

APPENDIX A



Marine Drive Local Area Plan and Design Guidelines

April 2017

Contents

1.0	INTRODUCTION	5
	1.1 Purpose	5
	1.2 Study Area	7
	1.3 Development Permit Area Designation and Interpretation	9
2.0	PLANNING FRAMEWORK	11
	2.1 Multijurisdictional Context	11
	2.2 Planning Objectives and Land Use Concept	14
	2.3 Design Principles	16
3.0	PLANNING SUB-AREA LAND USE POLICIES AND DESIGN GUIDELINES	19
	3.1 Marine Drive Public Realm Strategy	19
	3.2 Lions Gate - Klahanie Sub-Area	23
	3.2.1 Land Use Plan and Policies	25
	3.2.2 Built Form Design Guidelines	27
	3.2.3 Public Realm and Open Space Guidelines	31
	3.3 Park Royal - Clyde Avenue Sub-Area	33
	3.3.1 Land Use Plan and Policies	35
	3.3.2 Built Form Design Guidelines	37
	3.3.3 Public Realm and Open Space Guidelines	42
4.0	COMMUNITY AMENITIES	45
5.0	TRANSPORTATION	47
6.0	ADMINISTRATION	49

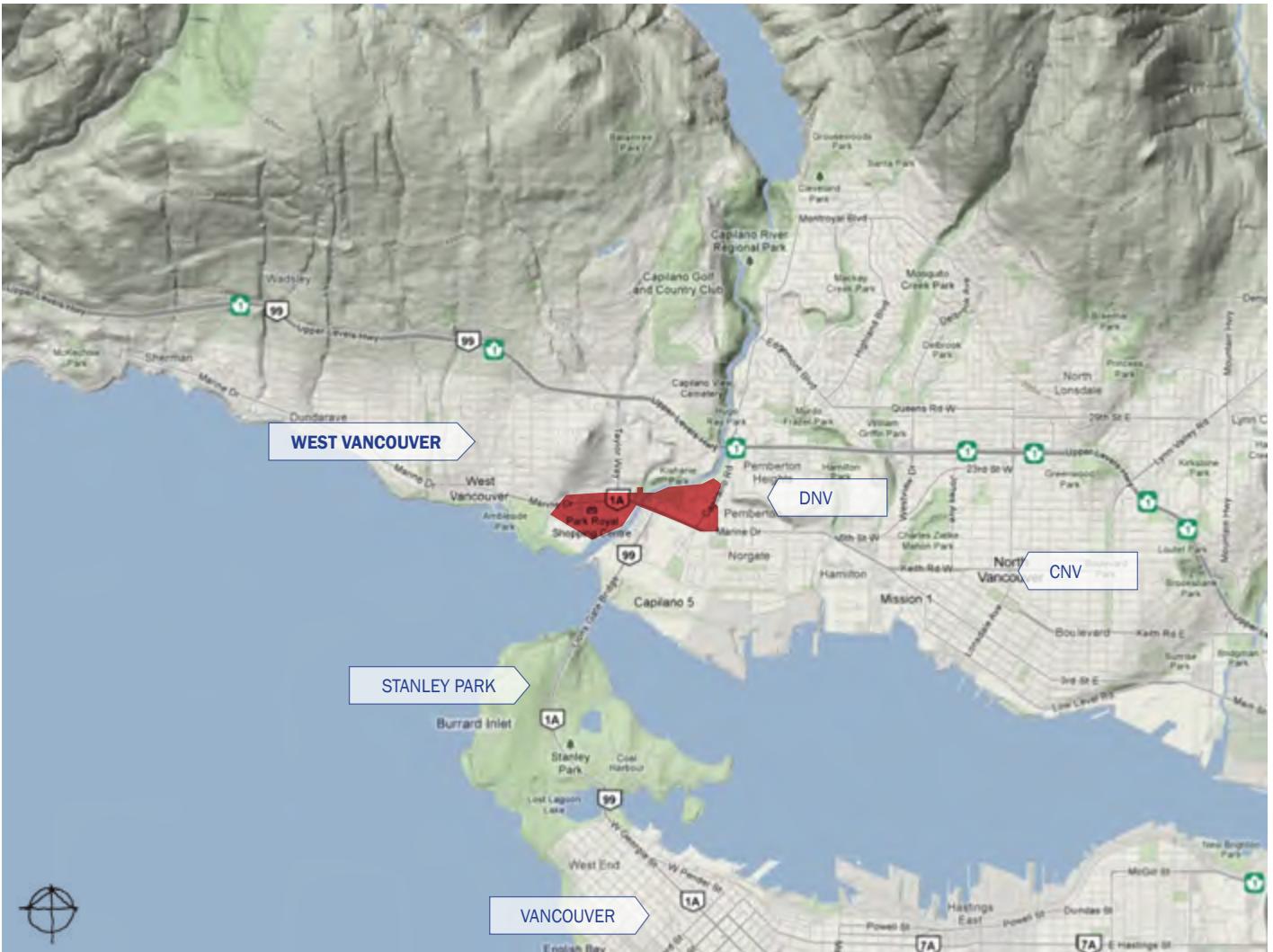


Figure 1.1 - Local Area Plan in context

1.0 Introduction

1.1 Purpose

A Local Area Plan (LAP) provides policy for a geographic area where a more detailed level of planning at a neighbourhood scale is required to guide land use change and development. Design Guidelines (DG) provide direction for the form, height, massing and character of new buildings as well as the public spaces and landscaping between.

Together they articulate an overall planning and urban design framework to guide future decisions over an approximate 20-year horizon related to land use, built form, urban design, public realm improvements, community amenities, transit integration, and transportation systems.

The Marine Drive LAP and Guidelines is intended to provide Council and staff with the context necessary to evaluate development applications, and to outline to the community and developers how growth in this part of West Vancouver (DWV) may be accommodated.

The purpose of the plan is to:

- » Describe the existing and emerging context of the Marine Drive corridor around Lions Gate Bridge and Park Royal, including lands beyond DWV's jurisdiction;
- » Situate DWV lands and anticipated redevelopment within this multi-jurisdictional context; and
- » Provide policy and guidelines to review development applications within the study area's boundaries, and under DWV's jurisdiction.

As the area develops, it is expected to become two vibrant, mixed-use centres that include a variety of local and destination services, support high-quality transit, and feature key public realm investments and community amenities making them complete places to live, work, and play. These two centres, referred to as the Park Royal - Clyde Avenue Sub-Area and Lions Gate - Klahanie Sub-Area are described in more detail in Section 1.2 with land use policy and guidelines presented in Section 3 of the plan.



 local area plan boundary

Figure 1.2 - Local Area Plan area

1.2 Study Area

To provide the necessary land use and transportation context, a broad study area has informed the development of this plan. The study area is focused on lands around the Lions Gate Bridge, extending east and west from the bridgehead to include sites adjacent to and along Marine Drive. The corridor is a busy thoroughfare serving as a major connector between the neighbouring communities of West Vancouver, the Squamish Nation, and North Vancouver, as well as the primary access to the Lions Gate Bridge and Vancouver beyond. The area's most important natural feature, the Capilano River, bisects the study area and provides an amenity for local residents. Adjacent to the river is Klahanie Park, which includes sports facilities as well as treed access to the river's edge.

Lions Gate Sub-Area: To the east, a high density mixed-use centre is being developed around the intersection of Capilano Road and Marine Drive in accordance with the District of North Vancouver's (DNV) Lions Gate Town Centre Plan. This defines the multijurisdictional context for the easternmost edge of DWV and the study boundary.

Park Royal – Clyde Avenue Sub-Area: To the west, the study extends to the Park Royal Shopping Centre, an expanding destination retail and shopping experience set amidst an outdoor and landscaped pedestrian environment. The majority of the shopping centre south of Marine Drive is located on leased Squamish Nation lands, which provides the multijurisdictional context for the westernmost portion of the area.

Most of the land identified in the study area is outside the jurisdiction of the DWV. While the DWV has no authority over other lands, they are included in the study area to provide useful context and to promote coordinated development towards a more cohesive vision for this shared corridor.

While extensive development is anticipated in neighbouring jurisdictions, given existing land uses, commercial lease arrangements, ownership and age of current structures, only a handful of DWV sites within the study area are expected to be redeveloped over this plan's approximate 20 year horizon. These sites are examined in more detail in each of the sub-area sections. The directions in this plan are applicable should additional DWV sites come forward for redevelopment and would be used to inform the review of development applications and/or subsequent area planning. This plan is a living document that requires updating as the realities of land use, neighbourhood needs, and expectations change over time.

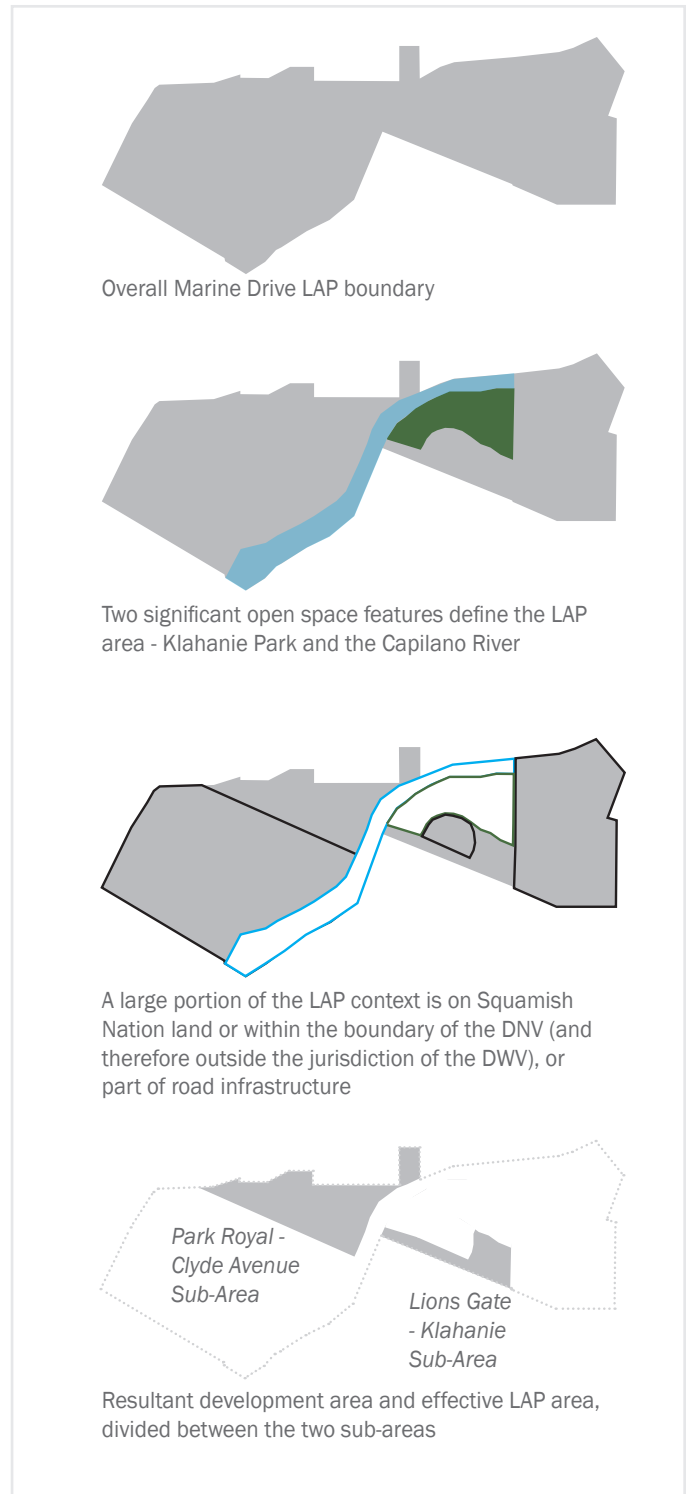
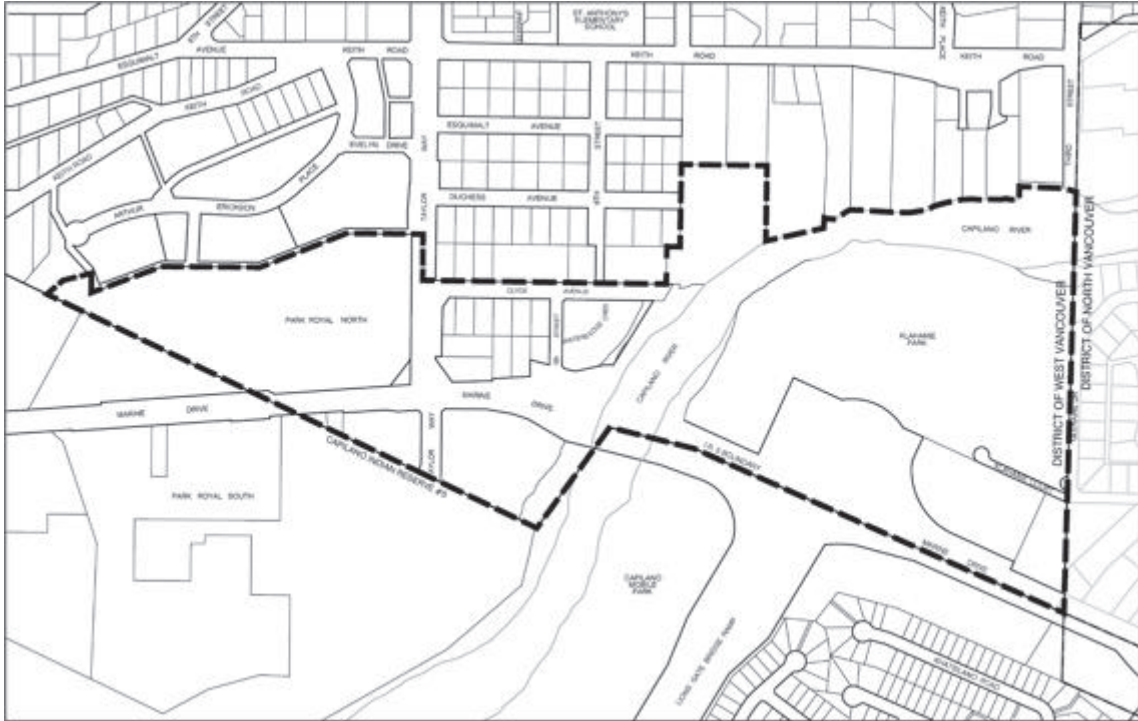


Figure 1.3 - Effective LAP area when significant natural and jurisdictional boundaries are removed

1.3 Development Permit Area Designation and Interpretation

All lands within the Marine Drive Local Area Plan and Design Guidelines and illustrated by the Marine Drive Local Area Plan and Design Guidelines Map 1.4 are designated as a Development Permit Area.

