lot of people coming into this area would not have cars. I think that transit would be used a lot. I think it is the people who are coming in from other areas that are causing the backups at the intersections.

C43 I am a resident of Ambleside ~ I am a member of the cycling advocacy group Hub and I would like to address the issue of transportation. The way I deal with congestion at Taylor Way and Marine is to ride my bicycle both to Park Royal and home again. If my wife and I want to go out to a performance in Vancouver then we take the bus. We are not contributing to the congestion I hope. Hub has noticed and increase in bicycle traffic coming across the Lions Gate Bridge due to the construction of the spirit trail in North and West Vancouver. This Spirit Trail comes right by Park Royal and is used by pedestrians as well. There is a major gap that I consider a safety hazard and that is the War Dance Bridge that is owned by Park Royal that goes across the river. It needs to be improved so
that cyclists and other can take advantage of many of these fine-cycling facilities that Park Royal is putting in. We are quite excited about the bike valet and bike lanes, but to take full advantage of these facilities, we need to fix that bridge.

Wrap Up Comment by B. Sokol

Council will report out on this at their March 30th meeting. The actual report should be available about 10 days before that. We have questionnaires that we encourage you to fill out. They can be put in the box or returned to municipal hall within 2 weeks. All of the boards that you saw here tonight are available on the district web site if you want to take another look or you can go to West Vancouver ITE which is also accessible through the district web site.
752 Marine Drive
(Form Former White Spot Site)

Consultation Summary
(Phase One)

Prepared for the District of West Vancouver

Prepared by: Cameron Chalmers Consulting Inc.

CAMERON CHALMERS

June 2014
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1 Introduction

1.1 Purpose

The purpose of this document is to describe the community consultation undertaken by the District of West Vancouver in response to an application for redevelopment at 752 Marine Drive. It addresses both the processes undertaken and provides a summary of the results. It is intended as a companion to the Policy Statement being prepared to identify future policy directions for the lands at Park Royal.

1.2 Background

1.2.1 Introduction

On July 22, 2013, Council of the District of West Vancouver endorsed a District-led community engagement process to review the Official Community Plan policy that applies to the land at 752 Marine Drive on the south-west corner of the Marine Drive/Taylor Way intersection.

The consultation process was initiated in response to an application to redevelop the former White Spot restaurant site into a mixed-use development consisting of two residential towers of 19 and 26 storeys in height housing approximately 289 units. The application proposes the towers will sit atop a five-storey base element consisting of 18,575 square feet of institutional, retail, and other space. The application also identifies several open space and public realm elements.

The application is a departure from the current OCP policy and zoning regulations that would apply to the relatively small parcel under consideration, which is the primary reason for the District led consultation program as a precursor to consideration of the OCP amendment application and rezoning.

The application includes an amendment to the Official Community Plan (OCP), which considers the land a shopping centre and does not provide for the mix of residential, institutional, and commercial uses applied for. As such, the District engaged in a more fulsome community discussion about this community gateway and the proposal to transition the Park Royal shopping centre into more mixed community to inform any community dialogue about future OCP amendments.

1.2.2 Previous Consultation and Correspondence

This document summarizes the consultation efforts undertaken by the District of West Vancouver since the July 22, 2013 Council direction. However, before the District led
engagement, the Owner undertook a community engagement process between April and June 2013. The Owner’s consultation included a number of stakeholder and neighbour meetings, a community presentation and also a presentation centre in Park Royal mall where people could view a model of the proposal and learn about the application.

The Owner reports that over 4,400 people visited the presentation centre and 216 comment cards were submitted. Though part of the background and context to the current process, the Owner’s consultation efforts do not form part of this report. The Owner’s consultation summary will be made available under separate cover at www.parkroyalconnected.com.

Similarly, the Owner’s consultation efforts generated correspondence directly to Council that has been received and will be considered separately from this report. For reference all letters received by Council have been appended to this report for information, but as correspondence to Council have not been analyzed. The reader is encouraged to read those submissions as companion to this report.
2 Consultation Approach

The consultation process for 752 Marine Drive is framed in a unique jurisdictional context that has largely driven the consultation program. The land at 752 Marine Drive is the only land within the jurisdiction of the District of West Vancouver at Park Royal South. The remaining lands are within the jurisdiction of Squamish Nation, and as such have not historically been subject to District of West Vancouver led planning and consultation efforts.

The mixed-jurisdiction also drove a collaborative approach with the Owner because the immediate context for considering the application is not regulated by the District. Accordingly, the Owner was invited to share their vision for Park Royal as a whole and some of the surrounding lands to provide context for consideration in the land use discussion for 752 Marine Drive. This context area is considered vital in understanding future land use options at 752 Marine Drive.

It was also apparent from the outset that traffic and transportation concerns would be a primary consideration in the consultation program, and specifically the existing peak-period traffic congestion at the intersection of Taylor Way and Marine Drive. This intersection forms part of the provincial highway system, and is under the jurisdiction of the Ministry of Transportation and Infrastructure. The multi-jurisdictional nature of the roadway system is also an important consideration and driver of the consultation approach.

Given the unique jurisdiction, a primary object of the consultation was to ensure the community was well aware of the proposed development and land use on the site,
and to provide information to the public about the jurisdictional considerations and limitations that frame the land use discussion. In short, the general approach of the early part of the process was to get information out into the community about the proposal, the multi-jurisdictional context, and the District-led process.

The second objective was invite community feedback on a range of topics including transportation, land use, the perception of the site as a gateway to West Vancouver, density, building and site design and other topics. As described in subsequent sections, a comment form was made available to the public to solicit comments on the topics relevant for consideration at the OCP review level. It is important to note, that in terms of process, additional public input, getting progressively more detailed about the application is anticipated should and OCP and Zoning Bylaw amendments proceed through their own process.

In initiating this process, Council also directed that the process search out innovative ways to approach and engage the public, and several attempts have been made to enrich the engagement with the community, and these and other consultation steps are outlined below.

2.1 Community Information Meeting

The first round of open houses included two open houses, one on the evening of Thursday September 26, 2013, and the other in the morning of Saturday, September 28, 2013.

The open houses were a flow-through open house style where District representatives staffed presentation boards about the process, the nature of the application, and the jurisdictional context affecting the development of 752 Marine Drive. The Owner had consultants staffing presentation boards regarding architecture, landscape architecture, transportation and the Park Royal context area. Residents were given an opportunity ask questions of District representatives and the Owner, view a model of the proposal, and were provided comment forms to record their comments, questions, and concerns.

Over the course of the two sessions, 76 individuals registered as attendees and there were also several individuals who attended but did not sign in.

2.2 Website

As part of the ongoing effort to make information available to the community, a project website was developed containing the application information as well as the Council reports directing the community consultation. Through that website
interested residents were able to learn more about the application and the supporting information.

The website has since been migrated into the new westvancouverITE community engagement tool.

2.3  
westvancouverITE Online Engagement

Midway through the consultation process, the District launched the westvancouverITE online community engagement tool and the 752 Marine Drive consultation was the first District initiative to utilize the tool.

All of the application information was available through westvancouverITE, the virtual open house videos described below were posted, and residents were given an opportunity to provide comment directly through the online engagement tool, responding to the same questions as the District’s comment form.

The tool was activated October 21, 2013 and remained open until December 13, 2013. In that time, 262 registered users visited the site, resulting in 23 completed comment forms.

2.4  Virtual Open House

One of the innovative engagement techniques introduced as part of this consultation process was the “virtual open house”. District Staff and representatives, as well as the Owner’s and their consultants presented information in brief videos about the application and the District led process. The intent was to have the presentations mimic the type and content of material that would customarily be shared at a public open house. The six videos are as follows:

1. Introduction and Welcome by Bob Sokol, Director of Planning, Land Development and Permits, District of West Vancouver;
2. Public Consultation Process by Cameron Chalmers, Principal of Cameron Chalmers Consulting Inc., Consultant to the District of West Vancouver;
3. Architecture by Norm Hotson, Dialog, Applicant’s Architect;
4. Landscape Architecture by Mark Vaughn, Vaughn Landscape Architecture, Applicant’s Landscape Architect;
5. Community Partnerships and Development by Rick Amantea, Park Royal, Owner’s Representative
6. Traffic Engineering by Jane Farquharson, Bunt and Associates, Applicant’s Transportation Engineer
The intent of these video vignettes was to provide information to interested residents, and then provide them an opportunity to comment using the established comment form. The videos were viewed an average of 49 times, with the introduction video receiving the most views at 78.

2.5 Park Royal Storefront

Another attempt to extend engagement out to the community was the opening of the storefront presentation centre by the Owner. The Owner offered the District an opportunity to display materials and offered to provide online access to the District’s westvancouvertie online tool. The storefront was open for two consecutive weekends in November.

The objective of the storefront was to drive traffic to westvancouvertie and to promote additional consultation and responses to the District’s comment form.

2.6 Recreation Centre Atrium Display

In an effort to broaden community participation, a series of presentation panels were displayed in the atrium of the West Vancouver Recreation Centre over three ½ days in late January and early February 2014. The panels were staffed by the District’s consultant who was available to answer questions and direct residents to the westvancouvertie tool and the upcoming open house.

Over the course of three days, over 150 residents engaged in reviewing the presentation boards and/or engaging in discussion with the District’s consultant.

2.7 Second Open House

A second community information meeting was held February 13, 2014. Approximately 13 individuals attended. Attendees had an opportunity to view presentation boards and ask questions, followed by a presentation by the District’s consultant and a question and answer period. Participants were given the opportunity to complete comment forms, and were directed to the westvancouvertie online engagement tool.

2.8 Design Review Committee Consideration

The consultation process to date, and the high level land use considerations of the application were presented to the Design Review Committee on March 13, 2014. Though the DRC generally deals with detailed development permit matters, it presented an opportunity to utilize another District resource to gather input into the land use and other matters raised throughout the process. More specifically, the DRC
was asked to address a series of questions, which delved into the primary items that had been considered by the community to date.

2.9 Comment Forms

Attendees of the community information meeting and participants of westvancouverITE were also provided a comment form to give an opportunity to provide comments on the application proposal.

The intent of the comment form was to ensure that comments were directed to the most substantive parts of the application, and matters anticipated as part of the future OCP land use discussions. Specifically, the comment forms directed comment on the following considerations:

i. Thoughts on this location and proposed development as a gateway to West Vancouver;

ii. Thoughts on proposed land use and density;

iii. Thoughts on proposed building layout and massing;

iv. Thoughts on transportation and traffic;

v. Thoughts on the transition of Park Royal from a regional shopping centre to a mixed-use neighbourhood, including the notion of introducing residential rather than commercial development at 752 Marine Drive;

vi. Thoughts on open space and public realm space proposed; and

vii. Any other matters.

The comment forms was self-selected and in total 49 forms were received at the meetings or by email, while 39 were filled out directly on westvancouverITE for a total of 88 completed comment forms. To ensure individuals were afforded an opportunity to comment without concern, individual comments have not been linked to identities of any respondents – even those who elected to include their name on their form. The verbatim comments received are included in the Appendix.
3 Comment Summary

The following is a brief summary of the comments received and the themes that emerged from the comment forms submitted. The intent is not to provide a detailed statistical analysis, but rather to identify themes and trends in the comments that may frame future land use and policy considerations and directions.

Each individual comment form was entered into a spreadsheet. The comments for each question were grouped into three broad categories for the purpose of determining themes and trends. The intent is that the themes and trends identified in the comments will not only identify the relative levels of support or opposition to the project, but will also identify areas of importance for consideration in the development of OCP policy. The categories can be broadly classed as follows:

- Supportive Comments: These were comments that were generally unqualified statements of support of the question being responded to.
- Mixed Comments: These included comments of support or opposition that were qualified. For example a comment that “I would support if . . .”, or “I am opposed until . . .” would be considered a mixed comment. These also included statements, suggestions, ideas, or other responses that did not indicate clear opposition or support. The mixed comments are generally indicative of the policy issues and themes.
- Unsupportive Comments: These were comments that were generally unqualified statements of opposition to the question being responded to.

