

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

## COUNCIL REPORT

Date: September 23, 2013 File: 1010-20-12-069  
From: Andrew Browne, Senior Community Planner  
Subject: Proposed Development of the 1300 Block Marine Drive - Proposed Bylaws  
and Development Permit

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### RECOMMENDED THAT:

*Recommendations to be considered separately and in the order provided.*

1. Opportunities for consultation on a proposed Official Community Plan amendment, with persons, organizations, and authorities, as outlined in the report from the Senior Community Planner dated September 23, 2013, be endorsed as sufficient consultation for the purposes of Section 879 of the *Local Government Act*;
2. Proposed "Official Community Plan Bylaw No. 4360, 2004, Amendment Bylaw No. 4768, 2013" be read a first time;
3. Proposed "Official Community Plan Bylaw No. 4360, 2004, Amendment Bylaw No. 4768, 2013" has been considered in conjunction with the District's financial plan and the regional waste management plan;
4. Proposed "Zoning Bylaw No. 4662, 2010, Amendment Bylaw No. 4767, 2013" be read a first time;
5. Proposed "Phased Development Agreement Authorization Bylaw No. 4769, 2013" be read a first time;
6. "Official Community Plan Bylaw No. 4360, 2004, Amendment Bylaw No. 4768, 2013", "Zoning Bylaw No. 4662, 2010, Amendment Bylaw No. 4767, 2013", and "Phased Development Agreement Authorization Bylaw No. 4769, 2013" be presented at a Public Hearing scheduled for November 14, 2013 at 6 p.m. in the Main Theatre of the Kay Meek Centre located at 1700 Mathers Avenue, West Vancouver, BC, and that the Municipal Clerk give statutory notice of the scheduled Public Hearing which shall include notice of the Public Hearing to the owners and any tenants in occupation of all parcels of land as shown in the "Proposed Notification Area" in Appendix F to the report dated September 23, 2013 regarding Proposed Development of the 1300 Block Marine Drive – Proposed Bylaws and Development Permit;
7. Proposed "Road Closure and Removal of Highway Dedication Bylaw No. 4763, 2013" be read a first time;

8. Staff be authorized to issue statutory notices of proposed “Road Closure and Removal of Highway Dedication Bylaw No. 4763, 2013” and to set Thursday, November 14, 2013 as the deadline for written and oral submissions; and,
9. Development Permit No. 12-069 be presented at a Public Meeting scheduled for November 14, 2013 at 6 p.m. in the Main Theatre of the Kay Meek Centre located at 1700 Mathers Avenue, West Vancouver, BC, to be held concurrently with the Public Hearing scheduled for November 14, 2013 at 6 p.m. in the Main Theatre of the Kay Meek Centre located at 1700 Mathers Avenue, West Vancouver, BC, and that the Municipal Clerk give notice of the scheduled Public Meeting which shall include notice of the Public Meeting to the owners and any tenants in occupation of all parcels of land as shown in the “Proposed Notification Area” in Appendix F to the report dated September 23, 2013 regarding Proposed Development of the 1300 Block Marine Drive – Proposed Bylaws and Development Permit.

## **Purpose**

To provide Council with proposed bylaws serving to amend the Official Community Plan and the Zoning Bylaw, authorize a Phased Development Agreement, and close a portion of lane, and a Development Permit for consideration of Grosvenor’s proposal for the comprehensive redevelopment of the 1300 block Marine Drive, south side.

## **1.0 Background**

### **1.1 Prior Resolutions**

September 30, 2013 – Council received an update on the proposed Community Amenity Contribution (CAC) including an estimate of its amount, timing of payment, and a refined preliminary cost estimate for public parking.

July 22, 2013 – Council directed that staff move forward with a proposed CAC on the basis of an approximate 80% cash / 20% in-kind split, subject to further evaluation of the in-kind portion of the CAC, that a public parking facility be explored as a primary CAC item, that staff not investigate allocating CAC funds to a community space within the development, and that staff report back to Council with an update on the CAC prior to bylaws being presented.

June 17, 2013 – Council directed that the application advance in the development consideration process, that the applicant work to complete various refinements to their proposal, that staff bring forward the necessary bylaws and permits for Council consideration after refinement, design development, and additional Design Review Committee evaluation, and that staff return to Council with a progress report on a potential CAC.

May 13, 2013 – Council directed that the revised proposal be referred to the DRC for evaluation of the applicant’s response to Council’s direction of March 4, 2013, and directed that staff return to Council with recommendations for final revisions and potential direction for bylaw preparation.

March 4, 2013 – Council set direction for revisions to the application and asked that the proposal come back to Council prior to returning to the DRC.

November 19, 2012 – Council directed that consultation begin, that the proposal be referred to the DRC for comment, and that staff report back on the outcome.

## **2.0 Policy**

### **2.1 Official Community Plan**

Further review and consideration of the Ambleside Town Centre was identified as a priority in the 2004 OCP. Over the next several years the District and the community worked towards determining a new vision of Ambleside as the heart of West Vancouver, and after much discussion and consideration the Ambleside Town Centre Strategy was created. Council amended the OCP in July 2008 to give effect to many of the actions, policies, and guidelines set out in the Strategy. Amongst other items, the OCP directs the District to reinforce the role of Ambleside as West Vancouver's Town Centre (Policy LE2) and integrate strategies for the Town Centre, Arts and Culture, Ambleside Park, and the Argyle Waterfront (Policy LE2.1).

Implementation of the Strategy is through an integrated approach to Ambleside revitalization as illustrated in Appendix B (known as "the Ambleside puzzle").

