

Gateway Residences

(707 & 723 Marine Drive)

Virtual Public Information Meeting, June 10-12, 2020

In-Person Public Information Meeting, June 11, 2020

Summary Report

Prepared by Park Royal Shopping Centre Holdings Ltd.

June 16, 2020



Park Royal Shopping Centre Holdings Ltd.
2002 Park Royal South
West Vancouver, BC V7T 2W4
T. 604 922-3211

PARK ROYAL

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OVERVIEW

As per Council's motion of support for May 25, 2020 First Reading and direction to a Public Hearing on June 23 for 707 and 723 Main Street, Park Royal Shopping Centre Holdings Ltd. (Applicant) held Virtual and In-Person Public Information Meetings on June 10-12 and June 11 respectively.

Both meetings were conducted in accordance with the District's Public Consultation Policy and with advice and direction provided by staff.

VIRTUAL PUBLIC INFORMATION MEETING

The Virtual Public Information Meeting went live at 9am on Wednesday June 10th and closed at 4pm, Friday June 12, 2020.

Accessed at: GatewayPIM.com/Info

The Virtual Public Information Meeting included all relevant information related to the current application, FAQs, the ability to email questions and comments to the Applicant's consultant team.

Virtual Public Information Meeting Outcome

- 45 visitors to the comment form page
- 40 comment forms were completed

Of the 40 comments received;

- a) 55% were supportive, neutral, or supportive with additional suggestions
- b) 30% were non-supportive
- c) 10% expressed concerns about traffic and or views
- d) 1% asked questions

IN-PERSON PUBLIC INFORMATION MEETING

The In-Person Public Information Meeting was on Thursday June 11, 2020 at 779 Main Street, Park Royal South, 5:00pm to 7:30pm. It had boards with all relevant information related to the current application, FAQs and the applicant and consultants were on hand to answer any questions. Attendees were encouraged to fill out comment forms.

In-Person Public Information Meeting Outcome

- 45 members of the public attended.
- 11 comment forms completed.

Of the 11 comments received;

- a) 65% expressed concerns about traffic and or view
- b) 35% were non-supportive

1.0 NOTIFICATION DETAILS

Residents and businesses exceeding the District's 100 metre radius received notices. As per appendix B, 1,715 mailings were sent via Canada Post. The community was also notified through advertisements in the North Shore News on June 3 and 10, 2020.

Mail Notification

1,715 notices were distributed through mail by Canada Post on May 29, 2020

See Appendix A for a copy of the notice.

Newspaper Advertisement

Advertisement in the North Shore News ran on June 3 and 10, 2020

See Appendix C for a copy of the newspaper advertisement.

2.0 MEETING FORMATS

VIRTUAL MEETING: GatewayPIM.com/Info

DATE: June 10 – 12, 2020

Virtual Meeting went live 9am on Wednesday June 10th and closed at 4pm, Friday June 12, 2020. Accessed at: GatewayPIM.com/Info

The Virtual Meeting included application information, FAQs, the ability to email questions and to the Applicant's consultant team and comment forms.

IN-PERSON MEETING: **779 Main Street, Park Royal South**

DATE: June 11, 2020

TIME: 5:00pm – 7:30pm

The In-Person Meeting was a drop-in open house. Social distancing, sanitization and personal protection measures were be in place as per WorkSafe BC requirements.

The In-Person Public Information Meeting took place in the former Forever 21 space at Park Royal South, next door to the White Spot. Upon arrival, attendees were invited to sign in, review the display boards, ask the Applicant and consultants questions, and fill out a comment form. Tables were placed near the exit of the room for attendees to fill out comment forms before leaving.

Project Team

Applicant: Rick Amantea, Wendy LeBreton, Leigh Gabriel

DA Architect: Mark Ehman

Bunt & Associates Engineering Ltd: Peter Joyce

Vaughan Landscaping: Mark Vaughan

4.0 PRESENTATION MATERIAL

The In-Person Public Information Meeting board titles, which are representative of the content, are listed below.

1. Directional Welcome
2. Welcome
3. Purpose of this Public Information Meeting
4. Introduction to Park Royal / Community Well-Being & Inclusivity / Economic Advantages
5. Addressing Climate Emergency / Barrier Free Provisions
6. View Study / Elevation
7. View Study, 2-7
8. View Study, 8-13
9. Context Plan / Level P1-P3
10. Level Plan, 1-4
11. Level Plan, 5-19
12. Elevation
13. Overall Building Section
14. Shadow Study
15. Transportation
16. Transportation
17. FAQ Boards (3)

See Appendix E for a copy of the boards.

5.0 COMMENT FORM SUMMARY

Comment forms were available to attendees when they entered and exited and everyone was encouraged to complete one.

A total of 11 comment forms were completed.

Comment Form Responses

There were no specific questions asked on the comment forms.

Of the 11 comment forms completed and returned:

10 expressed concerns about traffic and or site impact, 95%

1 didn't feel the CAC's was enough money, 5%

See Appendix F for a copy of the comment form.

See Appendix G for comment forms completed and transcriptions.

6.0 APPENDICES

Appendix A: Notice Mail-Out - Front

Gateway Residences at Park Royal

Park Royal is hosting Virtual and Physical Public Information Meetings for the rezoning of Gateway Residences, 707 & 723 Main Street (Previously addressed/known as 752 Marine Drive)

The meetings will provide an opportunity for the public to learn more about the proposal prior to the Public Hearing on June 23, 2020



Details of the meetings are as follows:

PHYSICAL MEETING*: 779 Main Street, Park Royal South
(between White Spot & Aritzia)

DATE: June 11, 2020
TIME: 5:00pm – 7:30pm

VIRTUAL MEETING:** GatewayPIM.com/Info
June 10 – 12, 2020

* The Physical Meeting is a drop-in open house. Social distancing, sanitization and personal protection measures will be in place as per WorkSafe BC requirements. No food or beverages will be served.

** The Virtual Meeting format will include application information, FAQs and the ability to email questions and comments the Park Royal consultant team. Virtual Meeting will be open 9am on Wednesday June 10th and will close at 4pm on Friday June 12, 2020. Please access the virtual site at: GatewayPIM.com/Info

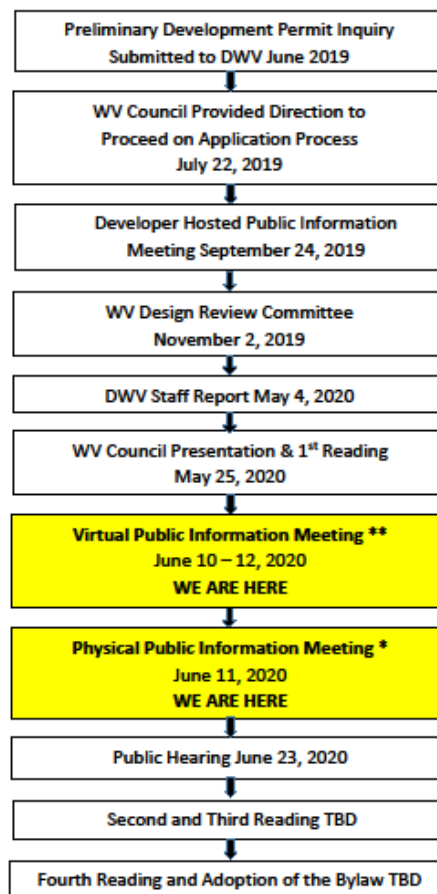
Appendix A: Notice Mail-Out – Back

Park Royal Shopping Centre Holdings Ltd. is submitting a rezoning and development permit amendment application for additional rental units at 707 & 723 Main Street.