As an open-ended questionnaire, the coding and interpretation is subjective and is not suited for detailed statistical analysis. However, it can draw out general themes around the relative support or opposition in each topic area in the comment form. The themes and trends are identified in the following sections are intended to provide a broad understanding of the types and nature of the comments received. The verbatim comments are included in the Appendix, and the reader is encouraged to review the comments for themselves.

3.1 General Findings

The majority of completed comment forms were from West Vancouver residents. Of the 71 respondents who provided a postal code, 68 of them were West Vancouver postal codes.

The comment form results are generally varied. In terms of relative levels of support, there is a supportive theme in the comments received as between 40%-50% of the responses were considered supportive. Support appears to be based on the notion of
increasing density in this location due to the existing amenities and services and support for the notion of transitioning the mall into a more complete neighbourhood.

That compares between 15%-20% were considered unsupportive. The unsupportive or oppositional comments are primarily related to concerns over the increase in traffic congestion issues at Taylor Way and Marine Drive, though several were general objections to the proposed transition to a mixed-use neighbourhood.

The remaining mixed comments of cautioned support whereby the proposal would be looked upon more favorably if certain concerns were addressed. These mixed comments were often characterized by conditional support of the project, but on the condition that traffic issues are addressed. An example would be the following responses: “If you forget about the traffic congestion at Taylor + Marine I like the project” or “It is an improvement over the White Spot if traffic issues are resolved”. The mixed comments also included suggestions or alternatives that did not clearly indicate support or opposition to the project. An example of these would include the following response: “density of towers needs to be cut to 2/3”.

Similarly, the DRC generally expressed support for consideration of the introduction of residential development; however there were significant concerns about the proposed commercial uses, built form and massing.

In summary, the comments received indicate a general willingness to consider an OCP amendment to transition 752 Marine Drive from a regional shopping centre to a more mixed-use area including residential development. However, it is very clear throughout that traffic and transportation issues are the primary concern expressed by respondents.

3.2 Specific Findings

3.2.1 Dominant Theme: Traffic

Traffic is overwhelmingly the main issue that emerged through the first phase of consultation and the comment forms. The specific issue is traffic congestion at Marine Drive and Taylor Way, followed by access into and out of Park Royal and surrounding properties.

A clear theme through the comments is that the traffic concerns already exist. Many of the comments that referenced traffic did so in terms of the existing conditions, and the proposition of adding even an incremental increase of traffic from any development. In many ways, the proposal to amend land use policy at 752 Marine Drive has become a foil for discussing the larger transportation issues – to the extent
where some respondents commented only on traffic, or did not provide comment on any other question that did not refer back to traffic.

There was a theme in the supportive comments that acknowledged the traffic concerns, but further acknowledged the possibility of transportation alternatives such as buses, cycling and other non-vehicular modes of transportation as a mitigating factor for the additional proposed density.

A number of the comments also acknowledged the existing traffic concerns, but identified the issue as a regional transportation issue rather than only a District of West Vancouver issue or an issue directly attributable to land use at 752 Marine Drive.

3.2.2 Land Use and Density

The comment form questions concerning land-use, density, gateway, and the transition of Park Royal from a shopping centre to a mixed-use neighbourhood were largely consistent throughout the responses. There is a fair amount of outright support, and an additional base of support if the traffic and transportation issues are suitably addressed. The support was based on the proximity to transit, shops and services, and there are a number of references the mix of housing types that could be introduced.

As described, there was a general level of support at the DRC for exploring some transition to include residential development, however, they requested additional information related to the density. There was also comment that the site may be suited to some office or other employment use.

Traffic issues aside, there were only a few comments that fundamentally objected to the proposed land use and transition of 752 Marine Drive to a mixed-use area. Those that were fundamentally opposed cited over densification and community character as the primary reasons.

As for the gateway, there is a theme questioning whether 752 Marine Drive is, or ought to be, the gateway to West Vancouver, particularly in light of recent development approvals on Marine Drive at 13th Street.

3.2.3 Built Form and Site Layout

The questions about the built form, heights, massing and open space were also generally consistent in the responses and followed a similar pattern to the comments about land use.

Generally supportive comments were submitted from slightly less than one-half of the respondents. Most supportive comments did not however tend to elaborate on why it
was supportable in relation to building height and massing. Those that did referenced consistency with adjacent towers as a supporting rationale.

With respect to open space there was a number of very supportive comments about introducing some quality urban outdoor space to Park Royal. Of all of the questions, the open space question was the most favorably received. Even several respondents who expressed concerns or opposition to the project acknowledged the potential benefit of the open space concept.

The unsupportive comments about the built form and massing are that the buildings proposed by the Owner are “too large”, or “too tall”. There was a minor theme that the layout and site planning is more acceptable than the tower heights.

The DRC expressed some significant concerns about the site layout, proposed tower form, as well as the scale of the base element. There were additional comments about the need for better integration between the residences, the open space, and the retail experience.

Compared to the land use questions, there was slightly less of a correlation between the building form and transportation, but there was a tendency for those concerned with traffic to cite excessive size as a reason to not support. The unsupportive comments about the open space were generally skepticism about whether the space would succeed.
4 Policy Implications

The intent of the comment form was to begin to deduce and distill matters of policy consideration for the next phase of the process. In this particular instance traffic has emerged as the predominant policy matter; however the comment forms do indicate several other areas for continued policy discussion.

4.1 Traffic

The policy challenge with the traffic issue is that the solutions for Marine Drive and Taylor way are outside of the direct control of the District of West Vancouver; however it is, and will continue to be the largest concern facing any OCP level amendment that considers a policy change at 752 Marine Drive. It is also clear that the policy response is not solely in response to proposed development at this site, but is the result of the existing traffic and transportation condition that has been ongoing for some time.

The fundamental policy question is whether or not there should be any contemplation of land use change at 752 Marine Drive in the context of the existing transportation challenges.

It is likely a two-stage policy response is required. The first will be to address the larger, multi-jurisdictional transportation issue that currently exists. This policy response is much larger than one development application, and will necessitate a much longer-term horizon. There will also likely be many facets to future solutions that are outside the control of the District.

The second stage policy response is to determine how land use changes at 752 Marine Drive are addressed in policy in the context of the existing traffic condition. Any level of development at that site will generate traffic, so a deeper understanding of how the incremental increase generated by any type of development will be necessary to frame additional traffic consideration.

Should the District take the position that land use changes will at 752 Marine Drive will only be considered after a solution is found, it raises a fundamental and much larger policy question about the breadth of that approach to other potential development lands in the District. The traffic issues extend beyond this particular site, and beyond the jurisdiction of the District of West Vancouver.

As such, the policy response consideration of how broadly the limitation on development should extend would likely trigger some level of policy review, and would need to take into account current development entitlements at 752 Marine Drive and other lands within the District.
Should the District choose to proceed with land use amendments at 752, it will also trigger a number of policy directions that ought to be considered. Some of those policy challenges would be as follows:

- Ensure alternate means of transportation are required by policy.
- Establish a reasonable level of parking that promotes alternatives to the automobile and reflects the location of 752 at a transit hub and adjacent to shops and services.
- Establish strategies for developing short, medium, and long-term transportation solutions with the Ministry of Transportation and Infrastructure and other local governments.
- Determine the extent to which the Owner of 752 Marine Drive will be expected to participate in short, medium, and long-term solutions.
- Ensure the proposed uses are complementary to other uses already in the area and serve to distribute traffic out over a longer period rather than accentuate the current traffic peaks.

### 4.2 Land Use and Density

In general, the comment forms submitted would tend to support further consideration of an OCP amendment to introduce a residential component to 752 Marine Drive, particularly if traffic issues can be improved upon. As mentioned, the question that drew the most favorable responses was the question about the transition of these lands from a regional shopping centre to a more mixed-use community.

Though there is a theme of support, for the transition and for increased density, there is still question about how that density should be allocated on that site, and particularly in the context of the surrounding lands inside and outside the District. While there was limited public comment on land use and density, and a resolution did not emerge through the initial process, the District’s Design Review Committee should be able to provide comment on appropriate land uses and density at the site. Also, a policy response to ensure future development proceeds in a manner that reflects the more supportable aspects of the proposal will need to be refined.

Connections and supporting infrastructure that supports a sustainable mixed-use community will also be required to ensure the policy reflects the vision of a mixed-use community. Pedestrian and bicycle infrastructure, reasonable parking standards, appropriate retail and service will be land use considerations that need will likely emerge as policy matters.
Specifically there is a question about the extent to which this site and the intersection forms a gateway into West Vancouver, and how it may relate to other gateway progressions along Marine Drive, and consideration of this gateway in the context of other important nodes and edges in the community will be a topic of policy deliberation.

4.3 Building Form and Massing

Similar to density, there does appear to be support for considering significant building development, including some level of support for the tower form and mass comparable to that contained in the application based on the comment card feedback. However, the support for tower form is questioned more than the notion of density. This raises the question of whether the tower form is the most desirable means to achieve the increased density. There will be a need for policy direction to ensure the reasons for support are reflected in the policy and also to minimize the impacts and concerns reflected in the comments. The Design Review Committee should be able to provide guidance and direction on questions related to appropriate building form and massing.

As for building form, the policy discussion will likely involve a more robust examination of the design rationale for towers similar to those proposed in the application and reflect the character of West Vancouver. Specifically, how a tower form should relate to the existing development at Park Royal and in the area should be a policy topic. Conversely, the site location and surrounding development would have to be taken into consideration of alternate forms of achieving density on the site. The overall building footprint, open space, view corridors, gateway and landmark considerations will have to inform the discussion of the tower form.

There will also need to be some consideration for design guidelines to ensure the policy will result in development that is consistent with the reasons for support, which were largely to accommodate the density in a manner that has landmark potential for the District. These matters will need to be considered through more detailed examination as part of the bylaw and development permit process.

Similarly, policy to ensure a vibrant, well-designed and active outdoor public realm will likely emerge in the next phases of consultation and land use discussion. This will entail design issues, and supporting land uses to promote successful urban outdoor space.
5 Policy Questions and Directions

5.1 Policy Questions

Flowing from the community consultation, there are a series of fundamental cascading questions that have been and will continue to be considered in determining the most appropriate response to the development applications and the approach towards future development at 752 Marine Drive.

1. What role does 752 Marine Drive play for the broader community? Is it a location that ought to be considered for the introduction of residential development?
   a. Is it a gateway?
   b. Is it a landmark site?
   c. How does residential at this location further District growth objectives?
   d. Should use drive the site planning, or should the built form drive the uses?

2. If a residential transition is generally suitable, is the site suitable for consideration of higher density? Why?
   a. What should drive considerations of density at this site?
   b. How does density work on this site relative to the surrounding context or the larger West Vancouver context?

3. If higher density is considered, what is the most suitable built form to achieve that density? Why?
   a. What rationale should drive height considerations?
   b. How does the surrounding context inform building form, height, and massing?
   c. How should this project relate to Marine Drive in the context of recent street-fronting development?

4. Aside from the residential component, what other uses should be considered in the podium? Commercial? Civic/Institutional? Professional office?
   a. What considerations should drive the non-residential uses?
   b. What is the most complementary array of uses for the area?
5.2 *General Policy Directions*

Through the consultation, there are varying levels of community consensus about issues related to 752. It is very clear that the existing traffic conditions will dominate any discussion until there is some level of policy direction to pursue short, medium, and longer-term improvements at the intersection of Marine Drive and Taylor Way.

If able to move beyond the traffic and transportation concerns, there does appear to be a general willingness to revisit the existing District of West Vancouver policy to enable a transition and some relatively high level of residential density 752 Marine Drive.