Marine Drive Local Area Plan Development Permit Area	Category	Local Government Act s. 488 (1)(d) and (f)
	Conditions	The development permit area designation is warranted to ensure that buildings are well designed, crafted, articulated, constructed with high quality materials and respond to the contextual circumstances of the Marine Drive area.
	Objectives	<p>Planning Objectives and Land Use Objectives are outlined in section 2.2 of the Plan, and are summarized below:</p> <ul style="list-style-type: none"> • reinforce the two urban centres focused around the Taylor Way intersection and the other associated with the Lions Gate Town Centre; • connecting the dots to facilitate pedestrian movement; • engage with the natural environment; • views and legibility from key public vantage points; • respond to context within the plan area, and beyond that of the jurisdiction of the DWV; • connect to Park Royal mall with emphasis on pedestrian movement; • meet housing objectives; • secure appropriate amenities; and • minimize trip generation.
	Guidelines	Planning Sub-Area Design Guidelines shall apply.
	Exemption Development may be exempt from the requirement for a Development Permit if the proposal:	<ul style="list-style-type: none"> i. does not involve the construction of any new buildings or structures, or ii. is for a renovation or a small addition that is considered to have no material change to the external appearance of the premises, meets all requirements of the Zoning Bylaw conforms to the Planning Sub-Area Design Guidelines.



Map 1.4 - Marine Drive Local Area Plan and Design Guidelines

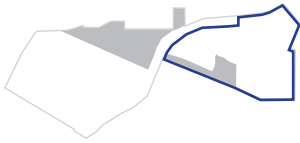
This Local Area Plan and Design Guidelines provide a framework for Council, staff, developers and the public to guide consideration of development proposals and public works.

All plans, drawings and sketches are conceptual in nature and are intended to illustrate possible outcomes of the plan's directions. The boundaries and locations of any symbols or areas shown on a figure are approximate only and shall be interpreted as such. They are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries, such as the Capilano River, the municipal boundary, or property lines.

Unless otherwise specified, quantities and numerical standards within language, figures, drawings or diagrams are to be interpreted as general. Anticipated densities and heights are provided as ranges. Precise regulations and prescriptions will be determined in the detailed design stage and through other regulatory documents such as the Zoning Bylaw or Development Permits.

2.0 Planning Framework

2.1 Multijurisdictional Context



Lions Gate - Klahanie Sub-Area

The DNV's Lions Gate Town Centre precinct (formerly the Lower Capilano Marine Village Centre) shares the border with the DWV and provides the planning context for the study's eastern sub-area.

The adopted vision for the town centre is a vibrant, walkable neighbourhood with local-serving businesses, jobs, transit, amenities and recreation opportunities (including a new community centre) and a range of housing options. The plan describes the anticipated built form scale and land use for the village. Taller buildings are oriented towards the intersection of Capilano Road and Marine Drive, with transitional, lower buildings extending northwards. The scale defers to the existing tallest building - International Plaza at 25 storeys - at the southeast corner of the primary intersection. From there, building heights descend down from 22 to 10 storeys. Commercial frontages are focused around intersections, primarily the intersection of Capilano Road and the new village heart connecting to Belle Isle Park, and the intersection of Marine Drive and Capilano Road. Including Marine Drive as it extends eastwards from the village centre as far as CNV, approximately 2500 units are planned for Lions Gate Town Centre, in addition to new park space, amenities and shops.

With respect to West Vancouver's jurisdiction in this sub-area, there are two sites situated adjacent to DNV's Lions Gate Town Centre: 303 Marine Drive (current Earl's restaurant) and 350 Klahanie Court (current BC Housing site). As illustrated in Figure 2.1, the scale of these DWV sites (currently one to three storeys) is considerably lower than the emerging context.



Figure 2.2 - Lions Gate Town Centre concept plan (formerly the Lower Capilano Marine Village)

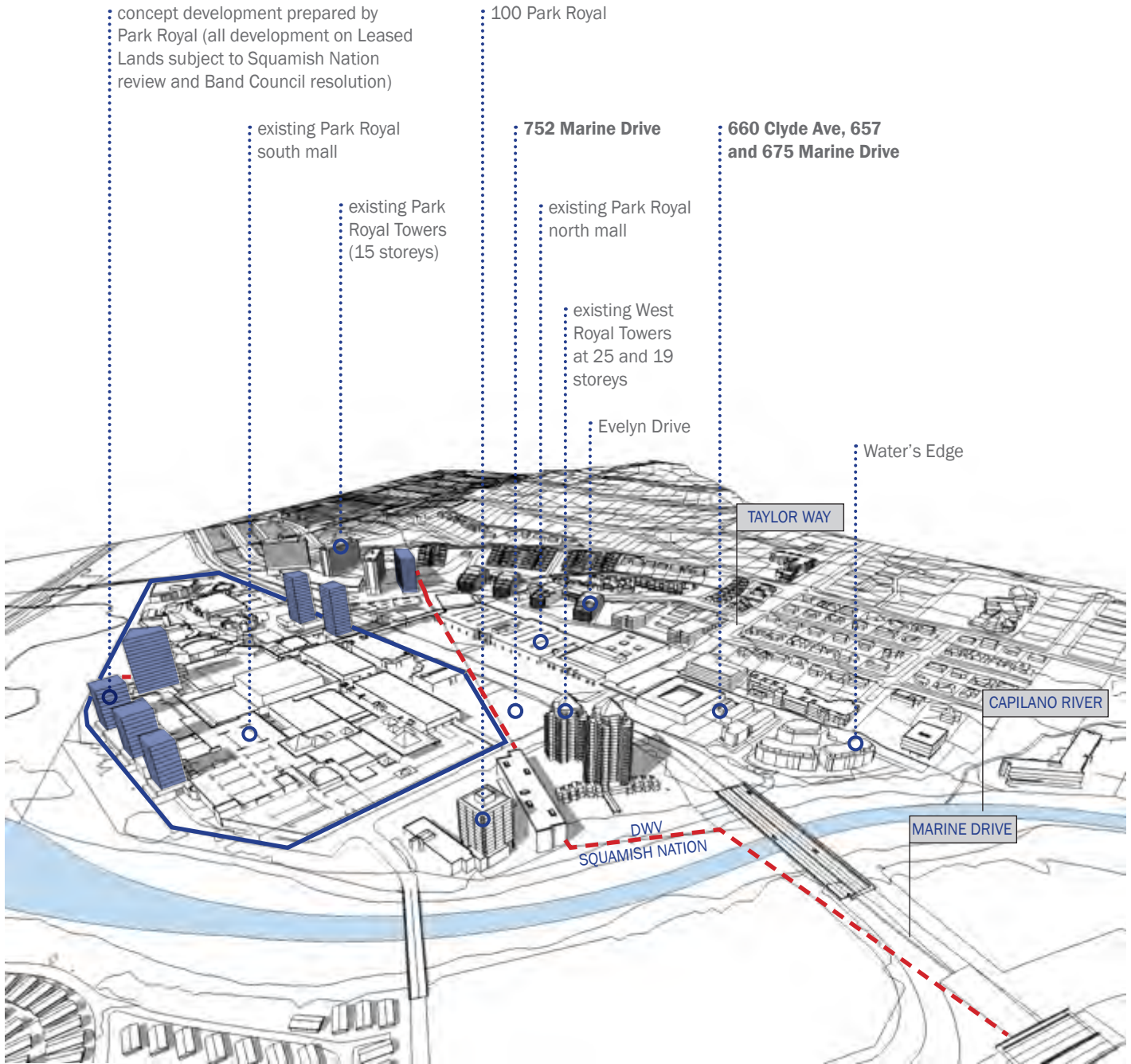
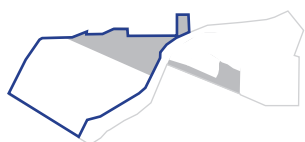


Figure 2.3 - Western Planning Context view from the southeast



Park Royal - Clyde Avenue Sub-Area

The Park Royal Shopping Centre provides much of the context for the west sub-area. Park Royal South is situated on leased Squamish lands, and Park Royal retains development rights in accordance with their lease, subject to Squamish Nation review and Band Council resolution. Conversely, Park Royal North falls under the jurisdiction of the DWV and is subject to the District's review and approval process. However, due to current lease arrangements between Park Royal and commercial tenants, significant redevelopment of the North Mall is not anticipated in the short term.

To complement the success of the mall and introduce residential uses, Park Royal has created a development concept that includes future residential tower development around the site's perimeter. While conceptual, Park Royal's preliminary ideas seek to cluster towers towards the western side of the mall site, associated with the existing Park Royal Towers to the north. Another cluster of towers is contemplated to frame the southern edge of the mall site and to take advantage of the southern view. Concept development indicates buildings up to 16 storeys.

In the northeast corner of the mall site, and within the DWV boundary, are the West Royal Towers, a notable pair of residential towers that dominate much of the views from the Lion's Gate Bridge. The towers, constructed in the early 90's, are organized parallel to Marine Drive and at the intersection with Taylor Way, marking the gateway to the western sub-area. The towers are 25 and 19 storeys tall, although the architectural expression of the roof effectively adds another two storeys to the overall height of the towers. These towers are situated opposite 752 Marine Drive (former White Spot restaurant), the only portion of Park Royal South within DWV jurisdiction.

In the northeast quadrant of this sub-area is Water's Edge, an existing five storey residential development overlooking the Capilano River and reinforcing the residential character of Clyde Avenue east of Taylor Way. The assembled site at 660 Clyde, 657 and 675 Marine Drive are partially vacant but also include an important Hollingsworth-Downs designed heritage resource at 660 Clyde Avenue.

2.2 Planning Objectives and Land Use Concept

The planning objectives respond to the multijurisdictional context, the area's transportation systems and opportunities, and its natural features and assets. They build upon existing District policies and priorities (e.g. housing, sustainability) and reinforce planning best practices. The Land Use Concept (Figure 2.4) illustrates the broader vision of two defined mixed use centres separated by natural features, yet connected by green links, active transportation networks and a shared transit corridor.

Objectives of the Local Area Plan are:

- » **Reinforce two centres.** Given the natural features bisecting the study area, reinforcing two centres will help to define an appropriate urban design structure for the corridor. The centres, one focused around the Taylor Way intersection and another associated with Lions Gate Town Centre, are equidistant from Lions Gate Bridge and are about a ten minute walk from one another. While there should be some consistent elements between the centres (e.g. public realm), each should respond to and express its distinct context and setting.
- » **Connect the dots.** Today, the ability for pedestrians to safely and comfortably navigate east and west along Marine Drive is a challenge. Additional pedestrian paths would encourage pedestrian movement between centres. In addition, Marine Drive is an undesirable environment for pedestrians and cyclists and should be improved to encourage alternatives to vehicle travel.
- » **Engage with the natural environment.** The existing Klahanie Park is a key community asset, providing public open space and active recreation facilities. Its relationship to Capilano River, and proximity to the town centres, could be enhanced. Work towards creating additional ways to access the park from key pedestrian routes along primary streets.
- » **Views and Legibility.** One of the more significant ways the Marine Drive corridor is experienced is from the Lions Gate Bridge. The view northward from the bridge reveals development to the east and west, set apart by a landscaped 'welcome mat'. Creating distinct town centres, therefore, will reinforce an existing pattern of development.
- » **Respond to context.** Lions Gate Town Centre and Park Royal Shopping Centre (including notable buildings such as International Plaza and Park Royal Towers), while outside the jurisdiction of the DWV, provide most of the context for each centre. Built form expression, materials, scale and composition, proportion, public space organization, and public realm treatment all contribute to the area's character and should be carefully considered in future development, and rooted in a clear design rationale.
- » **Connect to Park Royal mall.** The mall, by the nature of its 'outdoor shopping' character, creates patterns of pedestrian movement that should be reinforced as development occurs.
- » **Meet housing objectives.** Increasing density to provide for affordable or rental housing is appropriate within the study area (given proximity to employment, services, and amenities), where walking, cycling or taking transit can lower transportation costs for residents. Supportive housing is also appropriate, as the area is generally flat and highly accessible for mobility devices.
- » **Secure appropriate amenities.** In addition to rental and supportive housing, amenities should emphasize public realm improvements and connections to existing natural assets (Capilano River and Klahanie Park) and between different components of the study area. Public space should be secured in the form of open space / plazas, and for targeted appropriate uses (e.g. childcare in proximity to the employment hubs of downtown Vancouver and Park Royal).
- » **Minimize trip generation.** Commercial uses (office or retail) generate more traffic than residential uses, as visiting customers / clients outnumber resident trips over the course of a typical day. As well, residents in this location can meet their daily needs (employment, shops, services) on foot or by bus, taking pressure off the road system. Land use planning should therefore generally prioritize residential uses and seek to minimize required residential vehicle parking.