The Application Proposes:

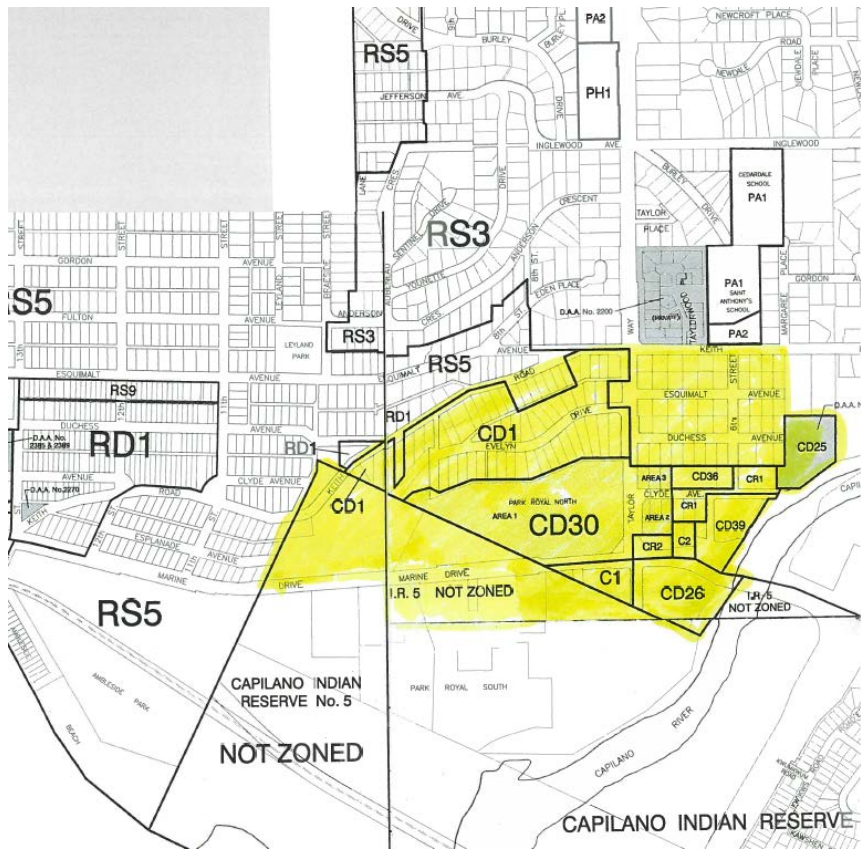
- Ninety-five additional residential units secured as rental housing through a housing agreement
- No additional parking stalls
- Five additional levels on each of the West and East buildings
- \$10,000,000 in additional Community Amenity Contributions to address community needs, at the District of West Vancouver’s discretion

Process



If you have any questions or comments concerning the Public Information Meeting please contact Leigh Gabriel lgabriel@parkroyal.ca or (604) 923-4728

Appendix B: Notification Area

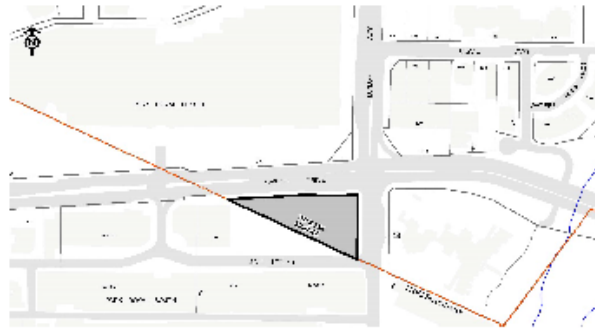


Appendix C: North Shore News Public Information Meeting Advertisements June 3 & 10, 2020

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PROPERTY

PHYSICAL MEETING*: 779 Main Street, Park Royal South
(between White Spot & Aritzia)
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DATE: June 10 – 12, 2020

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If you have any questions or comments please contact Leigh Gabriel lgabriel@parkroyal.ca or (604) 923-4728

Appendix D: In-Person June 11, 2020 Physical PIM Handout and Display Boards
Three different FAQ Sheets were made as Handouts and Display
Boards that included the following;

GATEWAY RESIDENCES FREQUENTLY ASKED QUESTIONS

TRANSPORTATION & TRAFFIC:

Why is there no additional parking for the additional 95 units?

Gateway Residences is part of a mixed-use environment including a broad selection of shopping, dining, entertainment and personal care amenities steps away. It is also adjacent to West Vancouver's major public transportation hub and access to dedicated car share. As part of a walkable neighbourhood serviced by public transportation and other modes of transportation, the need for a car is not essential and significantly less than other multi-family developments in West Vancouver. Additionally, the residential parking stalls for Gateway Residences are decoupled from the units themselves providing the choice for residents to have a car and benefiting from cost savings if they choose not to.

Will the lack of parking in the development mean that there will be less parking for shoppers going to Park Royal Shopping Centre?

No, Gateway residents will receive no preferential parking privileges for other parts of Park Royal. The commercial parking stalls will continue to be there for the use and benefit of Park Royal customers and will be monitored accordingly.

Has additional traffic for this application and the local area been addressed?

TransLink and the North Shore municipalities and First Nations jointly prepared the Integrated North Shore Transportation Planning Project in 2018. Recommendations including improving transit have already been implemented including a new RapidBus stop next to Park Royal and additional improvements are being reviewed. The Gateway Residences aligns with many municipal and regional goals of having more people live where they can easily access employment and services by foot, bicycle, and transit.

Can a traffic signal or pedestrian signal be installed at Taylor Way & Main Street?

Neither a regular or pedestrian traffic signal can be installed at the Taylor Way & Main Street intersection since it is too close to Marine Drive. Marine Drive is managed by the provincial government and the spacing between intersections would not meet their requirement for adjacent traffic signals.

Is the applicant doing anything to improve the Taylor Way & Marine Drive intersection?

We acknowledge that this intersection is frequently at capacity during some hours of the day. Although the additional 95 rental units are not adding a significant number of additional vehicles (a maximum of one car every 10 minutes) to this intersection, we have prepared modest recommendations for the provincial government to consider as they manage this intersection.

What is being proposed to help mitigate the challenges of cars turning into and onto Taylor Way from West Royal Towers?

The application proposes the installation of a traffic calming island on the west side of the Taylor Way & Main Street intersection to limit the turns on the west side of the intersection to right-turns only. This design is expected to improve the flow of vehicles on Taylor Way and allow drivers to exit West Royal Towers more easily. We also acknowledge that drivers frequently block this intersection even though it is not allowed. The application proposes adding more visible signs and pavement markings to improve compliance.

RENTALS & COMMUNITY WELL-BEING:

RENTAL UNITS

Are all the additional residential units going to be available for rent?

Yes, all 95 units will be available to rent and the current Locals First Strategy providing West Vancouver residents with priority consideration of rental applications will be applied to the additional units as well.

Are all Gateway Residences units available for rent?

Yes, if the application is approved by Mayor and Council there will be 138 residential rental units secured for the life of the building, 65 residential units secured as rental for 20 years and 92 market residential units available for rent. The District also owns 11 supportive housing units they intend to rent.

When will the residential units be ready for people to move in?

The current schedule is to have all the residential units ready for occupancy in fall 2021.

SUPPORTIVE HOUSING

What are you doing for people looking to age-in-place, and persons with disabilities?

Gateway Residences currently provides 11 supportive housing units dedicated, owned and operated by West Vancouver that meet the Level 3 Adaptable Design Guidelines developed by the City of North Vancouver. Should this application be approved, 23 additional units will be converted to meet Level 2 Adaptable standards providing greater accessibility for those with disabilities and/or seniors who can live independently. The application also provides enhanced accessibility in common and amenity areas (please refer to the "Barrier Free Measures" section in the application package).

YOUNG FAMILIES

How does Gateway Residences appeal to young families?

60% of the residential units will be 2/3 bedrooms with 2 bathrooms making them ideal for young families wishing to live in West Vancouver. Childcare and a public plaza with organic play opportunities, summertime wet play and year-round outdoor activities and public performance make Gateway Residences an excellent choice for young families.