There is some question remaining about the form within which that density should be accommodated. The remaining question is whether towers are the best solution, and if so, what should drive the determination of their height and massing. Conversely, there is some question about whether other forms would miss out on the opportunity to develop an iconic gateway visible from the Lions Gate Bridge and Taylor Way. These are discussions that will continue to be resolved throughout the remainder of the process, particularly with assistance from the Design Review Committee.
6 Summary

The intent of this document is to summarize the consultation undertaken to date. The comments received in the first phase indicate there is merit in continued discussion about the proposed transition of 752 Marine Drive to a more mixed-use neighbourhood.

This consultation will help frame and form the discussion and recommendations in the policy statement to be considered by Council and the community through the remainder of the process.
7 Appendix: Individual Comment Form Responses
The following are the verbatim comments submitted.

Postal Codes:

V7W 2R1  V7V 2B3  V7T 2Y1
V7H 1L9  V7V 3V7  V7S 3H5
V7T 2T4  V7T 1Z6  V7T 1E7
V7T 2J8  V7T 2J3  V7T 2K8
V7W 3E5  V7T 2J2  V7T 1M6
V7V 1P9  V7V 1B5  V7T 1M6
V7V 1P9  V7L 2Z1  V7T 1K1
V7T 2W2  V7S 1S2  V7W 1E9
V7W  V7S 3A5  V7W 1E9
V7V 2Y6  V7V 3T6  V7T 2A5
V7V 2Y6  V7V 4G9  V7T 1S1
V7W 3A1  V7T 2Y2  V7T 2J3
V7W 3A1  V7T 1B7  V7T 2A5
V7V 1B5  V7W 3B3  V7V 1B6
V7T 2Y2  V7T 2L6  V7V 2Z5
V7T 2Y2  V7S 3A5  
V7T 2Y2  V7T 1Z6
Question #1:

What are your thoughts on the proposal as a gateway to West Vancouver?

- Am happy with attempts to mitigate congestion problems around Park Royal, however this should be something west van muni should be doing much of this anyhow
- Looks great. Good design and features. Sounds like a good mix of housing unit sizes
- The traffic is my main concern. I think the location for these two high-rises cannot get any worse. It's beside our most congested intersection, and will make it worse for the rest of the community
- I think it is a great idea. Make it spectacular and stunning
- Fantastic location, amenities, for the buyer as well as accruing to the DWV. Providing the intersection problem is solved for the greater good of all, it will be an asset to PR and the community
- How many "gateways" do we need? Grosvenor said they were the gateway.
- We've been told by District and Staff that 1300 Block is the gateway. We don't need another
- We need to solve traffic and transit problems BEFORE we consider any more density increases on North Shore - don't tell me these will improve only after we get more transit users. People don't use transit now because too crowded - no non-rush hour service etc
- Excellent
  - First, W. Van needs a gateway! This would appear to fulfill the need. West Van needs more diversity of housing + increased density!
- I don't think 2 apartment towers constitute a "gateway"
- If you forget about the traffic congestion at Taylor +Marine I like the project
- Would prefer (pub stores) and low buildings
- It is a dead end!
- Not sure
- N.E. Corner of Marine and Taylor way is an eyesore
- It is an improvement over the White Spot if traffic issues are resolved
• Amazing, wonderful. I'm looking forward to the opportunities it will create + bring to our fine but under visited community

• The two towers are much too large and will add too many cars to the already jammed intersection of Marine Drive and Taylor Way

• Good ideas around pedestrian and bikeways through Park Royal south. The two residential towers are too dense

• The buildings are overpowering! Should be reduced by say 6-10 Floors. Design is OK but glass and coloured stripe does not provide much character

• Large project on a corner without adequate traffic lanes. Rush hour now is a huge issue

• Will not enhance - fine as it currently exists

• very forward thinking. What we need in West Van

• It looks fantastic . . . Can hardly wait to experience all this development will bring to Park Royal. What a wonderful way to welcome people to WV

• I believe it's a project that helps to transform Park Royal into a community

• It entirely changes the aspect of entering West Vancouver as we used to know it

• Reject the project - no infrastructure plans for traffic

• visually appealing; needed residential option; well planned

• Nothing to do with being a "gateway". Its just a really busy intersection and West Vancouver's character comes further along Marine Drive beyond Park Royal

• I'm in favour of it (See#3). As a property owner and tax payer, I welcome the financial impact on the community and budget

• I am very concerned about increased congestion

• West Vancouver's gateway should be accessible - look good and inviting - and be a pleasure for people to enter

• Promising, however, no account has been given to the pedestrians need to move between PR (north) and PR (south); now that the bridge has been demolished

• Love it, love it, love it!! What a fantastic entrance to the Dist of W. Vanc - Well thought out and planned. Far superior in every way to the 1300 Block of Marine Drive - actually care about the people of all of W. Vanc., not just the "monied" ones who can afford to buy at 1300. Not in anyone's "face"! No views being lost even though you don't have the big bucks to spend

• It would be a positive addition to the community
• I think its an excellent Idea and should be done long time ago
• Excellent idea. Should have been done ten years ago
• It will be impressive! Noisy to live there the existing mall was looking very dated
• I am open to this development and I'm not too fussed over height and density. In particular, I would encourage Council to embrace the lot H development proposal versus having the developer partner with Squamish Nation on Lot D
• Better than the gas station gateway to Ambleside; an opportunity to land swap with the gas station owners?
• It is "very wrong" to develop this gateway without infrastructure improvement first. Sewer, traffic, water, movement of people schools eke
• Looks like a very positive addition to the area
• Visually pleasing but will be sure to exacerbate the problem of traffic congestion
• If this project will be the gateway to West Van, I trust that Park Royal will make every effort to make it excellent!
• Looks like an exciting new concept
• The way of the future
• It is a very good idea and can use the wasted land that is available.
• Ridiculous - Taylor Way and Marine Drive a terrible traffic area. Adding more cars will create more chaos.
• As a gateway I am not sure it is anything other than a city high rise. As a change to a commercial area to "humanize" it - I like it!
• I love that there is more resources being put into drawing people into the West Vancouver district. However, the congestion needed to get into the city (Lions Gate, for most people) is already an issue, and would only increase the traffic issue.
• Should work out well.
• As the vanguard entry point to Canada's wealthiest community, it is both appropriate and necessary that the municipality possesses an iconic statement of arrival.

It has to be ceremonial and celebratory, the heroic pursuit of everyday civic life.
• Excellent opportunity for the district of West Vancouver to ensure all members of the community have safe and affordable housing options made available through a comprehensive planning strategy. Implement Government policies that ensure all residential Developers provide an allocation of air space as a density bonus, and a
minimum of twenty percent of all proposed residential developments be allocated as affordable housing and in particular senior's modest-income housing.

- More mass density development in the village atmosphere of West Vancouver begs the question whether people want to change the character of West Vancouver

- GREAT IDEA, but...

- As a city planner who worked on the original False Creek/Granville Island project I wonder about the efficacy of placing the development at this corner. Have you considered placing it at the back of Park Royal where perhaps there would be less traffic disruption. Also the condos in "back of lot" location could be designed to give the residents a quieter more esthetically pleasing location with unobstructed views to the SW. If the towers were constructed where the current parking lot behind Home Depot it could provide surface parking with the towers on top. This type of setting - parking at surface, building raised - would also provide some protection against the assumed coming rise in sea levels and high tides.

- This well thought out proposal will be an amazing welcome to our community. At the same time being positioned to allow residents to use transit in an efficient manner. The additional density will provide a good tax base with little additional cost to the municipality as the occupants will not likely need schools or other infrastructure that could be costly.

- I think it's a terrible idea. We already have a horrific traffic issue at that intersection and we don't need any more traffic.

- A terrible idea - benefiting only the owners of Park Royal - imagine the extra traffic in the already congested area. Residents have tried to preserve the village quality most of us moved here for - we were able to defeat Park Royal's efforts to put in big box stores and instead got the Village area of Park Royal which is very popular. Just imagine the Taylor Way intersection with the building up the hill, and the native hi-rises to the south, plus these buildings - and then just down Marine will be more density at 1300 block Marine Dr - with plans for the 1400 and 1600 blocks yet to come. Speak up before it is too late!

- I am concerned about the additional traffic which would further impede the traffic flow in and out of West Van.

- It will add to the look and feel of more of a community.

- I think this is a much needed addition to the area to make Park Royal a community

- Pleased to see our outdated community is making some progress and open minded to growth and investment
• As a trained geographer I cannot comment on one location unless the spatial data from neighboring areas that might affect say for the next five years are available to the public.

• Given its scale and design, it will certainly attract attention.

• The gateway to WV is already compromised by the existing towers, the mall and the dreadful buildings just west of PR North, so this won’t make it any worse.

• The Park Royal expansion with the exception of the high density towers, will be an asset to West Vancouver.

• Why?? Taylor Way and Marine is now at complete grid lock. Why?? Do we need still more condos in this area? Marine Dri-North Vanc. Has built numerous condos, still for sale.

• I am not sure I care for towers as a gateway. I would rather have some pretty green park-like space. Definitely not towers so close to the street with a structure below them that will resemble a wall rather than a gate.

• Terrible idea. Will lead to way too much traffic congestion, too much density and represents a very poor gateway to our great community.

• Our thoughts are; that the traffic at the Marine Dr./Taylor Way, will in fact be considerably greater than has been outlined in this report. So much more will need to be done than is proposed. We believe that This is a VERY wrong place to build these Towers. Even now coming out of or trying to come into the West Royal Towers is at times unbearable and difficult now, even before the 2 Towers are built. To stop the illegal blocking of the intersection of Marine Dr., and Taylor Way of traffic coming North to turn East, You will have to Hire either a traffic control Person.or Police Person, especially during those Peak Traffic situations to STOP those Illegal Blockings.

• Not what West Vancouverites envisage! Two towers, 289 suites plus retail built to maximum capacity on the lot. 300 cars plus joining an already congested junction at Taylor Way and Marine Drive. The "Metrotown" look is not for this municipality, particularly as The Gateway!

• If West Vancouver needs an eastern "gateway" (which is debatable) then one already exists with the new and improved Capilano Bridge.

• I cannot imagine the insanity of this plan for even more density on the intersection of Taylor Way, Marine Drive and the road onto Lions Gate Bridge - how can this even be considered as anything positive for the North Shore.

• 1300-1400 Marine Drive was also called West Vancouver’s gateway. Neither of these locations is a gateway. Park Royal is a shopping centre and should retain this...
excellent single-use focus. It has served the community well and should continue to do so.

• Not real - Park Royal is not THE Gateway to West Vancouver - and should not be viewed as such

• While the addition of a mixed-use neighbourhood and the extension of the Park Royal Village is a welcome idea, I am confused as why the proposed commercial/housing building is located in the White Spot lot. Look at the layout of Park Royal currently, the tallest buildings are located on the edges (Park Royal Towers, West Royal Towers, and several business buildings nearby), getting shorter and more spread-out as you come closer to the centre (The Keg, Whitespot, all single-story buildings). The new building is supposed to be the tallest building in West Vancouver, yet is in the centre lot area? This breaks the flow and design of Park Royal, and creates a large obstruction for visitors, shoppers and residents. This does not seem like a welcoming feature that represents a gateway for a community.

• I do not consider a shopping center, albeit very high end, to represent a gateway to West Vancouver. Although dressed up, after all is said and done, it is still just a shopping center which the MASSIVE concrete parking complex attests to.

• The actual gateway is more at 13th and will be defined by the Grosvenor building. Park Royal is different.

• It seems to me that the tranquil life style of West Vancouver is not exactly the principle driving this initiative. Would people who enjoy the quite life style have to move further away?

