

SCHEDULE 'A'

DP No. 13-067

Park Royal North

APPROVED: July 21, 2014

PARK ROYAL
RETAIL CHANGES NORTH MALL

MCM

District of West Vancouver
Development Permit Submission

June 3rd, 2014

DP Review



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RETAIL CHANGES
North Mall

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Project #
213024.2

1.0 INTRODUCTION

Park Royal North Overview

Park Royal North opened in 1950 as the first department store anchored shopping centre in Canada. Through the past 64 years it has presented a variety of different looks from an open air centre in the 50's to an enclosed centre in the 60's, 70's and 80's to a hybrid open air and enclosed centre in the 90's leading up to the current day. The proposed improvements to Park Royal North are required to meet the ever evolving attitudes of its customers and to keep the asset relevant in the context of the larger Park Royal South, more recently, The Village at Park Royal and the new village retail main-street expansion.

The proposed improvements to Park Royal North are synonymous with the new sophisticated appearance of Park Royal South's village main-street expansion. Features include:

- new sidewalks and landscaping to address a heightened pedestrian orientation;
- elimination of existing circular vehicular ramp in front of RBC to the west;
- weather protection over the north/south pedestrian connection enroute to Park Royal South;
- removal of obstructive faux columns at the exterior storefronts and replacement of the fabric canopies with glass resulting in a more open, inviting experience for the sun drenched south facing elevation;
- removal of faux columns at the vehicular overpass across Marine Drive reducing visual mass;
- new Tenant Design Guidelines requiring retailers to raise storefronts from an existing height of approximately 10' to a maximum height of 14';
- screening treatments for rooftop equipment, new landscaping on rooftop parking decks; a water feature with a public art component at the main entrance and;
- screening of rear loading docks and architectural improvements to the rear of the existing building to improve harmony with the Evelyn Drive residences.

The proposal includes extending the parking structure to the north. This will provide an additional 200 stalls in an area serviced by new elevators resulting in greater convenience and accessibility for customers. The parking structure is permitted under current zoning and by extending it to the north there is potential for a future pedestrian connection to Evelyn Drive residents.

The proposed architectural improvements are accompanied by retail changes that will increase the customer draw to Park Royal North and reinvigorate the experience of those who visit. These changes would include the creation of new space for a new urban food store called City Market, a renovated London Drugs and other unique offerings enhancing this important commercial node in West Vancouver.

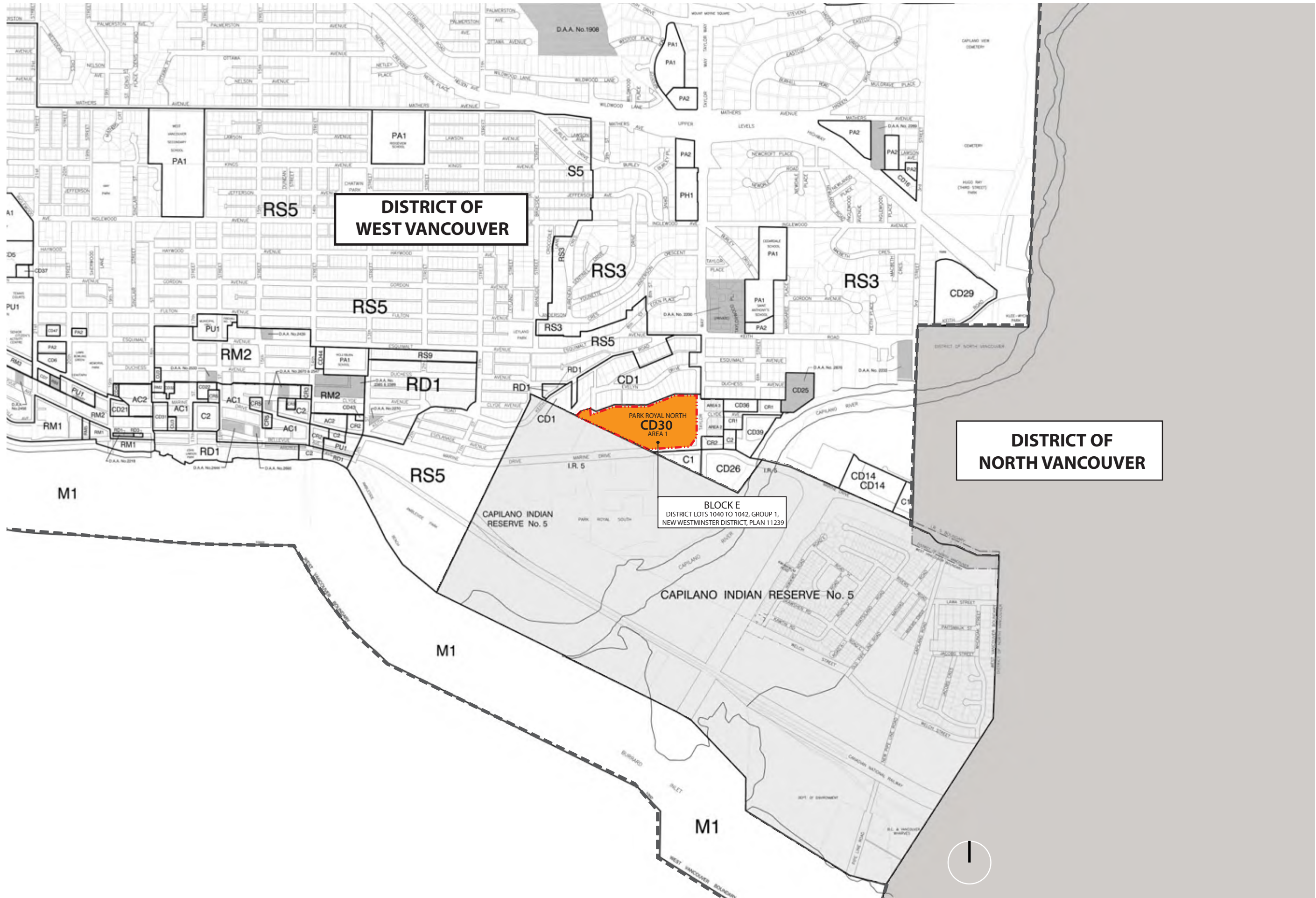
By introducing these improvements Park Royal North and South will become better connected and the shopping experience will encourage customers to walk between the various retail precincts in more of a pedestrian orientated, neighbourhood fashion. Animating Marine Drive with active retail and potentially restaurants and cafés that can take advantage of south facing patio seating and seek to do business past 9 PM nightly will enhance the streetscape experience upon arrival in West Vancouver.

From its opening in 1950 Park Royal North has served generations of West Vancouverites and the broader North Shore community in a variety of ways. The improvements being proposed for Park Royal North are designed to not only connect the North and South but to provide a convenient and walk-able destination for residents of Park Royal Towers, future residents of Evelyn Drive and others who live north of Marine Drive to a vital, safe and inviting environment.

Park Royal North Phasing

The exterior improvements to Park Royal North will commence shortly after a Development Permit is issued and a Building Permit is provided by the District of West Vancouver. The exterior improvements, excluding the new "market" store and parking structure extension will take 9 - 12 months from start to completion. Major construction activity will be reduced during the 2014 holiday season.

Assuming DP and BP in hand summer 2014 the exterior improvements will be substantially complete for spring 2015 followed by the opening of the new City Market in fall 2015.



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2.0 CONTEXT/SITE DESIGN

The location of Park Royal Shopping Centre at the entry point from North Vancouver and Vancouver plays a role as the gateway to West Vancouver district. The importance of strengthening that position became a major factor in the ongoing revitalisation of the site. As a regional retail and service orientated shopping centre, Park Royal was also interested in increasing retail capacity and enhancing the shopping experience.

The major upgrades and new expansion on the southern site followed the success of Park Royal Village. This sets a precedent for further development to pursue the established high standards of urban design. This will also increase more the visitor experience and further the vision of Park Royal as a major shopping destination.

With this in mind, the owners and the design team focused on ensuring that the North Mall follows the already established design language of the site improvements to the South of Marine Drive. This includes the upgrades to the exterior of the buildings, creating a coherent design, use of high quality finishes, encouragement of a pedestrian friendly character and emphasis on the connections throughout the shopping centre and to the neighbourhood.

The process has been initiated with establishing connections between the North and South Malls. A new grand entrance to the South Mall was recently opened, flanked by buildings B & C. This entrance sets a backdrop to a beautiful Salmon Spindle Whorl art piece by local artist Jody Broomfield. The next step is to ensure the North Mall main entrance regains its significance. The North-South axis between the two malls becomes a major pedestrian route with visual connectivity and integrated public realm design. The provision of space for public art at the North Mall entrance creates the linkage and engagement between two parts.

