

# WELCOME

PUBLIC CONSULTATION MEETING

**657 Marine Drive | West Vancouver, BC**

*Please Proceed to the Gymnasium*



**EXECUTIVE PARC**

LIFESTYLE RESIDENCES WEST VANCOUVER



# WELCOME

## PUBLIC CONSULTATION MEETING

657 Marine Drive | West Vancouver, BC

Welcome to the Public Consultation Meeting for 657 Marine Drive, a rental and market residential development in West Vancouver.

Tonight, we present our proposed vision for the site. This is an opportunity for the community to speak with the Development and Planning Team to provide feedback on the proposed project in the Development Application.





# THE TEAM

## A GROUP OF COMMITTED PROFESSIONALS

**Building the residential development at 657 Marine Drive in West Vancouver requires a collaboration with a team of professionals:**



### DEVELOPER

Established in 1984, the Vancouver based Executive Group of Companies is a diversified real estate construction, development and management company known for developing quality projects that stand the test of time in North America. The company has been fulfilling the need for exceptional residential, commercial, industrial and hotel development throughout its history. Known for quality workmanship, excellent customer service and attention to detail, the Executive Group of Companies maintains its reputation by utilizing its extensive design

and construction and experience to fulfill the needs of the end user of its projects. Developing strong services and amenities as a component of its residential projects has been a landmark of Executive's developments.

Executive's president, Salim Sayani, is a long time resident of West Vancouver and is committed to the long-term success of the community, its heritage and the future in development.



### ARCHITECTURE

**dys** architecture is a professional consulting firm established 36 years ago for the practice of architecture, Planning and Urban design, Interior design, and associated research. The practice includes both public and private sector work. **dys** provides full architectural services for a diverse array of building types including cultural

and recreational facilities, institutional projects with a particular focus on health care, market and non-market housing, from townhouse to large-scale high-rise developments, as well as large-scale mixed-use projects.



### LANDSCAPE ARCHITECTURE

Jonathan Losee Ltd. is a small landscape architectural firm that provides personal and efficient professional consulting services throughout British Columbia. Our integrated design approach requires that we understand what the client wants and that we put ourselves in the place of whoever uses the space. Users need to feel safe and comfortable. And they need to feel a sense of ownership through input in the planning stages.

*"I take a straightforward approach to each project. I'm professional but my style is honest and personal, and it requires my full attention. This work gives me the opportunity to get involved with so many different people – from the planners and developers, to the guy digging the holes, to the client who has a vision in his mind's eye – and it's the most rewarding thing I can imagine doing."*

**- Jonathan Losee**



### TRANSPORTATION

Founded in 1993, Bunt & Associates Engineering Ltd. (Bunt) is one of the largest specialist transportation planning and engineering consulting companies in Western Canada. We have over 50 professional and technical staff in four offices located Calgary, Edmonton, Vancouver, and Victoria. Our strengths lie in providing

enterprising solutions to urban transportation planning challenges and in assisting our clients in attaining their project goals. Bunt is a true specialist consultant providing services related to transportation exclusively.



# URBAN CONTEXT

## NEIGHBOURHOOD OVERVIEW

The Project is in a unique location in the community as it serves as the principal entry point into the District of West Vancouver. It is in close proximity to a number of amenities, including the Capilano River, Park Royal Shopping Centre, public transit, and the Lions Gate Bridge connecting to Downtown Vancouver.

Within the Clyde Avenue west of Taylor Way neighbourhood, there is a mix of residential and commercial uses and building types. The immediate context consists of various conditions and structures that influence the edges and interface. On the northwest edge of the site, on the east side of Taylor Way, the site is predominately screened by a three-storey above grade parking structure that serves the Park Royal Shopping Centre. Low-rise commercial office buildings are located on the two parcels to the immediate northeast corner of the site, while a four storey rental apartment building is sited immediately to the east. Across Clyde Street to the north, there is a four-storey senior independent living building. Across Marine Drive, on the south side are two high-rise residential towers known as the West Royal Towers. Further east of the site next to the Capilano River is the distinctive Water's Edge residential development.

### The Property

The development site is located in the Clyde Avenue, east of Taylor Way neighbourhood under the commercial development permit area designation and Official Community Plan. The project consists of four separate parcels to be consolidated and rezoned for redevelopment as contemplated in the current application for Rezoning + Development Permit.

### Official Community Plan

These Parcels Include:

- 660 Clyde Avenue
- 657 Marine Drive
- 675 Marine Drive

The consolidation of these four parcels to create a J-shaped lot that partially fronts four streets; Clyde Avenue to the north, 6th Street to the east albeit a cul-de-sac, Marine Drive to the south, and Taylor Way to the west.



Consolidated Parcels



# AN EVOLVING NEIGHBOURHOOD

## NEIGHBOURHOOD OVERVIEW

In reference to the Marine Drive Local Area Plan and Guidelines, and the Park Royal - Clyde Avenue Sub-Area, the proposed development meets or exceeds the planning objectives and land use concept.

### REZONING OF THIS SITE WILL PROVIDE THE FOLLOWING BENEFITS:

#### 1. PEDESTRIAN CONTINUITY + CONNECTIVITY

Increase of pedestrian and bicycle connectivity to amenities, open space, natural assets, and surrounding neighbourhoods.

#### 2. GATEWAY EXPRESSION

Architecturally significant features and design mark the arrival of visitors from one district to another.

#### 3. BEAUTIFICATION OF PUBLIC REALM

Improving and revitalizing the neighbourhood context by streetscape treatments, landscaping, creating distinct public spaces and new connectors for safe and vibrant pedestrian and bicycle movement.

#### 4. RESHAPING PUBLIC SPACE

Addition of a public parkette at the corner of Taylor Way and Marine Drive to promote a central and social urban public gathering space for all ages, encourages neighbourhood cohesion and active daily use of space.

#### 5. DIVERSIFIED HOUSING OPTIONS

Meeting housing demands for today and the future by offering both rental and market units for local residents.

#### 6. BALANCED + COMPLETE COMMUNITY

Contribution of a variety of types and sizes of housing units for all ages, size of households and lifestyles for a more complete and well-balanced community.










#### 7. SUSTAINABILITY

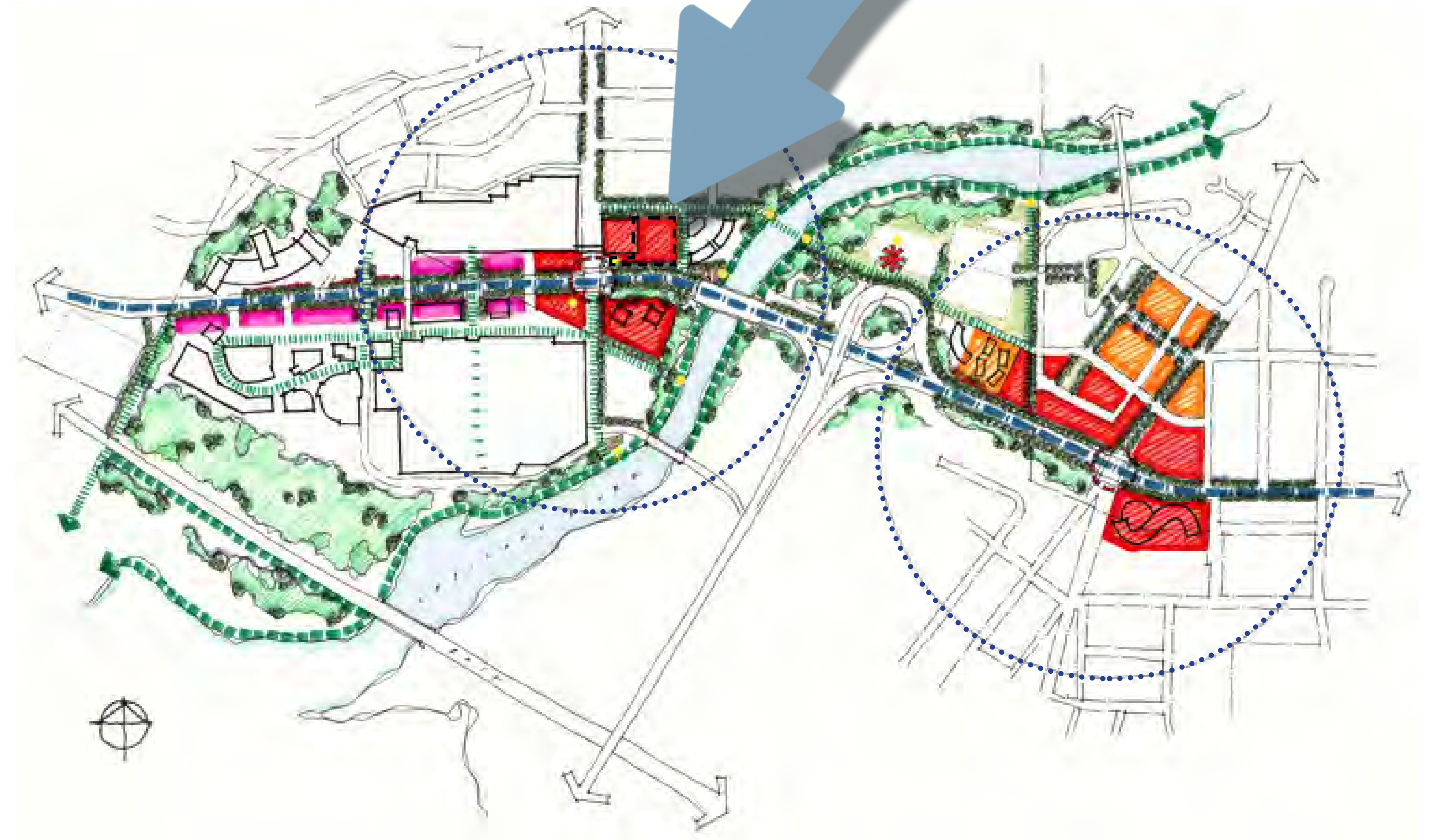
Environmentally sensitive building materials and construction practices to help the city meet its sustainable design goals.

#### 8. HEALTHY ALTERNATIVES + LIVABILITY

Promotion of transit use, car-sharing and pedestrian and cycling modes of transportation by creating on the ground connectivity, safe passage and accessibility.

### LEGEND

	primary focus of development marking urban centre		opportunity for special nodes
	secondary focus of development supporting urban centre		pedestrian desire lines
	existing and potential future street fronting retail		improved pedestrian routes
	Special opportunity to mark arrival to West Vancouver		multi-modal transportation infrastructure
			urban centre (5 minute walkshed)



Land Use Concept Illustration



### Marine Drive Local Area Plan and Design Guidelines

April 2017

westvancouver



# RESPONSE

## MARINE DRIVE LOCAL AREA PLAN + GUIDELINES



### DISTINCT CENTRE

Reinforce the town centre around Taylor Way by the Park Royal Shopping Centre.



### DISTINCT CONTEXT

Respond to the surrounding features in reference to the neighbouring Park Royal Shopping Centre, West Royal Towers, and natural features to inform the building's expression, materiality, scale, and composition to best influence the public realm, connection and streetscape.



### PEDESTRIAN CONTINUITY

Connect to Park Royal by enhancing and extending pedestrian movement along Marine Drive between the shopping centre, residential and natural amenities to the east.



### TRANSIT SUPPORTIVE DEVELOPMENT

Meet housing objectives with increased rental housing where walking, cycling, taking transit or a car-sharing program can lower transportation cost for residents.



### RESPOND TO THE RIVER

Engages the natural environment and reinforces the relationship with the Capilano River for both pedestrians and cyclists via lobby connections an upgraded streetscape, and a new bike lane with way-finding signage.