CYCLING

What cycling benefits are included in the current application?

The approved development permit contemplates the building of a separated bike line along east bound Marine Drive by the District at some point in the future. The current application provides for the separated bike path to be built by Park Royal in the coming year and does not encumber or impact any of the existing east bound traffic lanes.

PUBLIC REALM

Are there any changes to the public open space in the current application?

No, the public realm and open space remains the same and continues to be an inviting environment for all to experience culture, play and relaxation.

SMART GROWTH:

Is adding five floors to the current project a good idea?

- The additional floors and 95 rental units reflect Smart Growth Principles and address the OCP and WV Council Priorities by increasing housing choices, including units, in the District.
- In light of West Vancouver's Climate Emergency declaration accommodating these units as part of the existing project results in significantly less environmental impact than building them on an encumbered property elsewhere in the District.
- Density in a location serviced by public transportation and amenities easily accessible by walking or cycling is sensible.

How do you propose to add 5 floors on to the building?

The proposal is to insert 5 typical floors into the body of each building. The design of the base and top of each tower remains the same. The insertion of the typical floors result in 95 additional rental units.

Are the buildings currently under construction able to support the 5 additional floors?

Given construction scheduling demands Park Royal made the business decision to upgrade foundations and provide flexibility for other building systems to support the additional floors. These decisions are at Park Royal's risk and without any certainty provided by the District.

Will there be a green roof?

The design of the buildings has not changed, just the heights. The already approved green roofs and outdoor shared spaces have not changed.

VIEW & SHADOWS:

How do the building heights for the additional floors compare to the West Royal?

The height of Gateway Residences east building is 11.45m (24'-3") lower than the east, West Royal building.
The Gateway Residences west building is 2.2m (7'-2") lower than the west, West Royal building.
We have been mindful of these existing precedents and have not exceeded them.

How do the additional floors affect view?

The application submitted to West Vancouver contains detailed view studies comparing the approved buildings to the proposed building heights. Although the increase will potentially affect some resident's views to the south the view corridors have not been altered and the impact is relatively minor given distance between the affected residences and Gateway Residences. The height and massing of the buildings are less than those of West Royal immediately across the street.

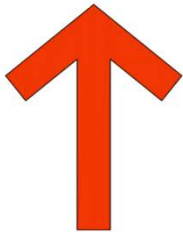
Would the increased height of the two buildings create deeper shadows?

The application submitted to West Vancouver contains Shadow Studies and while the shadowing increase over what is currently being built the impact is minimal and largely affects Park Royal North.

Appendix E: Display Boards

In-Person PIM

Welcome to
Gateway Residences
(707 & 723 Marine Drive)



**PUBLIC
INFORMATION
MEETING**

Hosted by
PARK ROYAL



Virtual PIM

Welcome to
Gateway Residences
(707 & 723 Marine Drive)

**PUBLIC
INFORMATION
MEETING**

Hosted by
PARK ROYAL



In-Person and Virtual PIM

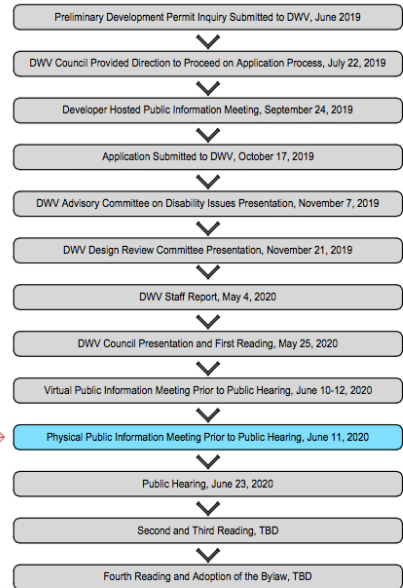
PURPOSE OF THIS PUBLIC INFORMATION MEETING

- To present the proposal to increase the number of rental units within the Gateway Residences by 95 units;
- To review the addition of 5 storeys on each building to accommodate these residential units;
- To understand the opportunity and benefits of this proposal;
- To inform District of West Vancouver residents for the upcoming Public Hearing on June 23, 2020 and
- To answer questions.

| CURRENT | | | |
|---|-----------------|-------------------------|-------------------------|
| East Block | # of Storey | # of Res. Units | GROSS FLOOR AREA (sqft) |
| Total | 10 | 100 | 118,484.91' |
| West Block | # of Storey | # of Res. Units | GROSS FLOOR AREA (sqft) |
| Total | 11 | 100 | 102,812.10' |
| TOTAL | # of Res. Units | GROSS FLOOR AREA (sqft) | |
| Total | 200 | 221,297.01' | |
| FAR Calculation | | | |
| Combined Sites | | Free Single Only | |
| Total GFA | 228,077.01' | 228,296.91' | |
| Total Site Area | 100,413.91' | 96,461.91' | |
| FAR | 2.27 | 3.63 | |
| Site Coverage | 34.50% | 45.50% | |
| Parking & Loading | | | |
| | Vehicle Parking | Secure Bike Parking | |
| Commercial | 171 | 240 | |
| Residential | 15 | 14 | |
| Childcare | 13 | 10 | |
| Transfer | 20 | 20 | |
| Total | 219 | 284 | |
| Residential Unit Mix (Excluding Supportive Housing) | | | |
| Unit Type | Number | Av. Area (sq. ft.) | |
| Studio | 1 | 485 | |
| 1 Bedroom | 40 | 570 | |
| 1 Bedroom + Den | 11 | 730 | |
| 2 Bedroom | 45 | 800 | |
| 2 Bedroom + Den | 13 | 970 | |
| 3 Bedroom | 22 | 1067 | |
| 3 Bedroom + Den | 15 | 1225 | |
| Total | 192 | | |
| Residential Unit Mix of District-owned Supportive Housing | | | |
| Unit Type | Number | Av. Area (sq. ft.) | |
| Studio | 2 | 485 | |
| 1 Bedroom | 8 | 680 | |
| 2 Bedroom | 1 | 925 | |
| Total | 11 | | |
| Total Number of Units | 203 | | |

| PROPOSED | | | |
|---|-----------------|-------------------------|-------------------------|
| East Block | # of Storey | # of Res. Units | GROSS FLOOR AREA (sqft) |
| Total | 15 | 140 | 160,955.91' |
| West Block | # of Storey | # of Res. Units | GROSS FLOOR AREA (sqft) |
| Total | 16 | 140 | 141,772.10' |
| TOTAL | # of Res. Units | GROSS FLOOR AREA (sqft) | |
| Total | 280 | 302,728.01' | |
| FAR Calculation | | | |
| Combined Sites | | Free Single Only | |
| Total GFA | 312,413.91' | 302,728.01' | |
| Total Site Area | 100,413.91' | 96,461.91' | |
| FAR | 3.10 | 5.01 | |
| Site Coverage | 34.50% | 45.50% | |
| Parking & Loading | | | |
| | Vehicle Parking | Secure Bike Parking | |
| Commercial | 171 | 240 | |
| Residential | 15 | 14 | |
| Childcare | 13 | 10 | |
| Transfer | 20 | 20 | |
| Total | 219 | 284 | |
| Residential Unit Mix (Excluding Supportive Housing) | | | |
| Unit Type | Number | Av. Area (sq. ft.) | |
| Studio | 1 | 485 | |
| 1 Bedroom | 100 | 570 | |
| 1 Bedroom + Den | 16 | 730 | |
| 2 Bedroom | 56 | 800 | |
| 2 Bedroom + Den | 28 | 900 | |
| 3 Bedroom | 12 | 1060 | |
| 3 Bedroom + Den | 20 | 1200 | |
| Total | 207 | | |
| Residential Unit Mix of District-owned Supportive Housing | | | |
| Unit Type | Number | Av. Area (sq. ft.) | |
| Studio | 2 | 485 | |
| 1 Bedroom | 8 | 680 | |
| 2 Bedroom | 1 | 925 | |
| Total | 11 | | |
| Total Number of Units | 298 | | |

PROCESS



We are Here ->

INTRODUCTION TO PARK ROYAL

Park Royal has been a part of West Vancouver since 1950 and this October marks 70 years since its merchants first opened their doors to serve the community.