In 2008, amendments were also made to the OCP with respect to Built Form and Neighbourhood Character policies for Ambleside; of particular importance is Policy BF-C4 (see Appendix C). This policy provides for the 1300 block south of Marine Drive, as well as two other blocks in Ambleside, to be suitable for consideration of densities above 1.75 FAR and buildings over four storeys if the development results in:

- a community amenity contribution that offsets the increased density and could include community space, additional public parking and rental housing; and,
- a superior building and site design, including increased open spaces or public square, walkways, and enhanced view corridors.

### **2.2 Bylaw**

Present zoning of the block varies by parcel and includes C2, CR2, and PU1. The C2 zone allows a variety of commercial, office, and retail uses, and residential uses above the first storey. CR2 zoning allows full- and self-service gas stations, and the PU1 zone allows for public institutional uses such as municipal buildings and police and fire stations. The proposal would utilize a comprehensive development zone tailored to the specific site and project.

### **2.3 Policy**

In December 2007 Council adopted the Public Amenity Contribution Policy that established a framework for considering 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 public amenities that go over and above (e.g. public art), and also describes a number of possible legal instruments for securing amenities. While it is District practice to receive 75% of the lift in land value for rezoned land, this guideline is not specifically expressed in the Policy.

### **3.0 Analysis**

#### **3.1 Discussion**

##### Site Context

The full block site is positioned prominently at the important and visible eastern gateway to Ambleside, and is bounded by Marine Drive, Bellevue Avenue, and 13th and 14th Streets. After the closure of Ambleside Lane as per the Purchase and Sale Agreements, the site area is 7945 m<sup>2</sup> (85,525 sq ft; 1.96 ac). The block currently contains the West Vancouver Police Department, a municipally-owned parking lot and laneway, a number of small commercial buildings fronting Marine Drive, and a former gas station site (now vacant).

Land ownership on the block is split; approximately 58% (4602 m<sup>2</sup> or 49,535 sq ft) is owned by the District, and the remaining 42% (3343 m<sup>2</sup> or 35,984 sq ft) is owned by the applicant. The District-owned lands are the subject of Purchase and Sale Agreements and will be sold to the applicant upon rezoning.

Topographically, the site generally slopes from north to south, with the highest point being approximately 5 metres above sea level at 13th Street & Marine Drive, and the lowest point being 3 meters above sea level along Bellevue Avenue. This amounts to a grade difference of approximately two-thirds of a storey from the north side of the site to the south side of the site. The site also slopes down from east to west (i.e. Marine Drive at 14th Street is lower than Marine Drive at 13th Street).

Adjacent land uses are:

North – a variety of one- and two-storey commercial storefronts, including restaurants, retail, and small offices, as well as a vacant gas station lot;

East – Ambleside Park’s tennis courts and fields;

South – CN railway with Hollyburn Sailing Club, Argyle Ave, boat launch, and Ambleside waterfront park beyond; and,

West – three-storey mixed commercial/residential building.

##### The Proposal (see Appendices A and G to M)

A mixed commercial residential development is proposed by the applicant, consisting of two buildings joined by an underground parking garage, all of which will be constructed in two phases. Generally speaking, commercial space is proposed at grade, with residential units in storeys above; exceptions include an area of the second floor on Marine Drive at 13th Street which is proposed for

office use, and ground-oriented two-level townhouses (in lieu of commercial space) proposed for Bellevue Avenue at 13th Street.

At grade, the gross building area is 4739 m<sup>2</sup> (51k sq ft), 75% of which is dedicated to commercial space. The western and eastern buildings are proposed for seven- and six-storeys respectively, with an overall Floor Area Ratio (FAR) of 2.94 over the site (representing a gross floor area of 258k sq ft).

Key aspects of the proposed development include:

- Attention to the function and character of public space surrounding and within the site, including a transformation of 14th Street into a festival street (as envisioned by the Ambleside Streetscape Standards and the Town Center Strategy), the provision of a covered mid-block pedestrian galleria, and high-quality sidewalk improvements surrounding the site;
- Superior site design and building architecture, including a terraced design that maximizes the protection of street-end view corridors;
- Approximately 3150 m<sup>2</sup> (33,850 sq ft) of ground floor retail space;
- Approximately 320 m<sup>2</sup> (3,400 sq ft) of ground floor flex retail/office space;
- Approximately 515 m<sup>2</sup> (5,600 sq ft) of second floor office space;
- 98 residential units comprised of 94 apartments and 4 townhouses, of which 52% are 1500 sq ft or less and 72% are 2500 sq ft or less;
- 299 underground parking stalls on 2 ¼ levels, including 196 stalls for building residents, 11 residential visitor stalls, and 92 stalls for commercial use;
- Vehicular access to underground parking and loading via a two way ramp from Bellevue Avenue, and an 'in-only' ramp from 13th Street; and,
- Various sustainability initiatives including a target of LEED Gold certification.

### Assessment of the Project

#### *Overall*

The applicant team has put forward a high quality proposal for the redevelopment of the 1300 block Marine Drive that is consistent with the OCP's revitalization objectives for the Ambleside Town Centre and takes advantage of the opportunities provided by this unique location.

Redevelopment of the 1300 Block south of Marine Drive has been a District goal for many years due to its prominence as a gateway site to Ambleside; its proximity to the waterfront, the 14th Street festival space, the pier, and the Ferry Building; and the negative impact of the vacant gas station site for the last several years.

