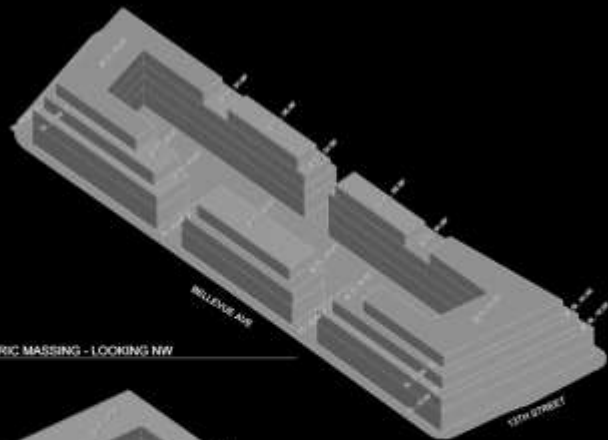


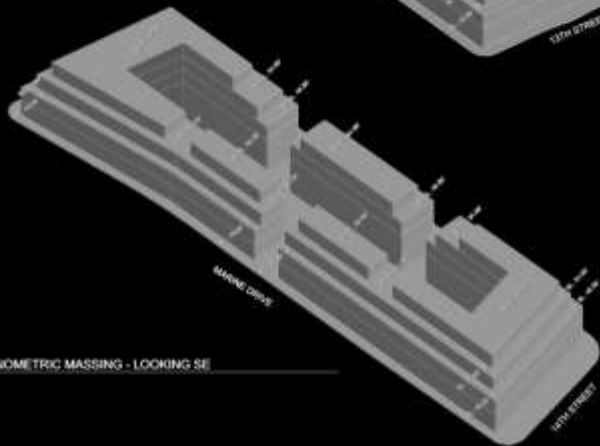
# 1300 Block Redevelopment Proposal

## Ambleside OCP Policies

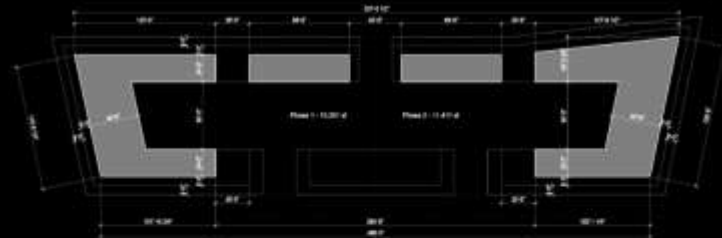
4 AXONOMETRIC MASSING - LOOKING NW



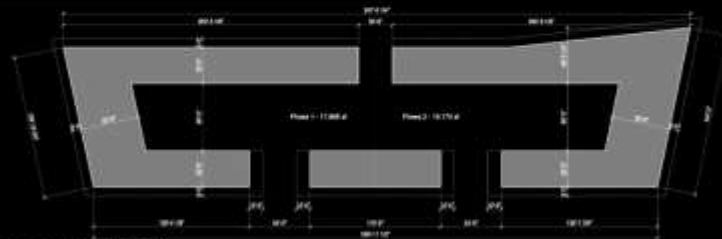
5 AXONOMETRIC MASSING - LOOKING SE



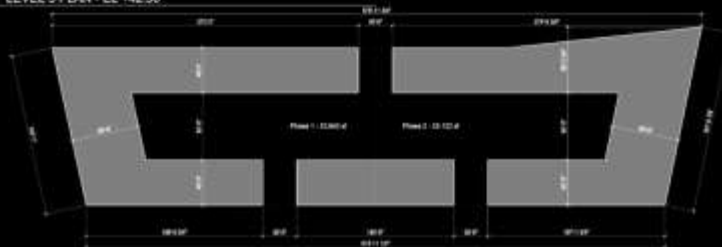
4 LEVEL 4 PLAN - EL +54.00'