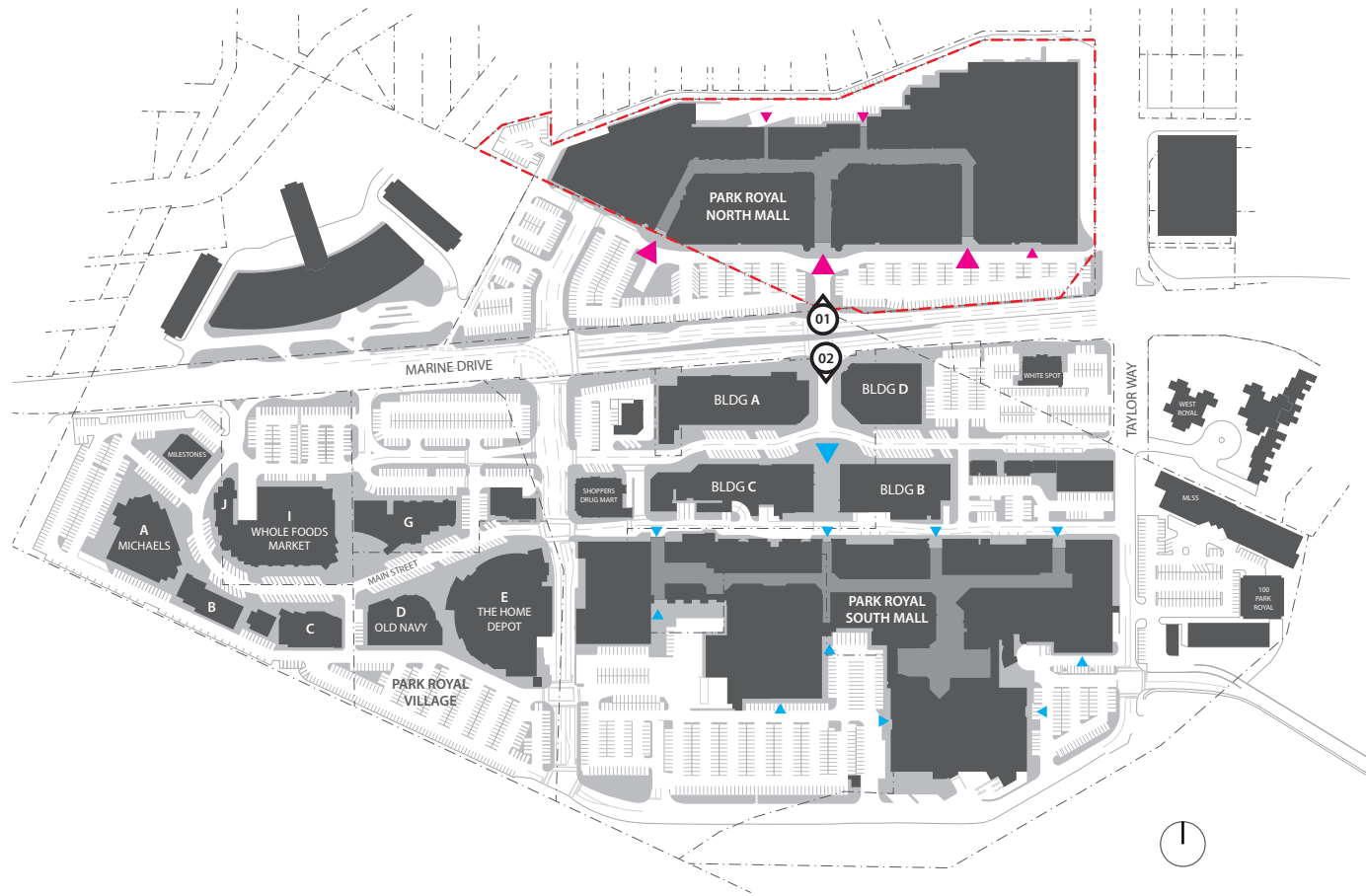
The introduction of a new large food store, City Market, at the west end of the mall triggers not only changes to the façade but will also animate the shopping space. The tradition of a food market experience with a modern touch seats perfectly with the project goals.



PROPOSED VIEW FROM THE NEW PARKING DECKS AT THE NEW SOUTH MALL ENTRANCE TOWARDS PARK ROYAL NORTH
The North Mall has a potential of unifying the entire Shopping Centre and strengthening its already established position as a continuation of a vibrant and successful Park Royal Village area to the South-West, nearly completed Village Retail Expansion to the South and also proposed upgrades to the South Mall.



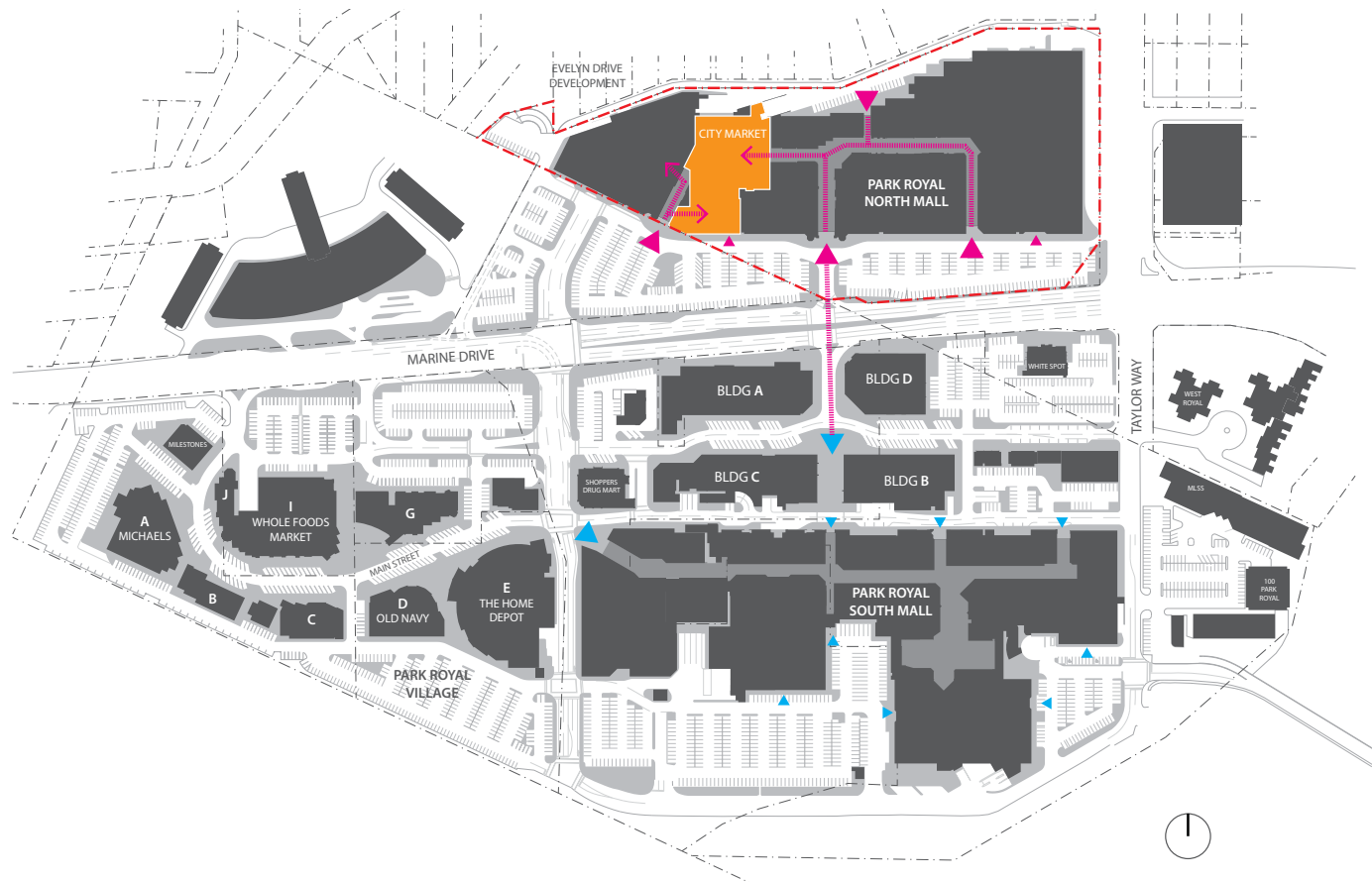
PARK ROYAL NORTH - EXISTING VIEW FORM THE PARKADE ROOF OF BUILDINGS B&C



EXISTING SITE CONTEXT PLAN - LEVEL 1



EXISTING PARK ROYAL NORTH MALL MAIN ENTRANCE



PROPOSED SITE CONTEXT PLAN - LEVEL 1



NEW PARK ROYAL SOUTH MALL MAIN ENTRANCE

01

02

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PUBLIC REALM - Existing Condition

The current condition of the outside pedestrian realm at the North Mall is far from ideal in some respect due to the existing façade treatment. Although functionally this façade seems to be working – it provides shade and cover, it actually creates a visual barrier. The façade not only dates the building greatly but the bulky colonnade separates it from the rest of the development. There is no invitation or indication of what is occurring in the mall for potential new customers. The future of the Park Royal North's success lies in upgrading and modernizing the look, continuation of the connectivity with other parts of the Shopping Centre and emphasis on the pedestrian flow and access around the whole site.