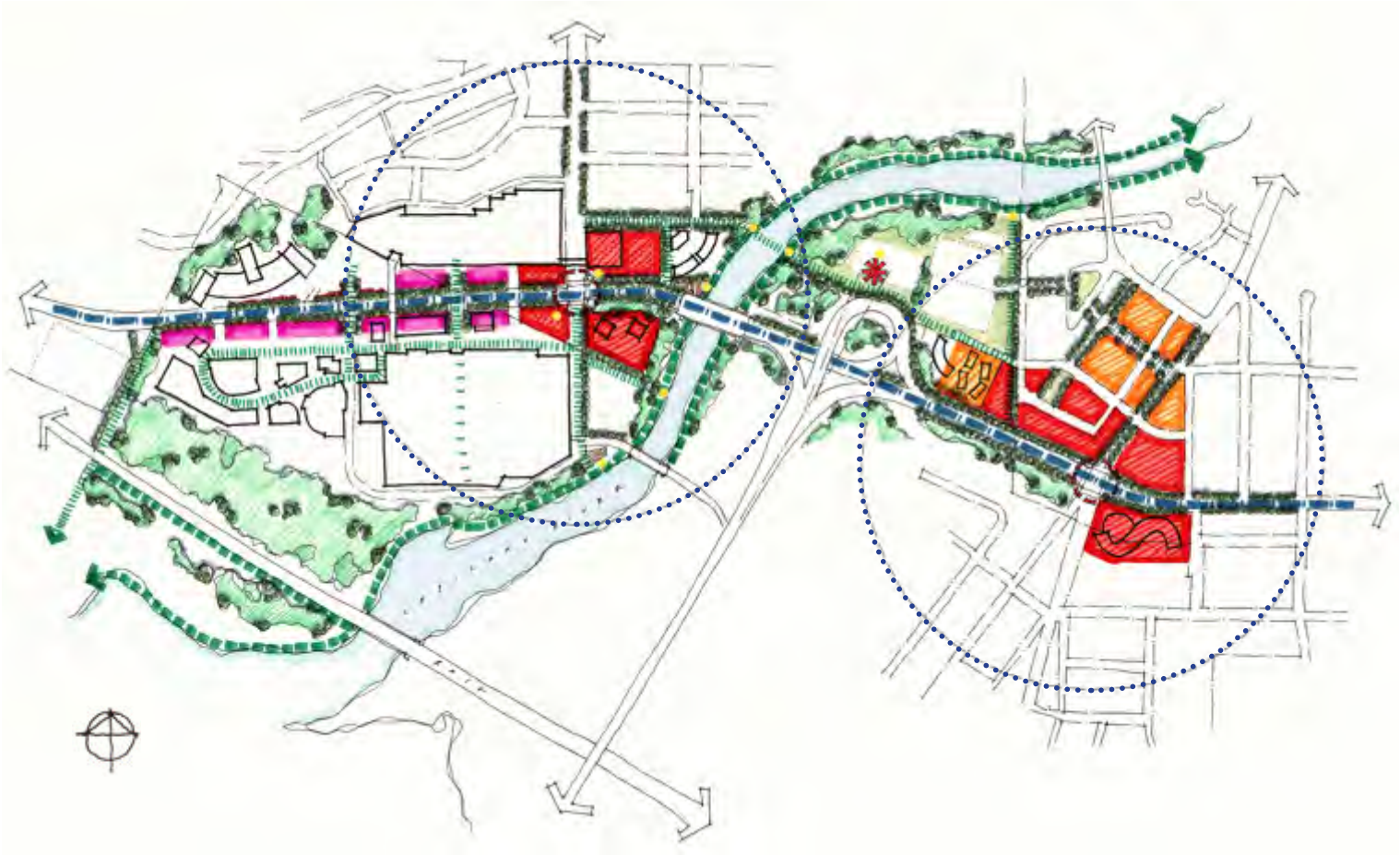


Figure 2.4 - Land Use Concept illustrating two urban centres linked by open space and green connections, and supported by transit



2.3 Design Principles

The urban design principles for the plan area build on a contextual analysis and the inclusion of the planning objectives to provide a structure to direct new projects along the corridor. They address important elements such as public space, land use, pedestrian connections, placemaking, and built form that should be considered as the corridor evolves.

As with the planning objectives, these principles are not specific to either sub-area, but rather provide overall guidance for projects being considered in the District's jurisdiction. More specific direction related to urban design, land use, and built form considerations for each sub-area is found in the relevant sub-area section.



Distinct Centres

Create urban nodes that are concentrated around clusters of taller buildings. These nodes should be legible in the landscape and from a variety of vantage points including the Lions Gate Bridge, Marine Drive, and from further north.



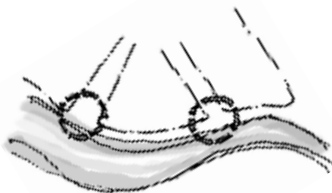
Distinct Context

Each centre should respond to its immediate context. While there should be consideration for elements of continuity (i.e. public realm) that help to create a coherent vision for Marine Drive, each project should be 'of this place' and respond to its local context.



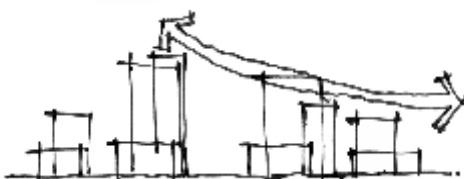
Transit Supportive Development

Development should respond to existing frequent (and planned rapid) transit service through transit-oriented design principles (TOD) and transportation demand management (TDM) strategies. This could include reducing resident parking requirements (to lower car ownership and use in this neighbourhood), promoting car share initiatives around the Park Royal hub, providing pedestrian and cycle infrastructure, and improving public realm connections to transit facilities.



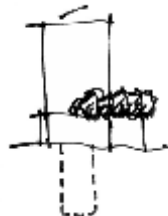
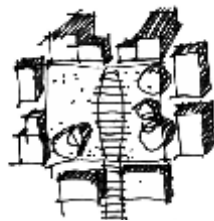
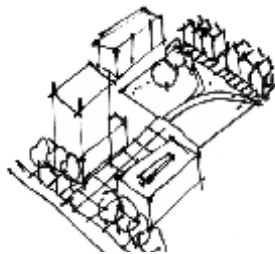
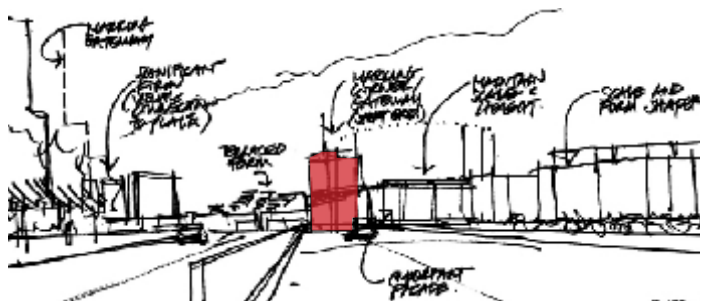
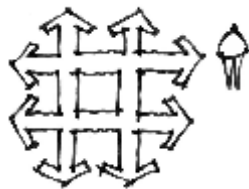
Respond to the River

The Capilano River is a unique, natural amenity that the public realm should respond to. Improved public access along and to the river is encouraged.



Hierarchy

Each urban centre should demonstrate a clear hierarchy of buildings with appropriate transitions to surrounding lower scale. Taller buildings, given their prominence in the landscape, should demonstrate an excellence in architectural design and building efficiency.



Pedestrian Continuity

Primary consideration should be given to pedestrian movement within each of the town centres and connecting to the surrounding neighbourhood. Key connections to amenities and open space should be reinforced.

Express the Gateway

Gateways mark the transition from one distinct area to another, and help residents and visitors know when they have arrived at a particular destination. Features such as architecturally significant buildings, public gathering spaces, streetscape treatments, landscaping, signage, and public art all help to mark gateways.

Complete Communities

In consideration of other amenities (e.g. existing park, planned new community centre in DNV's Lions Gate Town Centre), new development should contribute to the overall livability of the area by providing appropriate new public spaces. It should also increase both rental and ownership housing options to address current and future demands of DWV residents.

Public Space, Public Life

Public space should be defined and framed by buildings that complement the scale of the open space. Consideration for overshadowing and active uses at grade will ensure public space remains animated and well-used, and part of the daily life of residents.

Sustainable Design

Environmentally sensitive buildings use less energy. Whether through connectivity to district energy or by reducing building energy use, high performance buildings should promote environmental design features.



3.0 Planning Sub-Area Land Use Policies and Design Guidelines

This section outlines land use policies and design guidelines for each of the designated sub-areas. Within each sub-area, policy addressing land use is presented first with built form design guidelines presented for both the general sub-area and more specifically for the sites anticipated for redevelopment. Public realm and open space guidelines, which include direction for all aspects of the public realm including streetscape, pedestrian connections, plazas, new open space opportunities, and potential public art locations are also presented in a similar manner. For the Park Royal - Clyde Avenue Sub-Area, guidelines are further focused around Park Royal and Clyde Avenue east of Taylor Way specifically.

The public realm strategy for the Marine Drive streetscape has been designed to tie the entire planning area together in a cohesive and connected way, yet still allow for local conditions and context to be reflected. As a strategy that applies to the entire area, it is presented first with distinct sub-area policies and guidelines outlined in subsequent sections of the plan.

3.1 Marine Drive Public Realm Strategy

In addition to the quality and contribution of new development, the character of the street environment plays a key role in the success of a walkable neighbourhood. The streetscape - all the elements contained within the street from the face of one building to the face of the building opposite - allows for continuity across the plan area while providing for the opportunity for locally relevant and special features to be recognized. This plan considers how both the treatment of the ground plane (e.g. sidewalk design, bike lane integration, street trees) and the corresponding building use and design contribute to the quality and character of Marine Drive.

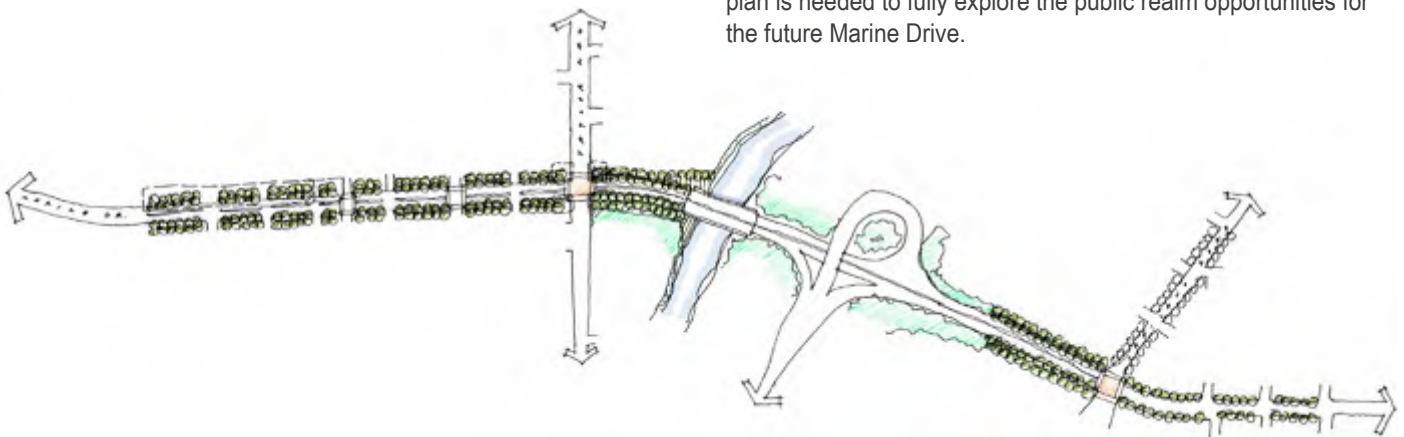
The following strategy helps guide the evolving character of Marine Drive, establishing a framework for a future public realm plan for the area. Three general street typologies are suggested for Marine Drive:

Urban. Urban street environment with hardscaping and wide sidewalks, street trees, and active ground-level uses located immediately adjacent to the sidewalk, forming a strong and vibrant edge to the street.