• The “Gateway” to West Vancouver is not embodied solely by this proposal, it is the area where the District begins not two residential structures. Namely, it starts at the impressive new Capilano River Bridge, the West Royal Towers and Commercial Buildings, the whole intersection of Marine Drive and Taylor Way, the whole of the Park Royal Mall and the boulevard separated Marine Drive, and Taylor Way north to the Upper Levels. In my view, the proposal would detract from the Gateway, overpowering the intersection of Marine Drive and Taylor Way.

• Would be a lot better than what there is there now...nothing but commercial

• I like the proposal, it is nice to have a nice, new neighbouring village.

• I like it; however, through its dithering, West Vancouver’s gateway may well be Park Royal.
Question #2:

What are your thoughts on the proposed land uses and the density proposed in the application?

- not a problem
- Agree with increased density + introducing residential at Park Royal
- its too tall, too dense
- I support. Better use than the current use of land, and well integrated into the community.
- appropriate to the property and community need
- Max at 1.75 and 37.5 ft IF residential is considered.
- Keep Park Royal as a mall. I do not support density increases. We need to first discuss maximum population expectations for the entire North Shore before we decide where it is going to go
- A good balanced approach
- Don’t have a problem with the density - tasteful densification is essential in today’s world.
- Lets face it, this is purely about generating the most money out of a restricted land area
- The number of units does not seem excessive for the two tower
- Too much density
- I would value the extension of the “village” concept
- not in the interest of West Van residents
- I have no problem with the plan or density. I am not sure if your target market can afford to live in this area
- Why not put all retail on the south side. Many stores on inside malls are closed. Devote north side to tower development
- I have no problem with any of it . . . Creating a village is a great move for Park Royal
• density of towers needs to be cut to 2/3
• the buildings are too high
• small site; too much density. Approve this and everyone will want the same
• density should be reduced
• Density = fine; land use - draw for West Van
• I believe they are very well thought out . . . Something to benefit the entire community
• A positive move towards the development of a community instead of a shopping centre
• They were negative until I saw what your proposals were
• high density =- more gridlock at this critical junction
• thoughtful, responsive
• Mixed commercial and residential is acceptable although I think the phrase "much needed more housing" is developer's hype not a reality
• if we're adding density, lets add it to an area where it already exists - a shopping centre (as opposed to elsewhere up the hill)
• I am worried about the urbanization of West Vancouver. Also future encroachment on existing pedestrian/bike/park access behind Park Royal
• Land use development has to be coupled with the ease of movement for those living in the area
• no comment
• Good use of their land - lots of "people places". Everything there - good places and large variety of shopping and entertainment. Go to Vancouver? - bus outside your front door! Walking and bike paths.
• Density looks reasonable. Regarding land use, West Van needs more housing alternatives so high rise residential makes sense for the site.
• With the aging population we need many new high density projects
• May be a bit of an adjustment at first. But if transit improves their schedule and they fix the lights going north on Taylor way will be OK
• Having seen the presentation and heard the comments from many involved, I feel the plans are appropriate to have increased density on a site which will provide all amenities for living and community occupants
• I have no issue with the proposal providing there is a clear, transparent, and realistic analysis of the increased traffic flow. With Lions Gate bridge improvements being highly unlikely, traffic flow must improve and not regress with this development.

• Land use maximizes land availability without fully accommodating density-related issue of traffic (vehicular).

• See above. The traffic is one of the major problem. The survey tells me that what they are doing is stop gap - with larger problems in the future.

• Fine - we need more density in appropriate areas - this is a good area to add density.

• Higher density projects located on major transit is the key to a viable community.

• I like the idea of mixed land uses and increased density.

• It is in keeping with the density already in place. So an appropriate use of the land. Keep density where is already exists.

• The problem is the density which it needs more exit street to take acre of traffic congestion in Taylor Way.

• Over densification. The Tower should not be where proposed.

• We need housing. Density is the only way to go. I don’t like density - but we have no choice. If we have areas of very high density then we can still keep areas of single family homes.

• Proposed use of the land for retailers is a great idea as it will draw more revenue into the area and the mall itself. However, it needs to attract the right retailers and located in the right locations throughout the mall.

• It is in the right spot.

• Residential is a natural extension to a retail base.

• When considering the density factor of this planned community, twenty percent of the gross density should be set aside specifically for social housing to assist in "Fixing Canada's Housing Crunch".

• Seems people who enjoy the quite life of west Vancouver will have to move further away.

• No problem, if access to Lions Gate Bridge is NOT impeded.

• Seems like big potential problems re: traffic movement in an already congested area which has been made worse by the present expansion of Park Royal.
- The land is ideally suited and positioned for higher densification. The location and current use are a waste. A better use incorporating into a better plan from today's visionaries and plans will be a breath of fresh air.

- We already have lots we don't need any more.

- I am concerned that if the application is denied then the project would probably be moved onto the reserve property and go ahead anyway without following Municipal by-laws & payment of Municipal taxes.

- West Vancouver is in need of more affordable housing as young families cannot afford single family dwellings.

- Density is fine and land is being built to best and highest use.

- I'm ok with the density. There are few condo towers in west Vancouver. This would create for some affordable housing as well as increase tax revenues.

- From my research through the schools of travel patterns among North Shore parents it is obvious that traffic at Taylor Way and Marine Drive will be unacceptable if the twin-towers go ahead.

- At some 350+ units, it will significantly add to the density at that location, particularly when added to the new residences at Evelyn.

- They sound reasonable.

- High density will cause traffic problems to an already congested area.

- See above - why would we ever encourage still more people to live in this very small area?

- These are not family size spaces but singleton spaces. With what they are likely to cost, they will not be bringing the type of people who are likely to care about West Vancouver's schools and other services of that kind. I think we should be looking at densifying by bringing families more than looking like Yaletown or the West End.

- way too dense!! This is not a suitable location for high density residential.

- We Would Highly Suggest that These 2 Towers NOT be Built here AT ALL.

- The OCP calls for commercial land use! When and how does this change. Do the voters have a say?

- Although I am often in favour of multi use zoning and increased density, neither of those are suitable for this site. Residential use is already significant with the tower at Taylor Way and Marine and the 3 Park Royal Apt towers and will be substantially increased by the new Evelyn Drive development and the Concord Pacific development at 13th. All of these already put tremendous strain on traffic in the immediate area and on more distant side streets as traffic tries to find alternate.
routes into the community. The best use of that site is for more shopping/business development only. The interests of the community and the district are not served by this proposed multi use site.

- Like I said above - this is so stupid that it is almost like a joke. What is going to happen with all the extra cars from this development? Remember Larco also wants to build another large development on the old Capilano Winter Club - MORE traffic for the Lions Gate bridge how can this possibly work

- More density in the Park Royal area only benefits the owners of Park Royal, not the interests of West Van residents. I support the development of Park Royal as a shopping centre, not as a high-rise residential neighbourhood.

- Concerned about the density

- More density is perfectly fine. It will provide Park Royal more consistent customers which may stabilize the constant revolving door of stores that seem to come and go. Change isn't bad, but having to see closed down stores over and over again leads to questions on the overall well-being of Park Royal and makes it difficult on the consumer.

- The Marine Dr. and Taylor Way intersection is a nightmare as it is. It is unbelievable for the developers to expect those living above this intersection and have watched the increase in vehicle traffic over the years, simply accept the word(s) of their "specialists." People, this is not rocket science...simply common sense! Residential towers, commercial spaces equal a HUGE increase in population and VEHICLE USAGE.

- Appropriate for the site, no problem with the density. We need more of it.

- Over 350 units will significantly add to the population density at that location, particularly when added to the new residences at Evelyn and other developments in West Vancouver. From my research it is obvious that the actual traffic problems at Taylor Way and Marine Drive will aggravate if the twin-towers go ahead. What are the implications in terms of emergency management? (i.e earthquake etc), does West Vancouver have the capacity to attend these situations with an increased population? How about other areas: the Squamish territory behind Park Royal? Or the area behind Home Depot? would additional population density increases (for example with new residential developments in the same neighborhood) be restricted? Or is West Vancouver going to end up with Towers in all these areas? Would we end up with a Metrotown type of neighborhood? Concerns: traffic, impact to the quite life style of West Vancouver, noise, crowded/busy feel and look.

- The proposed basically residential land use is not considered appropriate or in fact appropriate at that location of the Mall and certainly does not fit in with the OCP or
Zoning. The open space and public realm space could be an attractive addition to the Gateway. The density is also too high for Marine Drive at a reported FAR of 3.00 towering over the rest of the new retail buildings being constructed on Marine Drive and the whole of the South Mall.

• Makes sense considering the value of the land.
• It makes sense, at present it is just an empty parking lot as introduction to West Vancouver
• Excellent
Question #3

What are your thoughts on the proposed building layout and massing?

- My concern is that the layout becomes so massive it will become a very inconvenient place to get around

- Agree with layout and massing

- No comment

- I support. Make the 2 towers like non-identical twins but connected. Make it light-looking (i.e. no green glass like Yaletown boxes)

- It's very attractive, appealing well designed and will integrate well

- Too high - a contrast rather than a complement to West Royal

- Way, way, too big

- Too big, too high

- Seems to be proportionate to the neighbourhood

- Layout is attractive, but I think the towers are too high

- It looks to be on the same scale as the towers on the east side of Taylor Way so I don't have any objections to the layout and massing

- I am concerned about the height of the two towers - not persuaded as to the benefit of high-rise living

- Too, too dense

- Looks fine

- Too much "massing"!

- A great design

- Layout is OK but too high

- Layout OK; massing too great

- Excellent use of land

- It looks much better than the tower across the street

- I like the look
• Would have preferred a wider setback from Marine Drive, but then you would lose the park
• not much "set-back" for the two towers. A "metrotown" look for the gateway to West Vancouver
• sloping (higher to lower) from West Royal Towers makes sense
• I like the layout but think it is bigger than needed or warranted
• Looks Okay
• Too much mass
• The designs are fine
• OK
• Fantastic!
• look attractive
• Looks really great
• Looks very nice. With the exception of the new village, PR looks pretty dated (ugly!)
• looks great
• I am open to the developers design as proposed and would even support a higher density proposal. I would appreciate more info on public transit improvements and traffic flow enhancements
• Building layout appears attractive but massing forces vehicle density issues as related to traffic movement
• I think the building of towers is well planned and the space around is being used to best advantage parks - pay school - café etc.
• very elegant and designed to have minimal impact on views
• The layout and internal road plans are good but it still brings traffic congestion as a problem
• It looks impressive and an exciting introduction to that corner of Park Royal
• Cool. Different, progressive. A nice change from a concrete block.
• The building layout is great.
• Makes no sense to jam in more people and more cars except to the misguided city planners
• I like it.
• The construction should have been to expand the size of the mall, rather than building a parkade with a few additional retailers below. Furthermore, the new retailers being put in should be directed connected with Park Royal South so that customers feel as though they’re still shopping in PRS as opposed to a new extension located outdoors.

• Fine.
• You need height to create the iconic statement on the horizon. Height also creates theatre and drama. The curvilinear design is rich in its application. It also possesses a timeless quality. The layout and massing are appropriate. It also has the sensuality of desirable open space, giving rise to superior placemaking opportunities.

• Seniors, age 55 to 64 are urgently in need of affordable housing. Their current housing options are limited, if any, leaving this collective group of seniors without an opportunity to reside in their community and having to look elsewhere for suitable housing options. City planners need to ensure this segment of the population is factored into the equation and planned for.

• See above
• Great
• See above.

• Clean and efficient
• Way too big!
• I do not like the further density at this location.
• With land prices in West Vancouver you have to go up. The designs I saw were beautiful. I like that some of the units will be given back to those in need and the great community spaces.

• Great community space and layout allows for successful gatherings
• Looks nice
• the additional shopping facilities seem fine
• See above.