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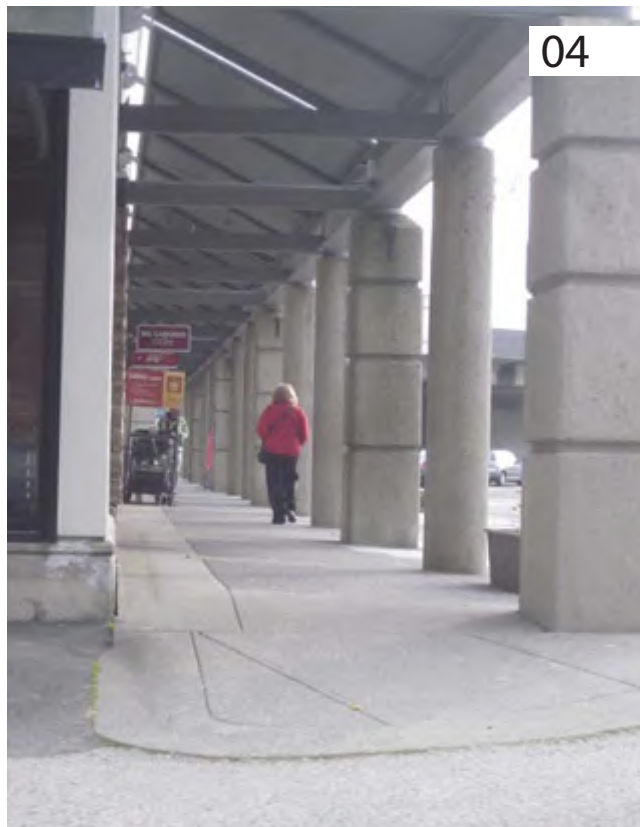
01



02



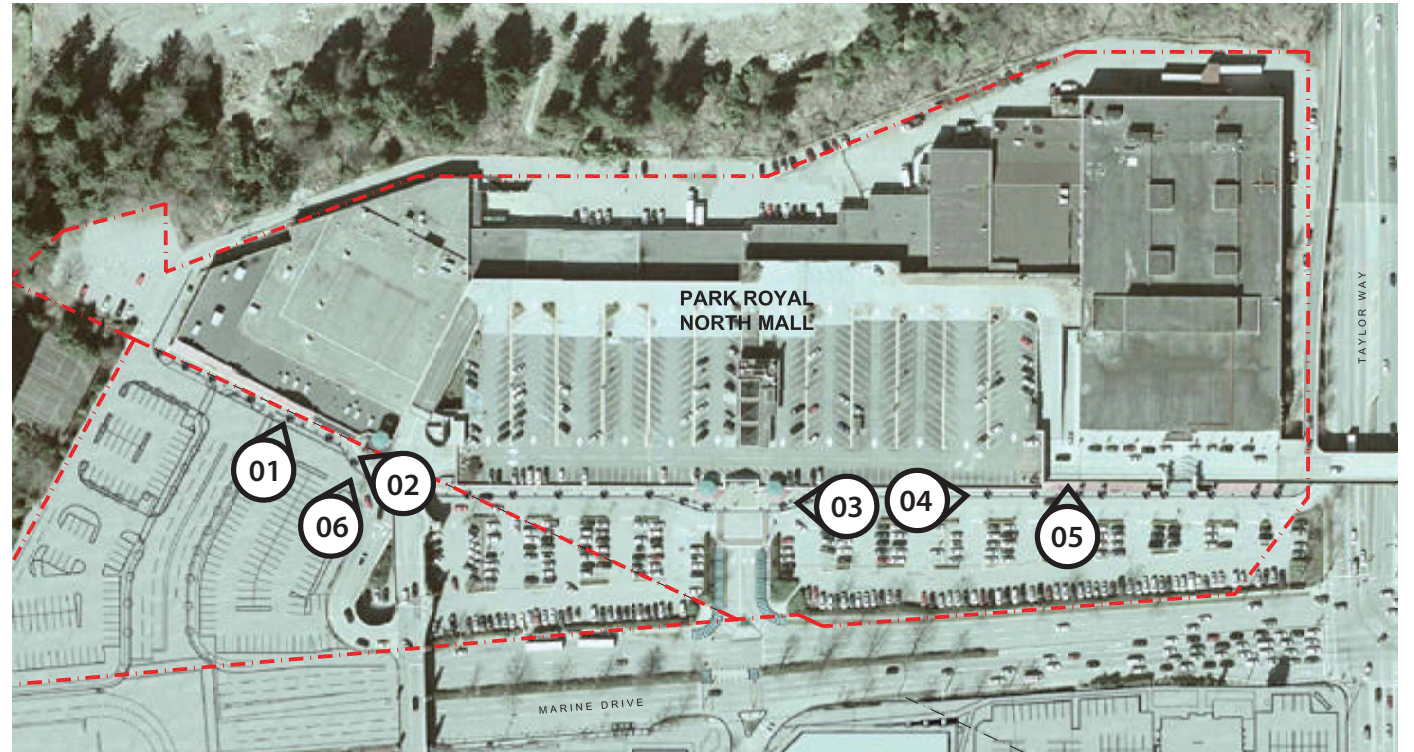
03



04



05



06

Continuity of Park Royal Village Expansion

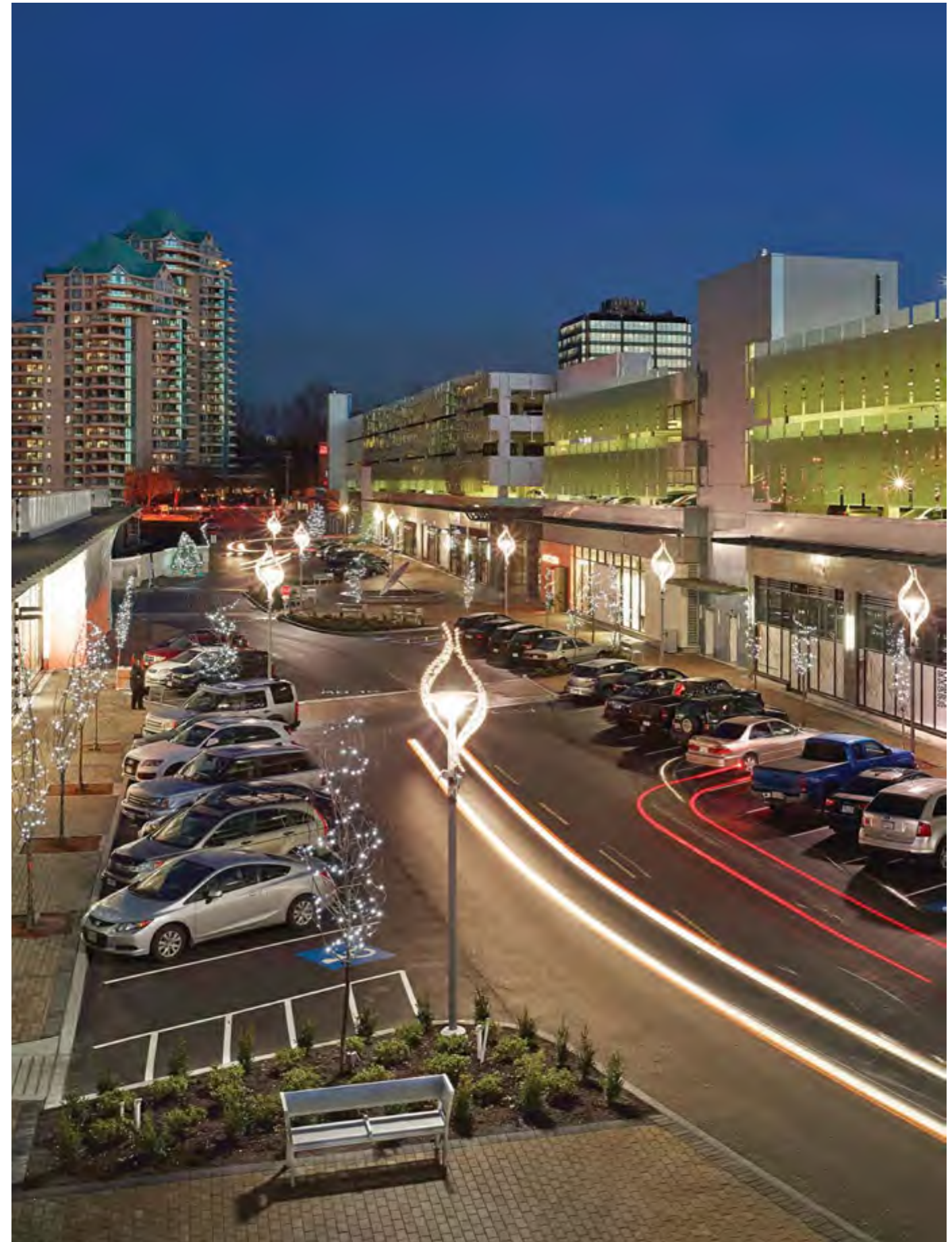
With Park Royal's popularity as a shopping destination, the emphasis on making the PUBLIC REALM an uninterrupted and flowing experience is one of the main goals for all the projects that are undertaken on site.