The proposal itself is based upon a significant public outreach effort by the proponent in spring 2011 (the Ideas' Fairs). Subsequent to the application being received, the proposal has seen significant improvement resulting from

community consultation, including open houses, a public meeting, and the Design Review Committee. The proposal has been modified to reduce building height and floor area, to add second floor office and ground-oriented townhouses, to feature significantly improved architectural design, and to be consistent with the Ambleside Streetscape Standards.

### *Phasing*

The proposed development would be the subject of a Phased Development Agreement (Appendix J) and is proposed to be completed in two phases. The western half of the block would be developed first, followed by the eastern half (subsequent to the West Vancouver Police Department vacating their station).

### *Access, Traffic, and Parking*

Principal vehicle access to the project will be established with Phase 1 of construction, by way of a two-way driveway from Bellevue Ave (near 14th Street) accessing underground parking. With Phase 2, an additional, entry-only driveway is proposed from 13th Street into the underground parking. Both accesses are located to minimize impacts on both traffic flow and public space. Two and one-quarter levels of underground parking are designed to contain 299 total parking stalls, as well as loading bays and garbage and recycling facilities.

A transportation study, commissioned by the applicant and prepared by Bunt & Associates, found that the “projected impacts of new development, net of existing uses on the site, will not have a material impact on the capacity of service levels of the existing road network.” District Development Engineering and Roads & Transportation staff have reviewed the study and utilized it to recommend changes to the Bellevue Avenue right-of-way to be consistent with the District’s Cycling Network Implementation Plan. The final proposal before Council reflects the changes requested by District staff.

### *Built Form & Architecture*

The proposal represents a taller building form for Marine Drive commercial frontage than has generally been the case in the past, however the proposed building form is not inconsistent with existing building heights present throughout Ambleside (e.g. numerous apartment towers) and is consistent with the direction for the site provided by the OCP. At the same time, the proposal does include a regular storefront rhythm and is complementary to the established character and scale of the area at street level.

As the project is to be constructed in two phases, it naturally breaks into two buildings, between which a crucial mid-block pedestrian galleria is provided. The western building, phase 1, is proposed at seven storeys, and the eastern building, phase 2, is proposed at six storeys. The highest point of the project is generally in the centre of the block, with building form stepping and terracing down toward 13th and 14th Streets. In addition, the building steps back from Marine Drive and Bellevue Avenue above the second floor.

Architecturally, the building has a strong terraced form that serves to preserve the street-end view corridors of 13th and 14th Streets. While the proposal includes building height up to seven storeys, the seventh storey is less than 25% of the ground floor footprint of the project.

View impacts have been modelled by the applicant team and updated from time to time as successive revisions were made to the project. These are available for viewing in the drawing booklet (Appendix M).

#### Response to Council direction

The applicant has made several revisions consistent with Council's direction over the past year, including:

- a reduction in building height and building storeys;
- the removal of rooftop mechanical equipment;
- an increase in the number of residential units, a decrease in average residential unit size, and provision of ground-oriented townhouses at the corner of Bellevue Avenue and 13th Street;
- provision of second floor office space at the corner of Marine Drive and 13th Street in conjunction with architectural changes to emphasize the important location as a gateway to Ambleside; and,
- significant development of the architecture to address horizontality, building bulk and massing, overhangs, and materials.

#### Design Review Committee

At its September 5, 2013 meeting, the DRC commended the applicant for the quality of their proposal and the work undertaken to respond to the comments of the Committee. The Committee moved support for the project subject to further review of the following items by staff:

- consider articulation of the soffits;
- review plant species;
- clarify details of the water feature concept at the gateway; and,
- resolve off-site parking and other related traffic and engineering issues.

The architect has provided additional detail of soffit finishing and the water feature concept, and the landscape architect has amended plant species selection and planter dimensions where requested by staff. The Director of Engineering & Transportation and the Director of Planning, Land Development & Permits provided direction to the applicant related to the configuration of the Bellevue Avenue right-of-way, and sought to strike a balance between the Cycling Network Implementation Plan, adequate and safe shared lane widths, a high quality public realm, and providing convenient street parking.

### Community Amenity Contribution (CAC)

An assessment of the potential 'lift' in land value resulting from the rezoning was commissioned by the District and completed by Burgess Cawley Sullivan & Associates (see Appendix H). It is District practice that 75% of the estimated 'land lift' is to be returned to the District as part of a CAC.

A CAC is only applicable to the privately-owned lands on the block. The District-owned lands that are the subject of Purchase & Sale Agreements have been conditionally sold as a zoned site; consequently, the District has captured 100% of the land lift in the sale price of the District-owned lands.

For the purposes of the 'land lift' analysis, the project density is to be considered as uniform across the site (as opposed to a spot-by-spot analysis). This avoids any CAC distortion resulting from, for example, a terraced building form that might impact the valuation of the District-held lands more or less than the valuation of the privately-held lands.

Staff are recommending that a credit be applied to the total CAC payable, in the amount of \$250,000, to compensate for streetscape and public realm improvements beyond the centreline of 14th Street. While all other public realm improvements are provided as an integral part of the project, these works extend fully across the street and improve the streetscape in front of neighbouring landowners and businesses.

After the credit is applied, a total CAC of \$11,336,000 is payable in two instalments. At the end of the statutory appeal period following the rezoning (approximately 60 days), 50% of the total is to be paid by bank draft and 50% by letter of credit. On March 31, 2017, the remaining 50% is to be paid, with interest, after which the letter of credit will be released. These details are secured via the Phased Development Agreement (PDA) (see Appendix K).