- Through the years Park Royal has supported the community in many ways and on many levels and is proud to be a part of the multi-generational health and wellbeing of West Vancouver.
- Physical, financial and ideological support for community initiatives like the Coho Festival, Harmony Arts, Chamber of Commerce, Kay Meek, PumpkinFest, West Vancouver StreamKeepers, Spirit Trail, West Vancouver Place for Sports, West Vancouver Community Foundation, West Vancouver Youth Hub, service clubs and arts are examples of Park Royal's contributions.
- Park Royal is continuing on this path by creating a new standard for housing inclusivity, supportive housing, childcare and a public plaza for the entire community to enjoy at Gateway Residences.

We regard Gateway Residences as the cornerstone for the evolving Park Royal neighbourhood and look forward to being a reliable community contributor for generations to come.



COMMUNITY WELL-BEING & INCLUSIVITY

Gateway Residences sets the standard for community well-being as it relates to thoughtful development in West Vancouver.

- It is the first multi-family development in the District incorporating supportive housing, childcare and as part of our current application, the conversion of 23 rental units to Level 2 Adaptable design guidelines.
- The North Shore Advisory Committee on Disability Issues is "encouraged by the inclusion of more adaptable rental units, including increased accessible access in the east residential building".

The 2019 Vital Signs Report reminds us a healthy community has vibrancy and connects at many levels. Gateway Residences, including the additional 95 rental units, addresses a number of the Report's key issues and opportunities such as getting around, inclusion, diversity, housing, community building and economic vitality.

- The additional 95 secured rental units provide more opportunities for residents to stay in West Vancouver and for newcomers to call our community home.
- Gateway Residences is a reflection of "A Welcoming, Livable Community Where Everyone Belongs" so eloquently stated in Vital Signs.
- These well-being initiatives along with the creation of a public plaza for the broader community to enjoy, demonstrates our commitment to community health and wellness.

We are proud of Gateway's inclusivity and are confident it embraces the broader objectives of the community and the OCP.



ECONOMIC ADVANTAGES

The Community Amenity Contribution for the additional 95 units is \$10,000,000. This number is significantly higher than the \$4 to \$6 million we originally anticipated.

- Pending Council's consideration, this amount would be payable to the District in July/August 2020.
- Use of these funds are at Council's discretion but I know we can agree a range of community needs would benefit from this sizeable contribution.
- To be clear, the \$10,000,000 CAC is in addition to the \$10,545,000 in-kind and \$10,769,400 in cash CACs already paid to the District.

- As outlined in the Council Report, not only are the CACs contributing financially to the District but additional Development Cost Charges (DCCs) will be paid to fund upgrading or provision of infrastructure services.

Gateway Residences provides significant economic benefit to the community with CACs for a total of \$31,314,400 plus DCCs and increased property taxes.

ADDRESSING THE CLIMATE EMERGENCY

Gateway Residences follows Smart Growth principles. Smart Growth is fundamental to good planning and helps address the climate emergency declared by Mayor and Council. These principles include:

- Optimize land use by developing compact buildings with higher densities and mix of uses: No additional land is required to accommodate the additional residential units within this mixed-use development
- Locate in a central location, clustered by employment, retail and other uses and activities: The development is located adjacent to Park Royal, a major retail, entertainment and employment centre;
- Access to multimodal transportation: The Gateway Residences is a key part of Park Royal's evolution as a mixed-use walkable community, lessening the dependence on single occupant cars. Strong public transit, car share, bicycle and pedestrian connections will be developed.
- Connected to a pedestrian network of public plazas, greenways, and parks: The project proposes extensive greening of the site with new landscaping, public plazas, vegetated roofs and a strengthened public access from Park Royal to the Capilano River natural area.
- Environmentally sustainable building practices: The development is designed to a LEED Gold standard and Step 3 of BC's Energy Code. This means the buildings will require significantly less energy and greenhouse gas to operate over their lifetime.
- Create an efficient urban infrastructure that reduces the requirement for energy and resource use: the Life Cycle Assessment prepared by Integral Group concludes

adding 95 secured rental units in this location without additional parking results in significant environmental impact savings. Reduced embodied emissions from construction result in a reduction in CO2 to the tune of 1,300 tonnes. It would be difficult if not impossible to achieve this type of environmental impact savings building 95 residential units as standalone project anywhere in West Vancouver.

- Diverse housing options: The addition of 95 purpose-built rental units will significantly increase the stock of much needed rental accommodation in the District of West Vancouver

Economic viability, ensuring the long-term resilience of the developer, town and residents: Park Royal has a long and rich history of serving the community. Employment and business opportunities are abundant and with broadest amenity offering on the north Shore. It is a meeting place for all generations



BARRIER-FREE PROVISIONS

To support Park Royal's objective of creating the most inclusive development in West Vancouver a number of provisions have been integrated into the design that achieves barrier-free access to all common areas of the buildings and 33 apartments that can be adapted for residents with special needs.

In the currently approved development, 11 apartments were to be designed to the City of North Vancouver Level 3 adaptability standards. These units which will be owned by the District of West Vancouver are located on the second floor of the West Building.

- In addition a series of barrier free measures were to be integrated into the development. They were:
- Clear identification on staircases in emergency stairwells e.g. yellow tactile bull nosing on the stairs;
 - Elevators with audible interface e.g. announce the floors as you go up and when the doors open;
 - Mailboxes positioned for easy access for individuals with mobility challenges such as wheel chairs;
 - Pushbutton automatic doors to the lobbies and leading to the designated HC parking stalls are to be provided;
 - Pushbutton automatic doors leading to the storage areas, garbage room are to be provided in the West Building where the adaptable units are located;
 - Barrier free access to balconies from adaptable-designed units;
 - All crossings to have City of Vancouver streetscape standard let downs with score markings indicating direction of travel;
 - No grade on site will exceed 5% in slope;
 - Accessible ramp down to water play area, within the Village Square and
 - Wide walkways throughout the development.

With this proposal, we propose to provide an additional 23 Adaptable Level 2 units; 7 more in the West Building and 16 within the East Building. In total 34 residential units will conform to the City of North Vancouver Adaptable standards; 23 will be Level 2 and 11 will be Level 3.

In addition we propose to improve the barrier-free measures within the development with the following:

- Upgrade the existing 11 adaptable Level 3 units with more accessible provisions;
- Convert four existing parking spaces into Accessible Parking Stalls;
- Provide pushbutton automatic doors all common areas within both buildings;
- All stairways in addition to yellow tactile nosings, provide yellow handrails and tactile warning areas at the top and bottom of the stairs and
- Concierge service in the main lobby of both buildings - the ability to have food delivered and stored in refrigerated units.