### SUSTAINABLE DESIGN

Revitalize the existing heritage building. Increase connectivity to transit. Environmentally sustainable building materials and construction practices.



### HIERARCHY

Mid-rise building to transition between existing low and high-rise forms, creating open space at grade and responding to the surrounding uses and natural features.



### PUBLIC SPACE, PUBLIC LIFE

Designed as a public thoroughfare, residents and visitors are readily linked to the surrounding features. Demarcated entries establish a private domain while engaging the pathways and street frontages. A new public parkette creates a place of gathering and relaxation.



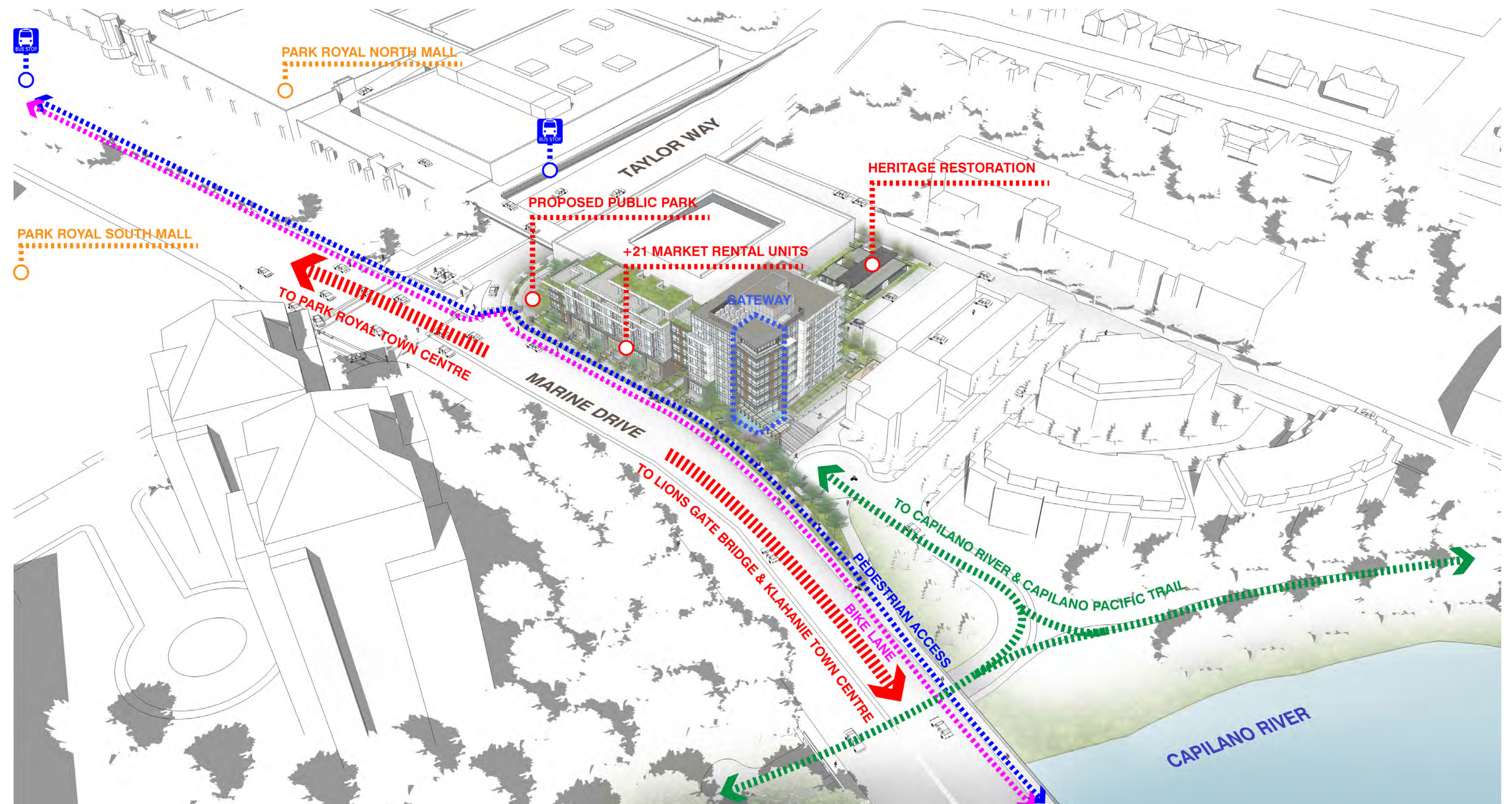
### EXPRESS THE GATEWAY

Reinforces Planning objective of a primary gateway feature marking arrival point into the district.



### COMPLETE COMMUNITIES

Locate both rental and ownership residence for all household types in close proximity to employment, shops, services and gathering spaces to increase connectivity and provide a cohesive neighbourhood context.





# A COMPLETE COMMUNITY

## NEIGHBOURHOOD BENEFITS



### VARIETY OF HOUSING OPTIONS

The program for the redevelopment will increase the housing stock with both rental and owned market housing options for a total of 89 units. The development will increase the rental residential housing stock by 21 units and ownership residential market by 68 units. There will be a diversity of residential unit types and sizes with the development proposing approximately 76% family-oriented units with 24% of overall units to meet Level 2 of the Adaptability Housing Standards. Housing options will be able to satisfy all types and sizes of households and lifestyles, creating a more complete community to meet the demands of today and for the future.



### PUBLIC PARKETTE

Approximately 3,050 sq.ft. of the site will be dedicated for a proposed public parkette space. Planned on the west end of the site at the corner of Marine Drive and Taylor Way, the development terraces down to compliment the new parkette by incorporating landscaping into the urban setting. This will be a focal social gathering space for a more engaging and active neighbourhood.



### COMMUNITY CONNECTION

The site is in close proximity to a number of commercial retail and services located at the Park Royal Shopping Centre as well as surrounding nature trails that link the Capilano River. The development brings an influx of visitors and residences into the neighbourhood, strengthening the economic feasibility of businesses while enhancing the public realm for optimal livability.



### ENVIRONMENTAL

The development is designed to exceed the current BC Building Code for energy conservation and usage. In general, the building is designed to incorporate improved thermal performance via increased insulation, green roofs, and strategically located architectural elements as passive features.



### SUSTAINABLE TRANSPORTATION

Multiple options for public transportation are in close proximity to the site and easily accessible along Marine Drive and Taylor Way. Alternatively, the development offers a number of options and features to reduce the reliance on automobiles. These include close proximity to amenities, services, and transit with ample bicycle parking storage including a bike wash /repair station, establishing a car-share program, creating attractive and safe pedestrian and cycling infrastructure, and adding multi-points of passages within the site. This will help reduce the overall impact of development generated traffic and car ownership.



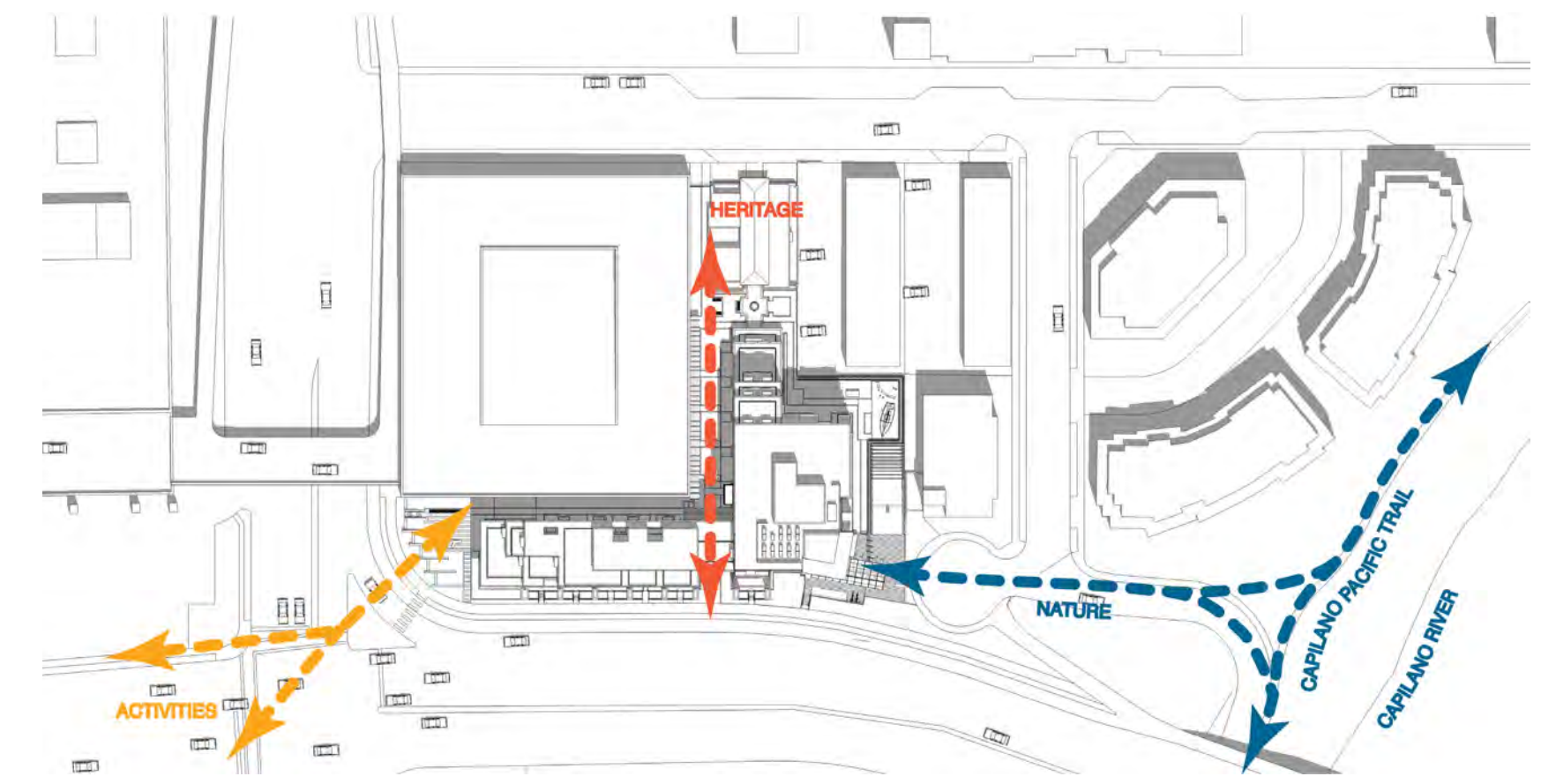
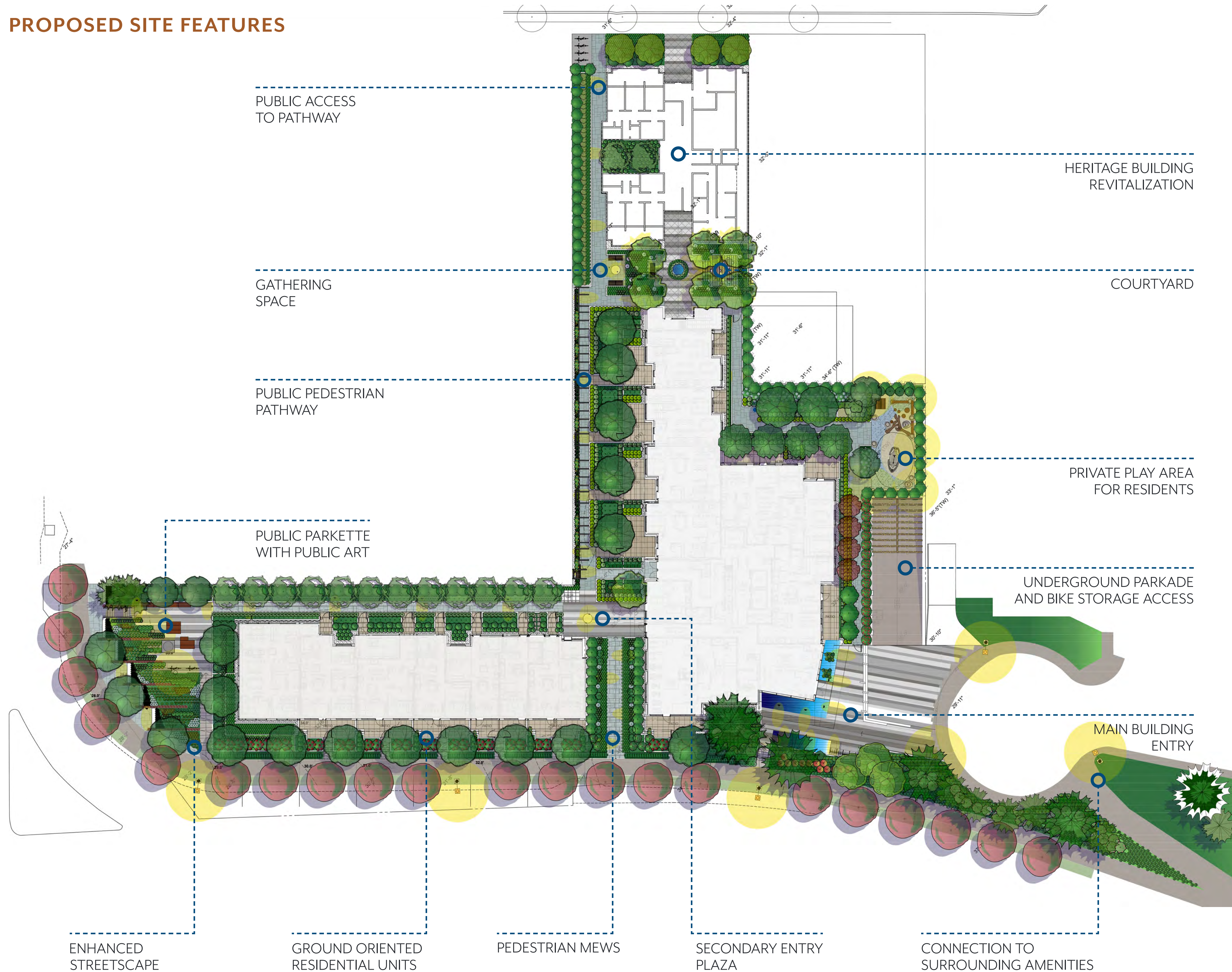
### PUBLIC REALM ENHANCEMENT