• In that location, at our busiest intersection, they aren’t a problem.
• Most of this looks reasonable with the exception of building high rise towers.
• obscene - over the top!
• The proposal does not look like it can deliver on the promise of park amenities and community spaces. It’s unlikely that the people who buy into the condos are going to like sharing with everyone else. I think massing might be the proper word for it. TOO MANY units in that space. Half the number might be reasonable but this one is over the top on that very small piece of land.

• pretty pictures but it is really just a mass of concrete with some lipstick on it.

• It is overwhelming! Invasion of the quality of life.

• Only additional shopping centre use should be built here and within the general size and style now being developed for Park Royal South. Within that limitation, even the proposed 5 storey platform building is too tall and has too great a mass for the site. The proposed buildings would narrow the view coming into the community and would impact sight lines above Marine Drive. In addition, It is unclear whether the number of storeys for the two towers include the 5 storey platform. Generally, too much volume, too high and too dense.

• I think Park Royal should stay a shopping centre and if anything a green space should be put in that area. I understand Maple Leaf Self Storage is going to be towers as well sometime in the future.

• The layout is attractive enough. The massing will create a substantial amount additional traffic congestion which is already at an unacceptable level.

• See above - makes for a very crowded intersection

• If you want to keep the building tall and thin, then it has to be moved to one of the edges of Park Royal. Follow the layout that is already there, there are good reasons for it. Moving the building to the back of, say Home Depot... 1) Integrates it into the Village (which is a main selling point for this project). 2) Gives the residents better living conditions (Taylor Way has a lot of both noise pollution and actual pollution from the car exhaust). 3) Gives several corridors for building traffic to flow out of (reducing the impact on Taylor Way, while still being close to the bus routes for transit users). 4) Prevention of wind tunneling (the West Royal buildings already suffer from very strong wind tunneling. Adding the new housing/commercial building and all the other buildings would extend the West Royal wind tunnel to the rest of the mall). 5) Prevention of signal tunneling (there is a set of radio antenna on one of the business buildings that will have their signal become trapped and bounce constantly between the residential buildings and mall buildings, which is a health concern for both residents and shoppers). No one I have talked to has brought up the health concerns or issue with tunneling, and I feel these are significant to both the residents and the consumers. While traffic can be mitigated, health should be a primary concern.
• I personally do not believe the limited amount of land on which the Whitespot now stands, is large enough to accommodate all that is proposed and still be able to provide "green space." What does the word "massing" conjure up in one's head?
• Looks OK.
• I don’t have much to say as I don’t see a net benefit in the project. Over densification: By adding density at this location West Vancouver will be looking and feeling more like a crowded, noisy city. I hope this project does not proceed.
• I do not believe the proposed basically residential buildings should be built at the location. The buildings are far too large for the site and location for the reasons mentioned above.
• Looks food, not blocking any views
• It looks feasible
• okay
Question #4:

What are your thoughts on the transportation and traffic related to the application?

- your presentation goes a long way to quieting my concerns about traffic increase
- Agree with: 1) Parking. 2) co-op program - may need more cars. 3) bike storage. 4) bike valet. Par Royal is unable to control Taylor Way congestion. Suggest either police monitoring or introducing cameras for traffic blocking intersection
- as mentioned above, the location can not get any worse. It will make the traffic conditions worse than the nightmare that it already is.
- It think it will be OK if that the volumes will not be as bad as feared. I am looking forward to the co-op cars.
- This intersection is a killer. We need to solve the gridlock on many levels, as it impedes the DWV significantly. We will never progress unless traffic flow is alleviated. Double deck bridge, mass transit, sky train, elevated or burried (tunneled) intersection - it all needs a fair hearing with all interests listening hard.
- Transportation is bedlam right now. This will just make it worse. To blame "bad driving habits" as a cause is bizarre. The intersections don't work. Period. We need a T. Plan that doesn't focus on people going to the mall. Think about the people the need to go PAST Park Royal
- Traffic is a major concern - we're already "over-capacity" with traffic "solutions" - such as change driver behaviour and more effectively manage lane change flow on the L.B. Bridge don't cut it. If you're going to try to change driver behaviour - start now and prove it 1) can be done, and 2) that it has a significant impact. I've noticed recent lane change flows on the LG Bridge have resulted in idiots staying in the blinking yellow lane as their own personal through-fare. Expect more head on collisions as a result
- if we are depending on improving driver behaviour (which should not always be district responsibility) do it now to prove it in fact can be done
- Do not feel this will have an effect on traffic - address the lower level crossing to make it more efficient
- Shouldn't really be a problem
- I'm very concerned about traffic congestion at Taylor Way an marine Drive intersection, already it is a mid afternoon headache as I am a frequent visitor to (Amica). I now have to visit my elderly mother in law before 3 p.m. Later in the afternoon, heading along Marine Dr. to the bridge a max of 3-4 cars can get
through the intersection. Sure people block the intersection but do you really think that's going to change

- I have significant concerns about this subject. Traffic is already a serious problem at certain times of the day ie southbound on Taylor Way late in the afternoon. I hope the developers and traffic planners come up with some innovative improvements rather than just dumping more traffic onto the worst intersection on the North Shore

- More traffic into already congested area. Should put "yellow box" at the intersection before bridge. Traffic does not obey signs and block intersection constantly

- Less concerned about this as it is my opinion that traffic in Park Royal is largely generated by people travelling from across the north shore (and beyond) to shop, dine, etc.

- Deplorable! No or little thought is put to traffic congestion. Must go overhead for pedestrians north to south malls

- I think the traffic plan is unrealistic. Until the North Shore district develop a comprehensive plan before granting building permits, we will continue to have congestion, poorer traffic movement. The constant horn honking at Taylor Way and Marine is annoying and disruptive. The two bridges over Burrard Inlet were built in 1931-1958 except for access roads, nothing has changed. Where is the Province + Federal governments in this planning process.

- When new lights are red for north-south, main street will pour out turning LT and totally blocking the west royal driveway. Why not limit LT turn to no turn from 4-6 p.m. Fines needed for card blocking the intersection

- I think that the existing traffic study and analysis, car counting, and offered solutions must be updated to reflect what actually comes to pass after a reasonable period of full operation of all new roads, retail traffic, signalization, etc. To prepare based on guesstimates of what might/could/should happen when we are close to the reality would be inexcusable

- There are obviously significant concerns here and a solution must be found for this to make sense

- We need some sort of traffic control at Taylor Way and Marine, even in the absence of further development. E.g. police during peak traffic hours, electronic surveillance with tickets.

- Council should reject the proposal without meaningful changes to traffic congestion at Marine and Taylor
• I have listened to many traffic studies presented at the West Van Design Review Committee and none deal with the real issue of traffic addition once their project is complete.

• further congestion will result

• traffic in PR will be fine

• not particularly concerned. Most of the congestion seems to come from the upper levels traffic

• They appear to be well thought out. But as with all things, transportation needs keep changing and we need to continue adjusting to the demands on the space

• Transportation is a major concern. I now take the bus wherever practical. Rush hour is a nightmare and will get worse. We need the implementation of a revised 1968-70 tunnel proposal but in talking to two of the North Shore Mayors, this is not likely. With not infrequent bridge closures North Vancouver have the ferry we have nothing. With the Sea to Sky Highway, Whistler, and more activity than just access to the North Shore

• Taylor way/Marine Drive junction can't handle current traffic flow! 2. Transit insufficient to persuade people out of their cars! 3. Evelyn Drive, all phases, not yet complete, lower cap village development (Larco) on its way in NV District. +++!

• To me the biggest issue already on "bad" transportation days (Friday afternoons) there is gridlock. Travel west-east along Marine Drive; travel south on Taylor Way: Egress from Park Royal south can be almost impossible What is going to be done to alleviate this present issue? your quest to "change behaviours" is almost impossible. You must change "things" in order for the bad behaviours to come around

• improvements useful; explanations helpful; inclusion of car share, bikes etc good additions; need more of this

• Blaming bad driver behaviour is a red herring and would not cure the traffic woes if it was improved. Regardless of the behaviour at the lights, it is still nose to tail to the bridge at busy times. Changing the counter-flow on the bridge more often may be more helpful. The bus dedicated lane is an improvement to getting downtown by public transit

• I can't comment - haven't given enough thought to the real impact. Another thought - without knowing the demographic of those who will reside in the towers (e.g. percentage: working commuters, retired seniors etc)

• more congestion is madness in this area unless there is another route to Van couver. Taylor Way is already too congested. Evelyn will increase this. This plan will further increase it. The bike assist programs are good and should be
implemented even if this project doesn't go ahead. Extra lanes, paths, and routes for bikes and pedestrians should be a vital element, as well as safety.

- West Vancouver has only the but to help us out. We cannot move unless the traffic issues is satisfactorily dealt with, when are we inviting more people to live here? Just to get more property taxes at the expense of the residents? IMP Make Main Street one way westbound PTG.

- the need, in my opinion, for a covered link for pedestrians between these 2 commercial halves is paramount, and has not been addressed; other than a pedestrian crossing at the new junction; miserable in the best of weathers due to wait times; dreadful in weather we face today!

- I cannot see a problem here. Quite frankly, if during one present rush ours we had a few police cars parked at Marine and Taylor Way with officers, a lot of the congestions within the intersection would be eliminated - start handling out some traffic tickets to these idiots! I cannot see much of an increase in traffic except maybe on weekends. Take the car to work - fight your way across the bridge, try and find a good parking spot, pay big bucks to park! - I don't think so !!!

- Traffic at Taylor Way and Marine Drive is a big issue but additional traffic generated by the (illegible) residents shouldn't be significant, particularly since the residents will be able to walk to stores.

- Maybe the traffic will be better organized and smoother this time

- Should be a shuttle to get people around. Again having the highways/bridge people keeping an eye on the traffic and changing the lanes over when needed will be a good help

- Better having towers there than any where else where car transpiration would be needed more. Bus service will likely need to be improved at off peak times. Bridge is obvious biggest problem - better lane switching to prevent such massive back ups? connected to ferry discharge from Horseshoe Bay, esp when 2 ferries empty close together

- Traffic congestion in Ambleside and the blocking at Marine/Taylor Way can not be allowed to further degenerate. It is important to improve flow and significantly reduce congestion without penalizing drivers. It is not realistic to believe that seniors and young families, particularly if they are affluent, to give up their vehicles to resolve a traffic problem that the District has failed to address

- The transportation and traffic congestion experienced by vehicles departing the Village at Park Royal is horrendous. The traffic density issues experience in and around the "Blue Shore" Credit Union leaves much to be desired - lineups are long, tempers are short. Pedestrian traffic issues are an accident waiting to happen as I personally have witnessed numerous near-misses.
• A much larger problem coming even though we already have a disaster around the area. How can you even consider such a development with proper transit, road and access in +out and through west van.

• Aarghh! But not Park Royal's fault

• A bigger disaster than it is already. Better bus service needed. Not everyone can get around on a bicycle

• See #3

• I agree with the Bunt studies that the traffic increase will be minimal. Is there any opportunity to use the rail line which runs through all of West and North Van and comes very close to PR?

• Congestion is going to continue to be an issue, regardless of this application. Maybe it will force the powers that be to be a little more forward thinking and take action on the very much needed third crossing for the North Shore

• the traffic is the major issue here and it needs re-thinking of how you are going to solve. We have Lions Gate Bridge which is the major obstacle to connect West Van to downtown and the same time you are increasing the population in this area. Do you think it is time to think for the next generation and do something with this bridge that wasting a lot of time of tax payers in this city.

• Traffic currently is horrific at the intersection - adding more cars in insane. Translink has no plans to add buses connecting to our Blue Bus system - so people will use their cars

• Ah - now there's the rub! The infrastructure can not cope with current traffic and though I am told this will add minimal traffic it is still a problem. When the Lion's Gate Bridge was built, it was done so with an eye to the future. There is no advance planning in the same way today. At least it does not feel like it. We really need a comprehensive transit system such as Toronto to get the cars off the road. The increase speed of getting downtown by bus means I now use transit. Ah that it was that easy to get every where! I love that there is to be co-op cars available and community bikes. It is on the Transit Hub which should restrict car usage. We are human and need help to get out of our cars.