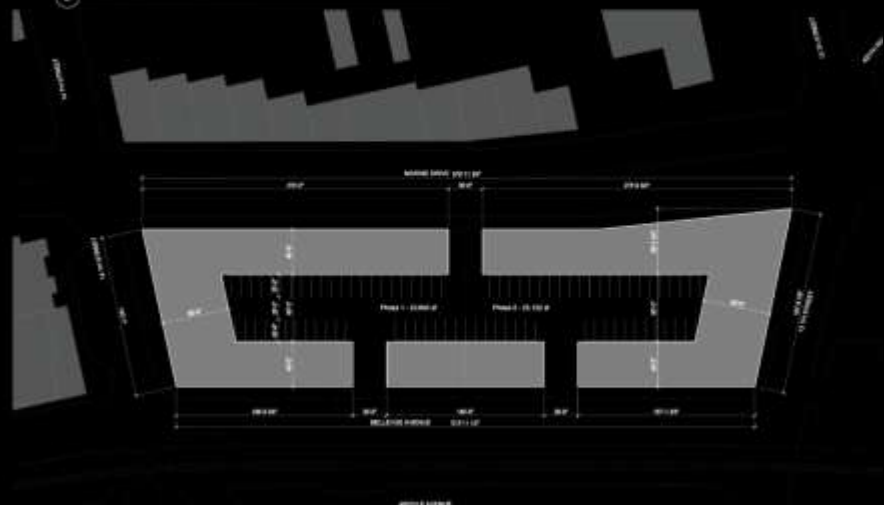
3 LEVEL 3 PLAN - EL +42.50'