The base of the development will provide eyes-on-the street by way of ground-oriented residential units accompanied by grade-level outdoor living space with direct access from the sidewalk and pathways. Public realm enhancements will also ensure a safer and more enjoyable pedestrian experience with increased lighting, addition of boulevard planting and a landscape buffer from the road that connects to surrounding services and nature trails, including multiple new passages to better connect the entire neighbourhood to the local surroundings and services.



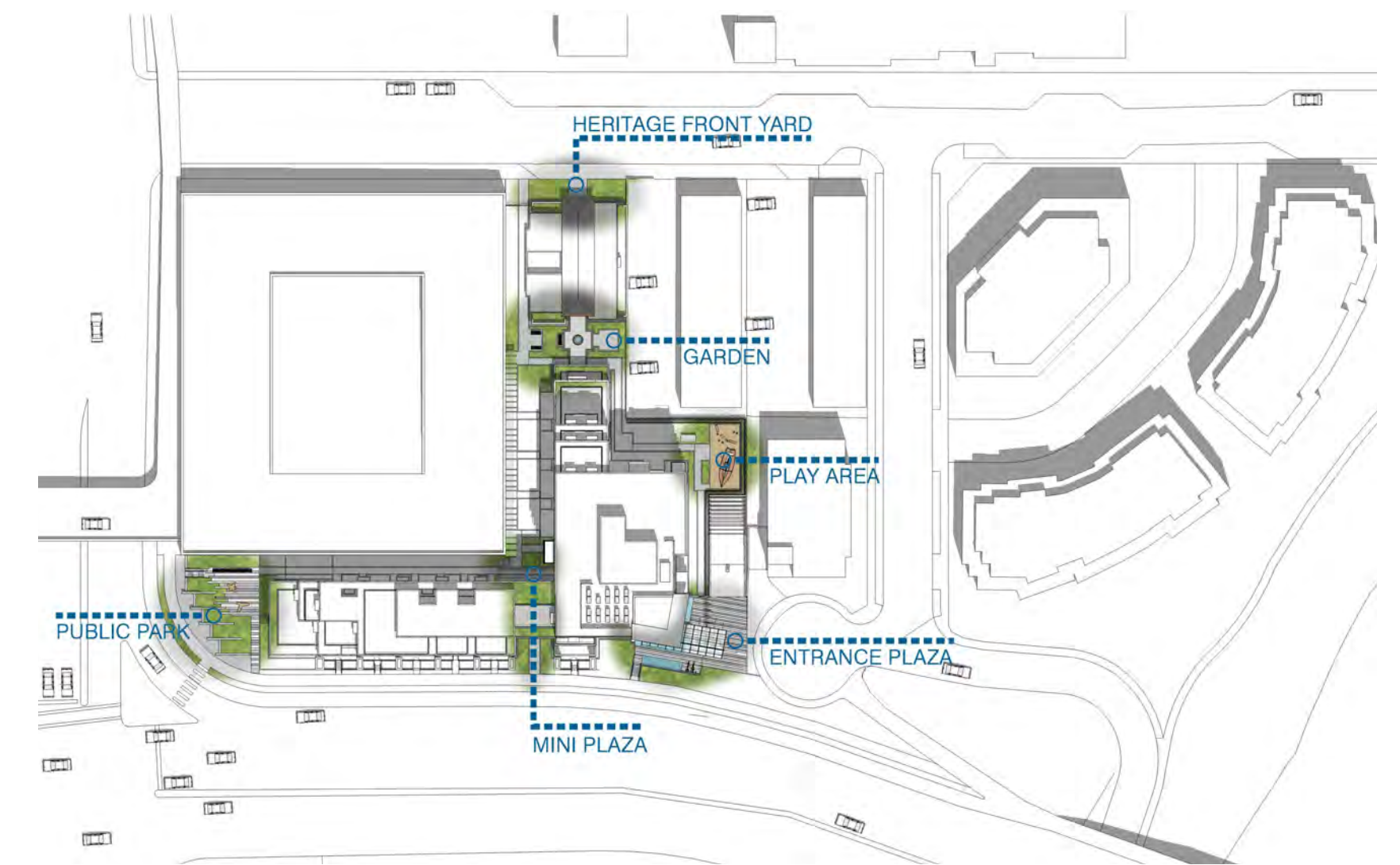
# SITE PLAN

## PROPOSED SITE FEATURES



## CONNECTIVITY

The project site benefits from multiple public pedestrian pathways that link to surrounding amenities and uses. Periodic resting areas in the form of courtyards allow for visitors and residence to pause and reflect. The public parkette will complement the development as the form terraces down to the west corner. Surrounded by landscaping the enhanced streetscape provides a well lit and safe urban setting. These design elements will create a very interactive, animated and vibrant contribution to the community as a whole.



## PUBLIC SPACE, PUBLIC LIFE

The public realm will be enhanced significantly with the addition of the public parkette at the western end of the development, an architectural aperture to highlight the internal pedestrian mews that links to the heritage building in the distance, and water feature lining the double height lobby volume with an architectural expressive entry canopy. The interplay between the various design features and the residents creates endless possibilities of daily enjoyment and experiences of the site.



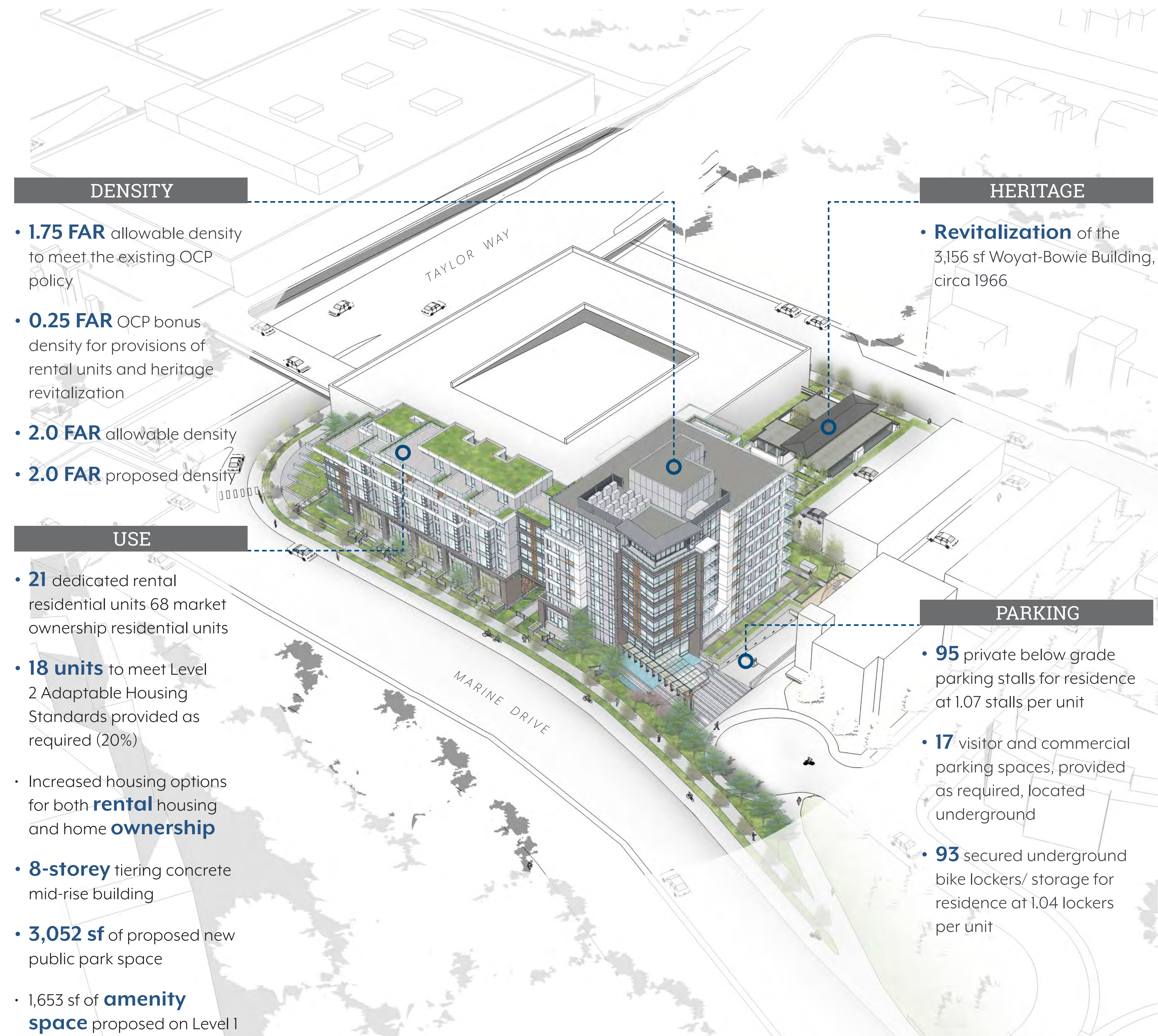
# PROJECT STATISTICS

## PROPOSED DEVELOPMENT HIGHLIGHTS

In reference to the Marine Drive Local Area Plan and Guidelines, and the Park Royal - Clyde Avenue Sub-area, the proposed development meets or exceeds the planning objectives and land use concept. The proposed development allows for the following:

<b>SITE AREA</b>	53,865 sf combined parcel area		
<b>LOT COVERAGE</b>	43% lot coverage (22,944 sf)		
<b>BUILDING HEIGHT</b>	Imperial	94'-8"	
	Metric	28.9 m	
	Storeys	8	
<b>UNIT SUMMARY</b>	Rental	24%	
	Market	76%	
<b>UNIT MIX</b>	Studio	2	
	1-Bed	22	
	1-Bed+Den	9	
	2-Bed	39	
	2-Bed+Den	4	
	3-Bed	11	
<b>TOTAL</b>		89	
<b>PARKING</b>	<b>Required</b>	<b>Proposed *</b>	
	Residential	122	95
	Visitor	9	9
	Commercial	8	8
	<b>TOTAL</b>	<b>139</b>	<b>112</b>
<b>BICYCLE PARKING</b>	93 lockers at 1.04 lockers per unit		

\* Relaxation of parking requirements due to proximity to transit and addition of car share accounting for 5 stalls per car share spot in accordance with City of Vancouver standards.