### Implementing Bylaws

The proposal would require an OCP amendment (Appendix I) to formalize land use policy direction for the special site, and an amendment to the Zoning Bylaw (Appendix J) to set the specific parameters of development. A bylaw is required to authorize a Phased Development Agreement (Appendix K), which describes how the project will be phased and secures the obligations arising from development (e.g. performance security and CAC). The PDA also provides the developer certainty because it ensures that the new zoning will not be changed for a period of 10 years without the developer's consent. A bylaw serving to close the portion of Ambleside Lane in the block that forms part of the development site is also required (Appendix L).



## **4.0 The Process of Bylaw Consideration**

### **4.1 Consultation on OCP amendment**

The Local Government Act Section 879 requires that one or more opportunities be provided for appropriate consultation with persons, organizations and authorities Council considers will be affected by an OCP amendment.

Community consultation regarding the proposed development has included:

- Grosvenor hosted a series of Ideas Fairs in spring 2011 to get input from residents on their vision for the uses, character, connections, and forms of development they envisioned for the block.
- As part of a consultation process established by the District, in January 2013 two open houses were held in the West Vancouver Community Centre Atrium, and an evening public meeting was held at the Kay Meek Centre. Notification was by direct postal mailing, quarter-page forward placement newspaper advertisements in five editions of the North Shore News and two editions of the North Shore outlook, placement on westvancouver.ca news and events listings, and the community calendar. Additional voluntary notification by Grosvenor included a community-wide mailer. Both the open houses and the public meeting were very well attended.
- The District has hosted information about the proposal on its website, maintained an email list and sent updates to subscribers, made periodic media releases about the project, and has reached out to local media to provide information and clarification as needed.
- The Design Review Committee reviewed the project, and its successively refined versions, on three separate occasions in December 2012, May 2013, and September 2013. At the September 2013 meeting (Appendix D) the DRC commended the applicant for the quality of their proposal and the meticulous detail in which they responded to the comments of the Committee, and recommended support of the proposal subject to staff review of a few remaining items.
- Should Council give the bylaws first reading and forward the proposal on to public hearing, staff will organize and publicize two public information meetings to be held prior to the public hearing.

### **4.2 Consideration of OCP amendment**

The Act requires that, after first reading and before Public Hearing of an OCP amendment, Council must consider the plan (or amendment to the plan) in conjunction with its financial plan and any waste management plan that is applicable in the municipality or regional district.

#### **Financial Implications**

The financial plan is both the long term capital plan and operating budget for the District. The proposal should provide increased property tax revenue over the

current uses on the site, and should have a positive impact on overall economic activity within Ambleside. In addition, the proposed community amenity contribution of over \$11 million will flow into the District's amenity reserve account(s) and provide financial capacity for Council's future amenity projects. As the District-owned portion of the site is subject to a Purchase and Sale Agreement, funds from the sale would flow to the District's endowment fund.

The proposed OCP amendment to facilitate the redevelopment of the 1300 block Marine Drive, south side, has been reviewed by the Chief Financial Officer in conjunction with the District's financial plan and is consistent with it.

#### Regional Waste Management Plans

The proposed OCP amendment to facilitate the redevelopment of the 1300 block Marine Drive, south side, has been reviewed by the Director of Engineering & Transportation in conjunction with regional waste management plans and is consistent with them.

#### 4.3 Consideration of bylaws and the Development Permit

Following first reading of the bylaws, District staff will schedule the public hearing and make arrangements for notification (via direct postal mailing, newspaper advertisement, website placement, and so on). Concurrently with the public hearing (at the same meeting) Council provides an opportunity for those who consider that they are affected by the Road Closure and Removal of Highway Dedication Bylaw to make written and/or oral representations to Council.

After closure of the public hearing (on the same night or on a different night) Council may give second and third reading to the bylaws. After second and third reading of the bylaws (typically at a subsequent Council meeting), Council may adopt the bylaws once District staff confirm any conditions have been met. Once the implementing bylaws have been adopted, Council may authorize issuance of the Development Permit.

### 5.0 **Sustainability**

The applicant has considered social, economic, and environmental sustainability as part of their proposal, and has detailed their multi-faceted approach in the application booklet (Appendix M). A brief summary is provided below:

- Central location:
  - is near to existing commercial and public services, the waterfront, parks, cultural facilities, and opportunities for recreation;
  - encourages active transportation and walking within the town centre, and trips on TransLink's designated Frequent Transit Network for travel across the North Shore and into Vancouver;
  - reinforces the primacy of Ambleside as West Vancouver's Town Centre;
  - provides for additional residents in Ambleside to support local businesses;

- Redevelopment of the block supports wider efforts to revitalize Ambleside;
- Provides opportunity for social interaction by way of investing in quality public spaces and connectivity around and within the site;
- Passive design elements, energy efficient equipment, high quality and durable materials, facade design to limit solar gain, and various initiatives for efficient operation of the project (such as occupancy sensors); and,
- Targeting LEED Gold certification.

## **6.0 Consultation & Communication**

Should Council choose to consider first reading of the bylaws, District staff will make preparations for the Public Hearing and provide notification via direct postal mailing (see Appendix F), newspaper advertisement, email updates, media release, and placement on the District website. In addition, two public information meetings (open house style, most likely at the West Vancouver Community Centre Atrium) would be held after first reading but before the Public Hearing so that residents can learn more about the proposal before the Public Hearing.

An application timeline is available and attached as Appendix E.