2 LEVEL 2 PLAN - EL +31.00'



1 GROUND LEVEL PLAN - EL +16.75'







ORQUIDEA

ORQUIDEA  
STORE CLOSING

FINAL DAYS  
EVERYTHING MUST GO!  
up to 70% off

Absolutely  
EVERYTHING

ORQUIDEA  
STORE CLOSING

APANAGE  
BLACKY DRESS  
BRAX  
CECILE BONIC  
BETTY BARCLAY  
FABER  
SARAI

WEEKS  
AHEAD

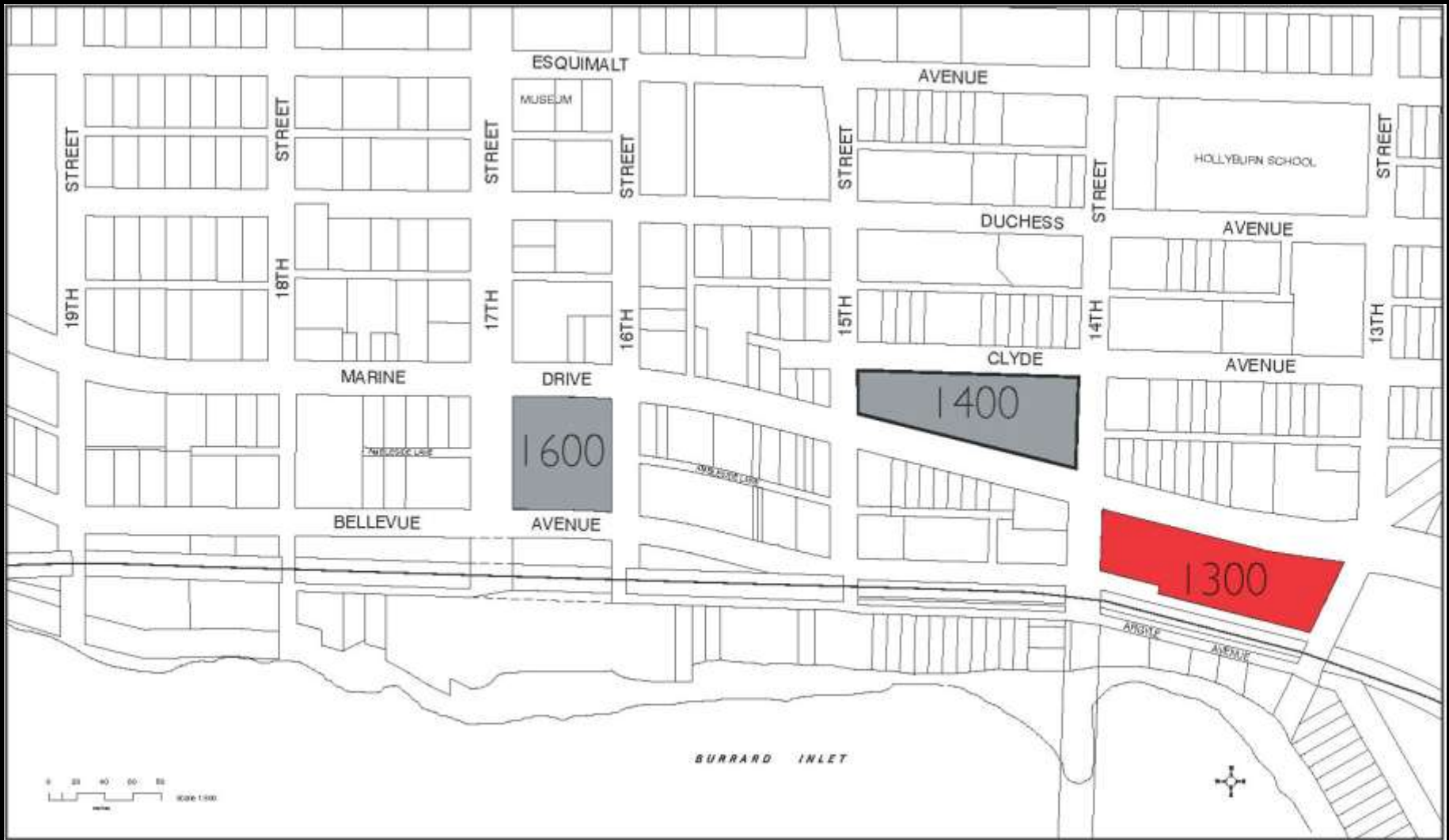


NO PARKING  
ANYTIME  
MON - SAT

STOP

## OCP Policy Highlights

- Reinforce the role of Ambleside as **West Vancouver's Town Centre**.
- Integrate Strategies for the **Village Centre, Arts and Culture, Ambleside Park and the Agryle Waterfront**.
- Assist in the development of a business improvement area program with the local business community to **promote the area and encourage an attractive mix of retail and services**.
- **Strengthen the connections between the waterfront and the Village Centre**, with increased cultural and recreational activity and stronger functional links.
- **Consider buildings over four storeys on three special sites along Marine Drive – 1300 block south, 1400 block north and 1600 block south**.





Site Context













Marine Drive









ESSO

SAGER

LEGAL ADVISORS



DRIVE THRU  
OPEN MON-FRI

UPS Store

Ginger & Soy

Ginger & Soy 川島菜園

CENTRE

THE SIDE HUSTLE

PERFORMANCE

RENTALS



Bellevue

STOP

4-WAY



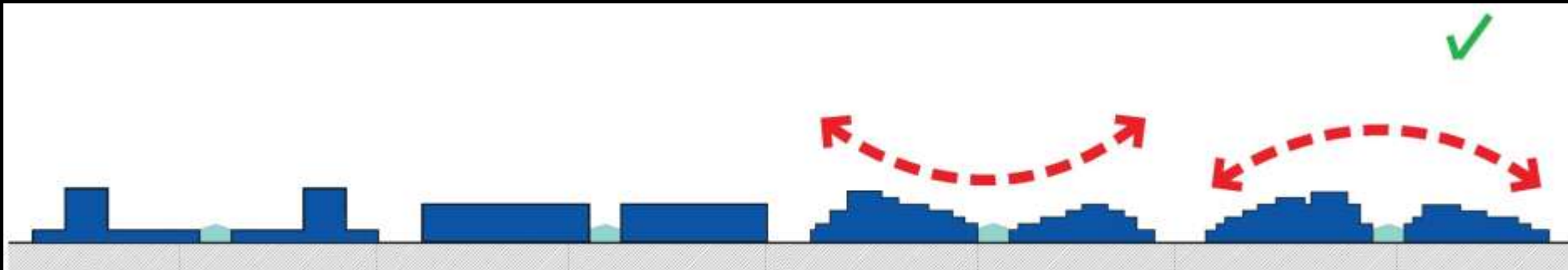


# Public Consultations









**TOWER**

- Not in keeping with the Ambleside neighbourhood character
- Not supported by a majority of the public

**BOX**

- Not in keeping with the Ambleside Village Centre Strategy in terms of Build Form and Design Guildelines