NORTHEAST CORNER STREET VIEW

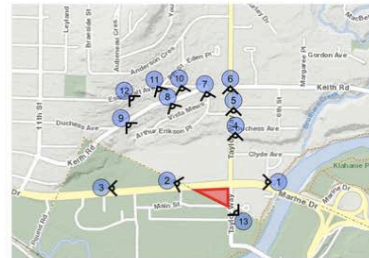


CURRENT



PROPOSED

VIEW STUDY KEY PLAN



VIEW STUDY 1

Marine Drive @ Capilano River



CURRENT



PROPOSED

NORTH ELEVATION



CURRENT



PROPOSED

COMPARISON VIEW STUDIES

VIEW STUDY 2

Marine Drive & Park Royal North



CURRENT



PROPOSED

VIEW STUDY 4

Taylor Way @ Duchess Avenue



CURRENT



PROPOSED

VIEW STUDY 6

Taylor Way @ Keith Road



CURRENT



PROPOSED

VIEW STUDY 3

Marine Drive @ 900 Block



CURRENT



PROPOSED

VIEW STUDY 5

Taylor Way @ Esquimalt Avenue



CURRENT



PROPOSED

VIEW STUDY 7

Keith Road @ Arthur Erickson Place



CURRENT



PROPOSED

COMPARISON VIEW STUDIES

VIEW STUDY 8

Keith Road @ 800 Block



CURRENT



PROPOSED

VIEW STUDY 10

Esquimalt Avenue @ 800 Block



CURRENT



PROPOSED

VIEW STUDY 12

Esquimalt Avenue @ 900 Block



CURRENT



PROPOSED

VIEW STUDY 9

Keith Road @ Duchess Avenue



CURRENT



PROPOSED

VIEW STUDY 11

Esquimalt Avenue @ 8th Street



CURRENT



PROPOSED

VIEW STUDY 13

Taylor Way @ Main Street, Adjacent To Site



CURRENT



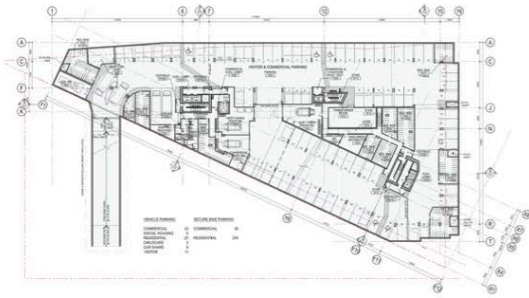
PROPOSED

COMPARISON VIEW STUDIES

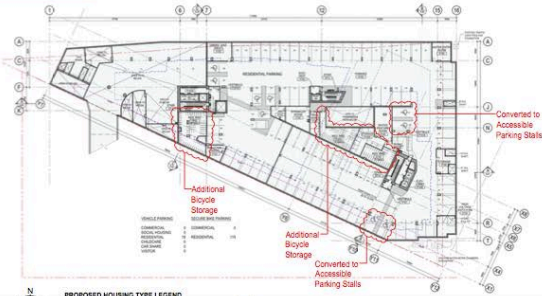
CONTEXT PLAN



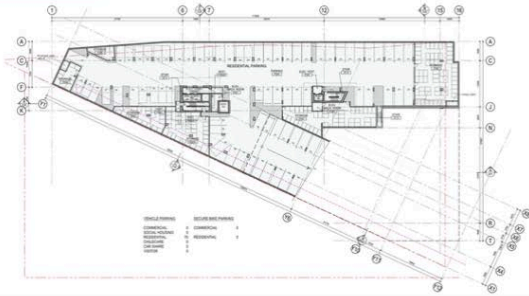
LEVEL P2 PLAN



LEVEL P1 PLAN



LEVEL P3 PLAN



PROPOSED HOUSING TYPE LEGEND

| | | | |
|--|----------------------------|--|-------------------|
| | SOCIAL HOUSING (DWM OWNED) | | RENT FOR 20 YEARS |
| | RENTAL IN PERPETUITY | | UNSECURED RENTAL |

CONTEXT & FLOOR PLANS

LEVEL 1 PLAN



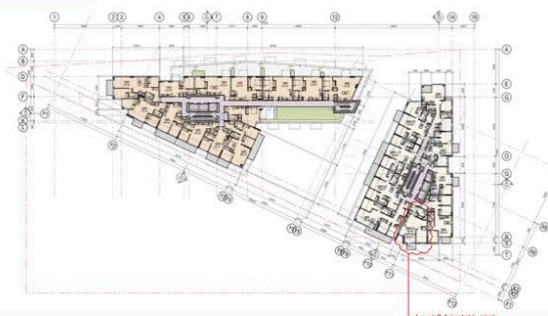
LEVEL 3 PLAN



LEVEL 2 PLAN



LEVEL 4 PLAN



PROPOSED HOUSING TYPE LEGEND

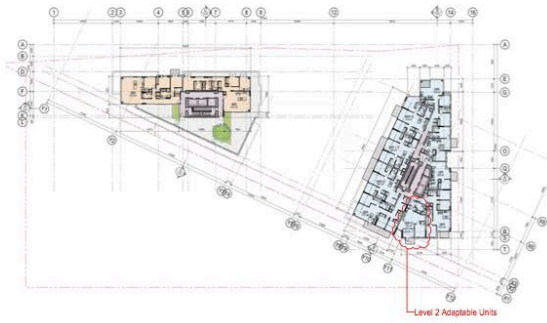
| | | | |
|--|----------------------------|--|-------------------|
| | SOCIAL HOUSING (DWM OWNED) | | RENT FOR 20 YEARS |
| | RENTAL IN PERPETUITY | | UNSECURED RENTAL |

FLOOR PLANS

LEVEL 5 (WEST TOWER) / LEVEL 5-7 (EAST TOWER) PLAN



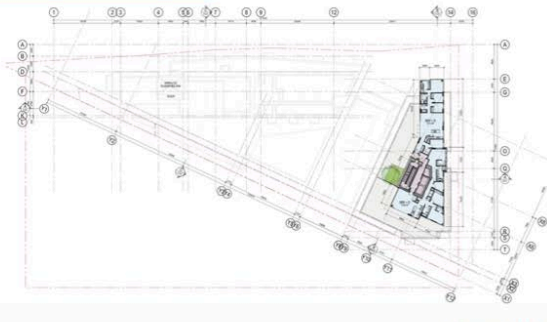
LEVEL 16 (WEST TOWER) / LEVEL 9-18 (EAST TOWER) PLAN



LEVEL 6-15 (WEST TOWER) / LEVEL 8 (EAST TOWER) PLAN



LEVEL 19 (EAST TOWER) PLAN

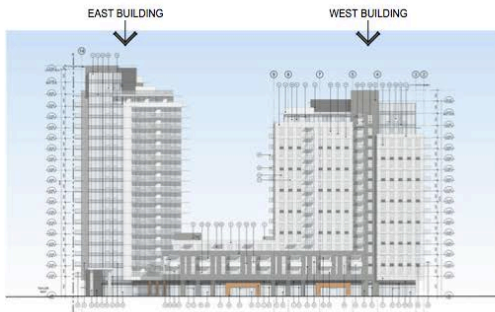


PROPOSED HOUSING TYPE LEGEND

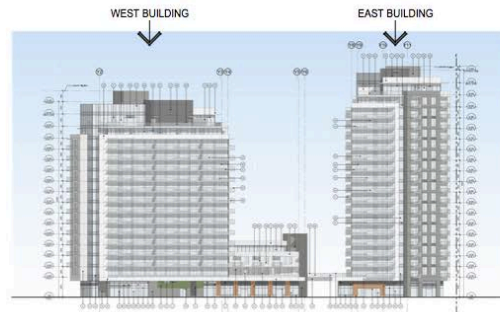
| | | | |
|--|----------------------------|--|-------------------|
| | SOCIAL HOUSING (DOW OWNED) | | RENT FOR 20 YEARS |
| | RENTAL IN PERPETUITY | | UNSECURED RENTAL |

FLOOR PLANS

NORTH ELEVATION



SOUTHWEST ELEVATION



NORTHWEST ELEVATION + SOUTH ELEVATION (EAST BUILDING)