### DENSITY

- **1.75 FAR** allowable density to meet the existing OCP policy
- **0.25 FAR** OCP bonus density for provisions of rental units and heritage revitalization
- **2.0 FAR** allowable density
- **2.0 FAR** proposed density

### USE

- **21** dedicated rental residential units 68 market ownership residential units
- **18 units** to meet Level 2 Adaptable Housing Standards provided as required (20%)
- Increased housing options for both **rental** housing and home **ownership**
- **8-storey** tiering concrete mid-rise building
- **3,052 sf** of proposed new public park space
- 1,653 sf of **amenity space** proposed on Level 1

### HERITAGE

- **Revitalization** of the 3,156 sf Woyat-Bowie Building, circa 1966

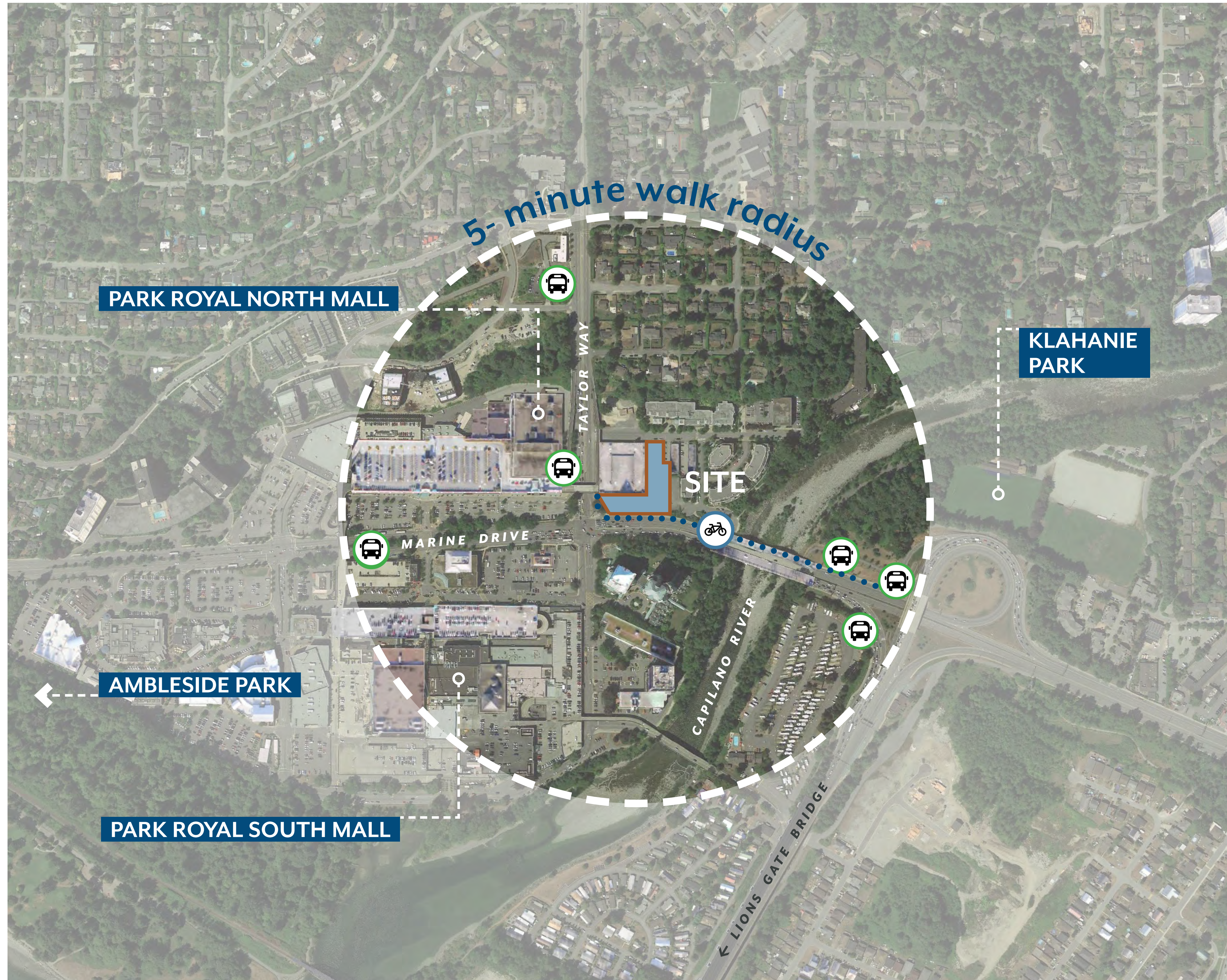
### PARKING

- **95** private below grade parking stalls for residence at 1.07 stalls per unit
- **17** visitor and commercial parking spaces, provided as required, located underground
- **93** secured underground bike lockers/ storage for residence at 1.04 lockers per unit

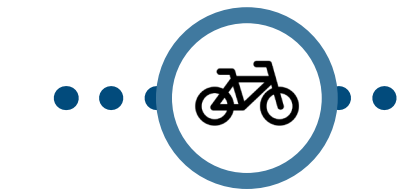


# TRANSPORTATION

## TRAFFIC + PARKING



### LEGEND

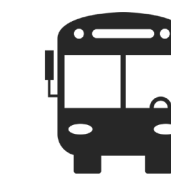


New separated bicycle lane and widened sidewalk along Marine Drive frontage



10 bus routes within a 5-minute walk

(not shown on map)



B-Line rapid bus service in 2019



112 parking spaces (residents & visitors)



Car share



Marine Drive Streetscape



# TRANSPORTATION

## TRAFFIC + PARKING

### MARINE DRIVE AT TAYLOR WAY

#### Development Generated Peak Hour Trips <sup>2</sup>

Trips at Clyde Avenue and Taylor Way <sup>1</sup>

- **PM: 8**
- **Saturday: 7**

#### Opening Day Peak Hour Trips <sup>3</sup>

Trips at Clyde Avenue and Taylor Way

- **PM: 4,300**
- **Saturday: 4,594**

### CLYDE AVENUE AT TAYLOR WAY

#### Development Generated Peak Hour Trips <sup>2</sup>

Trips at Clyde Avenue and Taylor Way

- **PM: 11**
- **Saturday: 24**

#### Opening Day Peak Hour Trips <sup>3</sup>

Trips at Clyde Avenue and Taylor Way

- **PM: 2,036**
- **Saturday: 2,334**



### Net Increase In Vehicle Trips

- **Weekday AM** peak hour: **18** vehicles (one vehicle every 3-4 minutes)
- **Weekday PM** peak hour: **11** vehicles (one vehicle every 5-6 minutes)
- **Saturday PM** peak hour: **23** vehicles (one vehicle every 2-3 minutes)

#### NOTE:

Westbound left turns at Clyde Avenue onto Taylor Way are restricted during AM and PM peak hours.

### Proposed Development



#### Inbound Vehicle Trips

- **Weekday** afternoon: **21** vehicles / hour
- **Saturday** afternoon: **15** vehicles / hour

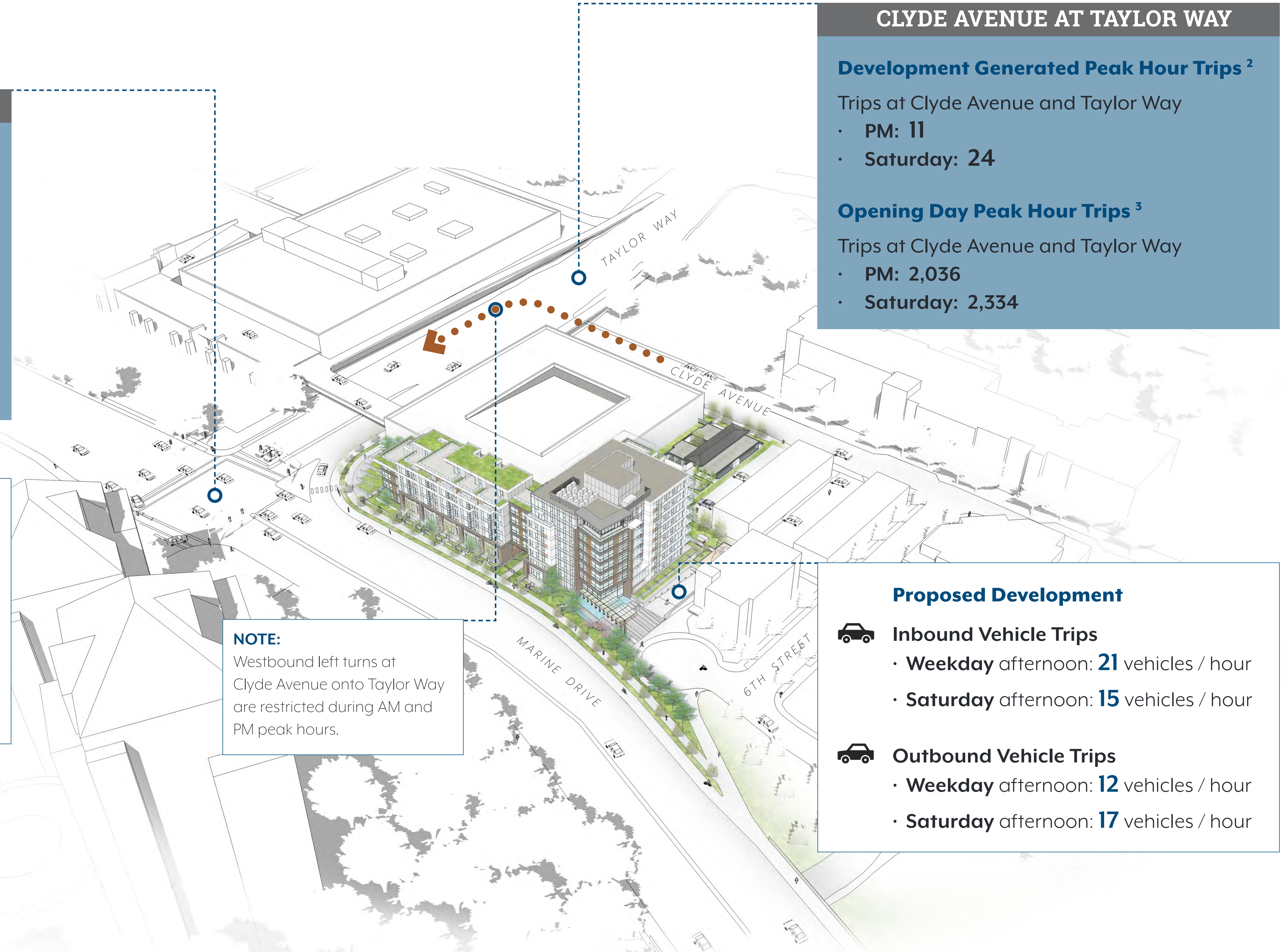


#### Outbound Vehicle Trips

- **Weekday** afternoon: **12** vehicles / hour
- **Saturday** afternoon: **17** vehicles / hour