## **7.0 Options**

***(as recommended by staff)***

A. Introduce and give first reading to the implementing bylaws (Appendices I to L), consider the Development Permit (Appendix M) concurrent with the bylaws, and set Thursday, November 14, 2013 as the date for a Public Hearing and opportunity for comment on the proposed road closure and removal of highway dedication;

***(or, alternatively)***

B. Same as Option A, but set a different Public Hearing date; or

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

D. Reject the application.

Author

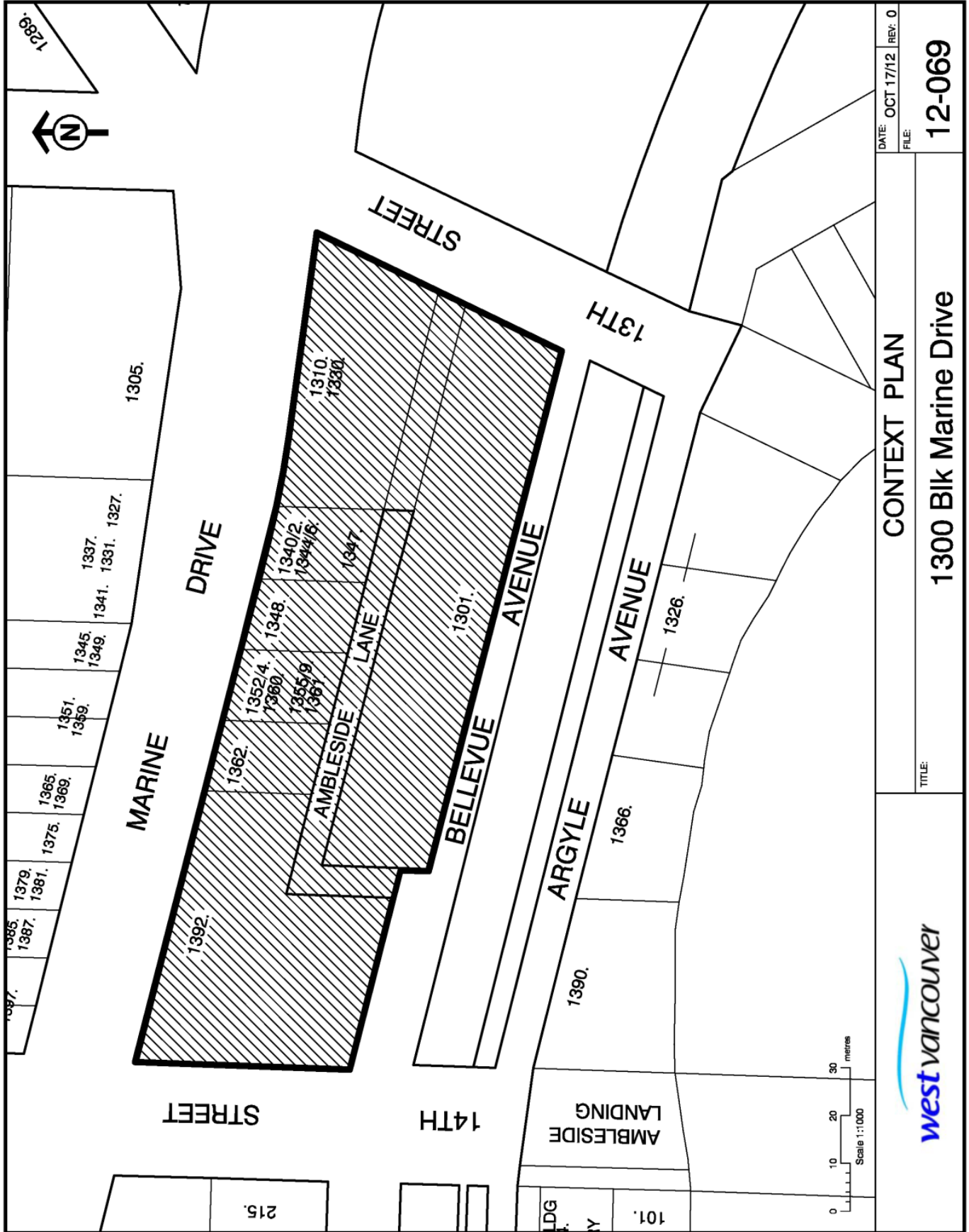
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Andrew Browne

Appendices:

- A - Location map
- B - Ambleside 'Puzzle'
- C - Official Community Plan excerpts related to Ambleside
- D - Excerpt from the adopted minutes of the September 5, 2013 Design Review Committee meeting
- E - Application timeline
- F - Notification area
- G - Project data sheet
- H - Report by Burgess Cawley Sullivan & Associates
- I - Official Community Plan Bylaw No. 4360, 2004, Amendment Bylaw No. 4768, 2013
- J - Zoning Bylaw No. 4662, 2010, Amendment Bylaw No. 4767, 2013
- K - Phased Development Agreement Authorization Bylaw No. 4769, 2013
- L - Road Closure and Removal of Highway Dedication Bylaw No. 4763, 2013
- M - Development Permit 12-069 (with drawing booklet as a Schedule)

# Appendix A – Location map



# Appendix B – Ambleside ‘Puzzle’



## Appendix C – Official Community Plan excerpts related to Ambleside

**Policy BF-C 2:** Support the commercial centres by encouraging residential uses.

- Encourage mixed commercial/residential development within commercial areas while retaining commercial frontage at street level where appropriate.