**CONCAVE**

- Huge shadow impact on surrounding streets
- Negatively impact on scale

**CONVEX**

- Lessen shadow impact on surrounding streets
- Enhance pedestrian experience lowered height along the street
- An extension of vertical park-like setting generated by a terracing form

# Architectural Character Response





























## Public Realm Response





**STREET PARKING**

	PROPOSED	EXISTING
14TH STREET	8	8
BELLEVUE AVENUE	29 (4 WHEEL CHAIR ACCESSIBLE)	24
	37	32

**TREE LEGEND**

-  CERCIDIPHYLLUM JAPONICUM (KATSURA TREE)
-  ACER RUBRUM (RED MAPLE)
-  ACER PLATANOIDES (NORWAY MAPLE)
-  PRUNUS SERRULATA (JAPANESE CHERRY)
-  ACER SACCHARUM NEWTON SENTRY (NEWTON SENTRY SUGAR MAPLE)
-  GINKGO BILOBA (MADENHAIR TREE)
-  EXISTING TREES



**PERKINS+WILL ARCHITECTURE**  
 1000 LEXINGTON AVENUE  
 SUITE 2000  
 NEW YORK, NY 10017  
 TEL: 212 512 2000  
 WWW.PWARCHITECTURE.COM

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 NEW YORK, NY 10017  
 TEL: 212 512 2000  
 WWW.CWAARCHITECTURE.COM



1300 Block Marine Drive South  
 West Vancouver

LANDSCAPE AT  
 GROUND LEVEL

SCALE: 1/8" = 1'-0"  
 DATE: 10-20-2010  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]  
 OCT 17, 2010

**L1.00**

2 MARINE DRIVE -  
RETAIL ANIMATION

The corner of 13th Street and Marine Drive will be a dynamic gateway to Ambleside. The architectural vision transforms the corner.

The Marine Drive sidewalk will be transformed into a lively promenade welcoming to the public gallery and the heart of the 1200 Block. Widened sidewalks on 13th Street will also enhance pedestrian access to Ambleside Beach.

The 13th Street corner will feature a 1,200 of street level and to be used by the Arts for Kids Trust for education, exhibition and community use. An 'in-only' underground parking entry will also be located on 13th Street.



VICTORIA SARENS  
PARISHO CUCAMANGA, CA



AMBLESIDE WATERFRONT

PUBLIC REALM





MARINE DRIVE : EXISTING











**13TH STREET:  
GATEWAY TO AMBLESIDE**

13th Street is an important gateway to the 1300 Block. On the Marine Drive corner, the building forms a (L) to provide architectural portance). Grosvenor is proposing to dedicate a 1,200 sq unit at street level to the Artists for Kids Trust for art education and exhibition, and community uses.

13th Street borders Ambleside Park and functions as a major access route for pedestrians and vehicles. An "in-only" vehicular entry is located on this street to provide access to: underground parking and loading.

13TH STREET, WALKWAY



AMBLESIDE WATERFRONT



PUBLIC REALM



**14TH STREET:  
ARTS & CULTURE LINK**

The landscape improvements for 14th street are aimed at treating the street as a flexible, pedestrian plaza and maximize interior/exterior permeability with the adjacent buildings. The vehicular lanes could occasionally be closed to traffic, allowing use of the entire street and adjacent sidewalks for markets, street fairs, outdoor entertainment (performances, concerts, movies), or outdoor exhibits.

Art installations at the north and south corners highlight the gateways to the project, while special paving, trees in grates, lighting, and movable seating increases the appeal and livable character.

Rows of Japanese Cherry trees (*Prunus serrulata*) define the street edge and offer seasonal color. Lawn panels set between the basalt paving bands provide landscape character while maintaining walkability and flexible use. The curb-less street edge incorporates the City's standard banding of a double row of red brick/basalt stone. Bollards define vehicular circulation.

Within the vehicular area, paving consists of light and dark permeable concrete pavers, Types A and B, matching the City's standard. On the sidewalk, the City's recommended basalt paving bands are also utilized, but in a regular pattern that relates to the building's form and façade. The banding pattern extends across vehicular and pedestrian spaces, unifying the corridor as a single urban open space.