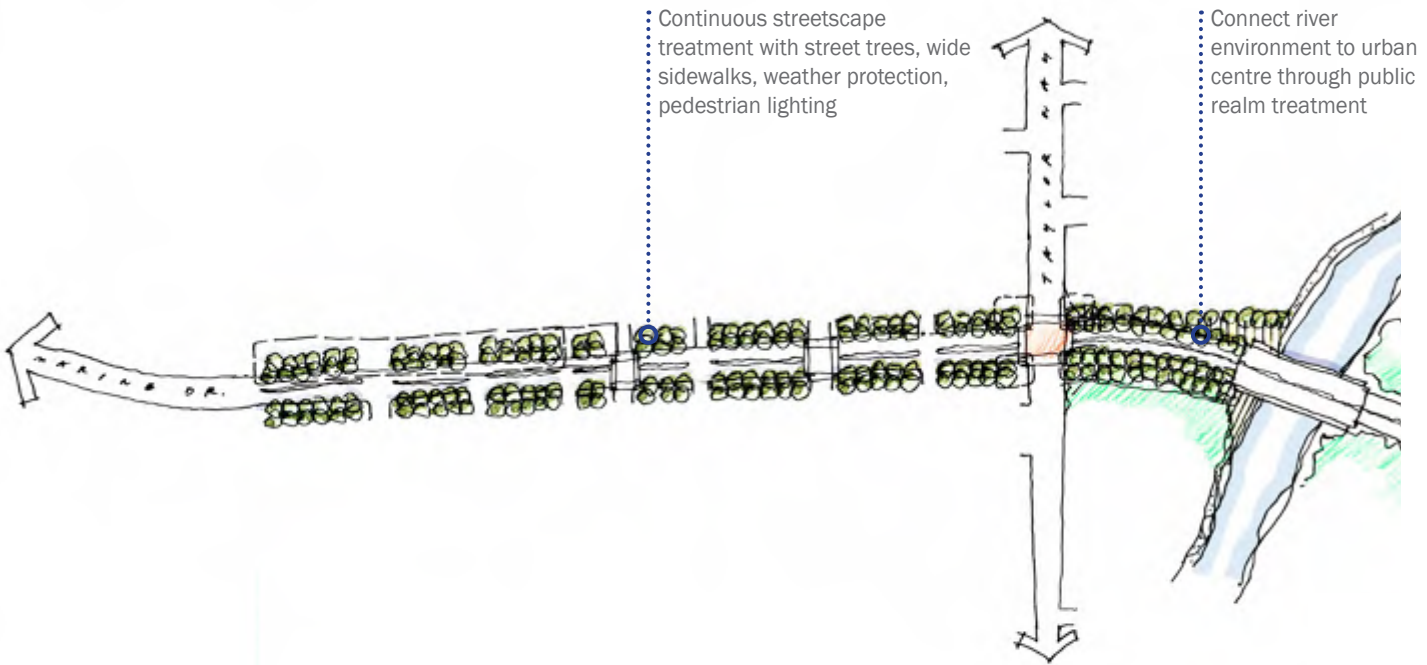
Green. Landscaped environment with wide sidewalks with residential at the ground level that is designed to engage with the public realm.

Transition. Transitional street environment with park and abundant landscaping at the street edge, and wide sidewalk connecting between the two urban centres.

Figure 3.1 illustrates the planned approach. Within each of the streetscape typologies, ideas are presented to help guide the evolving character of Marine Drive. A comprehensive public realm plan is needed to fully explore the public realm opportunities for the future Marine Drive.



Marine Drive strategy



Continuous streetscape treatment with street trees, wide sidewalks, weather protection, pedestrian lighting

Connect river environment to urban centre through public realm treatment

URBAN

GREEN

Reflect an urban street condition (i.e. in the use of materials, design)

Improve street environment for pedestrians and support transit and cycling infrastructure

Create pedestrian nodes (with seating, public art, landscape features) along Marine Drive to encourage social interaction

Maintain and enhance crosswalks to encourage pedestrian mobility

Incorporate public art into public space design

Encourage ground-floor retail that engages with pedestrian realm of Marine Drive (i.e. front doors, transparent shop fronts)

Continuous weather protection

Pedestrian-scaled building blocks that encourage pedestrian movement

Introduce public space with new development where possible

Wayfinding and signage to reflect proximity to river and provide access points

Improve street environment for pedestrians and support transit and cycling infrastructure

Residential uses at-grade to help animate the street with front doors and porches addressing the sidewalk

Introduce public space at corner of Taylor Way and Marine Drive, connected to an enhanced riverfront walk

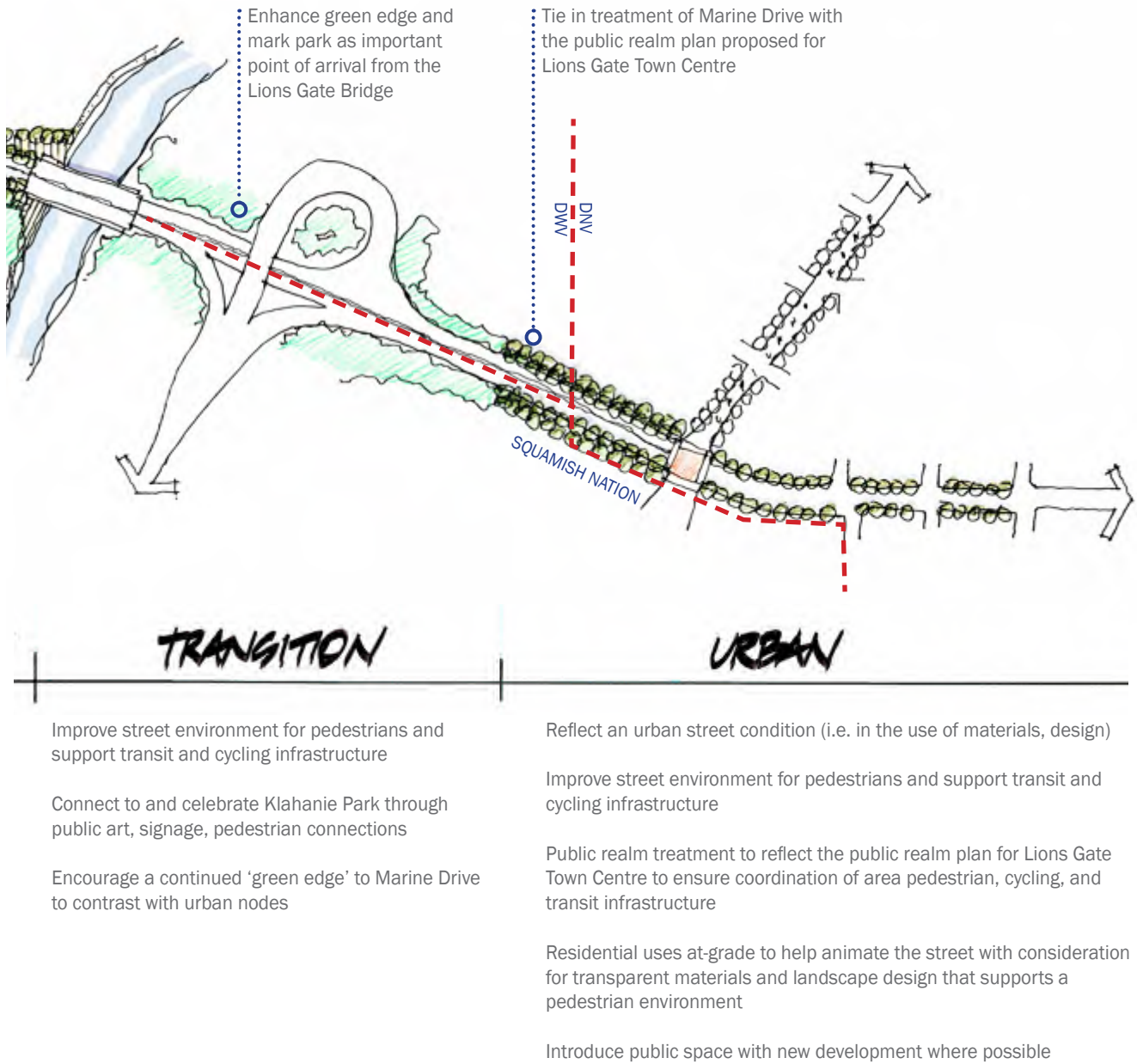


Figure 3.1 - Conceptual framework for the Marine Drive public realm

3.2 Lions Gate - Klahanie Sub-Area



Figure 3.2 - Artist impression of a potential build out of the Lions Gate - Klahanie Sub-Area

The Lions Gate - Klahanie Sub-Area is envisioned as a transit-oriented community that is close to amenities and with a wide range of housing choice. The direction for land use within the jurisdiction of West Vancouver is to support the creation of North Vancouver's Lions Gate Town Centre with complementary development within the DWV boundary.

When complete, North Vancouver's centre will deliver commercial services and public amenities commensurate with a vibrant, urban village. Land within West Vancouver's jurisdiction is strategically located adjacent to a high frequency transit route and higher density in this location enables the delivery of objectives around housing choice and affordability.

3.2.1 Land Use Plan and Policies

- Residential use should be prioritized to meet housing objectives, generate less traffic than commercial uses, and not dissipate the planned commercial core in the adjacent Lions Gate Town Centre.
- Redevelopment of 303 Marine Drive should be up to a density generally compatible with the approved and planned densities in the core of the adjacent Lions Gate Town Centre (2.5 – 3.25 FAR gross), including the significant provision of rental and/or supportive units.
- The continued and/or expanded provision of affordable rental housing on the BC Housing site should be ensured, within the range of approved and planned densities in the periphery of the adjacent Lions Gate Town Centre.



Figure 3.3 - Land Use Concept for the Lions Gate - Klahanie Sub-Area

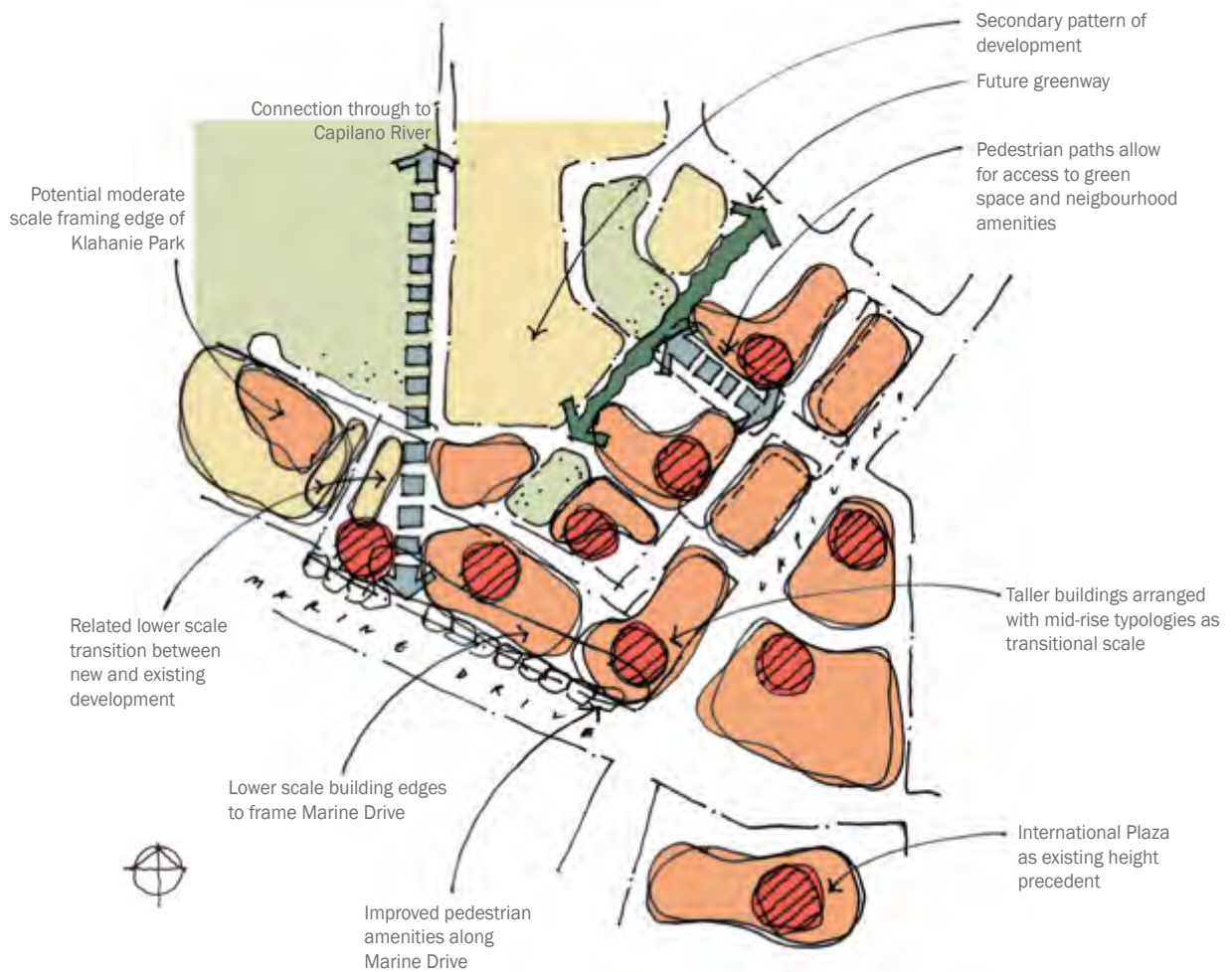


Figure 3.4 - Diagram illustrating organization of taller and lower buildings and general public realm intent proposed as part of the Lions Gate - Klahanie Sub-Area and Lions Gate Town Centre

3.2.2 Built Form Design Guidelines

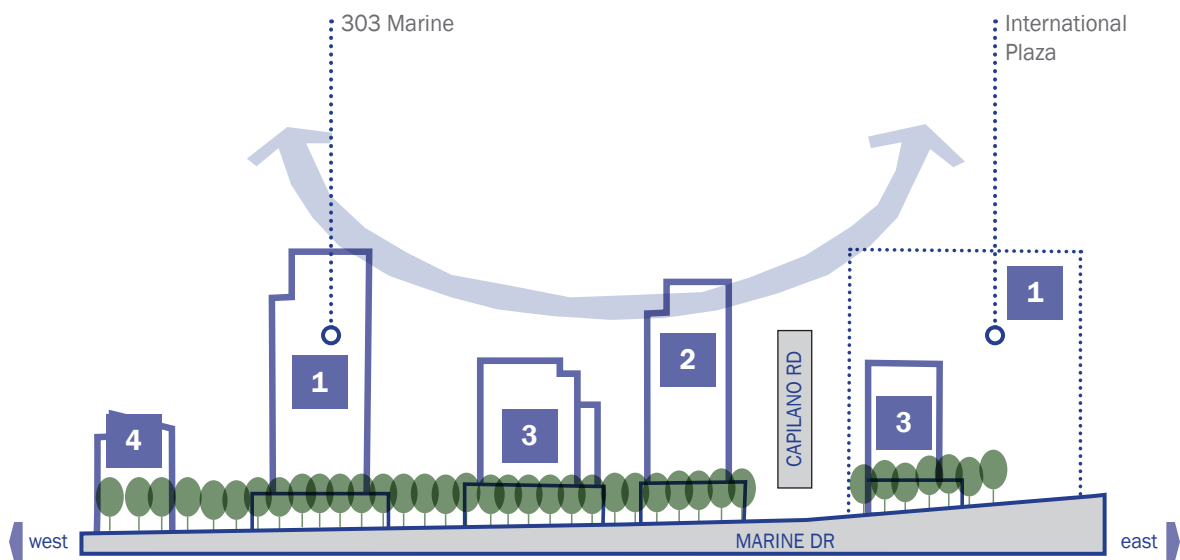
The design intent for the Lions Gate - Klahanie sub-area is for the DWV sites to participate as part of North Vancouver’s emerging urban centre focused at Capilano Road and Marine Drive. As such, the built form should be compatible with the approved pattern of development envisioned there. Ultimately, the vision is for sites within the DWV’s jurisdiction to read as part of this broader development, without a conspicuous delineation between jurisdictions.