**Policy BF-C 3:** Enhance Ambleside Town Centre as West Vancouver's recognized Town Centre.

**Policy BF-C4: Consider buildings over four storeys on three special sites along Marine Drive – 1300 block south, 1400 block north, and 1600 block south.**

- The size and configuration of these larger sites can provide greater design opportunity, and flexibility to consider proposals with varying height is considered to be in the public interest.
- Notwithstanding building guidelines applicable in Ambleside, buildings on these special sites shall remain at two storeys as provided for in the zoning bylaw and increases in height would be considered as part of a rezoning application for specific site development.
- Any such application shall include an illustration of the development that could occur within the same four storey height and Floor Area Ratio of 1.75 that could be approved on sites elsewhere in Ambleside. A process of preliminary evaluation of the development proposal in comparison to this standard shall occur involving the local residential and business community and advisory committees of Council. Based upon that preliminary assessment, Council will decide whether to proceed with further review and formal consideration of bylaw amendments and development permits.
- Height in excess of four storeys would only be considered if it resulted in a superior building and site design, including increased open spaces or public squares, walkways and enhanced view corridors. A variation in FAR above 1.75 would only be considered in relation to offsetting the cost of providing assets such as community space for an art gallery, civic meeting space, additional public parking and rental housing.
- The site specific public amenity contribution for inclusion in the new zoning would be negotiated as part of the application.

**Policy BF-C 4.5:** Enhance Ambleside Town Centre's sense of place and uniqueness, including its growing role as a home for civic and cultural activities.

- Provide multiple opportunities for community meeting places and the use of streets and plazas as venues for civic events, including extended open spaces and landscaping on 14<sup>th</sup> Street and 17<sup>th</sup> Street below Marine Drive and civic spaces on the larger special development sites identified in Policy BF-C4. Such civic streets would be beautified and provide visual connections to the waterfront recreation and cultural facilities, but remain as normal traffic streets except for occasional community events. Access and use of adjacent private lands would form part of negotiations during rezoning applications.

**Policy BF-C 4.6:** Strengthen the connections between the waterfront and the Town Centre, with increased cultural and recreational activity and stronger functional links.

- Encourage commercial activities on the north/south streets to increase pedestrian interest and activity, and to draw people both from the waterfront and down to the waterfront

**Policy BF-C 4.8:** Provide street design improvements and parking facilities that complement and enhance the Ambleside Town Centre.

# Appendix D - Excerpt from the adopted minutes of the September 5, 2013 Design Review Committee meeting

## 4. APPLICATIONS FOR CONSIDERATION:

### 4.1 GROSVENOR CAPITAL CORPORATION, 1300 BLOCK, SOUTH SIDE OF MARINE DRIVE.

FILE 1010-20-12-069

#### Background:

Andrew Browne advised that Council requested that the Design Review Committee evaluate the proposal based on Council's direction of June 17, 2013. A number of changes since last presentation in May, including: addition of second-floor office at Marine Drive & 13th Street, emphasis on a gateway, further development of the architecture, updates and changes to the elevations, etc. He went on to identify items that staff would like the Committee to consider in addition to Council's direction.

#### Project Presentation:

James Patillo, Senior Vice President Grosvenor Americas opened the presentation. He stated that the modifications are significant and they are confident that they responded to all of the items requested. They are very happy with the evolution of the design and the dramatic change from the original presentation has produced a good project. He feels that this is a huge catalyst for change in Ambleside and is definitely needed, and that the quality of building, design and materials will set a great precedent in Ambleside.

Architect Adeline Lai from James Cheng Architects went over the resolution from Council and the Design Review Committee:

- Introducing second-floor office space in north east corner of east building is successfully separated from residential units and can be divided into smaller tenant spaces with office lobby at gateway corner of 13<sup>th</sup> and Marine. Setback allows water feature to animate pedestrian and gateway experience. Introduced more vertical elements with wood expression to anchor horizontal slabs and provide focal point to gateway corner.
- Project now has more wall solidity above the ground floor by introduction of non-glazed wood texture spandrel. Glass above the ground floor is hardly perceivable from the ground.
- Bellevue elevation - project broken down into more distinct volumes and tied with a primary horizontal approach and vertical accents. Bellevue façade broken down into different rhythm and modules with penthouse floating above to appear one storey less and floats on top of podium.
- Integrated vertical elements and articulate building by using stone and concrete wall in locations for privacy issues, wood texture spandrel added between room divisions and a green screen to break up mass of building.
- Proposing timeless palette of materials that exude warmth and elegance and rich texture including glass infill, wood, and stone in various colours, textures and form. East building to have slightly darker palette compared to west building. Use of materials to break up façade and bring inside and outside relationship.

Marc Josephson from Grosvenor Americas went over the retail strategy. After last meeting took on the task of tenant mix seriously for this important site in Ambleside, conducted survey of community to find out what their retail habits are and what like to see in future. Currently significant amount of retail leakage with people spending money elsewhere, feel important to bring people back to West Vancouver. The survey indicated that outdoor dining patios, specialty foods and specialty restaurants highly appealing as well as space for community events. Large box stores and chain stores had a low level of interest. He went over the 5 activity zones proposed and the tenant mix envisioned.