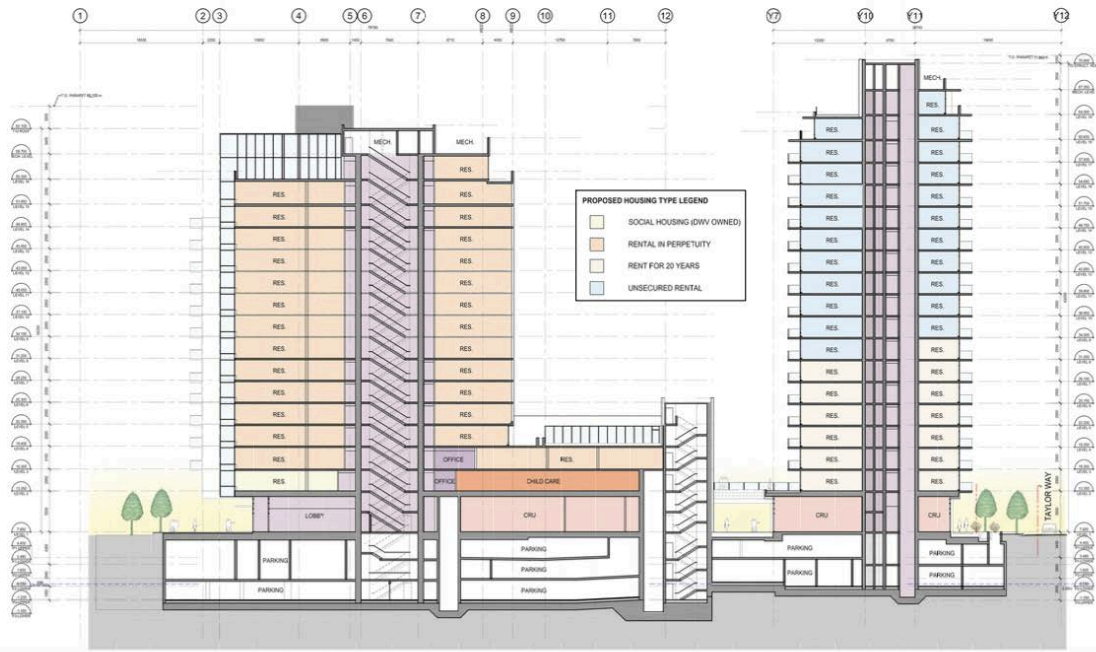


WEST ELEVATION + SOUTHEAST ELEVATION (WEST BUILDING)



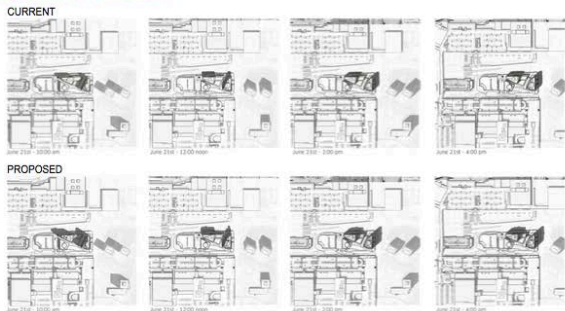
BUILDING ELEVATIONS

OVERALL BUILDING SECTION



UNIT TYPE DISTRIBUTION

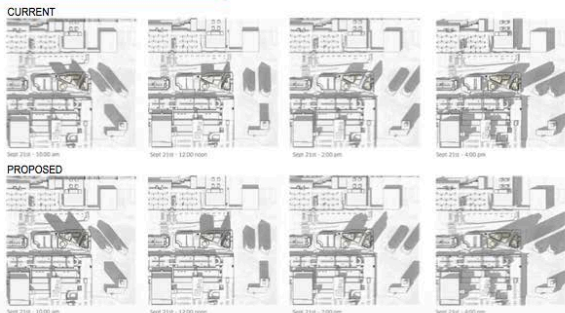
SHADOW STUDY - JUNE



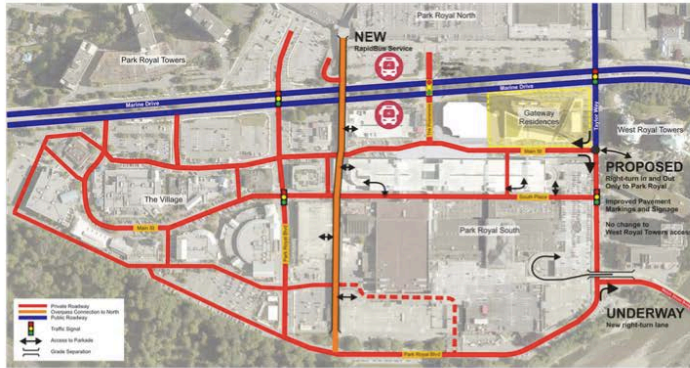
SHADOW STUDY - DECEMBER



SHADOW STUDY - SEPTEMBER



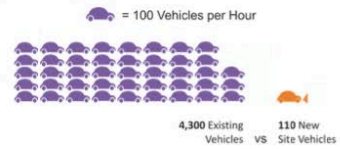
TRANSPORTATION



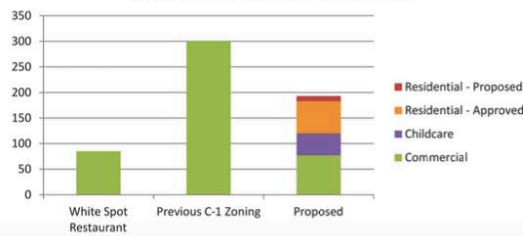
Transportation impacts during the weekday afternoon peak hour:

- The former White Spot restaurant on the site previously generated 85 vehicles per hour.
- The previous C-1 Zoning for the site would permit the development of up to 74,000 square feet of mixed commercial uses could generate about 300 vehicles per hour.
- The development is anticipated to add about 150 vehicles per hour onto the street network
- About 110 of the 150 vehicles are anticipated to travel through the Marine Drive and Taylor Way intersection, which is an increase of only 2.5% compared to today.

Relative Contribution to Traffic Volume at Taylor Way & Marine Drive



Weekday Afternoon Peak Hour Vehicle Trips



Transportation Demand Management Measures:

- Nine car share vehicles
- Bike valet parking (covered and secured) will be available for West Vancouver residents and customers
- Covered and secured bike parking for residents and employees of the Gateway Residences

TRANSPORTATION



Taylor Way & Main Street & West Royal Towers Intersection Improvements:

- A new traffic calming island will be installed to limit vehicles to right turns only onto and off of Main Street. Opportunities to turn into and out of West Royal Towers will be maintained.
- A larger 'DO NOT BLOCK INTERSECTION' sign will be installed.
- Intersection hatching pavement markings will be replaced following current standards using wider white lines.
- A new stop bar will be installed to follow current standards and reduce drivers blocking the intersection.

Proposed Rezoning: 707 & 723 Marine Drive “Gateway Residences”

Public Information Meeting - Hosted by Park Royal – June 11, 2020

Comment Form

We would appreciate your comments on the proposed redevelopment at the south-west corner of Marine Drive and Taylor Way. Here is a preliminary summary of our proposal.

Was the information provided informative?