#### NOTES:

1. Accounting for an insignificant amount of 0.15% of future traffic at the Taylor Way and Marine Drive intersection.
2. Development Generated Traffic based on Exhibit 5.2 "Project added peak hour traffic volumes"
3. Opening Day Traffic based on Exhibit 5.3 "2021 Total (Opening Day) peak hour traffic volumes"
4. Peak Traffic Volumes  
PM 3-6pm; Peak between 3-4pm  
Saturday 1-4pm; Peak between 1-2pm





# THE DESIGN

## VISION

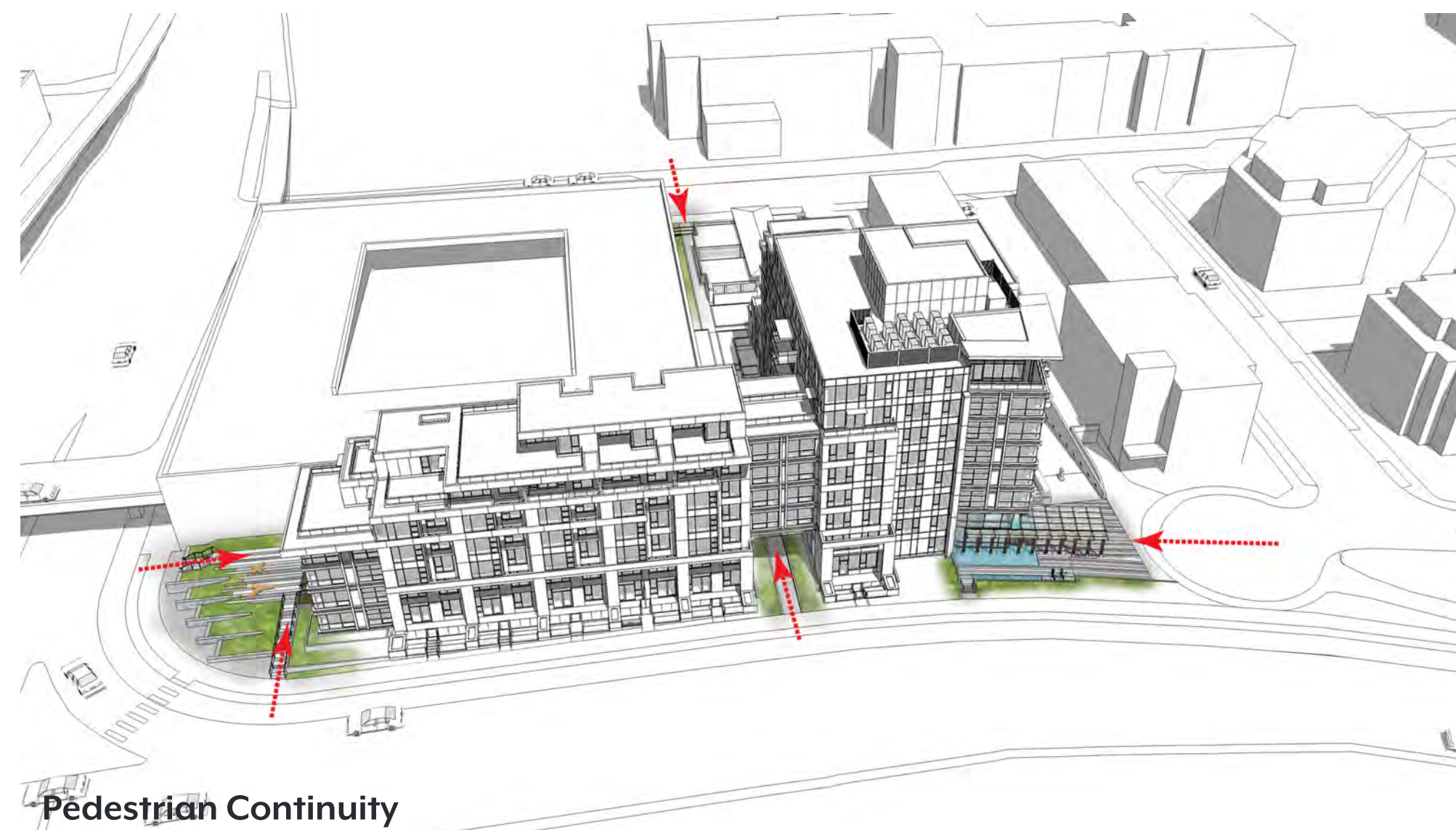
The design response to the site respects and celebrates the community which guides the overall design approach of the proposed building by adopting the West Coast Modern architectural vocabulary found in the surrounding context and blending the natural features of West Vancouver into the design.

### The architecture features:

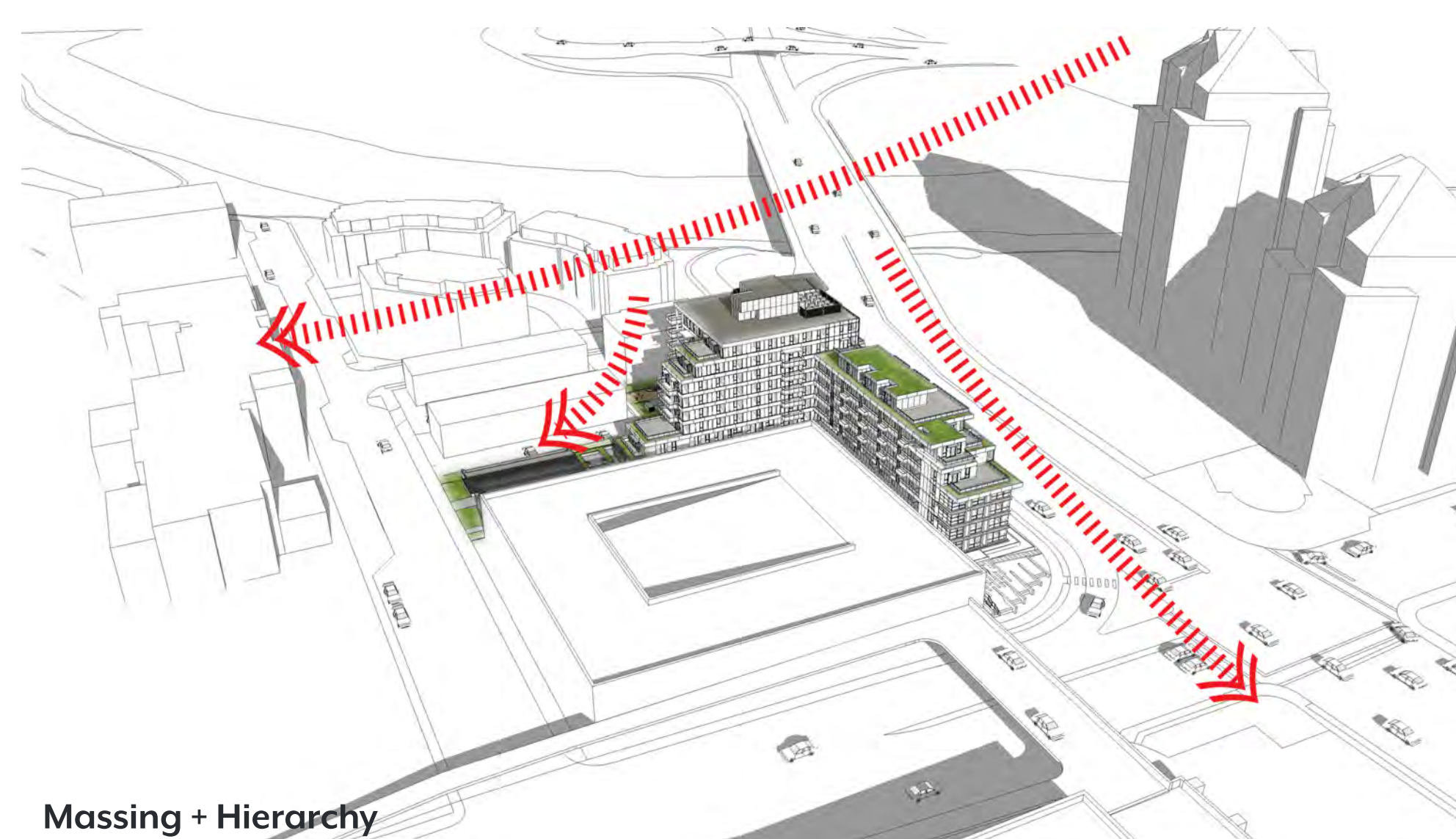
- 8-storey mid-rise massing
- Massing transitions from the adjacent high-rise towers to the low-rise city centre
- Building form and terracing allows for more open living space and planting resolving in a new proposed public parkette space at the corner of Marine Drive and Taylor Way
- North-South orientation and terracing ensures daylight and mountain views are maintained for surrounding properties
- Ground-oriented units are designed with entries direct from the sidewalk
- Building edges at grade are designed to relate to the street and adjacent buildings enhancing the residential feel along Marine Drive
- Horizontal architectural features create interest and expression
- Roof overhangs, canopies, and wood elements celebrate the on-site heritage building and west coast architectural expression
- 8-storey gateway feature creates an interaction between building and street acting as a welcome feature into the district



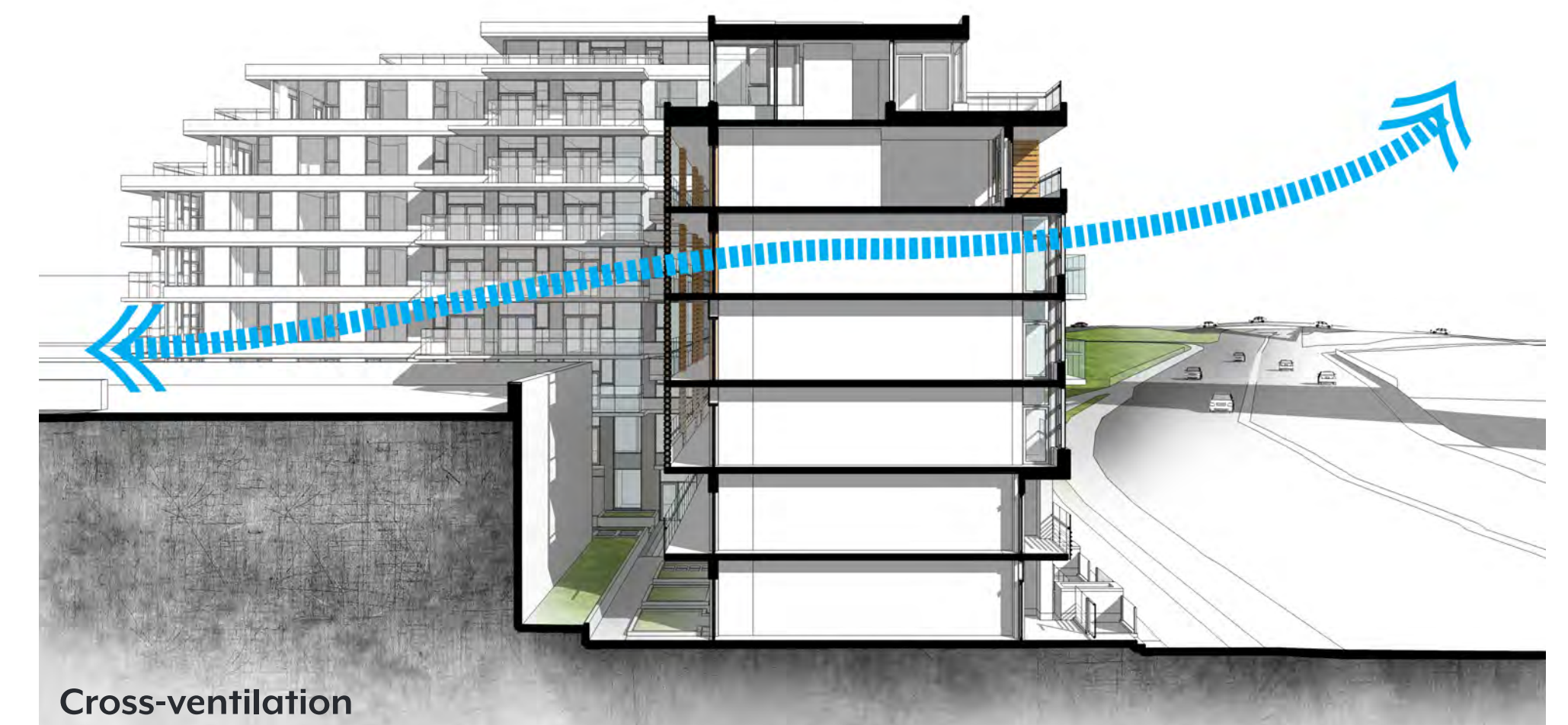
Northeast Corner of Development Site - Taylor Way and Marine Drive Intersection