## Committee Questions:

The Committee provided questions, with the applicants' response in *italics*, including the following:

- Water feature introduced at the gateway corner what are you envisioning? *Envision a good size flat body of water, with 'infinity' drop edge. Precedent images in booklet submission show character and detailing but not exact size.*
- At each iteration we see less green on the building, is this deliberate? *Previous design was relying too heavily on greenery, now the building is more articulated and we have deliberately placed green in more strategic locations.*
- Transparent green wall where does this occur? *Four locations one on each principal side of building, usually where second bedroom occurs in a unit.*
- Previous comments on Bellevue Avenue and pedestrian crossings were not dealt with do you plan to deal with these later? *Consultants' team having ongoing discussion and meeting with District which includes roads and engineering discussions on Bellevue, updating whole area in next submission to Council, and working with staff.*
- Bellevue Avenue is being raised, by how much raised and where is it taking place? *Mid block go up to same level as existing railway track and tapering down at 13<sup>th</sup> and 14<sup>th</sup>.*
- Retail impact analysis noted that the sales will increase by \$11-15 million annually, what proportion might be to this particular development as compared to whole of Ambleside? *Anticipated \$6 million for this site, and is included in the \$11-15 million.*
- What is the rationale for plant section? *The Ambleside Streetscape Standards are very specific about street tree selection, but for streetscape plantings it is more of an approved menu approach from which you select what you'd like.*
- For floor to ceiling height for commercial at Marine, trying to understand 17.25 ft. height? *17.25 ft. in lowest part of Marine Drive to keep the slab above constant.*
- Live/work studio corner 13<sup>th</sup> and Bellevue what do you envision? *Opportunity to provide flexibility to work out of home, intended part of overall residential program.*
- Soffits are an important visible design element of building, what are they? *Painted soffits in light colour.*
- What are depths of overhang? *Varies, but generally south side 8ft. north side 4 to 6 ft.*
- Hedge between parking and rail tracks now shows rain garden? *Discussions ongoing with CN, will most likely be a surface level planting rather than a hedge; details still being worked out.*

## Committee Comments:

Members' comments on the application included:

- Compliment the team on responding to the comments in particular as they relate to the gateway, feel that it is a successful resolution of the corner as a more welcoming building and a positive change to the project. Inside-outside connection is successful and particularly along Marine Drive; introduction of water body creates tranquil atmosphere and welcoming corner. Given the size and scale of the building not sure the two-colour palette is going to give you differentiation and not sure if it is necessary, though not a problem either. Timelessness of materials is successful.
- Building is very handsome and is going to be an amazing attribute to Ambleside, right on the mark architecturally. Striking bright and luminous lantern on the gateway corner it will be a great asset. Vertical elements put into proposal make it appear almost like a village. Hope it gets built like this, concern about glass guardrails, make sure structural glass otherwise it will ruin the architectural affect.
- Compliment the level of effort to reconcile issues. Marine Drive at 14<sup>th</sup> is an acute corner, maybe investigate bump out at intersection of 13th & Marine to make northbound right turn closer to 90 degree angle to Marine, reduces crosswalk width. On Bellevue 60 degree parking probably not enough space, change to 45 degree and include mid block cross walk. Strip on south side of Bellevue where rain garden is should be a walkable surface so people can get to cars. Underground - Commercial parkers have to go through a bit of residential parking not secured by gate, maybe take ramp come down off 13<sup>th</sup> and deflect southerly and rearrange so residential on

north and commercial on south so have secured gate. Parking location of public car share is not indicated on drawings.

- Love building but still have reservations if appropriate for Ambleside. District should revisit Streetscape Standards planting palette to expand it, plants in list do not necessarily lend themselves to the strong architecturally modern building and should be emulated in plant material choices. Carex and spirea perhaps a bit rustic. Reconsider 'bloodgood' London Plane tree on 14th as it might lift sidewalk and cause problems, bamboo could create damage to parkade under galleria, maybe look at clumping species of bamboo. Calamagrostis grass is not good for roof planting in our rainy climate and should be switched.
- Level of resolution has come a long way and ground plane much more resolved, found retail strategy helpful. Next step for retail strategy is after approval to work with actual tenants to go flesh out individuality more. Soffit is significant opportunity because it is a significant element and needs to have texture richness to take to next level.
- Concern with edge between public and private paving feels harsh. Each time submitted landscape package not complete with planting plan, sizes, and quantities.

The presenters provided clarification and responded to some of the Committee's comments.

Councillor Soprovich questioned the unresolved interpretations of streetscape and Bellevue configuration, and if the project goes forth to public hearing would this committee have ability to look at finalization of Bellevue and streetscape scenarios. Bob Sokol advised that depending on what the recommendations are from tonight's meeting staff will continue to work with applicant to do refinements and go forward to Council who will determine if comes back to the Committee or go to first reading and public hearing.

The Committee went on to discuss the slight increase in height (1.25 feet) and whether or not it affected the massing of the building. It was commented that it doesn't impact the massing of the building and that the trade off for getting second-floor office space relating to gateway, and resulting higher ceiling, makes a stronger more successful building and that the offices enhance opportunity to make more of a versatile building.

Resolution:

It was Moved and Seconded:

THAT the Design Review Committee commends the applicant for the quality of the proposal and the meticulous details in which they responded to the comments of the Committee;

AND FURTHER THAT the Design Review Committee recommends SUPPORT of the mixed use development proposal by Grosvenor Capital Corporation at 1300 Block South Side Marine Drive; SUBJECT TO further review by staff of the following:

- consider articulation of the soffits;
- review plant species;
- clarify details of the water feature concept at the gateway;
- resolve off-site parking and other related traffic and engineering issues.