PARK ROYAL VILLAGE EXPANSION - MAIN STREET VIEW



PARK ROYAL VILLAGE EXPANSION - VIEW FROM ENTRANCE PLAZA TOWARDS NORTH MALL



PARK ROYAL VILLAGE EXPANSION - MAIN STREET VIEW

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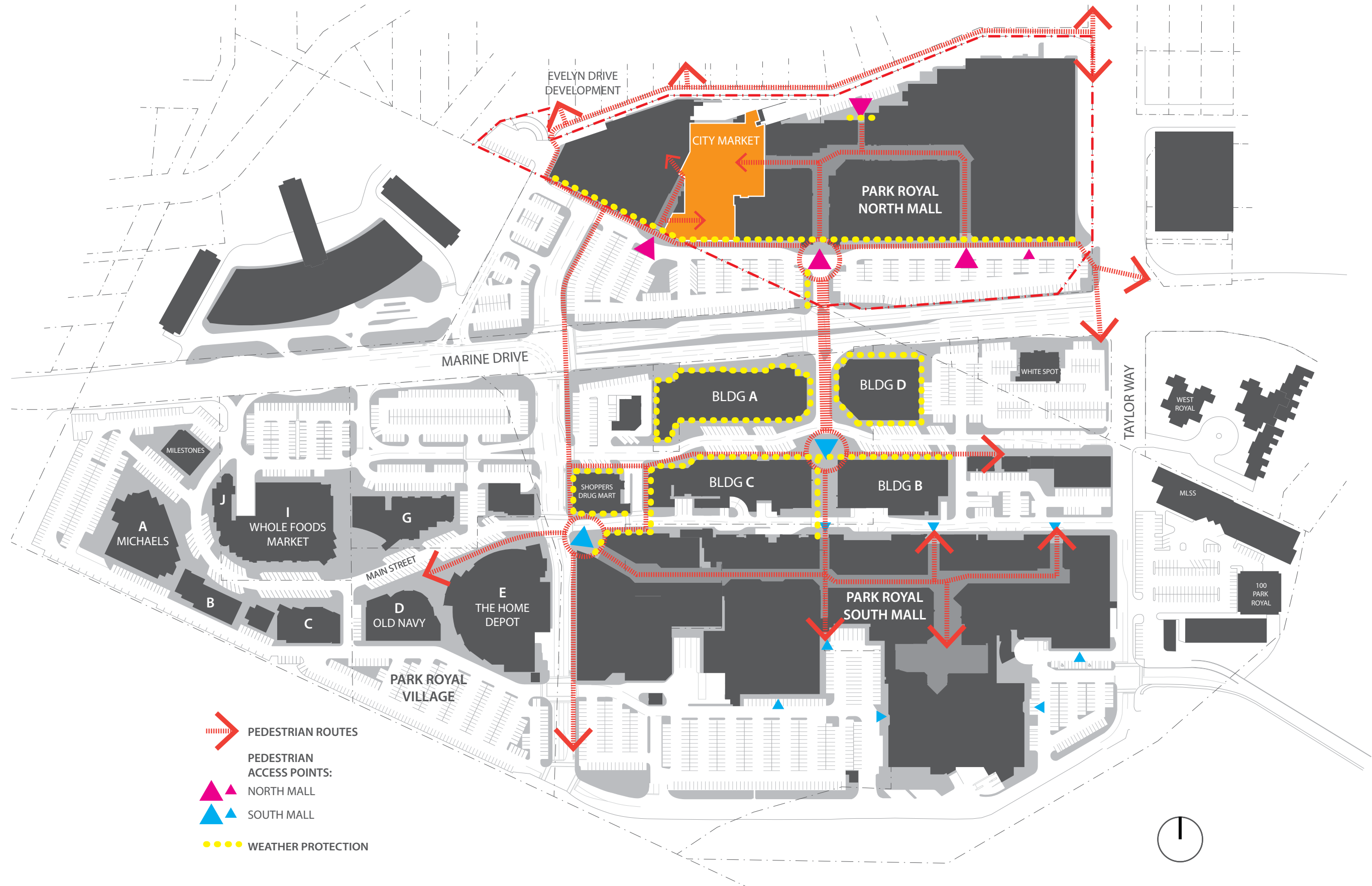
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Connectivity Diagram - PARK ROYAL SHOPPING CENTRE - Level 01

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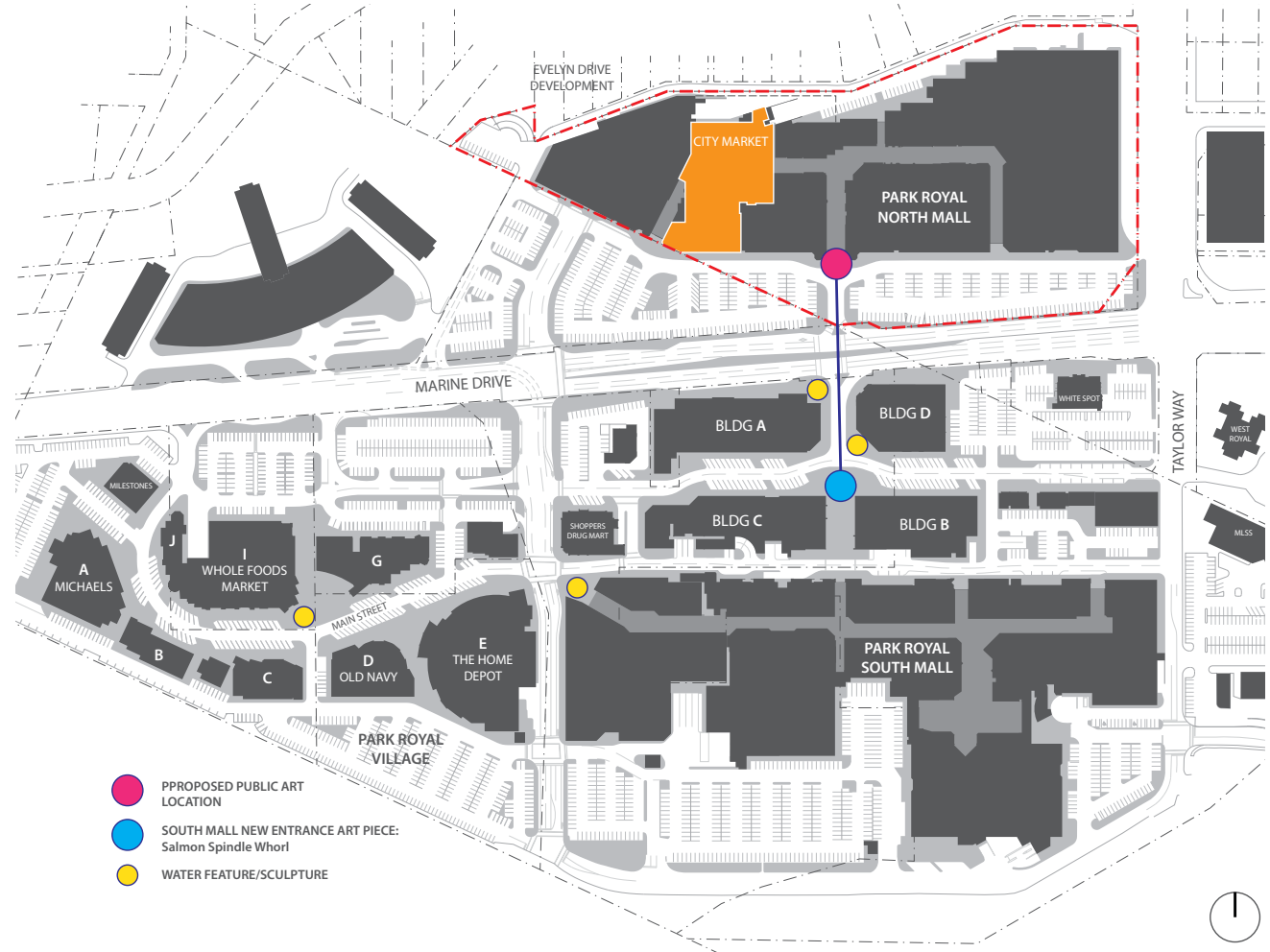
-  PEDESTRIAN ROUTES
-  PEDESTRIAN ACCESS POINTS:
NORTH MALL
-  SOUTH MALL
-  WEATHER PROTECTION

Public Art

Park Royal is undergoing upgrades that will enhance customer experiences throughout the property, and broaden its status as a people-friendly, one-of-a-kind destination. This includes the commitment to beautiful public spaces – enhanced by public art, water features and green space.