• Traffic will increase which will deter customers. As a Regional Trainer with my company in this mall, I already need to time my visits accordingly to avoid being stuck in traffic for an hour. Drawing so much more traffic into West Vancouver will just create a larger amount of congestion on the bridge and roadways out.

• Suspect more buses will be in use.
• Traffic surprisingly has in fact improved at the key, Taylor Way/Marine Drive intersections. There is likely greater capacity available now to accommodate this proposal.

• Seniors love to walk and for the most part they will use public transit to meet their transportation needs.

• Although I don’t own a car and am a cycle rider who frequently uses public transport I find it hard to understand how one can afford to increase the population whilst not improving the already clogged infrastructure.

• Traffic congestion, ingress and egress are a major concern and much thought needs to still be achieved.

• See above

• Good positioning to take advantage of the current transit system. Traffic will be a challenge, but not overwhelming only due to this project when other new local developments are taken into account.

• See above

• If it was better policed and people didn’t get stuck in the middle of the intersection much of it could be resolved.

• Traffic will always be an issue so long as there are drivers who do not follow the rules of the road.

• Haven’t looked but hopefully the city will figure that one out

• quite unacceptable as I see them, as explained above

• I believe this development will have much more than the net increase of only one vehicle per hour as depicted in the accompanying transportation study. The Marine/ Taylor Way intersection already has problems during morning afternoon rush and other peak periods. Increased enforcement is only a partial solution. Before this development proceeds, the whole traffic pattern involving Marine Drive from 11th Street eastward, Taylor Way from the Upper Levels, and Lions Gate bridge needs to be re-engineered.

• If you need to add housing to WV, then that’s the best location to do it because of all the transit, biking and walking options.

• We have been living in West Vancouver in the West Royal complex for six years. It is very interesting to listen to the so called “Traffic Specialists” give their opinion on what to expect with the proposed expansion of Park Royal, particularly adding high density towers to the area. The traffic since we moved to this area in 2007, has increased to at times being unbearable congestion. The “Symphony of Horns” during rush hours daily including weekends, has become even worse in this time.
period. The traffic specialist is unreal in thinking only one car per minute will affect the congestion in the intersection of Marine Drive and Taylor Way. The traffic studies have not taken into consideration the extra traffic which will come to the expanded Park Royal South shopping area. Also, we understand that Park Royal are considering expanding Park Royal North which will add further to the congestion. Also, there will be added traffic with the completion of the Evelyn Condo complex and new ones being constructed just east of the Lions Gate Bridge in North Vancouver. These specialists are also living in denial when they believe most residents of the new towers will either use public transportation, bikes, shared automobiles etc. That is not reality and never will be for many years to come. Even if some use public transit, the increase in population will require more transit vehicles which will add to the congestion. Until another crossing is built into Vancouver from the North Shore, increased density is definitely the wrong way to go. It should only be considered when there is another bridge to handle the severe congestion we all live with now. One of our daughters who lives in North Vancouver but is often attending things and picking up children in West Vancouver, said that she used to be able to get home after work in about twenty minutes and now it takes her at times over an hour to get home. With added density, will this now add even another 30 - 40 minutes to get home?

- Can you seriously be asking this question? Do you live in West Van and drive on Marine Dr. or Upper Levels? Paradise is fast being destroyed. A pox on urban planners

- That is, of course, the worst of it. After reading all the documents and watching all the videos, I find it unbelievable that they think that everyone will bicycle...come now, many of us are getting older and cannot ride bikes uphill anymore. Plus, even if you have bike lanes, it's still dangerous. And please tell me how you expect people to carry home all their shopping on a bike. No matter how they try to rationalize it, there is no way to believe that the traffic will be so few cars. The mall will be fill hopefully and there is still not adequate transit. This must be addressed prior to starting any more development in the area with all the other projects coming on line in North and West Van. Don't treat us as if we are just nobodies, we pay our taxes too.

- This is a major concern. Way too much traffic which not only leads to long wait times but also increases pollution with longer idling times with the cars.

- Our thoughts are; that the traffic at the Marine Dr./Taylor Way, will in fact be considerably greater than has been outlined in this report. So much more will need to be done than is proposed. We believe that This is a VERY wrong place to build these Towers. Even now coming out of or trying to come into the West Royal Towers is at times unbearable and difficult now, even before the 2 Towers are built. To stop the illegal blocking of the intersection of Marine Dr., and
Taylor Way of traffic coming North to turn East, You will have to Hire either a traffic control Person or Police Person, especially during those Peak Traffic situations to STOP those Illegal Blockings

- The transportation study of Bunt and Associates does not relect the true impact of this project on the flow of traffic into and through the Taylor Way/Marine Drive intersection what is currently known as "Gridlock Junction". Plus, our North Vancouver District are into higher densification projects, particularly the one proposed by Larco at the S.W. corner of Marine Drive and Capilano Road. More cars!

- The Application does not seem to take into account all of the other sources of traffic that can be anticipated in the general area. Taylor Way and Marine Drive are already the busiest routes in the District. The expansion of Park Royal, the new Evelyn Drive Development, the new Concord Pacific development in Ambleside and the Ambleside renewal projects will all contribute to huge increases in traffic in an area that is already notorious for traffic problems. Adding a token number of community use vehicles and a couple of electric cars does not address the real issue of too many cars on these roads.

- I live in North Vancouver and work at Park Royal. At this point of time the 239 north van bus to Park Royal does not even stop at the north side of Park Royal anymore. The drivers are saying it is too dangerous to cross over to the left to be on the south side of Park Royal, so obviously North Van shoppers are not welcome to Park Royal because we are not going to get there. What us going to happen if there is an accident with all of this density. Only 4 ambulances on the North shore and only 1 for West Vancouver?

- Traffic congestion is already at an unacceptable level. The traffic analyst deducted White Spot traffic from the net increase in cars entering/exiting, however the White Spot will continue in that general area.

- Scary

- Currently, it would be a tight fit. In terms of cars, you're adding them directly on lanes that are already congested at peak hours. In terms of transit, you now have 250-350 units that are right next to a bus stop. Consider how many people will choose to bus downtown or to the rest of West Vancouver, as it is a very viable option for them now. There would have to be a discussion with Translink on what they're willing to do to cover more passengers at their peak hours as it is already quite difficult catching busses on time.

- Again, as mentioned previously, the intersection of Marine Dr. and Taylor Way cannot withstand more vehicles. We live seventeen floors above this intersection in the Westroyal and have an eagle's view of the congestion and impatience of the drivers. With horns blaring and drivers rolling down their windows to "voice" their
displeasure, it surely is just a matter of time before there is an incident of road rage.

- Not really an issue. The number of people involved is tiny compared to the daily volume of traffic through the Taylor Way intersection. (A far greater problem was created by the new intersection and removal of the overpass).

- The video posted in this site is quite poor in terms of explaining the big picture of this traffic issue and how it is expected to change in the near future. Cameron Chalmers does a great work of explaining this issue in the consultation booths. A traffic problem aggravation sound to me quite unacceptable. Before this (and other) developments proceeds, the whole traffic issue involving Marine Drive from 11th Street eastward, Taylor Way from the Upper Levels, and Lions Gate bridge needs to be re-engineered. The Marine/ Taylor Way intersection already has problems during morning afternoon and other peak periods. Increased enforcement brings only a tiny contribution to a solution. Some progress has been made but increasing density would not make it better. This development will have much more than the net increase of only one vehicle per hour as depicted in the accompanying transportation study.

- It seems the afternoon bottleneck is not as bad since they actually starting thinking about traffic flow. Not sure why this took 30 years.

- The intersection of Marine Drive and Taylor Way is suffering Death by 1000 Cuts. The proposed application should not be a problem, but I would point out there are only three main roadways east or west of the corner of Marine Drive and Taylor Way (Upper Levels Highway, Marine Drive, and Lower Road) to handle the traffic flowing from development on the North Shore, including Park Royal Mal, Evelyn by Onni, Marine Drive in North Vancouver, the Larco proposal on Capilano Road, and the growth and proposed substantial commercial projects in Squamish.

- My concerns are for the traffic at this intersection which is already pretty messy. But with only 2½ lanes bridge and a big flood of car from Taylor way I cannot see any possible easing of traffic.

- The traffic study seems like a farse with the findings being very favorable to the developer, wink, wink (Hard to believe that the traffic from this major construction will only marginally increase from the current Whitespot traffic, ya right). I'm all for the development, but there has to be some major changes to the intersection at Taylor Way and Marine Drive as it will be chaos if left the same. The developer should be forced to pay for a complete reconstruction of the whole intersection that may need to include an overpass or exchanges to allow the free flow of traffic.

- no comment
Question #5:

What are your thoughts on the transition of Park Royal from a regional shopping centre to a mixed-use neighbourhood, including the introduction of new residential development rather than additional commercial development at 752 Marine Drive?

- I'm OK with this
- Fully support mixed use
- I'd like to see what the vision is. I'd also like to know what Park Royal's plans for the rest of the land is
- Good idea to make the change
- this is the trend and a good one
- Keep the mall a mall
- I don't support additional residential at Park Royal. Small apartments in high rise buildings are not desirable housing options as previous community consultation has indicated. Smaller houses and townhouses with gardens are what down-xizers are looking for.
- I have no desire for another "town centre" or "neighbourhood" - I do however have no objection to a shopping centre or mall
- This is the correct approach for urban living mixed use development on transportation corridors
- good idea - it is a neighbourhood anchor - not just for shopping . . .
- not interested
- I have no problem with a mixed use neighbourhood
- Not in favour of residential mixed with shopping centre
- this does make sense
- I'd love to live there. What a great idea!
- good ideas on mixed use. Residential addition is too overwhelming
- I believe Council should fully appreciate overall plan/vision for the future changes. This is likely the thin edge of the wedge
- What is scheduled for the north side of Park Royal? The businesses I utilize are leaking from the old structure above. Will this also be "mixed use"?
• OK
• Next Step in PR evolution
• I think it is genius. What a boon to the economy of Park Royal and the District of WV
• very positive
• more residential development and less commercial is a step in the right direction
• PR Developments are expanding to the full capacity - age of Marine Drive sidewalks. New car park will have insufficient parking spots to cope
• I believe this mixed use will encourage the owners of all the commercial properties along Marine Drive to develop in the same way as some have already done
• consistent with other centres (e.g. Oakridge and many in US)
• Not problem with that as long as you can get in and out of it and retailers and businesses can afford to be there
• There's sufficient commercial development. Adding a residential component achieves some balance (again, see #3)
• Worried about density, concentration of population increased (pollution) and traffic problems. But especially about impact on the whole community of West Vancouver
• I'm OK with it
• Excellent!
• It's a good idea. I like the "village" concept where people can walk to most of the services and shops they need
• This only can be a win for both sides (residents and business)
• Look forward to it being completed. Many said PR Village would be a nightmare. Now it is my favourite part of part of P.R
• I agree - mixed use way better
• I think this is a great idea and is in line with development in other large cosmopolitan cities. It is appropriate to ensure that suitable service sand amenities are part of the evolution of PR. I would encourage PR ownership to also look at PR north so it doesn't slide into "step-sister" status
• Follows the latest fad in shopping mall development. Unfortunately the vehicle is not even close to becoming a dinosaur; the car is still king and Lions Gate bridge is still only three lanes to and fro the North Shore
• It would be Okay in the right setting. But with Evelyn Drive and all the problems with traffic which has also got a lot worse in the last year

• Very positive development

• Combined with the Evelyn Drive development, too many people for the existing infrastructure

• It will soften the shopping centre model by introducing a residential element and community space

• I think its a good idea

• Again, it is the way of the future and a great use of land space that is already 1/2 way to multi use....especially when so much of it backs on to waterfront....Great for a neighbourhood and a nice way to mix public and private use.