Figure 3.4 represents the general arrangement of built form, open space, and connections that link the area together.

The built form guidelines respond to the design of Lions Gate Town Centre which proposes the stepping down of heights northward from International Plaza, with taller buildings arranged along Marine Drive. The direction for sites within West Vancouver’s jurisdiction build on this design approach by proposing a tower fronting Marine Drive up to approximately the same height as International Plaza, with a lower scale along the street frontage to tie in with sites further east. Transitional scale buildings such as townhouses are expected to mediate between sites as they redevelop and provide pedestrian scaled frontages to the town centre’s streets.

The suggested hierarchy and arrangement of building heights is derived from an urban design analysis and is proposed for a variety of reasons:

- » A range of tower heights helps to create built form variety and contributes to a diverse and sculpted skyline;
- » Taller, thinner built forms allow for the creation of open space at grade which will help pedestrian movement between Marine Drive and Klahanie Park;
- » A tower at a similar height to the International Plaza at the current restaurant site (303 Marine Drive) creates a balanced ‘bookend’ of buildings along Marine Drive. This reinforces the town centre in the landscape, while distinctively marking the centre’s western extent;
- » Lower scale along Marine Drive and street frontages contributes to the comfort of the pedestrian environment and creates a continuity between this site and the other site in the town centre.



Number represents the hierarchy of building heights in the town centre, from the tallest to shortest.

Figure 3.5 - Diagrammatic elevation along Marine Drive illustrating the hierarchy of buildings anticipated for Lions Gate Town Centre with taller buildings acting as ‘bookends’

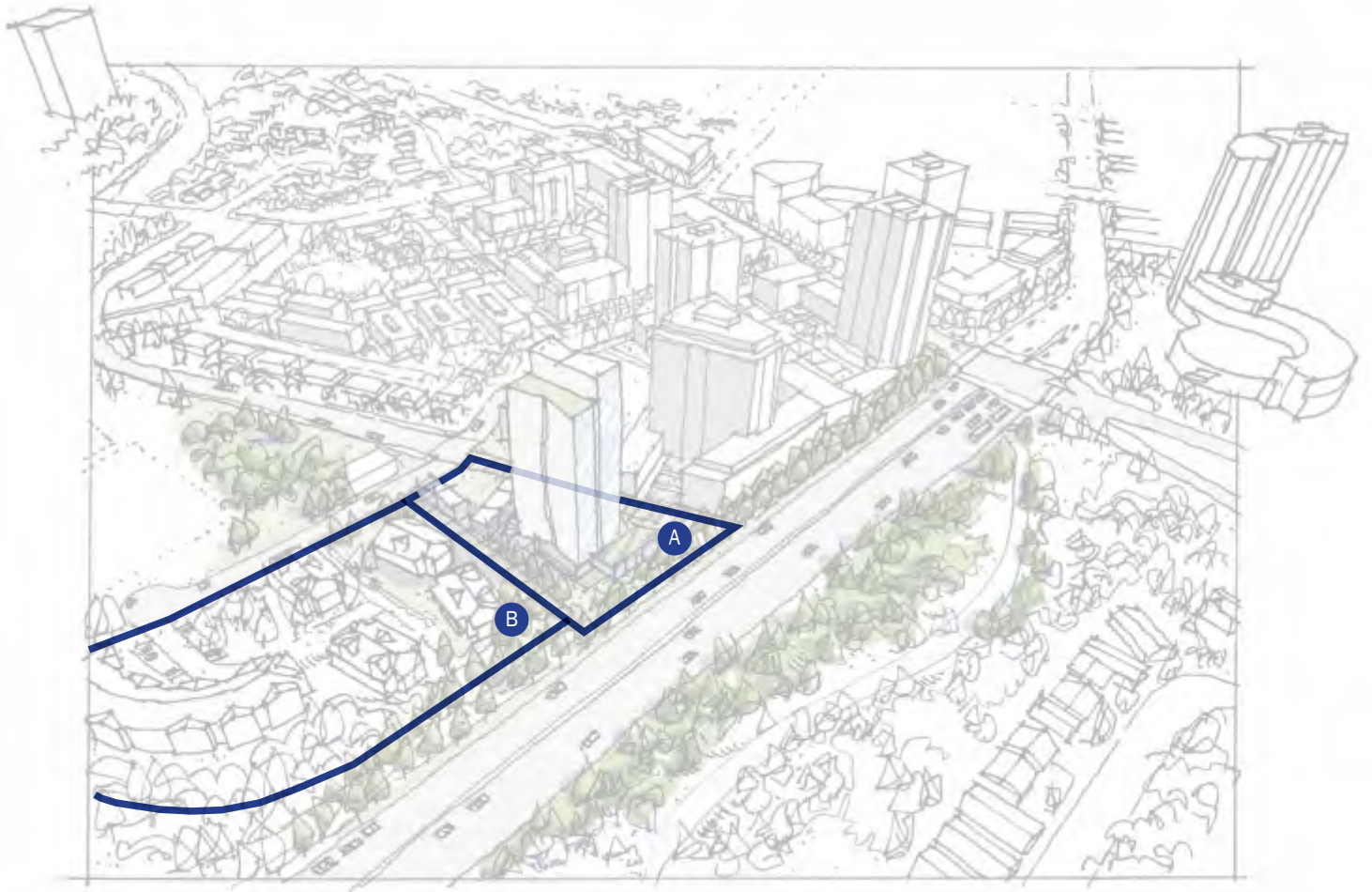


Figure 3.6 - Artist impression illustrating the urban design consideration for the Lions Gate - Klahanie Sub-Area

General Sub-Area

The built form for sites within DWV's jurisdiction should be of high quality and sensitive to existing and emerging neighbourhood context, and should be consistent with the following general guidelines:

Building Massing

- Vary building mass to minimize apparent scale.
- Address the compatibility of scale between new buildings and existing adjacent buildings.
- Use building mass to emphasize the entrance to buildings, entries should be visible, clearly articulated, and accessible.
- Avoid long, continuous roof lines.
- Design buildings to minimize shading on public space and to strengthen the definition of adjacent open space.
- Site and screen garage entrances, mechanical equipment and garbage bins, to minimize visual and acoustical impacts on adjacent properties and the streetscape.

Architectural Expression

- The design and expression of new buildings should reinforce a sense of place and reflect a well-considered and consistent design approach.
- Articulate the base of buildings with high-quality design elements that contribute to the pedestrian scale. Avoid blank or undifferentiated facades at the ground level.
- Encourage the use of high quality materials.
- Architectural detailing to be in keeping with the character of the building and landscape.
- Integrate roof top mechanical equipment into the design and massing of the upper floors.

Liveability

- Provide access to outdoor living space for each unit.
- Encourage residential buildings which incorporate adaptable design.

A 303 Marine Drive

The built form for the site at 303 Marine Drive should be consistent with the following guidelines:

- A single, slender tower with small floorplates of up to 7,500 square feet to mark the western edge of the town centre.
- The tower should be aligned with Marine Drive and respond to the eastward viewshed.
- Tower height should read as part of a collection of towers in the Town Centre that respond in scale to International Plaza (i.e. 24-26 storeys, subject to satisfying urban design analysis).
- The tower should contribute to the public realm as well as create a dynamic skyline through a considered approach to the tower base and top.
- A lower-scale building expression fronting Marine Drive should reinforce the mixed-use node at Capilano Road and Marine Drive.
- A transitional scale, such as townhouses, should be provided to the BC Housing site to the west.
- Massing and materials should reflect a coordinated architectural idea with the massing organized to mitigate the overall scale of the tower.
- View and shadowing impact analyses should be conducted as part of development review.
- Excellence in sustainable design and energy efficiency performance standards should be achieved.

B 380 Klahanie Court (BC Housing)

The built form for the BC Housing site should be consistent with the following guidelines:

- At a scale that mediates between the taller buildings in the core and the lower forms of development on the periphery, and is reflective of the height relationship illustrated in Figure 3.5.
- Development should respond to and complement the tower and mid-rise typology of the Town Centre, and include transitional scale (such as townhouses) towards the eastern edge of the site in response to redevelopment of 303 Marine Drive.

3.2.3 Public Realm and Open Space Guidelines

The public realm vision for the Lions Gate - Klahanie sub-area is to complement the variety of land uses and proposed built form with improved access to open spaces and a rich public realm that works to provide a more integrated and vibrant centre. Enhanced pedestrian connections to the commercial core, Klahanie Park, amenities, and transit will support a more complete and sustainable community.

The public realm and open space design should be consistent with the following general guidelines:

- Integrate landscape features and elements with the adjacent streetscape.
- Use established vegetation where feasible to provide a mature and varied appearance upon construction completion.
- Avoid landscaping elements that inhibit pedestrian or barrier free access along sidewalks or towards buildings.
- Consider the use of roof spaces for roof gardens and common areas.
- Minimize glare and light spill to surrounding properties through design and siting of exterior lighting.
- Enhance the quality of the streetscape through an integration with the building design.
- Encourage open space amenities, such as ground level courtyards.
- Link ground level entries and open spaces to adjacent streets, sidewalks and pathways.
- Design the landscape and building as a single composition, with strong physical and visual connections between interior common spaces and the outdoors.
- Locate utility wires underground where economically feasible.

303 Marine Drive

The public realm for 303 Marine Drive should be consistent with the following guidelines:

- A north/south public space connection between Marine Drive and Klahanie Park to facilitate pedestrian mobility and connections to transit, and to increase the visibility between the park and Marine Drive.
- Secondary connection to provide buffer between the site and existing BC Housing site.
- A public realm treatment along Marine Drive that corresponds to the planned treatment at Lions Gate Town Centre to provide a consistent streetscape environment and facilitate pedestrian and cyclist use.
- Dedicated land as part of development to share in the completion of Lions Gate Crescent.
- Broader, area-wide improvements to the pedestrian environment to facilitate access to services, amenities, natural assets, and transit.

3.3 Park Royal - Clyde Avenue Sub-Area



Figure 3.7 - Artist impression of a potential build out of the Park Royal - Clyde Avenue Sub-Area

The Park Royal-Clyde Avenue Sub-Area is envisioned as a mixed-use, transit-oriented, vibrant urban centre at the gateway to the District of West Vancouver. Land use within the District's jurisdiction should support the transition of the Park Royal mall from a regional shopping centre into a more complete community with housing and amenities, while enhancing the mall's function as an employment and service hub.

Existing policy adopted in 2004 is maintained for Clyde Avenue east of Taylor Way, in order to support the evolution of this area towards a primarily residential neighbourhood in a landscaped setting adjacent to Capilano River.