Pedestrian Continuity



Massing + Hierarchy



Cross-ventilation



# THE DESIGN

## FEATURES





# FLOOR PLANS

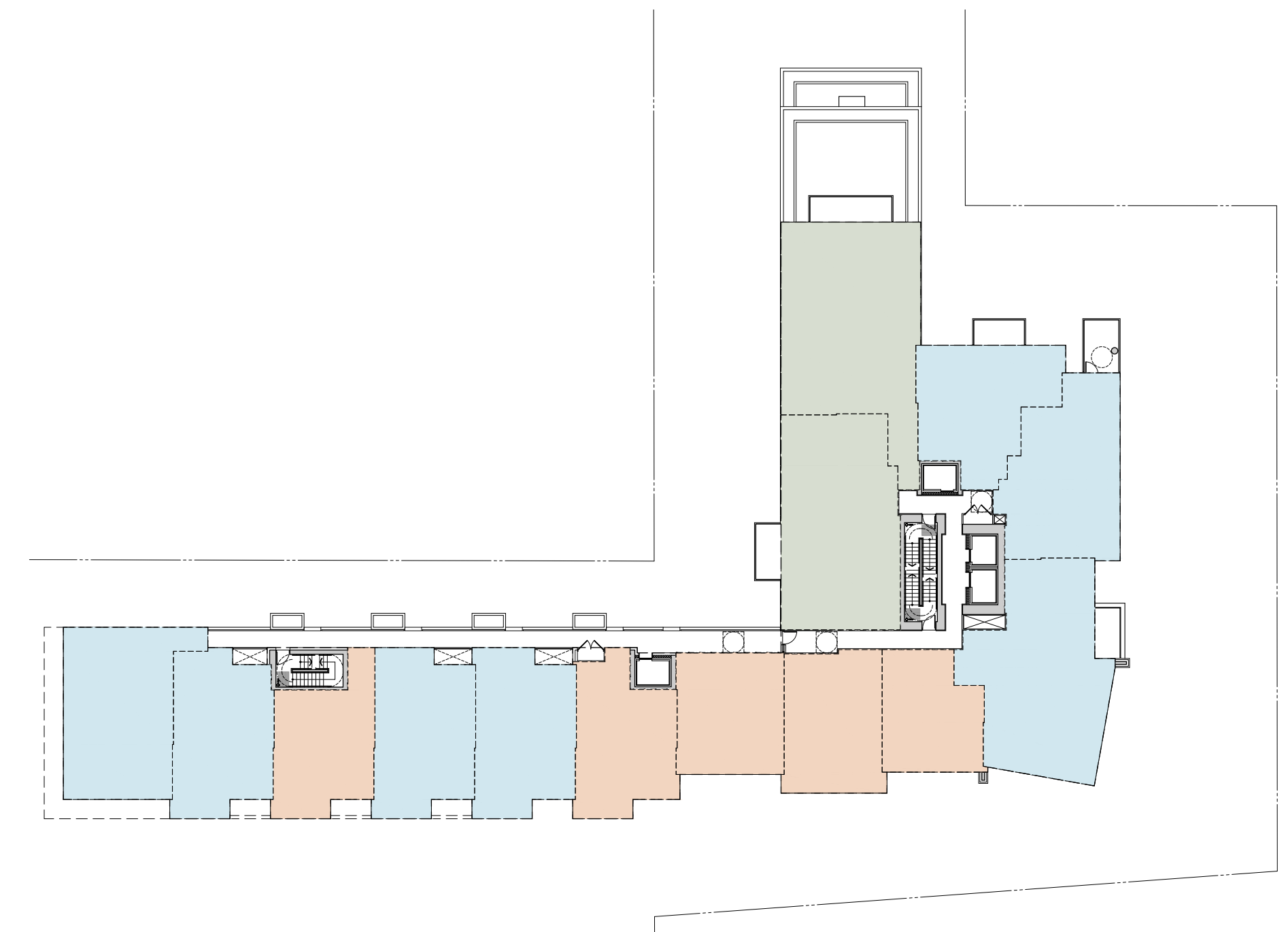
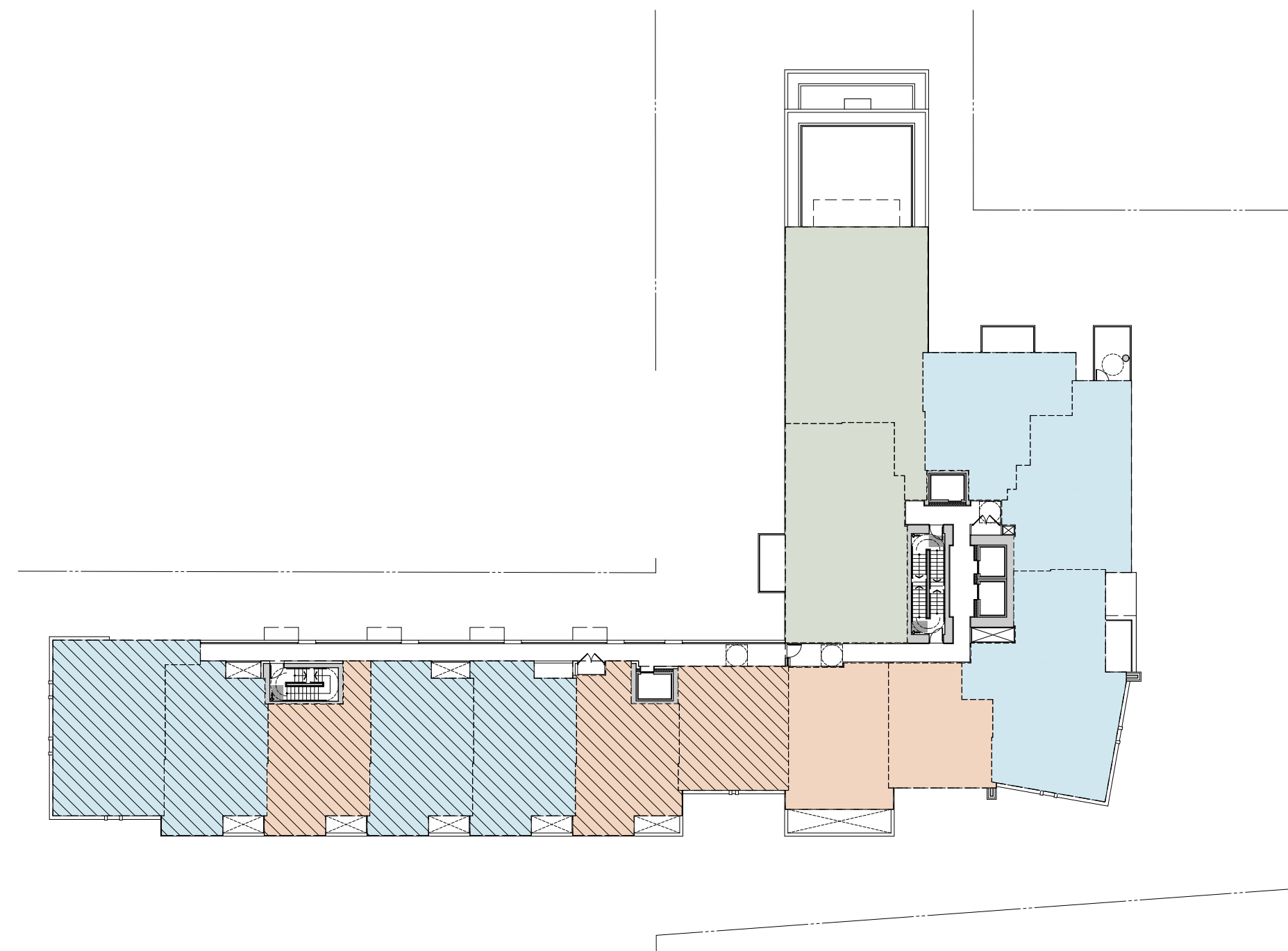
## ORIENTATION + UNIT LAYOUTS - LEVELS 1 TO 4

Located on the lower three levels, the rental residential account for 24% of the overall units (21 units) and are located along the main arterial of Marine drive and corner parkette space. The ground-oriented units have direct access from both the sidewalk and exterior pathway. Single loaded, the upper units are side-by-side along an exterior walkway allowing for breathability from both ends.

The rental unit mix ranges from studio to 2 bedroom units, providing increased housing options and an alternative to home ownership. The units are designed with options for accessibility and adaptability to accommodate people of all ages and circumstances in creating a well-balanced community.