Public Art is an important element of the Park Royal Shopping Centre. Key focal areas are chosen to incorporate public art that might also be complimented by water features depending on the pieces commissioned.

There is an opportunity for Public Art at the main entrance to the North Mall that will include a substantial art piece which will link with the recently finished art installation at the opposite end - South Mall main entrance.



PARK ROYAL VILLAGE EXPANSION - PUBLIC ART AT NEW SOUTH MALL ENTRANCE



Salmon Spindle Whorl

Jody Broomfield, Artist

Jody Broomfield's Salmon Spindle Whorl Sculpture pays homage to the women weavers, who used this traditional Salish hand-spinning tool to create elaborate woven blankets and ceremonial regalia.

The women weavers' hand spun Mountain Goat wool into yarn with the spindle whorl, which were made of wood and often had carved with meaningful imagery. Here, Broomfield has placed a design of salmon, representing the circle of life with four different species of Salmon (Chinook, Coho, Chum & Pink) to mark the proximity of this site to Capilano River, a significant harvesting river for the Squamish Nation. On the edges of the spindle whorl is the sacred eyes of the ancestors, watching over in all four directions.

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3.0 BUILDING DESIGN

The renovations to Park Royal North have two basic challenges in terms of building design.

- The treatment of the public south-facing façade
- The appearance of the service area at the north elevation of the shopping centre

The improvements on the south façade reflect the new sophisticated appearance of Park Royal South’s open air expansion, superseded the dated “marine” theme and were triggered by the introduction of a new urban food store, City Market, east of the existing London Drugs. To achieve the improvements, the 90’s aesthetic of false columns, fabric awnings and a dominant entablature are removed. The effective width of sidewalk is increased by the column removal, allowing for trees and street lighting to be introduced. New pavers will replace the existing concrete. A new continuous steel and glass canopy replaces the fabric awning, and over time, the existing glazing will be replaced with energy efficient Low-E glass. The glass in canopy will be diffused, to give shading below. A signage zone will be located above the glass canopy. The materials on this area will match those of Park Royal South - brick, stone tile or metal cladding. The projecting face of the upper parking level will be clad in diffused glass panes as per Park Royal South. The new City Market store-front creates a strong retail animation on the east side of the existing vehicular overpass bringing life to this portion of Park Royal North.

To continue the improvement of the Park Royal structures appearance, the overpass road’s false columns will be also removed. The concrete edge will be clad in metal panel and new balustrade placed to tie in with the existing theme at this location.

The central main mall entrance treatment matches that of Park Royal South with a large metal clad signage wall and a space framed canopy. The large forecourt provides space for a water feature and public art component. Connectivity to Park Royal South is enhanced by providing semi-continuous weather protection on the west walkway, which takes pedestrians under cover to Marine Drive. Once across the road, there is canopy protection on the newly completed buildings that form the new main street.



EXISTING OVERPASS ROAD FALSE COLUMNS



PROPOSED OVERPASS ROAD VIEW



EXISTING FACADE TREATMENT



PROPOSED FACADE TREATMENT

The removal of the existing ramp in front of the former Bread Garden space and creation of a new vehicular roadway exiting via a new ramp to the west opens up the west side of the existing overpass. This not only allows for improved sight lines and the opportunity for improved retail animation in this area but also addresses a number of safety issues where multiple traffic movements and intensive pedestrian activity converge.



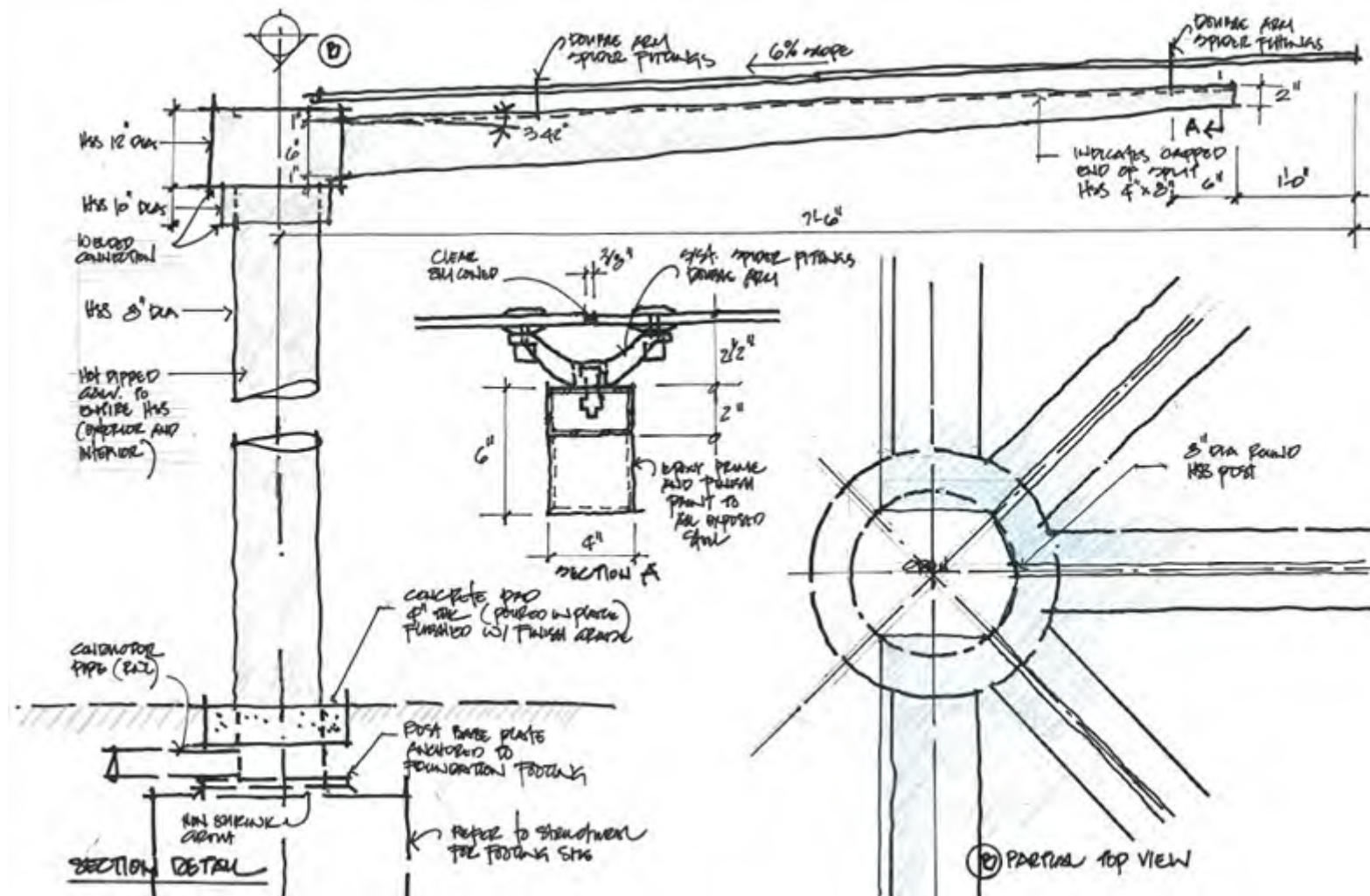
EXISTING VIEW FROM EVELYN DRIVE DEVELOPMENT