AMBLESIDE WATERFRONT



LEFT TO RIGHT:  
SANTANA ROW  
SAN JUAN, CA  
VICTORIA GARDENS  
SANJOSE, CALIFORNIA, CA

PUBLIC REALM



TYPICAL USE OF STREET DURING WEEK DAYS



ART SHOW WITH VEHICULAR TRAFFIC



STREET FAIR - VEHICULAR TRAFFIC CLOSED







CONCERT - VEHICULAR TRAFFIC CLOSED

HARDSCAPE LEGEND

PROPOSED

-  CURB BANDING - DOUBLE ROW OF RED BRICK/BASALT STONE
-  NARROW PAVERS, STEPSTONE INC., LIGHT COLOR TBD
-  PERMEABLE CONCRETE PAVERS, TYPE A - TO MATCH STANDARD TYPE USED BY THE CITY, LIGHT COLOR TBD
-  PERMEABLE CONCRETE PAVERS, TYPE B - TO MATCH STANDARD TYPE USED BY THE CITY, DARK COLOR TBD
-  BASALT PAVERS, TO MATCH CITY STANDARD
-  COLORED CONCRETE BAND, SAND BLAST FINISH, COLOR TBD
-  CONCRETE PAVING, GREY, SAND BLAST FINISH, SAW CUT JOINTS
-  LAWN
-  GRANITE BENCH
-  GRANITE BOULDERS/BENCH
-  WATER FEATURE WITH SCULPTURAL BOULDERS
-  SCULPTURAL BOULDERS
-  TREE GRATES

CITY STANDARD

-  BRICKS AT BOULEVARD EDGE
-  BRICK AND BASALT PAVERS BANDS
-  CONCRETE UNIT PAVERS
-  PERMEABLE UNIT PAVERS



14TH STREET : EXISTING















**4 MID-BLOCK CONNECTOR :  
GALLERIA**

The central Galleria offers an appealing new location for cafes, seating, and social gathering. The overhead canopy provides shelter between the west and east buildings, while the paving pattern continues past the edge of the canopy to reinforce north-south pedestrian circulation and connection. The open quality of the space allows visual connections from Marine Drive to the ocean on the south side. At the southern end of the Galleria at Bellevue Avenue, a small separate plaza offers a location for a separate event space featuring an art installation.

Sculptural granite boulders, granite benches, and linear glazing and fountain elements enliven the central plaza. In Phase 1, the linear bamboo "bars" will help to define a temporary edge that encloses the space until the Phase 2 eastern building is constructed. Canopy trees at the south and north consist of Katsura trees (*Cercidiphyllum japonicum*) that are located to frame the view and offer shade and relief.

Careful design has allowed us to grade the Galleria from Marine Drive to Bellevue Avenue without stairs.



AMBLESIDE WATERFRONT



LEFT TOPPHOT  
SON BUILDING  
NEW YORK, NY  
  
PARK BOWL  
WEST HAVEN/CT  
  
POLLINA  
SAN FRANCISCO



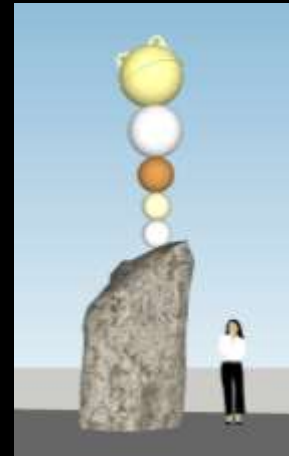
PUBLIC REALM

MID-BLOCK : EXISTING









**3 BELLEVUE AVENUE :  
NEW PEDESTRIAN PROMENADE**

At the 2011 Ideas Fair, citizens supported the idea of raising Bellevue to meet the grade of the adjacent railroad tracks. This allows people walking on the street to see over the railway berm to the water beyond.

The design of Bellevue carries the banded paving treatment of the Galleria across Bellevue Avenue to create another unique plaza which terminates with a proposed major public art installation by celebrated West Vancouver artist/author Douglas Coupland.

At the District's request, the design for Bellevue includes a 2.5 m, two-way separated bicycle lane. Angled vehicular parking is preserved on the south side of the street.



SARAH BOW  
SAR BOW, CA





BELLEVUE AVENUE : EXISTING





Thank You