The Application Proposes:

- Ninety-five additional residential units secured as rental housing through a housing agreement
- No additional parking stalls
- The additional ninety-five additional residential units is anticipated to add only one vehicle every 10 minutes to the Taylor Way & Marine Drive intersection
- Five additional levels on each of the West and East buildings
- \$10,000,000 in additional Community Amenity Contributions to address community needs, at the District of West Vancouver’s discretion

**RESPONDENT’S
NAME:**

**PHONE and/or
EMAIL:**

ADDRESS (Optional):

Appendix G: Comment Form Transcriptions

| | IN-PERSON PIM COMMENT FORMS |
|--|---|
| | \$10,000,000 CAC's nowhere near enough \$ for WV |
| | <p>The information provided is informative & the visuals demonstrate the impact of the increased height. I am in disagreement with the additional floors being added. There is no consideration to the already impacted city views, the building already does not aesthetically flow with the environment. We do not need any skyscraper towers in a predominantly visual area and adding additional floors further destroys the views of our city, the bridge and ruins our community aesthetically. I am disappointed in our Mayor and council in that the building aesthetics and flow and blend with surroundings has not been considered. It is very clear that money is more important than ensuring we have a beautiful suburb. Thank you Mayor and council. I am not in agreement</p> |
| | <p>No. I am so angry. This has been rejected and to do this during covid is unacceptable. The building destroy the skyline, they might as well be in Burnaby, do not represent West Vancouver at all. Taylor Way is a nightmare as it is and I could go on. If you don't know how the majority of residents feel then you are completely out of touch. I thin Mayor Booth needs to spend some time in this area.</p> |
| | <p>I am frankly horrified of this new prospect of additional 5 stories on ea. building. They do not only destroy the areas skyline, but the buildings themselves are aesthetically ugly. I am also disgusted that Larco is trying to shove this thru, when 14 and 11 floors was the original plan. Backroom deals no doubt!!! But as usual we will be ignored!!! Don't ignore the public!</p> |
| | <p>The information meeting was informative in someways but unfortunately I did not get any answers for my questions. My main concern is the lack of parking space and increase in the traffic volume that these additional units are going to bring to this neighbourhood. As someone who lives in the area, I can tell that traffic and parking have been one of the most significant challenges that I face everyday. I do not agree that the additional 95 units do not need additional parking. If 60% of the residential units have 2/3 bedrooms + 2 baths you should consider that these residents usually have more than one car. Stop addition additional 95 units unless you solve the traffic and parking issue in the area.</p> |
| | <p>Because of future traffic we do not want the high of the building</p> |
| | <p>Because of future traffic we do not want the high of the building</p> |
| | <p>Because of future traffic we do not want the high of the building</p> |
| | <p>As a resident/owner @ Water's Edge, I am opposed to any increase in bldg.. height/density beyond the extreme levels already approved. Building shadow (espec. During winter months) will be significant. The addition of 90+ rental units w/o any provision for parking is a serious oversight. I am making my concerns known to council.</p> |

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| | <p>All the above information is on display. As a nearby resident (to Park Royal) I do not want more cars idling on Taylor Way. This does not improve the air quality. Public transit, cycling and walking must be accommodated</p> |
| | <p>At first thank you for this hearing. I am one of the resident of "West Royal" and I read your ideas about traffic and parking in this project but all the answers are not enough because it can't guarantee all the Gateway residences can access employment and services by transit, it can't consider the deliver services the residents need it.</p> |

| VIRTUAL PIM COMMENT FORMS | |
|----------------------------------|--|
| | <p>I disagree with the proposed additional floors/units for this development. have attend all community engagements relating to this development and have voiced my concerns on behalf of Waters Edge strata council. Issues include: Increased traffic/congestion - traffic noise increase, chronic honking at Marine/Taylor Way, traffic congestion onto Lions Gate Bridge, Marine Drive, Taylor, Park Royal Shopping Centre - all are existing nightmare issues and will increase with the development & exponentially will increase with additional floors/units. Lost views and view corridors - existing residents in surrounding area will lose daylight/sky/views lost forever/unable to see ocean, Stanley Park, Straight of Georgia, etc. Lost daylight/increased shade/shadowing of existing/approved development - additional floors will increase shadowing and reduce light onto the surrounding footprint of area and our Waters Edge community. Sets Increases 'empty homes' epidemic that already exists in West Vancouver and surrounding districts, e.g., City of Vancouver, North Van, Burnaby - Empty homes epidemic does not add any 'value added' benefits to communities as owners live off-shore and do not contribute to schools, arts, culture and general economics I OPPOSE THIS REQUEST FOR ADDITIONAL FLOORS/UNITS AT THIS DEVELOPMENT!</p> |
| | <p>It's destroying the character of West Vancouver and blocking our view including sun light. I was against the initial proposal. When we purchased we did not anticipate high rises dominating this area. It seems the driving force of Counsel is the fees and not the best interest of the community. Anyone who does not think we have a traffic problem now must be smoking pot as I observe it every day particularly before the pandemic.</p> |
| | <p>I strongly support the additional secured rental units. The additional rental units will be delivered much faster than any other proposals as the project is already under construction with an extremely high confidence that they will complete. Rental development is extremely difficult with long term return on investment, so it is likely that other rental proposals will be paused or cancelled, if there is a deterioration in economic conditions. Park Royal is and should be the highest density node of housing in the District. The proposal sits right on top of the most frequent transit in West Van, and if the District allows underbuilding here, it will put pressure to underbuild everywhere else in future projects. This is a no brainer - get on with it!</p> |
| | <p>I was fortunate to grow up in West Vancouver. I think this development is great for attracting younger people back in to the community. I hope it passes.</p> |

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| | <p>Me and my family were against this project from the beginning. I sent a lot of correspondences by courier to The West Vancouver Council and explained our reasons. Any how council decided to proceed this project approval with two towers 14 and 8 stories. Now we feel have been betrayed by the West Vancouver Council, because no developer would spend to have 19 stories structure for 14 stories one unless have some sort of pre-approval from the Council. One of our major concern was about the traffic and parking spots and I don't understand how could this council give an approval to upgrade this project to with more stories without any necessary infrastructures and parking spots. If this approved by the West Vancouver Council we should expect from now on every developer apply to upgrade their original permits with higher stories. At this end me and my family are express our deepest concern about such as these permit upgrades and want The West Vancouver Council to know that we are against of this.</p> |
| | <p>I think this proposal is perfect for the location making it an inclusive and walkable community. I'm in favour</p> |
| | <p>Everyone to whom I've discussed this issue of more construction at this very busy intersection was against this project in the first place. To even consider adding more units is a betrayal of our confidence in the council... You are supposed to be serving the residents of West Vancouver and looking after our interests! There are other ways to raise money ... destroying the natural beauty of our landscape increasing traffic all in the name of money is not an option that anyone I've spoken to agrees with I trust that this latest attempt to change the number of suites allocated initially will be thwarted by the council</p> |
| | <p>This is ludicrous and not an ethical way to try to get more than the approved applicaton. To already have poured additional footings before any application for a variance and to not accommodate required parking for any additions is no more than gross abuse of the planning and By-law system. No responsible company would do this in this manner except for excessive greed. Please reject this and ask for the developer to apologize.</p> |
| | <p>We live in a low rise building in the Park Royal area and these additional five stories will affect our view, general daylight & therefore our well being. Very concerned about additional traffic.</p> |
| | <p>I'm in favour. It's already being built so minimal environmental impact. Walkable community to shopping, cineplex, amenities and the new plaza looks amazing.</p> |
| | <p>I have lived in west van my whole life, and am excited about the potential of an additional 95 rentals. I'm still at home finishing school but when I graduate I would love to stay in the community I call home. I am in support of this project.</p> |
| | <p>I do NOT support the additional 5 stories on each building. It puts the entire project out of proportion to it's surroundings. This is the gateway to West Vancouver. We need to get this right. Despite the additional \$10M in community funds to West Vancouver, I hope they don't sell their soul for this.</p> |
| | <p>More rentals with no additional parking and the new rapid bus makes good sense and has minimal impact on the environment. I fully support this project.</p> |