PROPOSED VIEW FROM EVELYN DRIVE DEVELOPMENT



PROPOSED VIEW FROM MARINE DRIVE



PROPOSED COVERED WALKWAY - CANOPY DETAILS

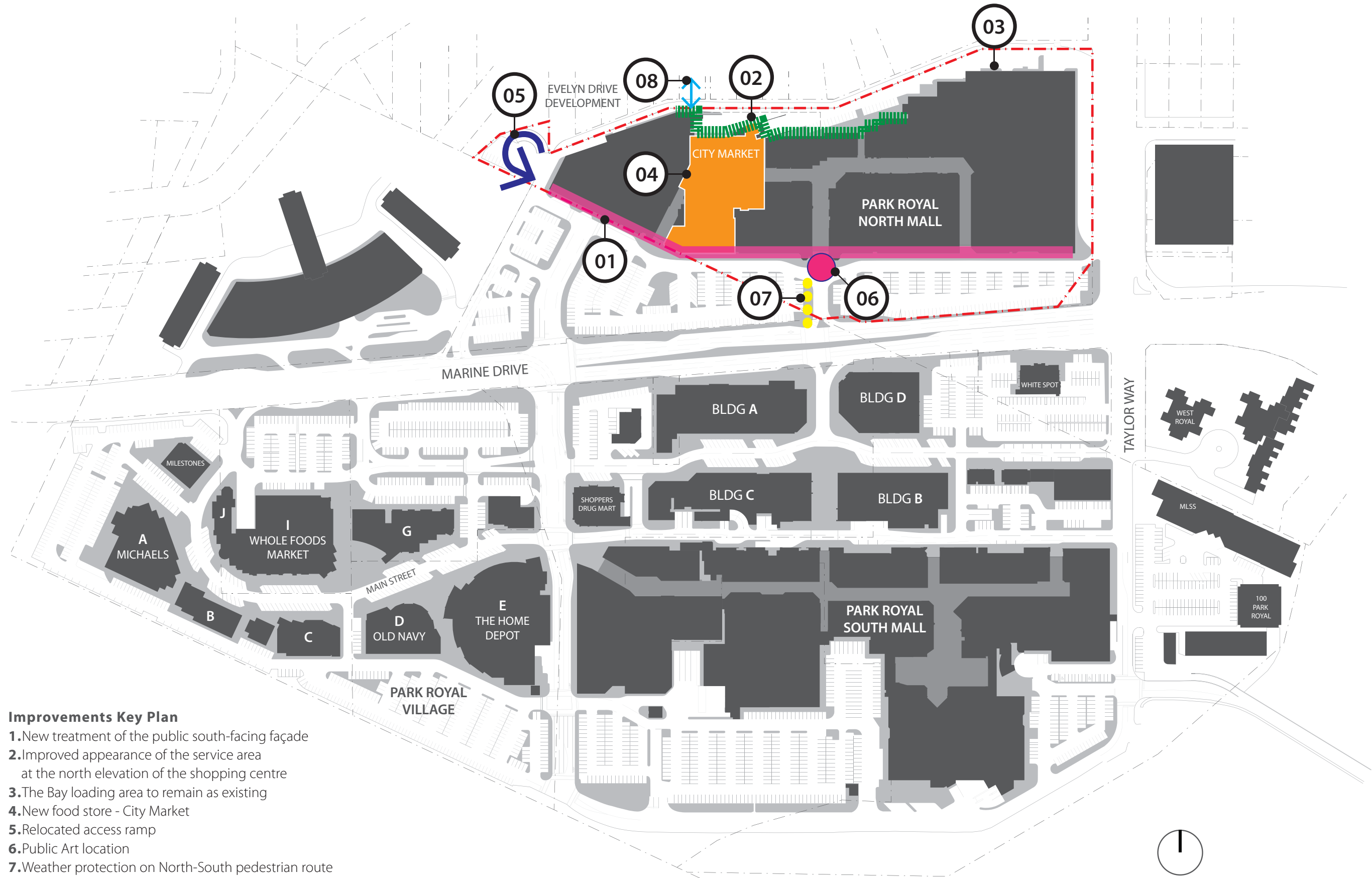


PROPOSED COVERED WALKWAY - ELEVATION VIEW

BUILDING DESIGN

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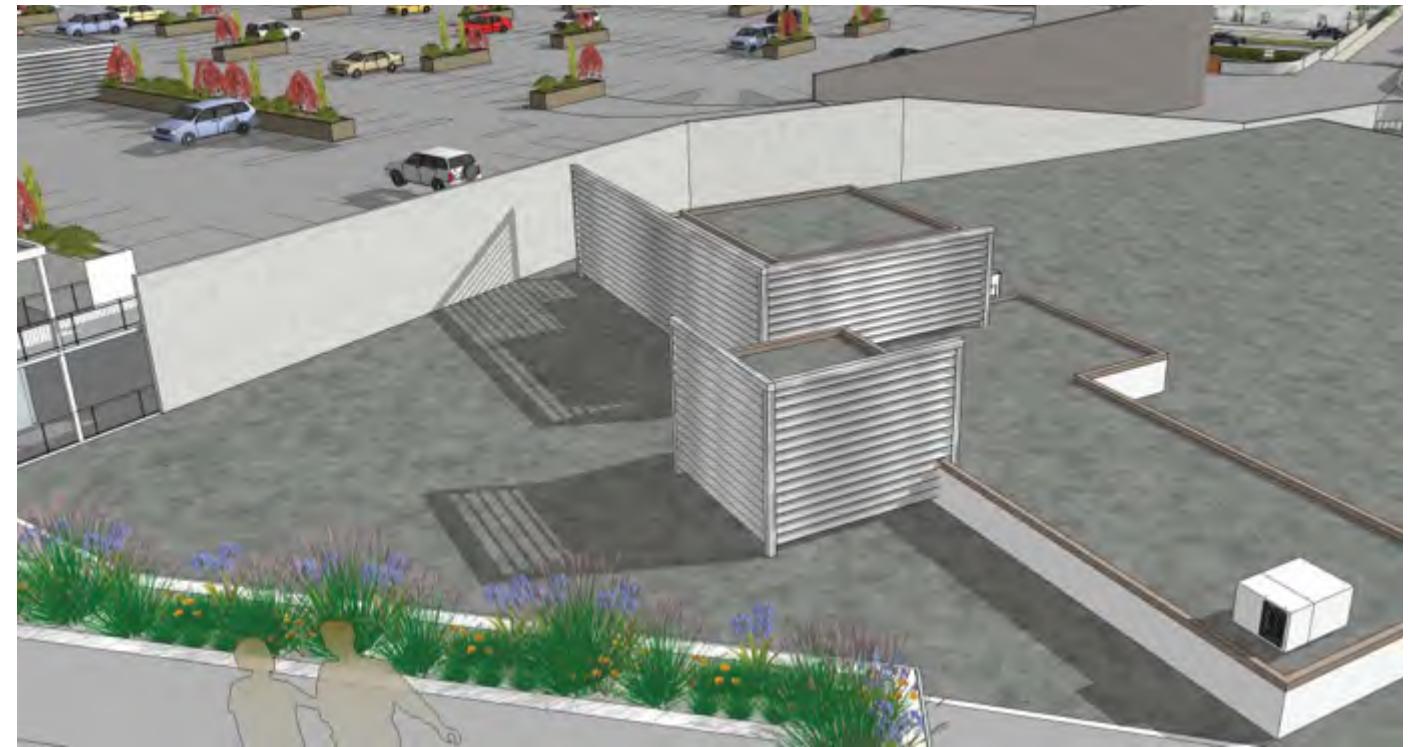
Improvements Key Plan

1. New treatment of the public south-facing façade
2. Improved appearance of the service area at the north elevation of the shopping centre
3. The Bay loading area to remain as existing
4. New food store - City Market
5. Relocated access ramp
6. Public Art location
7. Weather protection on North-South pedestrian route
8. Future overhead pedestrian link to Evelyn Drive Development

The second challenge is to improve the appearance of the north face of the shopping centre. This is and will continue to be a working area with truck docks, garbage areas and exit doors to stores. There are three distinct zones to this space and the first is the rear of the London Drugs / Liquor Store stores. This is a blank wall built close to the property line. The Evelyn Drive development has also been built close to the property line, and photos taken from the residential levels show that the views are of the roof and Park Royal South beyond rather than the wall. The existing roof structure will be screened. It should be pointed out that Evelyn Drive has been marketed, sold, and now lived in, with this condition.

The second area stretches from the London Drugs loading dock east to the Bay store, and encompasses the rear of the mall stores, which are set back some 60 feet from the property line. Views from any future Evelyn Drive development will therefore reveal much more at grade than the area west. A revised parking layout creates two new large landscaped areas and new finishes to the rear will improve the appearance. The existing mall entry will be enhanced by a larger canopy, improved lighting, and a new crosswalk connection to the Evelyn Drive walk. The existing parking levels are extended and at P2 this will be set back from the P1 level, allowing the north side of the lower deck to be well landscaped. There is also a provision for a future overhead pedestrian link to Evelyn Drive from this one level. The existing P2 level will be restriped to allow for expanded planting and the new extension of this area will also have a continuous, wide and deep planter on the north edge.