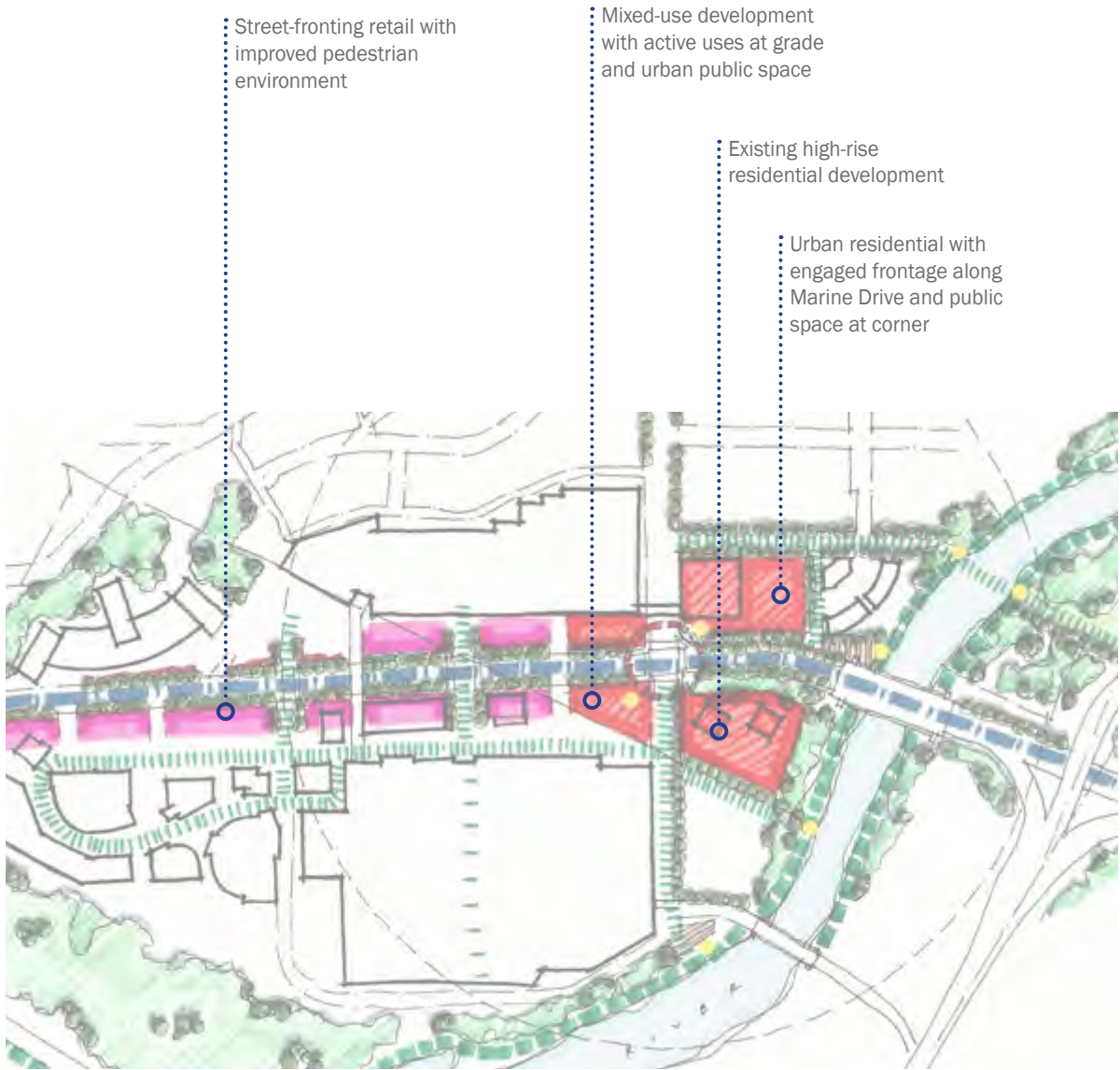


Figure 3.8 - Land Use Concept for the Park Royal - Clyde Avenue Sub-Area

3.3.1 Land Use Plan and Policies

Park Royal Focus

- Recognize the role of the Park Royal Shopping Centre as the eastern “gateway” to West Vancouver.
- Support development that enhances Park Royal’s gateway location and minimizes generation of increased peak hour traffic.
- Cooperate with the Park Royal Shopping Centre owners and the Squamish Nation to integrate their future development and operational decisions into the larger community planning framework.
- Encourage the provision of commercial entertainment facilities at Park Royal.
- Maintain current commercial zoning for the Park Royal North Mall site that respects existing commercial lease arrangements and parking ratios, and undertake comprehensive community planning to guide any future transition of this area.
- Change the use of the area south of Marine Drive within DWV’s jurisdiction (752 Marine Drive) from large format commercial to mixed-use to support the urban centre, meet housing objectives and minimize vehicle traffic generation.
 - » Integrate commercial use at grade with existing commercial development, to animate street-level public space, and improve transit user experience
 - » Incorporate a child care facility to support working families in proximity to major employment hubs (the mall and downtown Vancouver)
 - » Include the significant provision of rental and/or supportive residential units
 - » Permit redevelopment inclusive of all uses and amenities up to 2.0 – 2.25 FAR gross calculated across the entirety of the site (DWV and the adjoining Squamish First Nation parcel)

Clyde Avenue East of Taylor Way Focus

Allow for rezoning in the Clyde Avenue area east of Taylor Way to allow for a mix of uses, including residential, mixed commercial residential buildings with street oriented commercial uses at grade, commercial office buildings, hotels and specialized residential facilities.

- Consider options for rezoning the parking lot on the northeast corner of Clyde and Taylor Way for development in exchange for providing permanent public vehicular access across Taylor Way.
- Require that any redevelopment contribute to improvements within the Clyde Avenue and 6th Street road allowances to reduce the amount of paved surfaces, create a park like streetscape and enhance pedestrian connections to the riverfront walkway.

Provide incentives for development to encourage property consolidation to create larger parcels of land with better opportunities for design and for improvements to the public street areas, and to encourage uses that would have defined community benefit.

- Provide for consideration of redevelopment of the existing hotel on a larger, more flexible site, possibly including the relocation of 6th Street.
- Allow for a density of development with an FAR of up to:
 - » 1.75 on properties of 20,000 sq. ft. or greater, and
 - » 1.00 on smaller properties.
 - » A density bonus of up to 0.25 FAR may be considered for proposals that provide seniors’ care services, rental accommodations, public parkland, community use facilities (for example, child or adult daycare) or assisted and congregate care housing, subject to the registration of specific restrictions on title that will ensure retention of such use over the long term.
- Provide for the transfer of development potential within the area by considering rezoning applications in the following circumstances:
 - » from the service station site on the N/E corner Taylor Way and Marine Drive, if that property were converted to an attractive, permanent landscaped feature to screen the parking structure and beautify the entrance to the Municipality, and
 - » from the primary heritage listed site at 660 Clyde Avenue, subject to its designation as a heritage building.

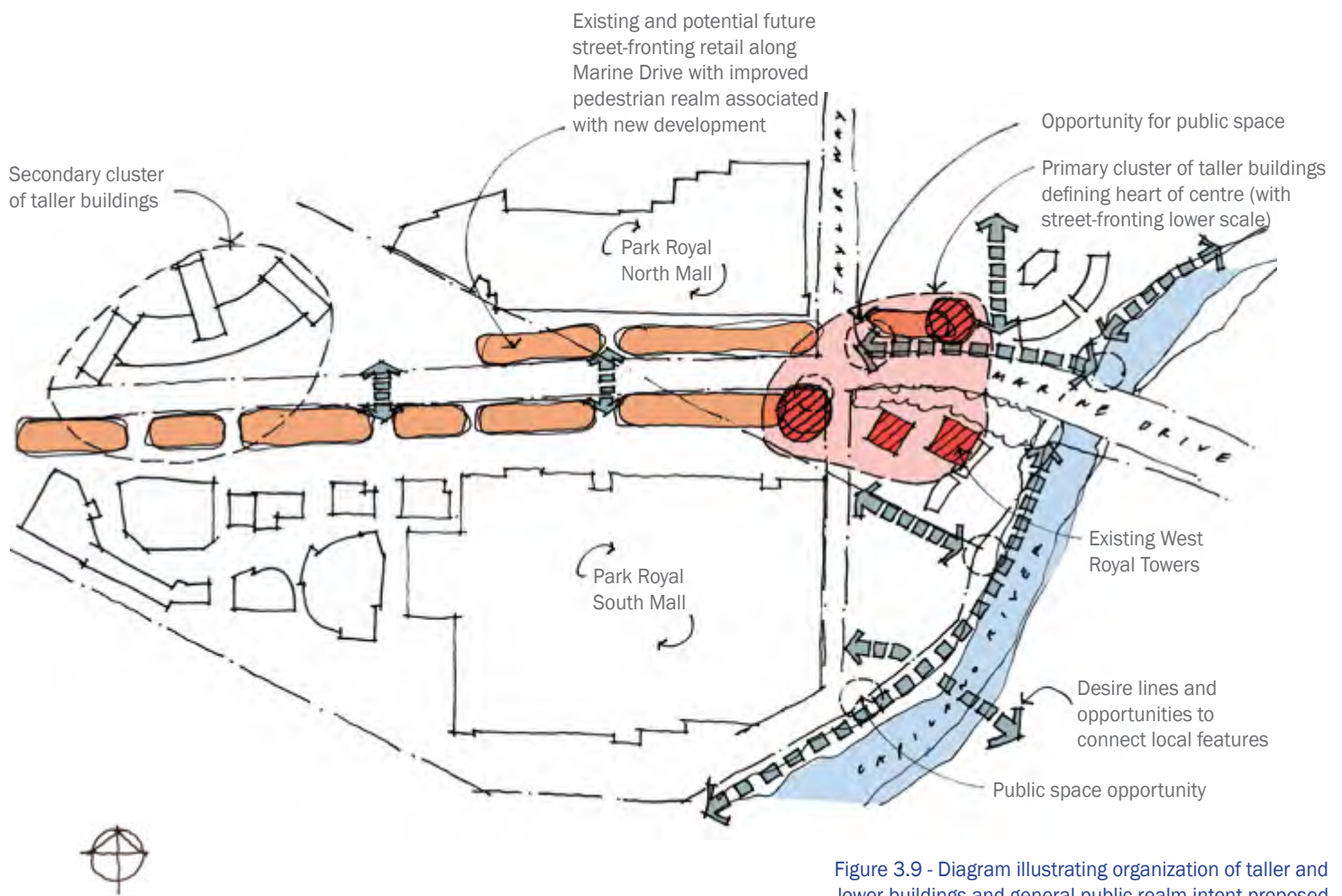
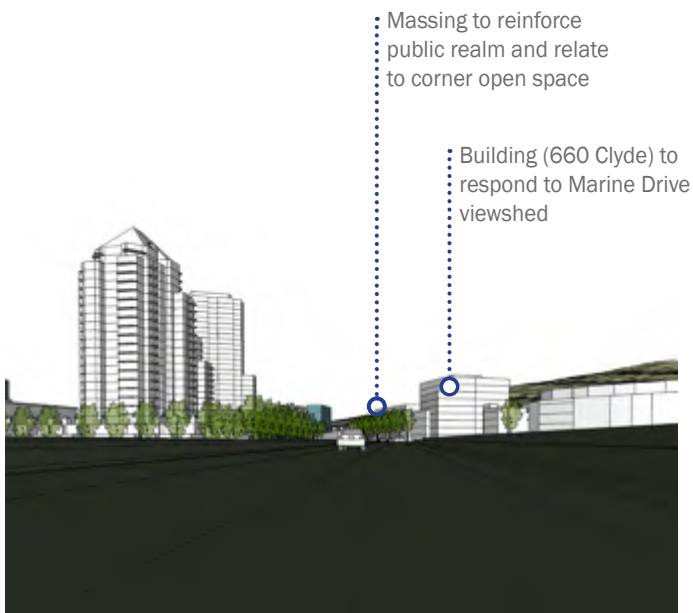


Figure 3.9 - Diagram illustrating organization of taller and lower buildings and general public realm intent proposed around the Park Royal - Clyde Avenue Sub-Area

3.3.2 Built Form Design Guidelines

The design intent for the Park Royal - Clyde Avenue sub-area is to mark the gateway to West Vancouver and to complement the evolution of Park Royal Shopping Centre into a mixed-use urban centre. A varied and complementary village skyline, centred at the intersection of Taylor Way and Marine Drive, defers in scale to the existing West Royal Towers. Park Royal North should enhance the existing character of the shopping centre, noting that limited redevelopment is anticipated in the near term due to commercial zoning and lease arrangements. From Marine Drive, the scale of buildings should transition to meet the low-rise forms along Clyde Avenue. The diagram below represents the general built form and open space arrangement as well as the connections that define the Clyde Avenue sub-area.



The built form guidelines respond to existing buildings and established public view corridors. The design intent is to contrast new buildings to the scale and siting of the West Royal Towers. Building heights should cascade in approximately 6-storey increments: West Royal Towers (25 and 19 storeys), 752 Marine Drive (12-14 storeys) and 660 Clyde Avenue/657/675 Marine Drive (6-8 storeys). This direction is informed by an urban design analysis finding:

- The bulky appearance of West Royal Towers is due to both the floorplate dimensions and that there are no similarly scaled structures in the area;
- New, complementary buildings built at a lesser scale will help create a cogent centre;
- Variations in building height result in a “family” of structures that create a dynamic and interesting skyline;
- Mid-rise buildings transition between existing low- and high-rise forms, creating open space at grade and responding in character to surrounding uses and natural features;
- Building siting and height respond to and frame significant public views looking down Taylor Way and along Marine Drive.