• I support the idea of making a mix-use neighbourhood which the project is aiming for it.

• Why develop anything? Residential or commercial will add more people putting more stress on policing, hospitals, fire responders and paramedics.

• I love it!!!! It is real progress getting to the 'City Slow' concept where we live, work, shop and play in a local area that is walking distance from our homes.

• I do not feel that it will be successful. It may appeal to some, but with it being located by a mall and a busy traffic area, there will be issues with noise for most tenants. Furthermore, most people will find that living in this area will generally make travels harder to get to other areas of BC, such as downtown Vancouver or Burnaby, etc. They will be dealing with constant traffic and congestion.

• Mixed use is be coming the norm and good use of commercial land as more and more on line shopping is happening.

• Shopping centers have gone from Main Street to Main Street in 60 years. People today want to multitask %ÚO they want to be in multipurpose environments. Entertainment, recreation, leisure, dining and drinking have become integral pursuits of the shopping experience and vice versa - places that are always busy. People are attracted to busy, active places. Add to this parasitic uses like office, hotel, residential and you have places that go 24/7. This adds to the urbanity. Accordingly, people are attracted to this lifestyle. Park Royal has always been at the leading edge, being Canada’s first shopping center - one of the first to enclose - the first to add a tail with the successful lifestyle village. Now it has the opportunity to capitalize on the latest macro trends by adding an onsite, vertical residential opportunity. As such it will round out further the appeal of a social gathering meeting place with its greater urbanity, at the same time galvanizing so much more community pride.
• Excellent. please refer to the Federation of Canadian Municipalities website "Fixing Canada's Housing Crunch"
  www.fcm.ca/housingcrunch

• I do applaud the effort to make Park Royal a more livable and attractive place. This type of mixing of purposes makes Vancouver one of the most desirable cities to live in.

• A good mix is vital to give the place some life!

• See above and I think a better job could be done on the integration.

• This is today's better use as we transition away from a car centric use to a better community use

• It needs to stay a shopping Center with no residential housing.

• Not desirable

• It is much more sustainable. Young people can live and work in the area and elderly won't have to drive for their shopping needs.

• As we get older we want to live in places where community and convenience are more important than views and privacy

• Like it. Follows some US type communities which have had great success.

• the residential component is already part of Park Royal. It is the absence of alternative travel facilities for more people that is the main concern

• I guess you can call it inevitable change. Sorry to see the old shopping centre feel disappear. I can see a move to upscale retail that I'm not likely to frequent.

• It's a very good idea. We have more than enough commercial space now, but need more multi-unit residential units. We also need more taxpayers, so it's better to put the towers at 752 than on the reserve.

• We do not believe there should be high rise residential development but perhaps only building low rise - four to five stories.

• no-no-no-no-no where is common sense?

• I wouldn't mind so much if I thought this were the appropriate plan. This is NOT it.

• keep it as a shopping centre only - maybe some public amenities but not residential, especially high density

• Better Residential than Additional Comm. But a Lot Better to do Neither.

• Do not approve of the proposal. What is next for this area?
The area already is mixed use. Evelyn Drive, the Park Royal Towers, homes along Marine Drive and in the immediate Ambleside neighbourhood, the towers and townhouses at Taylor Way and Marine and the new residential buildings at 13th provide ample residential use. The shopping centre has been successful and can continue to make money as a regional shopping centre. We must also be conscious of possible residential development on the Squamish reserve lands now currently used as the dog Park. Again, that development would increase residential use (and add to the already overloaded traffic situation). The area already is a mixed use neighbourhood - further residential development is necessary or desirable.

Keep it a shopping centre with more green spaces between the stores. Lalji is worth 2.9 billion and he can do without all this extra cash and citizens can do without the extra headache, traffic jams and pollution

I support Park Royal as a shopping centre exclusively. It should focus on retail innovation such as the Park Royal Village. This should provide sufficient revenue/profit. I do not support Park Royal as a mixed-use neighbourhood.

Understand the trend by mall owners concerned about profits. The concept of a new neighborhood is incomplete. Where is the social housing? Will these buildings sit on Indian Reserve land?

It's great! As mentioned, Park Royal seems to suffer from a revolving door syndrome in terms of what stores exist. Creating a space that attracts and keeps the customer base interested and shopping is essential to fixing this.

Once again....it would appear it is still just a shopping center with massive towers and yet MORE commercial ventures.

The right thing to do.

I do not support the idea of transitioning to a mix-use neighborhood. The residential component is already part of Park Royal. It is the increase of density of population the main concern as well as the absence of alternative travel facilities for more.

Due to its location, varied services, at the entrance to Vancouver, North Vancouver, West Vancouver and Squamish and Whistler, it is a Regional Shopping Centre. It was massaged by addition of the strip mall like venue “The Village”. Why the desire to add new residential development? To the south it is west of the West Royal residential complex and two substantial commercial buildings, to the east the District Sports Fields, and to the north and east by Seniors Residences and other Residential condos and commercial business and to the west the rental Park Royal Towers.

Then people wont need their cars that live near by, We have enough commercial space there. We need tax dollars from residential.
• I am all in favour. Too many shops are already continuously closing. Too much competition, to high rent. Could we have less clothing and more books, furniture, affordable markets?

• I like the inclusion of residential in the mix
Question #6

What are your thoughts on open space and public realm space proposed in the application?

- ?
- Fully Support
- no comment
- I support the concept. Make sure that it is designed to draw people into the public space (vs. just for looks, don’t touch)
- its good. I like it
- malls too, need open space
- Malls also need open space
- a shopping centre should have it anyway
- In line with the professionalism and success that Park Royal has enjoyed with their Village concept
- don’t see it happening
- There is virtually no open space in Park Royal north and south at present. Any new space where people can relax or sit and have their lunch et is an improvement
- Good to have open public space
- very positive
- Its significant, meaningful and the fact that public art is in the plans makes me very happy
- some good ideas especially the bike valet and storage
- very good ideas
- usage will be the proof. Will areas be used by mall staff?
- Okay
- OK
- about time to have green space at PR
- Its not really a place I would “hang out” but so nice for those that live and work close by.
• once again speaks to community
• if it is provided as proposed, this is great
• there is very little "open space" little setback. The green is disappearing
• amenities well planned for residents and users of Park Royal
• As long as they are big enough for practical use, its great
• Looks attractive. However haven't given a lot of thought to whether it's sufficient in scale
• Good idea to have this even in existing Park Royal layout. Badly needed
• Everything will work out if some serious discussions take place on a connecting bridge rom the North Shore to downtown - other municipalities have won this battle
• Fantastic - far superior to the "open space" proposed on the 1300 block and their "Welcome back to the Waterfront" unless you can afford to live there, they are blocking the waterfront to everyone else.
• Looks attractive
• Looks great so far, it seems to work together just fine
• Sounds great as long as a good portion is covered
• Makes sense to have this so shoppers/residents can enjoy ambience - e.g. outside Whole Foods is always busy
• Great! I would endorse public seating as part of the plan to assist seniors and young families to enjoy these areas. Where appropriate, I would encourage the District to rent art vs. Ownership so the spaces may constantly be refreshed
• Support for the proposed ideas, see the "gathering place" outside whole foods - it is a magnet for people of all ages. Make it a green space this time, complete with grass, flowers, shrubs, and seating
• See above #4
• looks great
• some good ideas Cafes, open spaces and public meeting spaces all good ideas
• arts; music; kids; water; culture
• I like those ideas
• As above. There will be something for everyone
• It is not good enough but will work.
• Little "open" space. Developers do this to adjust their plans making people think they are getting something from the developers.
• A welcome change!
• Open space will be nice to have, but when you live in a city that is as rainy as Vancouver for nearly 7 months of the year, it doesn't seem practical.
• Form follows function. Ensure the two are consistent with the needs of the community.
• The careful balancing of open space with high density housing is the way to go to avoid becoming another Hong Kong.
• No problem with the proposal
• none at this point
• Efficient and clean
• Why would one go to Park Royal for 'open space'?
• Love it! People of all ages enjoying community space is what makes a community strong.
• great way to make this our place and home
• no comment
• Neutral.
• The proposal seems misleading, as it's hard to imagine how that much structure would leave room for all the park space shown in the pictures. However, it's not a great location for public space anyway because we have lots of much better open space nearby. So trade the public space for other community contributions instead.
• Good idea but not practical with all the rain we get.
• such a small carrot being offered to us. Forget it. The same applies to the proposed movie theatre
• They cannot deliver on this promise, I don't believe.
• just lipstick to look pretty, this site would make a nice park. Maybe consider trading off green space on this site for some higher density elsewhere that is less "in your face" to the public being right on Marine and Taylor Way.
• The recent expansion is being built maximum to the sidewalk boundaries. I see little improvement in pedestrian accessibility or easy navigation through this area.
• Open space and public realm space are also important for the single use shopping centre development that should be allowed for this site.
• I would not trust the developers at all. All they want is density and dollars and do not care at all about the people here (they know immigration Canada will be allowing thousands of wealthy immigrants every day into Canada).
• I support open space in the further development of Park Royal as single-use shopping centre/destination. This should be a condition of Park Royal’s development as a single-use shopping centre.
• If one was to cut the Village in half, and place it on either side of Marine Drive, that would be perfect. You could have that entirely be composed of a mix of small service businesses such as cafes and smaller high-end retailers. Then allocate part of it as a small park or sitting area, such as how it is outside Whole Foods. You get the gateway effect as we’re looking for, while still opening both residential and commercial property for use.
• No comment(s). As mentioned above...I do not believe this parcel of land can accommodate both while providing a beautiful "gateway" to West Vancouver.
• Looks OK.
• I don’t see any realm but rather detriments on the quality of life. I don’t see a literally open space...it looks like any crowded shopping center. In my opinion a park, a garden, an artist market would bring a lot more quality of life to West Vancouver than this proposed development.
• Looks great what about a movie theatre?
• My view is that if the Applicant wishes to have this included in the mall it is up to them. I would think that decision would be based on their best interest and that of the public at large.
• Not enough, what about creating a real park on the south side along the river, improving on the wild bushes full of plastic bags and containers abandoned under the wild greenery? Or the native owners of that land are still thinking of their own version of housing?
• okay
Question #7:

Please provide any other additional comments you may have about the application.

- Generally pleasantly surprised
- Support this application as it adds a mixture of housing units and sizes in the best location in W. Van near transit + amenities. Also recommend considering adding purpose build rental apartments. Provides long term tenure and for those residents considering a Park Royal Location
- I’d like to see this project stopped and would recommend that this proposal be rejected.
- I would like to see the roof space of the towers used to show some large scale sculptural art - public art. Use both towers. Remember you can see this gateway from the bridge and top of Taylor Way.
- I like the synergy on this project. We have the potential of many interests progressing and solving a major transportation issue via this project. Now is the time
- A conversation about plans for the rest of P.R. and Squamish lands is needed. Before we know the possibilities/plans for that we should not proceed. I appreciated P.R. has actual long term plans. We should learn about them all before moving on this.
- A traffic land south bound on Taylor Way from Keith all the way to Marine dedicated to traffic continuing south (or turning west at Taylor Way) would significantly improve ability to transit to North Van when traffic is backed up. 2) Traffic and transit issues need a solution before we consider additional density. I don’t buy we need more people to improve these areas - buses are already over capacity. 3) If its pre-supposed that residents of these new towers will mainly take transit, bike, walk - then do not build any parking
- Walk the talk. Build with NO parking or provide a community amenity contribution of minimum $100,000 per parking spot or car licensed to owner without parking.
- Combined with increase in traffic from Evelyn project, this will mean major congestion at peak times and drive people away from living in West Van if they work downtown
- It is unfortunate that the proposed move theatre is not guaranteed in this application
• obviously the biggest challenge is traffic management + vision figure that out and off we go.