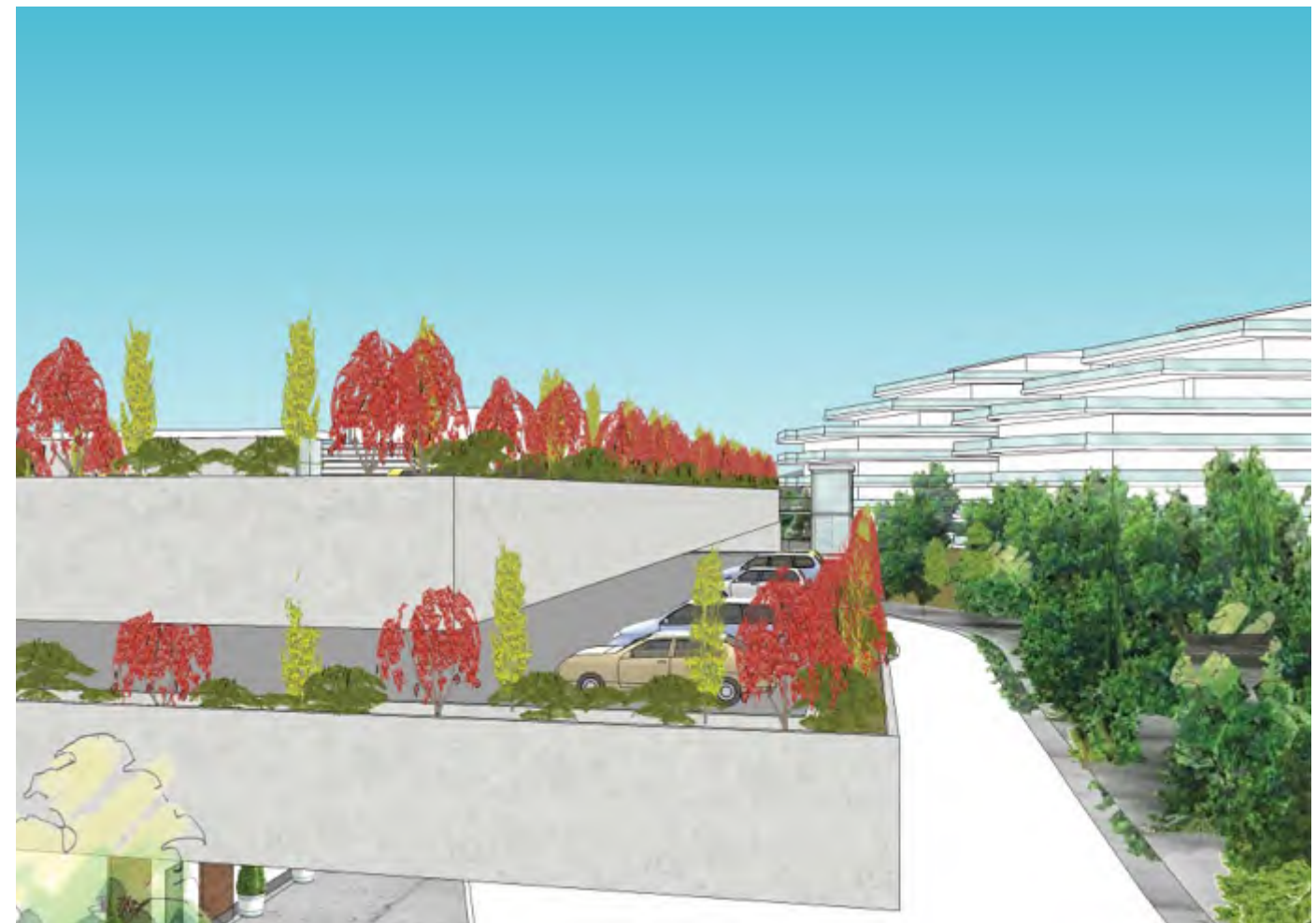
The third area of the north façade is the rear of the Bay store with loading docks, garbage area, etc. and no changes are proposed in this area until redevelopment of this section of the mall.



SCREENED EXISTING ROOF STRUCTURE



NORTH ENTRANCE - PROPOSED



NEW PARKING DECKS - PROPOSED

PRECEDENCE IMAGES - PARK ROYAL VILLAGE EXPANSION

The architecture is contemporary, simple, clean, and elegant. Materials chosen provide design unity and establish a complimentary backdrop for the diversity of individual store frontages and signage. They are of the highest quality and have been selected to withstand the elements and daily wear and tear.

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PRECEDENCE IMAGES - NEW ANCHOR: FOOD STORE

City Market's focus is on local fresh product and has over 100 organic produce items in store. It will appeal to an "urban city demographic" and will be a vibrant addition to the Park Royal Shopping Centre portfolio.



4.0 SIGNAGE AND LIGHTING

Signage

Signage is an important element enabling sophisticated branding and wayfinding for the Park Royal North Mall Redevelopment and its select group of retailers. Signage has been addressed using the lessons learned from The Village at Park Royal's approved design and in the context of the character of the new buildings. Tenant signs are to be die-cut, relief or reverse channel and / or pin mounted dimensional letters with appropriate fonts. Signs are to be halo lit or externally lit. No box-type or individual illuminated plastic letters or exposed neon will be allowed and sign sizes will conform to the West Vancouver Sign Bylaw.

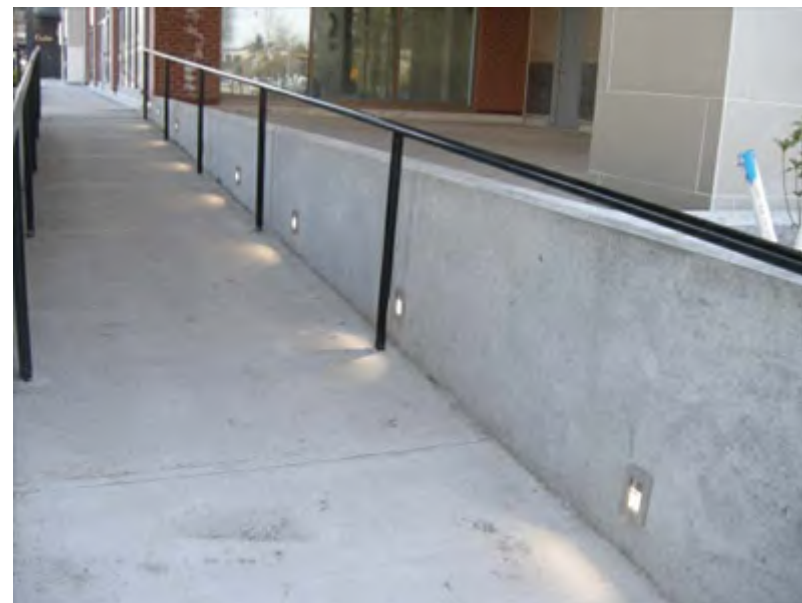
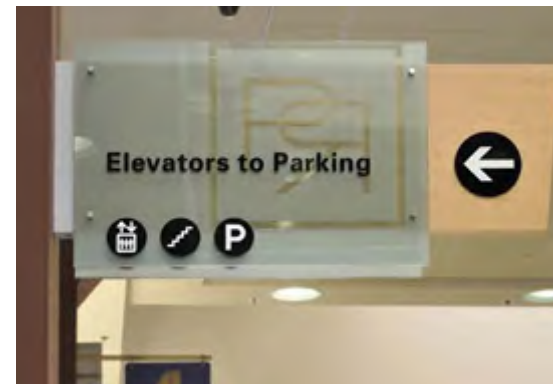
Project signage, storefront signs, and way-finding graphics will be developed with specific design criteria and situated with conspicuous but not overt display. General signage for the development is important for name branding, marketing and tenant advertising.

Lighting

General area lighting will be uniform in brightness and colour and effectively illuminate the outdoor environment. Service area lighting may be HID and fluorescent in limited amounts. Site lighting is to be designed to integrate with the security systems, provide adequate safety and assistance to all visitors including those with ability challenges and to minimize potential liabilities. Pole-mounted fixtures will be high enough and spaced adequately enough with shielding devices in parking areas to prevent on and off-site spillage or glare.

Accent feature lighting will illuminate architectural/art features with down-lighting fixtures attached in overhangs, installed in exterior ceilings and attached to buildings. Indirect up-lighting of facades and trees using fixtures embedded in paving or situated in planters make for dramatic displays. Lighting of natural features will generate artistic displays with shadows from foliage, and decorative lighting will highlight building textures and materials; providing pleasing displays at night.

Storefronts and window displays will be lit to create a merchandising environment of aesthetic continuity and impression. Pot lights with warm incandescent lighting will be in display windows with the addition of reflectors in floor mounted fixtures. No fluorescent or neon lights will be allowed in displays.



5.0 LANDSCAPE

The landscape design of the north mall will be borrowing heavily on the contemporary treatment recently used on the south mall. With a combination of light tan and charcoal paving making up a bulk of the materials. We will be using the modern tree grates and modern, high quality silver furnishings and light fixtures that were used on the south side as well.

The main treatment is the sidewalk, which will have the heavy canopy removed along with very significant columns. This will create a wider, more generous sidewalk with a higher quality treatment. Seating areas will be created outside of the stores at the curb where people are not crossing into the parking lots. The street trees will be cherries to match the theme of Park Royal's outside shopping areas as established by the original village.

The roof deck and the back of the mall will be planted with trees and shrubs where possible to break up the mass of the mall for all of the residents behind it. This will be accomplished by scattered planters on the roof and larger trees at the back side.