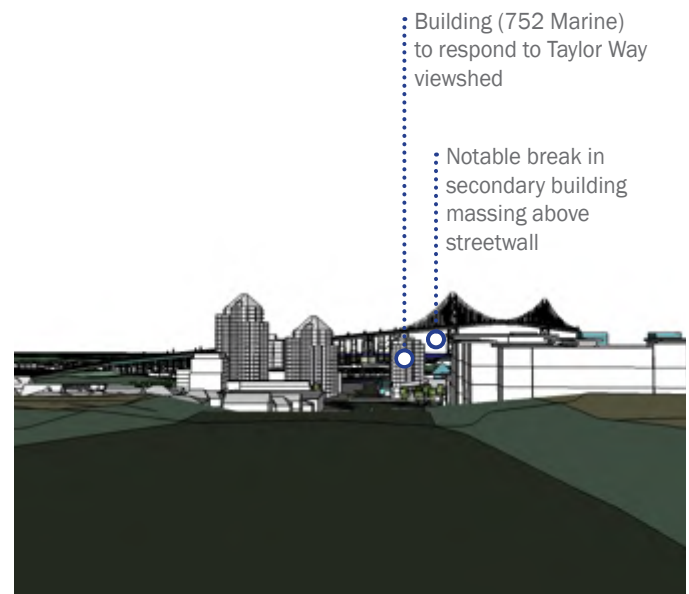


Figure 3.10 - Viewshed studies informing proposed massing

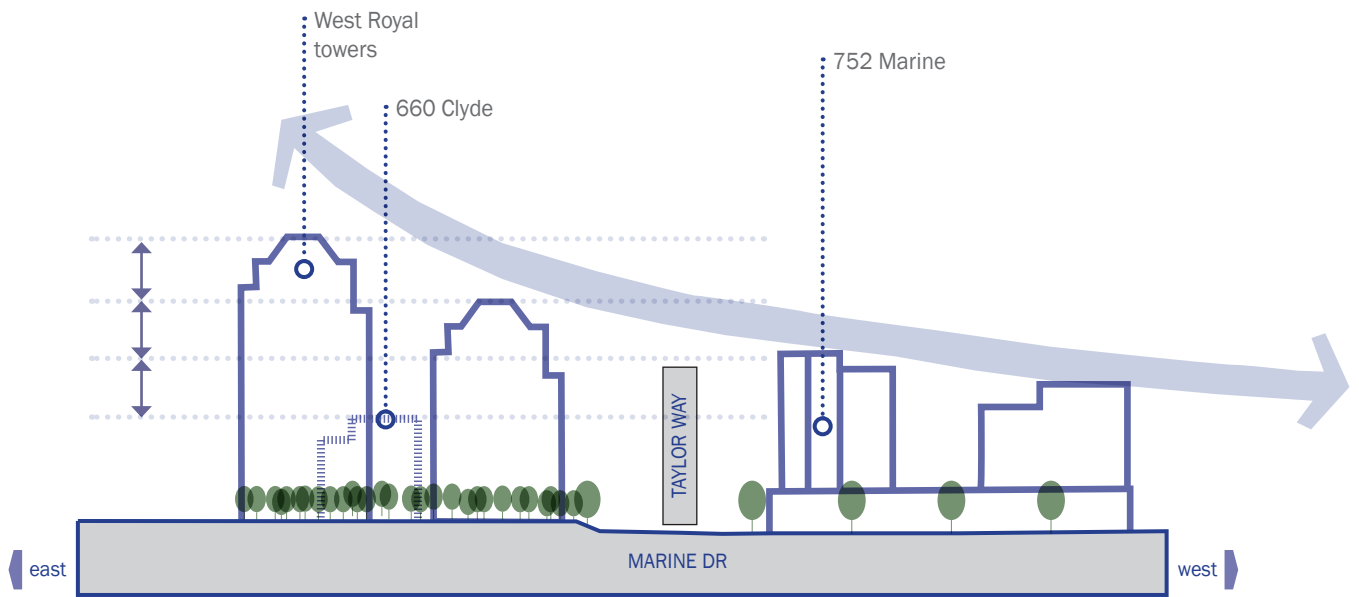


Figure 3.11 - Diagrammatic elevation along Marine Drive illustrating the hierarchy of buildings anticipated for the Taylor / Marine intersection

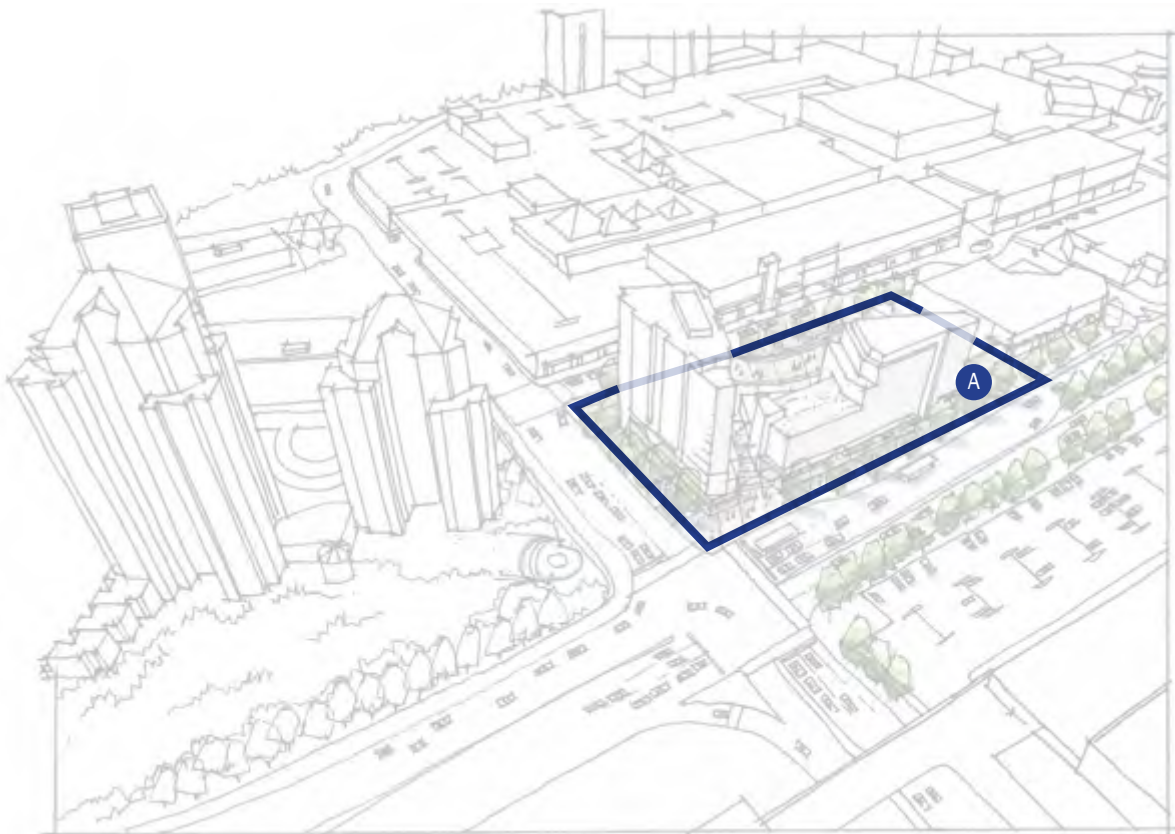


Figure 3.12 - Artist impression illustrating the urban design considerations for 752 Marine within the Park Royal - Clyde Avenue Sub-Area

General Sub-Area: Park Royal Focus

The built form for sites within DWV's jurisdiction should be of high quality and sensitive to existing and emerging neighbourhood context, and should be consistent with the following general guidelines:

- Enhance the appearance of Park Royal as a regional retail and service oriented shopping centre.
- Strengthen its role as the gateway to West Vancouver.
- Encourage a unique shopping district character for Park Royal.

Building Massing

- Take into account views from Marine Drive and Taylor Way in the exterior design of all buildings in their siting, massing and finish.

Architectural Expression

- Create a distinctive building and site design to augment the shopping district character.
- Encourage a variety of commercial unit sizes and frontages to provide economic flexibility and visual interest along the street frontages. Where street frontages are particularly long, the building should be detailed to break up the apparent length with the use of columns or other architectural features.
- Establish quality design through detailing, building articulation and choice of materials.
- Discourage unarticulated blank or solid walls visible from the street.
- Site and screen loading areas, mechanical equipment and garbage bins to minimize visual and acoustical impacts on adjacent properties and the streetscape.

Liveability

- Encourage a pedestrian friendly character.
- Enhance pedestrian connections throughout the shopping area, to the Capilano River, to Ambleside and to existing and future residential areas.
- Encourage the provision of integrated public art that is in keeping with the setting, building and landscaping.
- Encourage high performance “green building” design.
- Provide outdoor seating and landscaping to enhance public enjoyment of the outdoors.
- Provide convenient, continuous or semi-continuous weather protection through overhangs, awnings and canopies.
- Provide signage that is coherent, unobtrusive, and projects an inviting image.

A 752 Marine Drive

The built form for the area south of Marine Drive within DWV's jurisdiction at 752 Marine Drive should be consistent with the following guidelines:

- Mark the south side of the Marine Drive and Taylor Way intersection with a primary mid-rise building (of 12-14 storeys) that responds to the corner, and a secondary mid-rise form with lower massing that responds to Marine Drive, and creates a varied skyline.
- Building massing and expression to help shape public space including connections to and from Marine Drive, and between the corner and open space that relates to - and benefits from - southern exposure.
- Encourage forms distinct from, but complementary to, existing buildings with the West Royal Towers having the greatest visual presence.
- Orient principal flatiron building along Taylor Way with secondary mid-rise building providing a strong presence on Marine Drive.
- Complete a view and shadowing impact analyses as part of development review.
- Reinforce Marine Drive axis and respond to the Burrard Inlet viewshed with particular consideration given to the view of the Lions Gate Bridge from the intersection of Taylor Way and Keith Road.

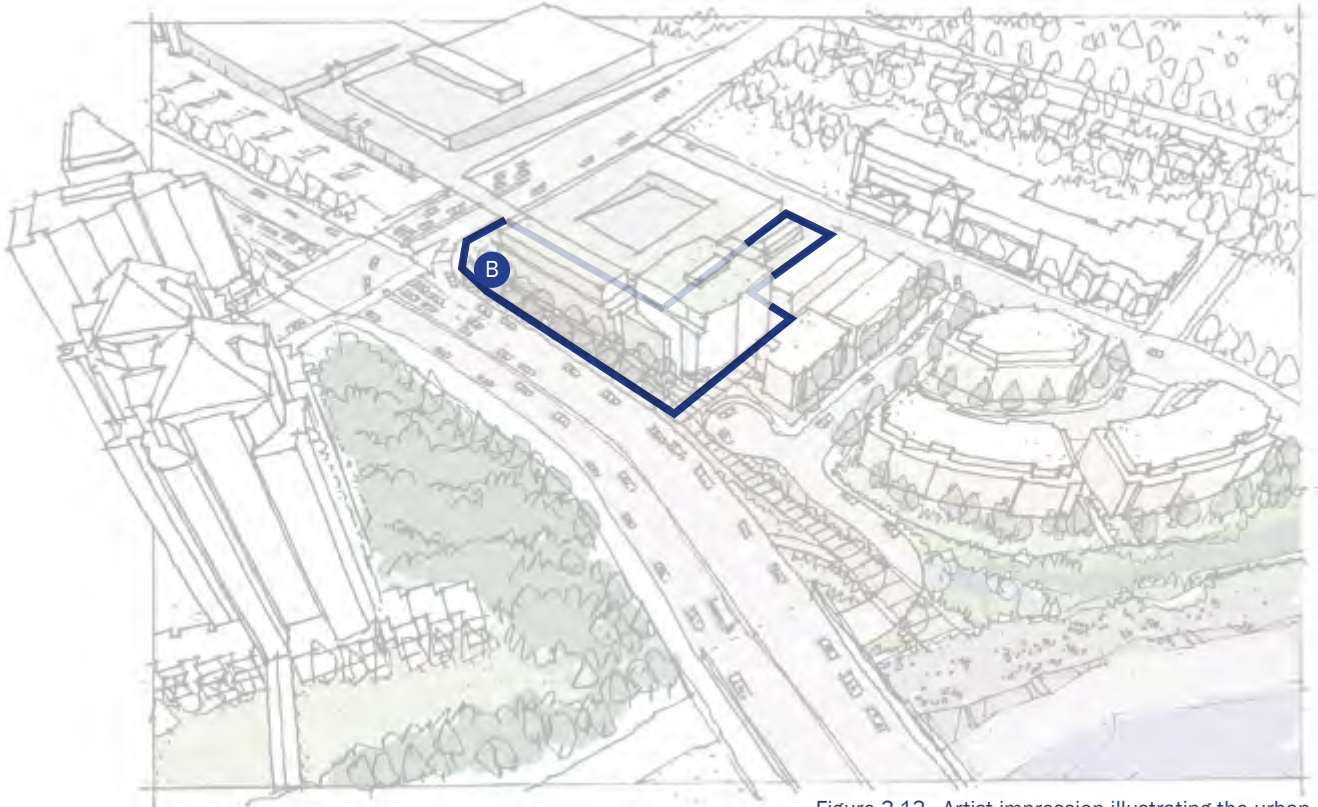


Figure 3.13 - Artist impression illustrating the urban design considerations for 660 Clyde, 657 and 675 Marine within the Park Royal - Clyde Avenue Sub-Area

General Sub-Area: Clyde Avenue East of Taylor Way Focus

Building Massing

- Reinforce the character of this area as a low- to mid-rise environment (e.g. 4-8 storeys) with scale focused towards the intersection.
- Situate buildings within a landscaped setting.
- Step back from the street, floors above the second storey, and introduce planters, exterior balconies, and building articulation to create interest and complement the landscaped character.
- Recognize the potential contribution of building massing, design and character to the gateway image of West Vancouver.

Architectural Expression

- Create an overall appearance of a mixed commercial and residential area within a landscaped setting.
- Provide sufficiently detailed, site-specific information to evaluate the appropriate siting, height, scale, massing and treatment of development in consideration of the potential impacts on the character of the street, the riverside setting and adjacent residential areas.
- Orient building entrances to face the street with high visibility and pedestrian accessibility.
- Consider the impact on privacy of adjacent homes on the north side of Clyde Avenue. Outdoor patios and balconies should generally be south facing.
- Site and screen loading areas, mechanical equipment and garbage bins, within the building, to minimize visual and acoustical impacts on adjacent properties and the streetscape.
- Provide signage compatible with a mixed-use area and designed to fit and complement buildings.