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| | You already have had a deviation from the OCP and you should not be applying for a further deviation. Council should not allow it to happen. |
| | Main concern by adding 5 floors will block the view of the bridge from Sentinel Hill , and next major issue will be the increase in traffic around Park Royal Marine Dr and Taylor Way . |
| | Along with the current zoning you have been given, why this proposal was not submitted at the beginning of the project so that the comprehensive impact would have been considered then. It is a little Naughty of the developer to sort of bind it while building the project. The obvious light corridor, along with views and sunlight restriction is on the mind of all neighbours and with an extra five (5) stories there would definitely be an unacceptable reduction on the already reduced lux levels of light within the neighbourhood specially on the Low level Edgewater and surrounding residential complex. As concerned developers, this should be unacceptable to you and the City of West Vancouver to that regards. You are taking away from the quality and the amount of light and views on most buildings along the North and North East side of Marine Drive while specially the blocking of the West afternoon light on buildings on Clyde Avenue and Water's Edge rescent. |
| | I think the proposed 95 rental apartments are much needed in West Vancouver. It would offer older people like myself a convenient place to live within walking distance to amenities, services, shopping and entertainment. And it would provide a thriving community without needing to have a car. The community would also attract younger families, making it a more inclusive and vibrant. The additional \$10 million in CAC's will help the district especially now during cutbacks due to covid. Less money out of tax payer pockets. |
| | After reviewing the proposal I strongly support it. Makes sense to have more rentals in this location... new rapid bus, close to shopping, services and the beach all without taking down one more tree. I am currently renting a basement suite in an old house because there were so few options available. I hope when this is completed I can move in and enjoy the public plaza, walk to the movie theatre and see some younger people in West Vancouver. |
| | Major traffic concerns, despite your reassurances to the contrary. If you are not providing additional parking stalls, why do you anticipate 1 more vehicle every 10 minutes?? There should be none. I do not agree with the development proposal change of an additional 95 units! |
| | I strongly agree on rental apartments |
| | I grew up in West Vancouver and would love to see young families have the opportunity to live there again. Such close proximity to Ambleside Beach/Park makes this an ideal location for more new rental units. |
| | I think the proposed is a great value to the community. Seems like the right location to host 95 rentals. |
| | After visiting the public information meeting there is additional information I wish to add to the previous form I filed. There has been a total disregard in the overall affect of additional floors (never mind the building as a whole) with regards to views, suburb aesthetics, property pricing |

| | |
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| | <p>depreciation of the surrounding area homes, increase in population density in a small area, increase in road traffic to an already congested Taylor Way/Marine Drive (which The Mayor's office and council continue to disregard), change in the West Vancouver skyline so close to the water affecting the views of our city and The Lionsgate Bridge. If we wanted to live in a concrete jungle we would of chosen downtown Vancouver, Burnaby or the ever growing Lonsdale area. I understand that part and parcel is to increase the amount of affordable housing in the area but why are we lumping it into one area.....huge big towers on a small parcel of land with no continued aesthetic flow with the surrounding area but more like a sore thumb standing out... We have a very special space here in West Vancouver, the views of our mountains and the city skyline, with a lower population density to name a few, makes this area special and inviting....All these factors are important to us as long time residents and tax payers in this district. We moved and live in the area because we love the layout and landscape that West Vancouver offers. We don't want skyscraper buildings blocking and destroying the views of our city, our bridge and the mountains not to mention blocking views for other residents. The building design and density will already be changing the face of our landscape but the additional floors will further change and make what is barely acceptable to UNACCEPTABLE!! Why are we considering adding additional density to this building when we have already apartment buildings and further population density being added on Capilano Road. The Mayor and Council seem to be more concerned about \$\$\$ than maintaining the west coast aesthetic of our community which has been recently beautifully shown in the new building at Grosvenor (height cap and tiered design) and destroyed with this current building plan...why has an aesthetic flow been negated?? Residents are feeling disappointed at our Mayor's office and Council members at this time - that there is no thought or support to maintain a beautiful and inviting suburb with building height caps, consideration to views, population density, ever growing road traffic and a continued inviting visual of our surroundings. This meeting was also held at a time when many residents do not feel comfortable meeting in areas where there are groups of people and so low number turn out is possible. And lastly the fact that the foundations of this building were completed with the possibility of further floors being added only makes residents suspicious of the district because this would have had to be part and parcel of the first steps to permit the building....how do we trust our Mayor's office and Council when it is clear that adding additional floors was very possibly the original plans, is this what council was hoping - to pull the wool over residents eyes and just move forward!! This is very disappointing and I hope that The Mayor's office and council members will truly do our community justice by leaving the current building plans the way they are.</p> |
| | <p>I am in support of Gateway Residences additional floors to add 95 rental units. As a young family it would be a great place to live being close to the beach, downtown, the mountains and having most of our needs within walking distance.</p> |
| | <p>I only have concerns and am very opposed to the revised proposal. The increased size of the buildings will obstruct views and the lovely scenery of the North Shore; I feel that the additional height makes the buildings visually unappealing and detract from what we all love about the North Shore. In addition, I continue to be concerned about the additional traffic this development will cause at Taylor Way and Marine Drive. While the proposal indicates that the revisions are expected to result in only a slight increase in traffic, at peak times, the area is already extremely congested. Adding to the issue, without any regard for the impact on existing residents of West Van who deal with the traffic every day, is unacceptable.</p> |

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| | I am in support of the 95 rental units proposed for this site. |
| | I recently sold my home and am having a hard time finding somewhere suitable to rent. I would love to move into the Gateway Residences if they were available now. Being walking distance to the majority of my needs is a huge bonus. New rentals is greatly needed not just in West Vancouver but on the North Shore. |
| | I think with newer rental units you should definitely add some parking. Also make some side street short cuts or else a lot of traffic will pass through and have a traffic jam |
| | Even after reading all this material I see no real benefit to any of the current WV taxpayers. This is for the benefit of people who don't reside in WV and who have consequently therefore not voted for the current council. One can only conclude that the council do not have a voter mandate to be able to approve this. We live in Cedardale. As daily (!) users of Taylor Way, Park Royal, and Marine Drive it also seems that the traffic data have been manipulated to serve the argument. As a family we have gradually started avoiding Park Royal because of the parking, traffic, and aggression problems. It seems that this project will make all that even worse. Projects like this ruin the friendly WV neighbourhood character, for which we moved here. For these reasons my family and I will therefore vote against any council member who votes in favour of this project. The election is how many days away? |
| | Traffic Congestion - The Wardance bridge should be improved concurrently to reduce traffic congestion There are 92 so-called rental units in the additional 10 floors that can be sold at any time - this negates the rental benefit to West Van There is no DWV restriction on residents parking in the existing shopping parkades The Height and Mass of the additional 10 stores is creating a view wall when entering West Van and looking south IN SHORT, there are no benefits to West Van residents |
| | You have the opportunity to turn any issuing of building permits into a two tier system. First get permission to build anything and THEN come back with what you REALLY want to build and a nice gift to the City of West Vancouver. Perhaps you can even come back a third time with a bigger gift. |
| | After reviewing Gateway Residences I am in support of the new rentals. With the new daycare, supportive housing and public plaza it will attract younger families to this aging community. And the additional \$10 million in CAC's is significant and timely with the district budget cuts due to covid. |
| | I'm in support of the project. |
| | Access to rental units is a essential to building a healthy and diverse community. It ensures inclusion of people from all social economic backgrounds, which often includes people of different religions, sexual preference, and race. At a time like this, it is important that we all play a role to ensure access for everyone is available in our communities. I strongly support the development of this project and ask city council to do the same. |

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| | I support the building of these 95 rental units. |
| | Will there be enough additional bike storage for these people in these units that have bikes. Is the bike storage "double secure"? Will these be rented at market value or will any be below market value. As it is 3:55 I have not had a chance to read the full presentation board so some of these questions may have already been answered. Sorry if they have. At a very early meeting about 5 years ago, there was a discussion about having space for local organizations to have displays, (inside the buildings) for the public and residents to view. The West Vancouver Historical Society was asked to meet to discuss these possibilities. Things might have changed, so kindly let me know the status of these preliminary discussions. |
| | I am in favor of this project, with higher density there is a possibility of reduced traffic towards downtown, due to down sizing ,and lack of transportation (smaller young family) |
| | It's wonderful to see such an all inclusive community with this project. The rentals will attract younger families, the no parking is brilliant and minimizes the traffic issue. I am in favour |
| | I support this project |