• we desperately need traffic control at Taylor Way and Marine

• Build the new bridge across the Capliano river at the railway bridge before getting approval for this development

• I applaud all the time and effort those involved have put into this project to make it fit so well into the future of our community.

• any development of whatever nature increases congestion at Marine Drive and Taylor Way. We need more police supervision at rush hour.

• appreciate opportunity to review; well planned; just do it rather than kill yet another needed development

• I am concerned that people downsizing might not be able to afford units and they will be bought by people not living here and sit empty most of the time. That would not make a community. Traffic patterns onto Marine Drive at rush hour is a concern from the development

• When this goes to public process and people speak (for or against) have council ask in addition to providing their home address whether they are property owners or renters! Renters don't have "skin in the game". Also if their address is in Park Royal Towers, they should be asked to "please be seated". They are renters and their landlord is the native band. They have absolutely no stake in the community (from a financial perspective).

• Bike programs are good. Unsure if this overall project will enhance the shopping experience, or confuse it. The major problem remains the intersection of Taylor Way and Marine Drive

• IMP We live in the West Royal Tower. The traffic on Main Street on to Taylor Way, heading north, should not be allowed, just westbound is OK

• My only dislike to the project is there are no rental of suites. Vest Vanc. Needs apartment rentals - I do not want to live in someone's basement suite nor do I want to be cramped into the back area of a property into a "lane" (I call them alley houses) - too much traffic and noise in the alley and some areas will have 3 "residences" in a single family zone! Quite faintly the District needs this - the property will have to be leased and think of the property taxes this will generate on these 2 towers! WE NEED THE MONEY - new sewer plants, hopefully some upgrades to water and sewer lines (also lift stations) - dykes along waterfront in Ambleside and lets fact it, the towers go there or they can put them around the back and there goes the money

• I hope it proceeds as planned
• The idea to built a movie theater is great, because that's what I really miss in West Vancouver.
• We really need a proper movie theatre in West Van.
• I appreciate the opportunity to participate in this process. The info boards are excellent and convey solid info.
• Overall, the main issue facing this development is the Lions Gate Bridge and accompanying traffic issues; these have yet to be resolved to my satisfaction and that of every other West Van resident to whom I have spoken to date.
• I strongly believe these developments will cause a deterioration in our way of life rather than enhancement. The infrastructure cost to taxpayers will be too much compared to the revenue you will receive. I am of the very strong opinion that we should control all development very slowly and include all infrastructure in each development.
• cant wait to see the end result.
• My comment is that you should think about the traffic congestion in this area to help reduce the number of stressed people for the wait in traffic this is not good for a city like Vancouver with World Reputation, good luck.
• This application is insane and city planners should re-learn a planning process and where to build to accommodate more people. The museum is another total abomination.
• It would be lovely if we could always keep things familiar... but the reality is that we need to live somewhere, the population of the Lower Mainland is growing. We may not like it but that is a reality. Living close to amenities is a lifestyle choice that should be available. Better at Park Royal than in the Streets of Ambleside filled with single family homes.
• Develop a credible long term housing plan that is sustainable, functional, a "Complete Neighbourhood".
• Sorry to be less specific on this development in my comments - nevertheless the comments are very relevant.
• The traffic congestion, access to Marine Drive., Lions Gate are the stumbling blocks to this application.
• As more people downsize this gives them an opportunity to stay in a community they know and love.
• The future always has a price - I think we can afford this one.
• It's time for the local politicians to do what's right and stand up to the hypocritical old schoolers who have little regard for the future community and growth.

• no comment

• The biggest problem I see is traffic. Since the changes that began earlier this year, I've never been able to travel along Marine from 11th Street through the light at Taylor Way in under 10 minutes. I don't see it improving with this development at 752 Marine.

• We hope The District of West Vancouver seriously takes into consideration the traffic problems that exist at Marine Drive & Taylor Way and not approve high rise towers.

• please, please say no. The Larco Group take their over the top proposal where it might be appreciated.

• Please do not accept this proposed development as it will lead to further degradation of the lifestyle that draws us to West Van

• Living adjacent to this project, and through the past two years of construction, the project seems to be on a fast track schedule with site preparation, i.e. movement of The White Spot, equipment positioning and constantly changing traffic patterns. Public Hearings sound like a farce when it seems to be a done deal!!

• Most of the videos posted were from the developer. This does not give the public a balanced view of the project or its potential pitfalls. Community consultation and engagement are undermined by this approach.

• What is the point - no one is listening and no one cares about the average person on the North Shore. We are only be measured by the size of our pockets

• Providing four car-share vehicles and a few plug-in charging stations are simply window dressing to dress up an unattractive and unnecessary proposal.

• I am not against change; if we refuse change we refuse progress. I am however a great believer in common sense and have a very difficult time believing the statistics provided by the traffic engineers. There is no possible way traffic WILL NOT be increased far more than they are projecting. On a good day, southbound traffic on Taylor Way is lined up to the highway. How is Lions Gate Bridge going to withstand the extra usage? Perhaps had Larco put forward a private/public proposal for an inspirational solution to the problem of a much needed third crossing, they would not be facing the wrath of North ShoreITES.....but would in fact become heroes!

• I hope it proceeds.
Undeveloped lands are not a wasteland. Why develop anything when the community is not asking for it? Adding high-density residential development will impact the landscape, add more people putting more stress on policing, hospitals, fire responders and paramedics. Certainly this lot would benefit with an improvement in land use, but I don’t see the net benefit in this project. I understand this is the way consultation process work, but for me it should be the other way around. How many WV residents are asking to increase population density and re-zoning of this area? I can see this project will greatly benefit the owners/operators of Park Royal but I don’t see a community benefit. With regards to the ‘illegal blocking behavior’ mentioned in the video (which does occur)? Please explain why do you think this happens? Isn’t it because the intersection is jammed already? Is Lions Gate traffic going to be resolved? I do not support the development of more multi-tasking, multi-purpose environments: entertainment, recreating, leisure, dining, drinking all together. This is very common in some developing countries (and the US) where multi-purpose centers are the only and main alternative people have outside their homes. But we live in West Vancouver, a place where nature and tranquil life has been valued, a place with already a wealth of possibilities to enjoy all those environments: any of this multi purpose environments are close by in Vancouver (downtown, Kitsilano, Yaletown, false creek) North Vancouver etc.

As a long time resident of Cedardale, I do not believe my shopping experience at the Mall or the Entrance to the District would be enhanced by having the Mall transition from a Regional Shopping Centre to a Mixed Use Neighbourhood, including the introduction of new residential development. I would rather be assured of an open uncongested Marine Drive and Taylor Way intersection with easily accessibility to convenient Mall parking with more varied and well manged commercial enterprises as set out in the OCP and current zoning. Turn down the proposal at least until the full intentions of the applicant for both sides of the Mall are known and Residents and Council can then formally re-address the OCP and appropriate zoning.

Lets get this going! The elected officials drag their feet on every project. The minority of the naysayers are killing off projects Developers will start taking their $ elsewhere.

No other comments, I hope it will be completed soon. But what about the renovation of the north side of which there are rumours but nothing visible yet?

Get on with it.
APPENDIX I – Summary of the first three appearances at the DRC

The first three appearances of the proposal at the DRC, in March, May, and June 2014, were prior to Council’s October 2014 direction to proceed with the two-residential tower scheme into detailed Development permit-level drawings and additional public consultation.

March 13, 2014

At the first appearance before the DRC the applicant team presented its proposal for two residential towers on the site along with a limited range of other uses such as small-format retail (e.g. coffee shop), a bike valet, a day care, and housing units for the Vancouver Resource Society.

Committee members provided comment on the preliminary application but did not provide a formal resolution (as the project was at an early stage). A general summary of Committee member comments are included here for convenience:

- No discomfort with residential land use or this level of density at this location, but need to more closely examine massing and built form options.
- Would like to see the built form studies that were referenced by the architect to see the rationale for the current design and the evolution of thinking on built form and massing over time.
- Not an overly desirable location for low-rise residential due to the traffic, noise, and air quality impact of the Taylor Way & Marine Drive intersection.
- Proposed tower heights don’t seem to have a direct impact on anyone in particular based on context provided, but they have also not been justified from an urban design or built form perspective other than the desire to ‘land’ two towers.
- Need office space and opportunities for people to live and work in West Vancouver to help with bridge traffic long term.
- Concern about programming and success of the proposed village square.
- Not an integrated proposal on the ground with respect to pedestrian, retail, or residential experience.
- Project should more adequately address sustainability goals.

May 22, 2014

The proposal appeared before the DRC for a second time in May 2014 in order for staff and the applicant to receive feedback on supplementary massing and land use programming options that were developed by the applicant team at the request of the Committee. The concept recommended by the applicant team had the following highlights:

- Purported to be a more urban response that better addressed the site and context.
- Extension of retail along Marine Drive and throughout the ground floor of the site (approx. 23,000 sq ft; was previously approx. 6,000 sq ft).
- Division of podium into two masses (no bridging).
- Addition of an entire podium floor of office (approx. 15,000 sq ft).
- Village Common space re-shaped, made more urban and hard surfaced.
• Underground parking ramp incorporated into a building (had been previously an outdoor down ramp grouped with the daycare drop-off area).

• Shifting of height to increase the difference in height between the two buildings – the easternmost building has become somewhat taller (26 storeys), while the westernmost building has become somewhat more slab-like in appearance (though at 17 storeys too tall to be considered mid-rise).

The Committee passed the following resolution:

THAT the Design Review Committee has reviewed the Residences at Park Royal and recommends RESUBMISSION that addresses the following:

• submit alternate massing studies to look at options including low and mid rise configurations; and,

• massing studies should consider FAR 1.0, 2.0, and the current proposal [3.0].

June 19, 2014

The proposal appeared before the DRC for a third time in June 2014 in order for the applicant team to present additional massing and land use programming options that were developed at the request of the Committee. The Committee requested that the applicant provide FAR and massing options other than high-rise (for example, low- and mid-rise) in order to better understand the rationale for the current design.

The drawing booklet submitted to the DRC by the applicant team illustrated three massing and land use programming options, as follows:

• Scheme 1: low-rise, two storeys of retail, two levels of underground parking, 74,000 square feet, 1.22 FAR;

• Scheme 2: mid-rise, one storey retail podium with five storeys of residential setback above, two levels of underground parking, 120,000 square feet, 1.96 FAR; and,

• Scheme 3: high-rise, two storey retail/office podium with two residential towers (17 and 24 storeys), four levels of underground parking, 305,000 square feet, 2.99 FAR.

At the meeting the applicant team also presented a ‘hybrid’ scheme with a single, taller tower and attached, terraced mid-rise, as well as a variation in tower heights for the two tower scheme.

The 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.
Staff note that Committee members discussed the proposal, its merits, and the drafting of a possible resolution at length, and that the resolution did not pass unanimously (two opposed). In addition, elements of the resolution are nuanced and do not reflect the full discussion behind the Committee's thinking.

For example, the request for an FAR of between 2.0 and 2.5 reflected a general consensus on the part of the Committee that the proposal felt somewhat too bulky for the site, and not that the solution is necessarily any particular FAR, be it 2.3, 2.5, or 2.7. The resolution as it was being drafted in the meeting requested an FAR of between 2.0 and 3.0 but, at the request of a Council liaison for more clarity, was reduced to an FAR between 2.0 and 2.5 and voted on without any real discussion by the members. Staff suggest that the intent of the DRC was not to strictly limit FAR to a maximum of 2.5, but rather to indicate that the applicant team should explore the Committee's recommended form and massing (high-rise and/or mid-rise) but with alternative densities, with the goal of reducing overall bulk and achieving a scheme fit to the site. In discussion, it was very clear that the members were not comfortable with nor have enough information to settle upon a specific FAR number.