**CARRIED**

## Appendix E – Application timeline

#	Date	Milestone & Description
1	18 Oct 2012	Complete application received.
2	19 Nov 2012	RTC #1 – Council authorized public consultation.
3	13 Dec 2012	DRC #1 – Recommended resubmission.
4	17 Jan 2013	Open House #1 – WVCC Atrium
5	19 Jan 2013	Open House #2 – WVCC Atrium
6	23 Jan 2013	Public Meeting #1 – Kay Meek
7	4 Mar 2013	RTC #2 - Presented consultation results and Council affirmed direction for revisions.
8	13 May 2013	RTC #3 – Returns revised concepts to Council, referred to DRC, set next steps.
9	30 May 2013	DRC #2 – Recommended advancement to development permit drawings.
10	17 Jun 2013	RTC #4 – Recommends application advance in approval process.
11	29 Jul 2013	RTC #5 – Progress report on Community Amenity Contribution.
12	5 Sep 2013	DRC #3 – Review of progress on final revisions directed by Council in June.
13	30 Sep 2013	RTC #6 – Progress report on Community Amenity Contribution.
14	21 Oct 2013	RTC #7 – Council receives draft bylaws (considers first reading)
15	TBD	Open House #3 – Public information meeting (pre-public hearing)
16	TBD	Open House #4 – Public information meeting (pre-public hearing)
17	14 Nov 2013 *	Public Hearing at Kay Meek
18	25 Nov 2013 *	Council may consider second and third reading
19	2 Dec 2013 *	RTC #8 – Confirms conditions for adoption have been met (adoption of bylaws and development permit issuance).

*RTC means Report to Council*

*DRC means Design Review Committee*

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\* Dates are tentative.



## Appendix G – Project data sheet

	Original	Proposed	Difference
<b>Gross floor area</b>	265,506 sq ft	258,029 sq ft	(7,477 sq ft)
<b>Net floor area (for calculating FAR)</b>	256,060 sq ft	251,481 sq ft	(4,579 sq ft)
<b>FAR</b>	2.99	2.94	(0.05)
<b>“Visible” FAR <sup>1</sup></b>	2.99	2.86	(0.13)
<b><u>Height, Storeys</u></b>			
<b>West Building (14<sup>th</sup>)</b>	8 storeys	7 storeys	(1 storey)
<b>East Building (13<sup>th</sup>)</b>	7 storeys	6 storeys	(1 storey)
<b><u>Height, Feet <sup>2</sup></u></b>			
<b>West Building (14<sup>th</sup>)</b>	95.0 ft	80.5 ft	(14.5 ft)
<b>East Building (13<sup>th</sup>)</b>	83.5 ft	70.0 ft	(13.5 ft)
<b><u>Floor-to-Ceiling Height</u></b>			
<b>Residential</b>	11.5 ft	10.5 ft	(1.0 ft)
<b>Elevator Over-run (roof)</b>	11.5 ft	9.00 ft	(2.5 ft)
<b>Commercial (at Marine)</b>	13.0 to 16.25 ft	13.25 to 17.25 ft	0.25 to 1.00 ft
<b>Footprint, Rooftop Mechanical (per building)</b>	~ 2065 sq ft	~ 340 sq ft	(~ 1725 sq ft)
<b><u>Residential Units</u></b>			
<b>Number</b>	88 units	98 units	10 units
<b>Net Average Size <sup>3</sup></b>	2084 sq ft	1816 sq ft	(268 sq ft)
<b><u>Floor Areas</u></b>			
<b>Ground Floor (gross)</b>	51,849 sq ft	51,012 sq ft	(837 sq ft)
<b>Total Residential</b>	212,810 sq ft	198,572 sq ft	(14,238 sq ft)
<b>Townhouse <sup>4</sup></b>	nil	8,763 sq ft	8,763 sq ft
<b>Retail</b>	43,250 sq ft	33,845 sq ft	(9,405 sq ft)
<b>Flex Retail/Office</b>	nil	3,431 sq ft	3,431 sq ft
<b>Office (Lobby &amp; 2nd Floor)</b>	nil	5,558 sq ft	5,558 sq ft

<sup>1</sup> With the introduction of two-level townhouses within the existing commercial ceiling height in the vicinity of 13th & Bellevue, the portion of FAR attributed to the second level of the townhouses is in effect incorporated into the existing massing of the building and is not “visible” FAR.

<sup>2</sup> Building heights have been normalized to use the grade at Marine Drive at the Galleria (16.50 ft), being the approximate mid-point grade of the block.

<sup>3</sup> Excludes common hallways and building circulation space.

	<b>Original</b>	<b>Proposed</b>	<b>Difference</b>
<b>Setback from West Building to 14th St PL</b>	~ 24.5 ft	~ 18.0 ft to ~ 20.5 ft	(~ 6.5 to 4.0 ft)
<b>Galleria, Narrowest Point</b>	~ 39.5 ft	~ 36.5 ft	(~ 3 ft)
<b><u>Parking Required</u></b>			
<b>Total</b>	285 stalls	288 stalls	3 stalls
<b>Commercial</b> <sup>5</sup>	109 stalls	92 stalls	(17 stalls)
<b>Residential</b>	176 stalls	196 stalls	20 stalls
<b><u>Parking Provided</u></b>			
<b>Total</b>	314 stalls	314 stalls	-
<b>Commercial</b>	124 stalls	99 stalls	(25 stalls)
<b>Total Residential</b>	190 stalls	215 stalls	25 stalls
<b>Residential Visitor</b> <sup>6</sup>	11 stalls	11 stalls	-
<b>Parking Surplus / (Deficit)</b>	29 stalls	26 stalls	(3 stalls)

<sup>4</sup> Included in 'Total Residential'; shown here separately to show detail.

<sup>5</sup> The previous calculation of required commercial parking included non-leasable 'back of house' exit corridors accessible to all commercial tenants. The new commercial parking requirement reflects more detailed floor plans that do not include these areas.

<sup>6</sup> Included in 'Total Residential'; shown here separately to show detail.