### LEGEND

STUDIO	2-BED	RENTAL
1-BED	3-BED	





# FLOOR PLANS

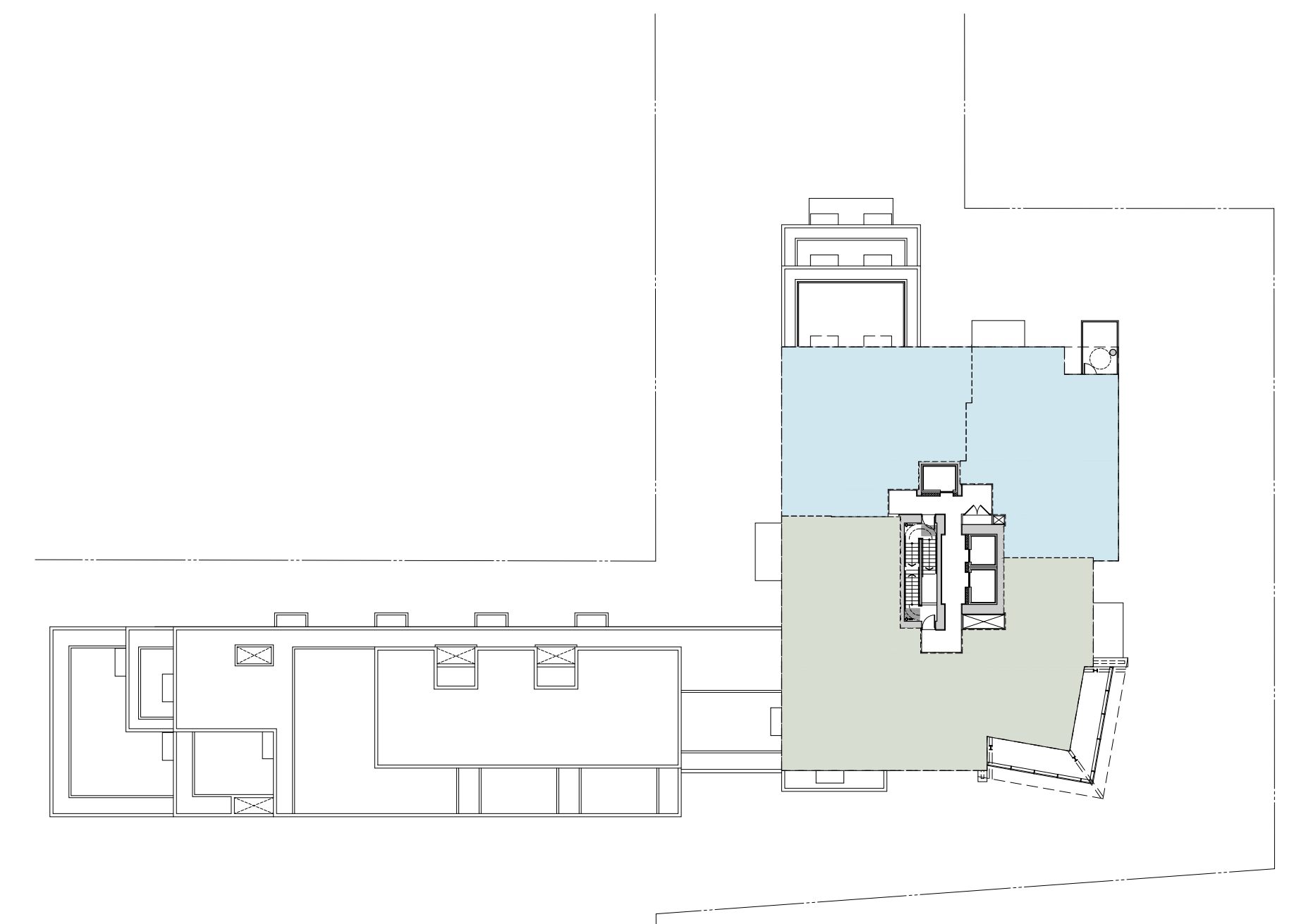
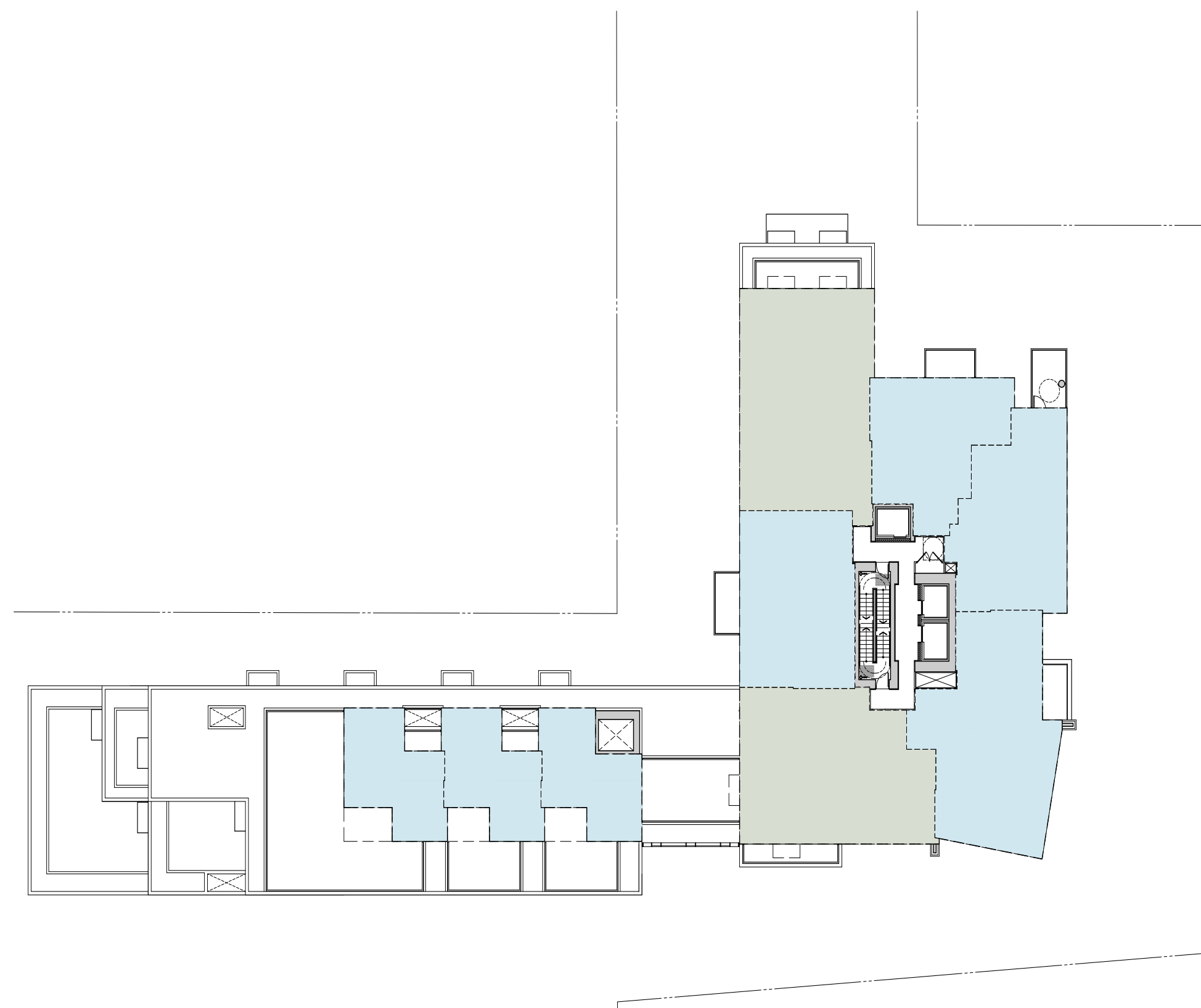
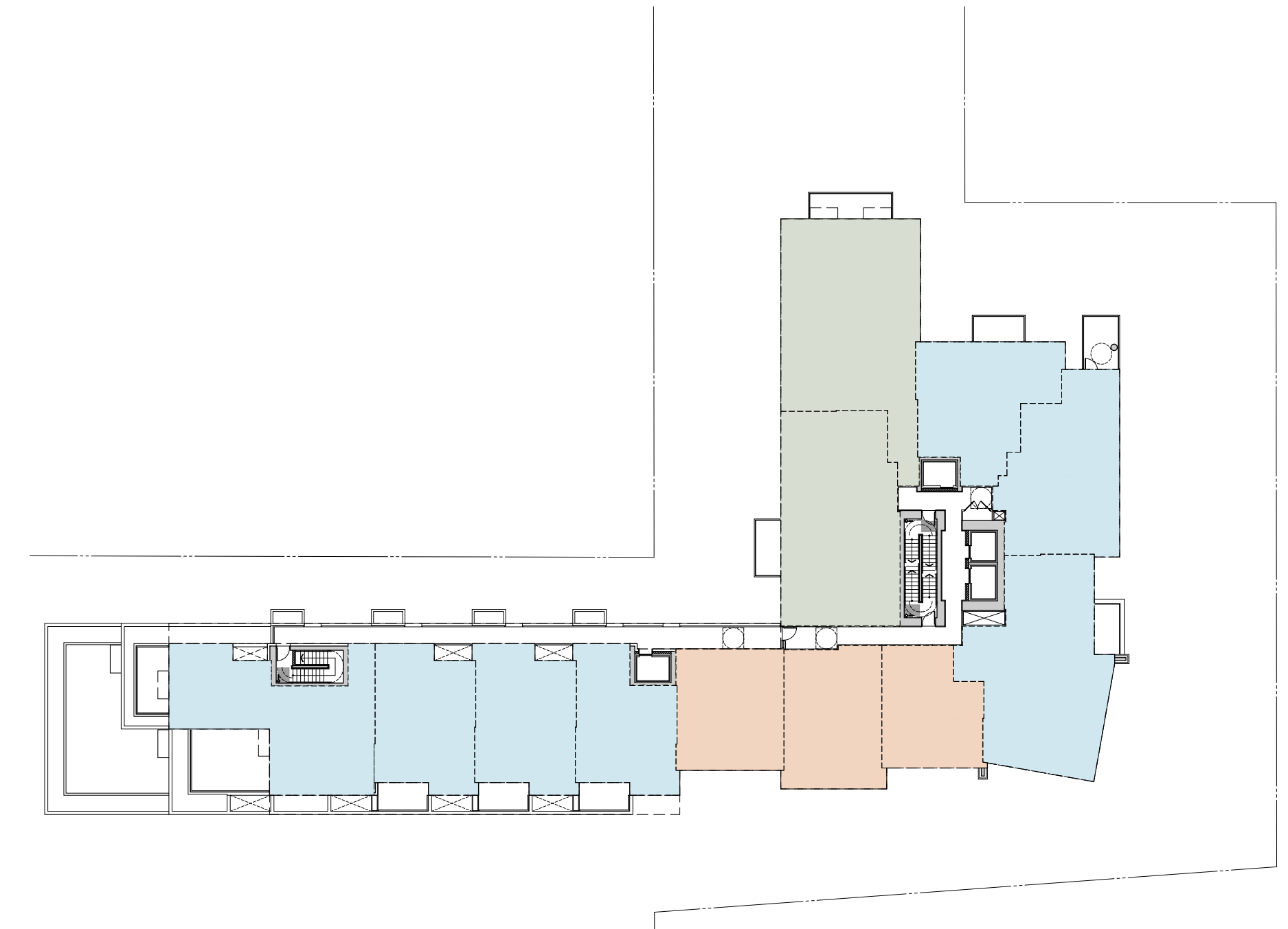
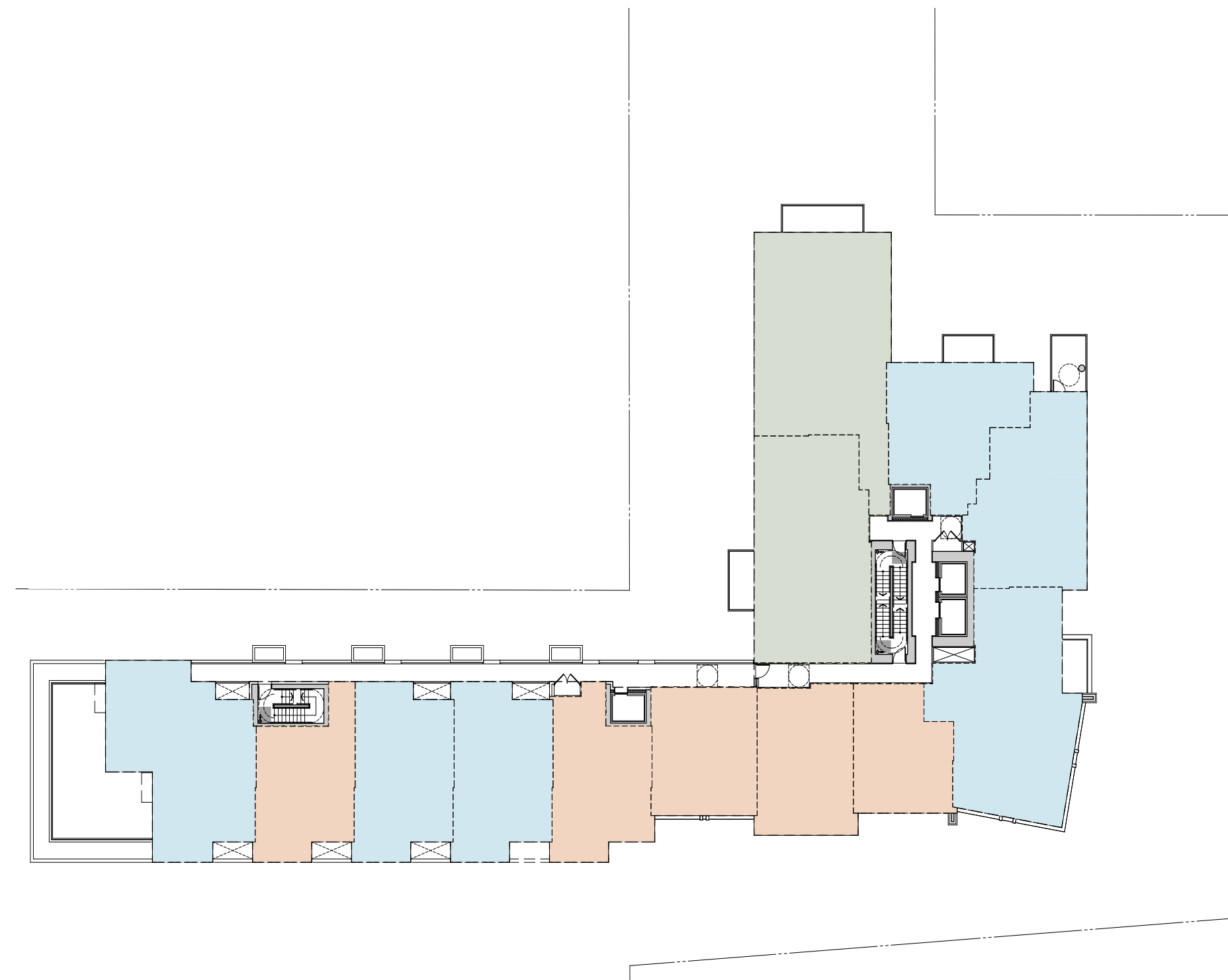
## ORIENTATION + UNIT LAYOUTS - LEVELS 5 TO 8