Liveability

- Provide for a separation and screening of buildings from existing housing to the north by retention and enhancement of the forested bank parallel to Clyde Avenue. Review their massing, scale, and orientation to minimize impact on views, privacy and the bank.
- Bury utility wires underground where economically feasible
- Encourage high performance or “green” buildings.
- Design pedestrian scale ground floor spaces oriented to Clyde Avenue.

B 660 Clyde Avenue, 657 and 675 Marine Drive

The built form for the area north of Marine Drive at 660 Clyde Avenue, 657 and 675 Marine Drive should be consistent with the following guidelines:

- Provide for a modest increase (6-8 storeys) in height to:
 - » Mediate between the scale of buildings on the north and south sides of Marine Drive and respond to the emerging character of the centre
 - » Enable the provision of open space and screening on the northeast corner of Taylor Way and Marine Drive, and the retention of the heritage structure at 660 Clyde Avenue
 - » Respond to the shift in the Marine Drive alignment at Taylor Way through massing, placement and expression of vertical circulation, and use of materials
 - » Provide variety in building height and form with a series of building volumes comprised of midrise elements oriented towards Marine Drive, framing the connection between Taylor Way intersection and the Capilano River
- Complete a view and shadowing impact analyses as part of development review.

3.3.3 Public Realm and Open Space Guidelines

The Park Royal-Clyde Avenue Sub-Area public realm should complement the mix of commercial and residential uses that comprise this area. It should improve access to existing amenities and open spaces, highlight new, signature public spaces, and feature art and landscaping to mark the gateway to West Vancouver. Enhanced pedestrian connections between proposed developments, the Spirit Trail, Capilano River and services at Park Royal Mall should result in a cohesive urban centre that extends across the Marine Drive and Taylor Way intersection.

Park Royal

Public realm and landscape design should generally:

- Provide clearly defined, barrier-free access along sidewalks and walkways to building entrances. Street furniture, merchandise displays and landscaping are encouraged but should not inhibit pedestrian or barrier free access along sidewalks or into buildings.
- Minimize glare and light trespass from the exterior of buildings to surrounding properties.
- Subdue signage illumination.
- Coordinate the design of on-site spaces accessible to the public with the pedestrian realm along streets and around intersections to create notable public amenities.
- Reflect the urban centre context and incorporate public art and landscaping where feasible, particularly at the Taylor Way/Marine Drive intersection.
- Create an active and appropriately scaled streetwall, including weather protection and wide sidewalks, to encourage pedestrian movement and transit use along Marine Drive.
- Facilitate neighbourhood-wide improvements to improve access to services, amenities and transit.

752 Marine Drive

The public realm for 752 Marine Drive should be consistent with the following guidelines:

- A public plaza of significant size, located on the interior of the site and oriented to take advantage of southern sun exposure, with active uses at its edge.
- Public connection that visually and physically connects the northeast corner of the site to the plaza, and to public spaces further across the intersection, to recognize the prominence the corner has on the public realm.
- Generous sidewalks that reflect the urban character of Marine Drive and provide space for street trees and other public realm amenities to make a comfortable environment for pedestrians and transit users.
- Public art in locations that reflects its importance and contributes to the sense of place.

Clyde Avenue East of Taylor Way

Public realm and landscape design should generally:

- Create an overall park like character for the landscape treatment.
- Encourage public access connections between Capilano River and Taylor Way through the use of landscape treatments.
- Retain the bank on the north side of Clyde Avenue in a forested, natural state to provide separation of mixed commercial / residential development from the low density residential area to the north. A geo-technical report addressing the potential impact of a proposed development on the stability of the bank and groundwater flows should be provided.
- Maintain and restore the edge adjacent to the Capilano River walkway in a natural state. Impervious paved surfaces, fencing or walls directly adjacent to the walkway should be minimized.
- Provide useable common open space.
- Locate the common area landscaped open space in a courtyard, side yard or rear yard depending on the building configuration.
- Incorporate landscape elements in and around the entire site with planting beds, planters, hanging baskets, and pots located at the ground level.
- Provide a cohesive pattern of concrete or brick paving for pedestrian walkways.
- Minimize retaining walls visible from the street. Where unavoidable, retaining walls should be constructed or faced with natural materials such as rock or heavily screened with landscaping.
- Design landscaping to minimize potential view impacts.
- Minimize exterior lighting glare and light spill to surrounding properties.
- Coordinate the design of on-site spaces accessible to the public with the pedestrian realm along streets and around intersections to create notable public amenities.
- Reflect the urban centre context and incorporate public art and landscaping where feasible, particularly at the Taylor Way/ Marine Drive intersection.

- Extend the riverfront experience into the neighbourhood centre through a public realm strategy defining an east/west connection connecting Capilano River to Taylor Way with a public space near the Taylor Way/Marine Drive intersection.
- Pursue a connection over the Capilano River between Clyde Avenue and Klahanie Park, prioritizing pedestrian and cycling movement and access.
- Address the existing parkade edge with vertical landscape or hardscape elements to screen it from the planned public space.
- Create an active and appropriately scaled streetwall, including weather protection and wide sidewalks, to encourage pedestrian movement and transit use along Marine Drive.
- Facilitate neighbourhood-wide improvements to improve access to services, amenities and transit.

660 Clyde Avenue, 657 and 675 Marine Drive

The public realm for 660 Clyde Avenue, 657 and 675 Marine Drive should be consistent with the following guidelines:

- A public open space oriented towards the intersection of Taylor Way and Marine Drive that provides a contrasting environment in an area lacking urban space.
- Public open space designed to encourage pedestrian use and benefitting from adjacent residential uses that engage with and contribute to the success of the public space.
- Vertical landscaping or hardscape elements to help screen the existing parkade from the open space at the corner.
- A notable and enhanced public walkway adjacent to Marine Drive that connects the new public open space with the Capilano River and draws from the character of the river environment.
- Public art in locations that reflects its importance and contribute to the sense of place.

4.0 Community Amenities

New developments provided for in the Marine Drive plan will deliver community amenities related to the impacts of new development. The value of the amenity will be proportional to the increased potential under the LAP in comparison to that under existing zoning. District policy defines a range of appropriate amenities. These include housing affordability and diversity, childcare and cultural facilities, heritage preservation, public art, and public space, parks and environment. In accordance with District bylaws, community amenities are in addition to the required infrastructure improvements and enhanced public realm along all frontages of the development.

The principal amenity focus will be the delivery of housing affordability and diversity. This will ensure that the Marine Drive housing stock continues to meet the needs of the range of District residents including families with children, working professionals, youth and seniors. This commitment is supported by the availability of community resources and services in the area including the transit network, parks and riverfront noted in this plan, as well as a new community centre under construction in the adjacent Lions Gate Town Centre neighbourhood. Public realm improvements will enhance access to these local assets and will be coordinated by the Design Guidelines and Streetscape Strategy included in this plan.

In order to offset the impact of new development and further the creation of a complete community, community amenity contributions will be applied to deliver:

- Rental and/or supportive housing units in this flat and transit accessible location;
- A childcare facility proximate to existing employment hubs;
- Improved existing and planned public trails, including connections to Capilano River, and spaces, including Klahanie Park;
- The North Shore Spirit Trail crossing from Park Royal to Welch Street;
- Heritage conservation of the Hollingsworth-Down designed building at 660 Clyde Avenue;
- Other in-kind or cash-in-lieu contributions identified and offered through the detailed development application review process.

5.0 Transportation

The Marine Drive area is ideally located for transportation access to the District and wider region. Its placement along a current frequent transit—and future rapid transit—network as well as the multi-use North Shore Spirit Trail supports good accessibility to jobs, shopping and recreation. Pedestrian and cycling use is further encouraged by the relatively flat terrain and existing park, trail, and riverfront amenities.

The reduction of minimum parking standards will support a number of initiatives. It will promote the alternative transportation methods noted above while minimizing the number of new single passenger vehicles that contribute to road congestion. It will also support housing affordability given the substantial cost of underground or structured parking provision in multifamily buildings, and will encourage access to car share in the District. Further restrictions to driveway access onto Marine Drive support alternative transportation as a means to improve circulation and access for existing and future residents. Parking reductions may also reduce massing and improve liveability of new buildings by supporting enhanced landscaping, site permeability and continuity of ground level dwellings and retail.

Transportation policies for the Marine Drive LAP include:

- Avoid conflicts between pedestrian and vehicular movement and ensure site circulation is accessible to persons with disabilities.
- Combine driveway access wherever possible.
- Anticipate and plan for right-of-way dedication for transportation improvements as part of site design.
- Remove existing driveways onto Marine Drive to enhance vehicular flow to the Lions Gate Bridge on-ramp.
- Require a Transportation Impact Assessment that compares the traffic impact of proposed development with that generated under current development.
- Contribute improvements to the Park Royal-Welch Street Bridge to complete the Spirit Trail.
- Support for Transport Canada's North Shore Trade Area Study (2008), which proposed the extension of the Low Level Road from North Vancouver across the Capilano River to create an east-west bypass to the Lions Gate Bridge (Figure 5.1)
- Strengthen bike network infrastructure to improve connectivity to surrounding bike routes, including those within adjacent jurisdictions.

- Encourage the use of alternative transportation modes by providing bicycle storage for residential uses and end trip destination facilities in commercial buildings to encourage alternative modes of employee commuting
- Locate parking underground to maximize ground level open spaces for landscape elements and treatments. Where a building has ground level parking, screen the parking from public streets and neighbouring properties with the use of landscape treatments. Improve natural drainage, and highlight pedestrian routes in ground level parking areas.
- Design underground parking for commercial uses to be readily accessible to customers. If there is a residential component to the building, commercial parking should be separate from secured residential parking areas.
- Encourage garage entries that provide a visually appealing entrance from the street with the use of planters or trellis structures.
- Reduce residential vehicle parking requirements to approximately 1.25 stalls per unit and approximately 0.75 stalls per unit for purpose-built rental units
- Encourage the use of electric vehicles by providing plug-ins for electric vehicles and sizing electrical rooms with sufficient space to accommodate the future electrification of all parking spaces.

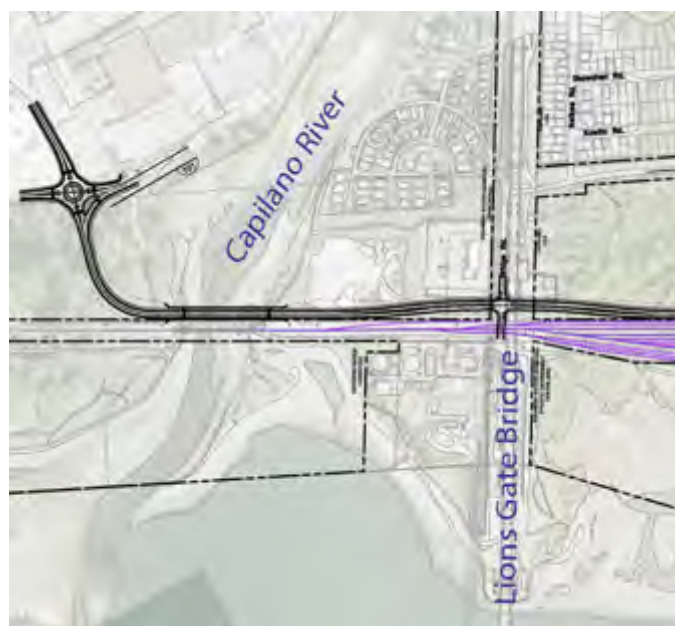


Figure 5.1 - Proposed western lower level route extension to Marine Drive

6.0 Administration

The Marine Drive Local Area Plan and Design Guidelines is a long-term planning document. It is intended to shape future development in support of the plan's vision, describing the expected land uses, built form, public realm and community amenities to be delivered. Although the plan will be implemented incrementally as individual projects proceed, these projects will be situated within a coordinated consideration of the area as a whole. The policies and guidelines in this document create this framework to ensure a cohesive and attractive vision for the area is realized for existing and future residents alike. As such, they should be considered the principal resource in the review of any proposed developments in this area and will be a material consideration in the approvals process.

The plan and guidelines are a tool for Council, staff, the community, and developers to guide change and establish expectations for development in the planning area. However, the plan and guidelines do not constitute approval for any given project on any given site. Site-specific development approval results only after the full technical consideration at a site-specific level - including environmental, structural and infrastructural - completed through the development application review process as part of an application for rezoning, subdivision or development permit approval. Recognizing the specificity of individual sites, the policies and guidelines in this document structure the opportunity for each application to be considered on its own merit. A certain amount of flexibility and discretion is implicit in determining this merit, in light of the overall intent of the concepts set forward in the plan's policies and guidelines.

Monitoring and evaluation play a critical role in the implementation of any plan. The Marine Drive Local Area Plan and Design Guidelines was prepared as part of a broader review of the District's Official Community Plan (OCP). Monitoring and evaluation will therefore be situated within the broader context of OCP implementation. It is recognized that both the local plan and guidelines, and the broader OCP they form part of, are "living documents" that may need to be updated as the realities of land use, community needs, and expectations change over time. Within a 5-10 year timeframe, the District will report back on development under the Marine Drive Local Area Plan and Design Guidelines to date to assess the effectiveness of the plan.

The logo for West Vancouver features a blue wavy line above the text "west vancouver". The word "west" is in a bold, lowercase, sans-serif font, while "vancouver" is in a regular, lowercase, sans-serif font.

west vancouver