Market residential units wrap the entirety of the building form, terracing up to the penthouse level. Ground-oriented townhouses and units line the lower levels of the interior courtyards and have direct access from both the exterior pathways and interior corridors. Single loaded along Marine Drive, the units capture views and daylighting from both ends. Provided with balconies, the larger units have exterior open space directly off the living room. Two-storey sky-homes line the top of the north-west massing designed with ample outdoor living space and access to views.

The unit designs range from 1 bedroom to 3 bedroom units to accommodate a variety of single and family types with options for accessibility and adaptability.

### LEGEND

STUDIO	2-BED	RENTAL
1-BED	3-BED	

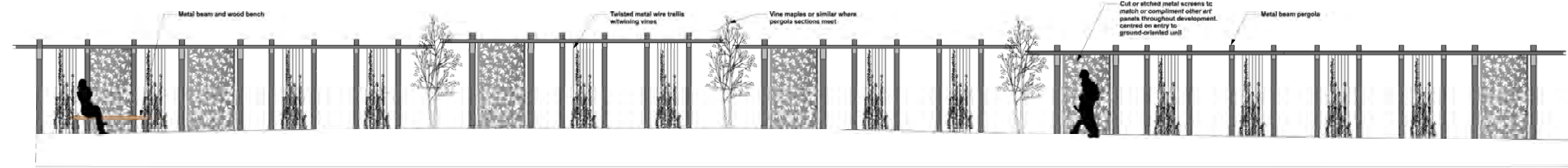




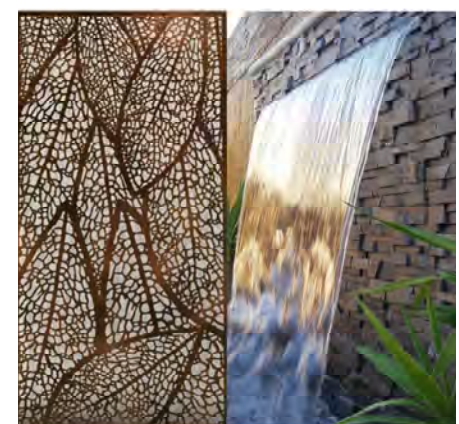
# LANDSCAPE DESIGN

## THE GROUND PLANE + ROOF

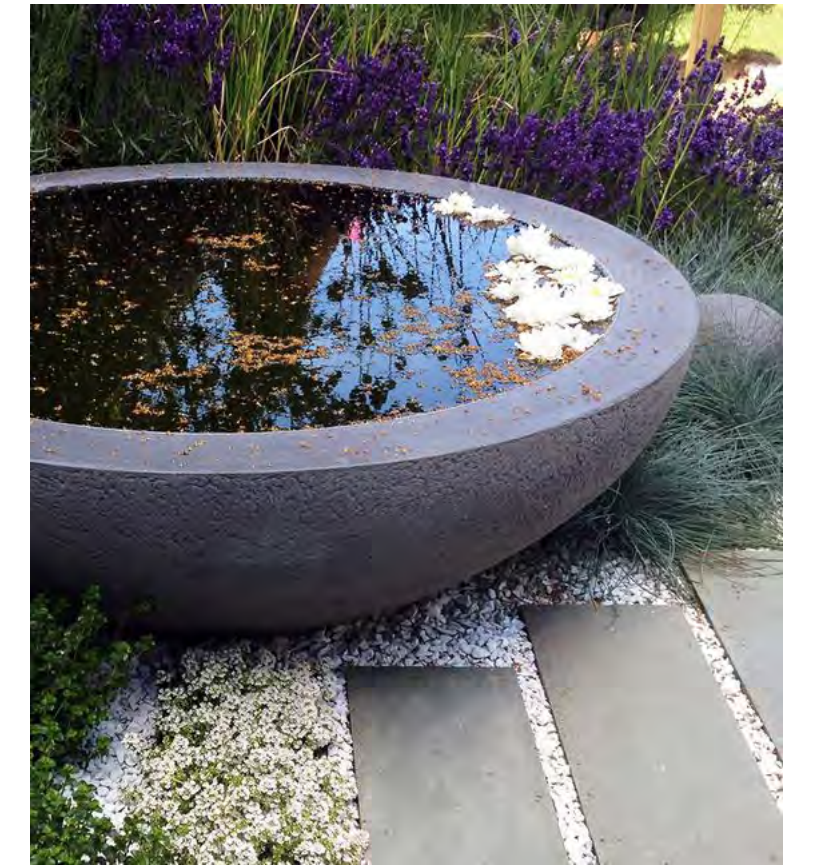
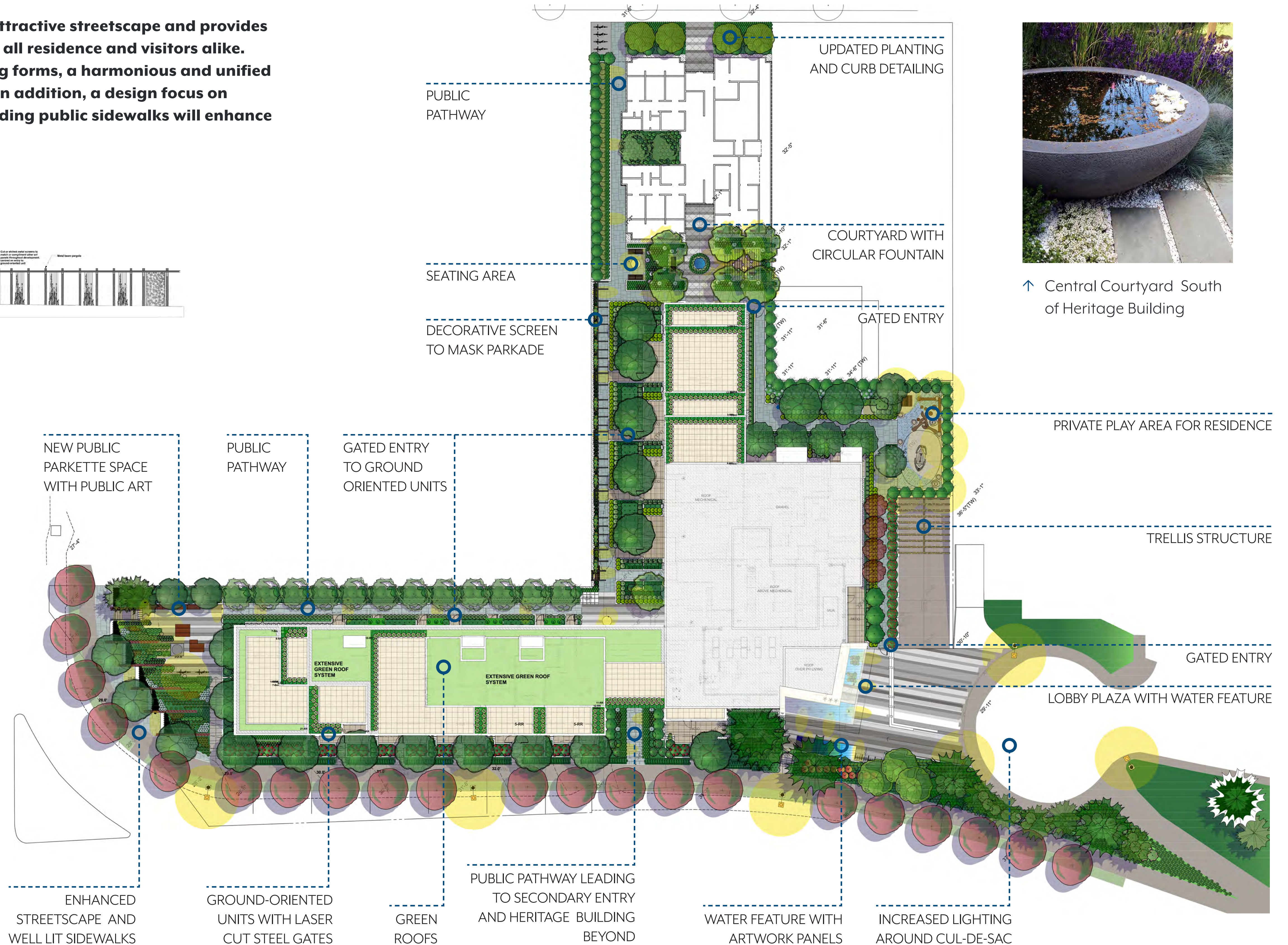
In the neighbourhood the landscape design creates an attractive streetscape and provides convenient access to the future public parkette space for all residence and visitors alike. On the site, by designing the landscape to reflect building forms, a harmonious and unified environment will be provided for the building residents. In addition, a design focus on transitional space between the building and the surrounding public sidewalks will enhance building privacy and meanwhile ensure public safety.



Decorative Screen Designed to Mask Parkade at Pedestrian Level



Water Feature at Entry Plaza with Artwork Panels



Central Courtyard South of Heritage Building



# THE DESIGN

## SHADOW STUDIES



10:00AM June 21 Summer Solstice



12:00AM June 21 Summer Solstice



2:00AM June 21 Summer Solstice



10:00AM September 22 Fall Equinox



12:00AM September 22 Fall Equinox



12:00AM September 22 Fall Equinox



# THE PATH FORWARD

## PROCESS TIMELINE