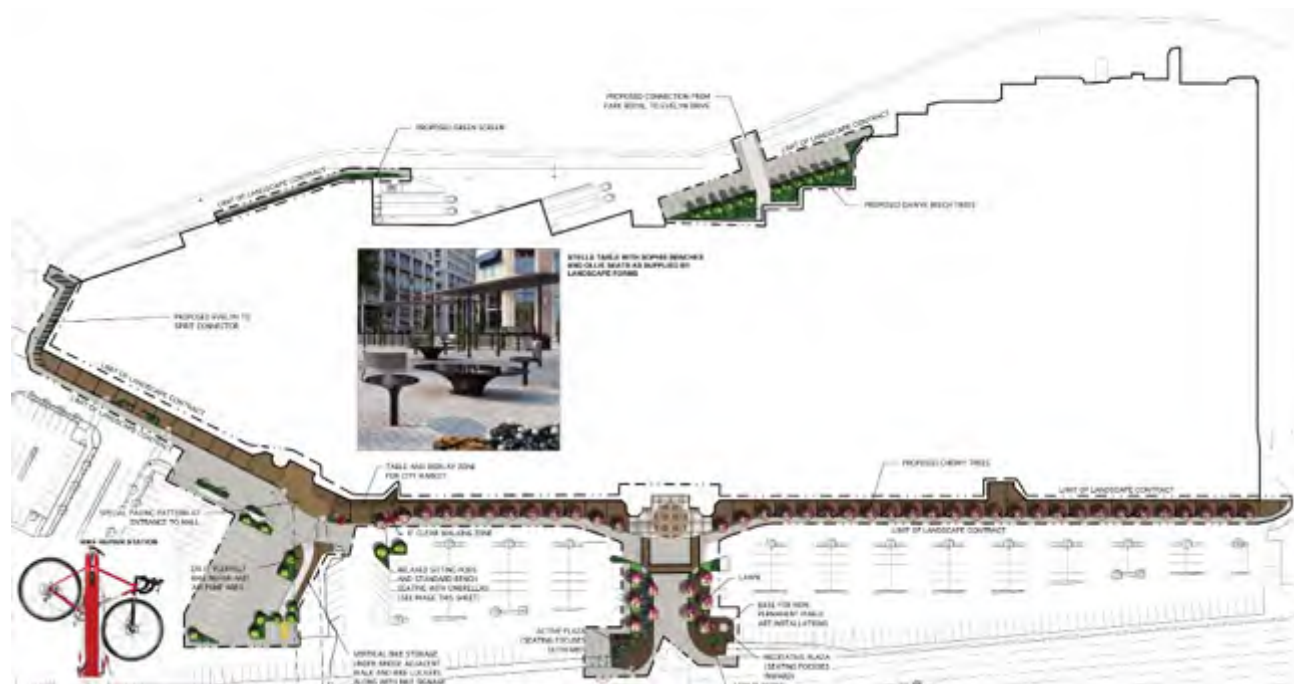
Finally, the connections with Evelyn Drive have been worked out to maximize pedestrian accessibility from the new development through the site as well as into the mall.



CHERRIES (PRUNUS SERRULATA)



PAVING PATTERN WITH STREET TREES IN TREE GRATES



PROPOSED OVERALL LANDSCAPE PLAN



GRATES



PLANTER



BENCHES



PARKING DECK PLANTER

LANDSCAPE

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PAVING PATTERN WITH STREET TREES IN TREE GRATES



TRASH



LIGHT



FEATURE AREA ON NORTH SIDE OF MALL

DESERT SAND STANDARD PAVER IN RUNNING BAND



BENCH



PAVER CROSSWALK

MAIN ENTRANCE LANDSCAPE PLAN AND PRECEDENCE IMAGES



ROOF DECK LANDSCAPE PLAN

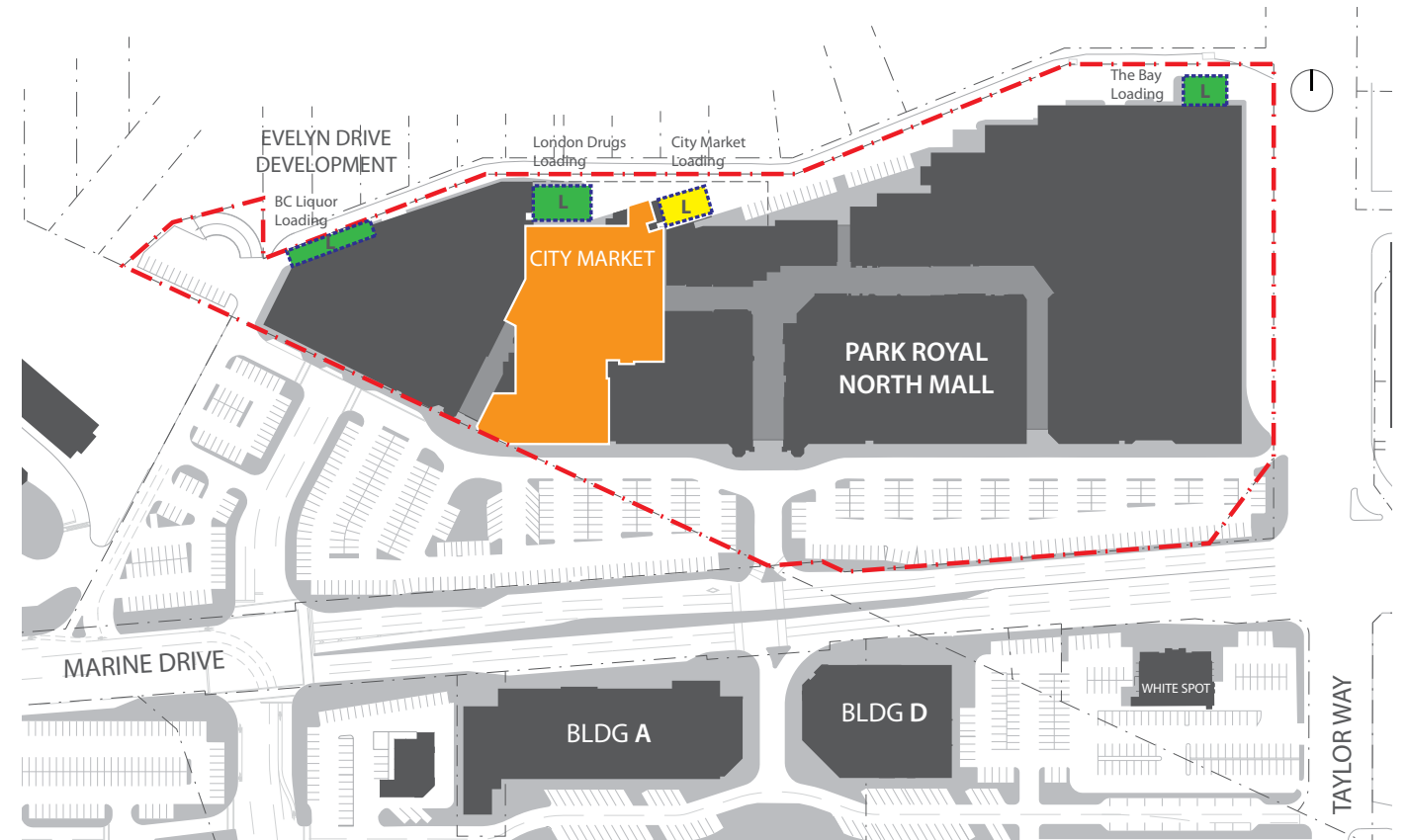
6.0 VEHICULAR ACCESS, OFF-STREET PARKING AND LOADING

There are two main entry points off Marine Drive that direct the traffic to the surface parking located in front of the building. Access to the parking decks is via ramps and overpass road that links also to the South Mall. First ramp is off Taylor Way and second is proposed to be located at the west which will replace the existing ramp off the overpass road. The potential shift of vehicles to the North Mall from the food store relocation has been recognised so a new ramp's better location will help with overall traffic flow.

The proposed scheme will be facilitated by the overall parking system on site. The customers have an access to surface and deck parking within the site. Connection to the South parking is via overpass road and ground level access through Marine Drive. There is also reemphasised pedestrian route network that links entire development and invite people to explore and experience Shopping Centre by foot.

Repaint of existing parking layout on the upper deck is proposed to allow for landscaping. This together with new access ramp decreases the overall parking count. To compensate the loss of stalls the two existing parking decks above the mall are being extended to the North. Additional structure that extends over the loading/service area separates it from the neighbouring Evelyn Drive Development. The parking decks will have landscaping incorporated into the layout which will give softer edge to the back of the building. Future linkage via pedestrian overpass walkway at this location is being considered to connect residents with the shopping centre.

There is one additional loading area proposed and as mentioned it is under cover of the new parking decks. It services new food store City Market. Further landscaping is designed at ground level for upgrading the service zone.



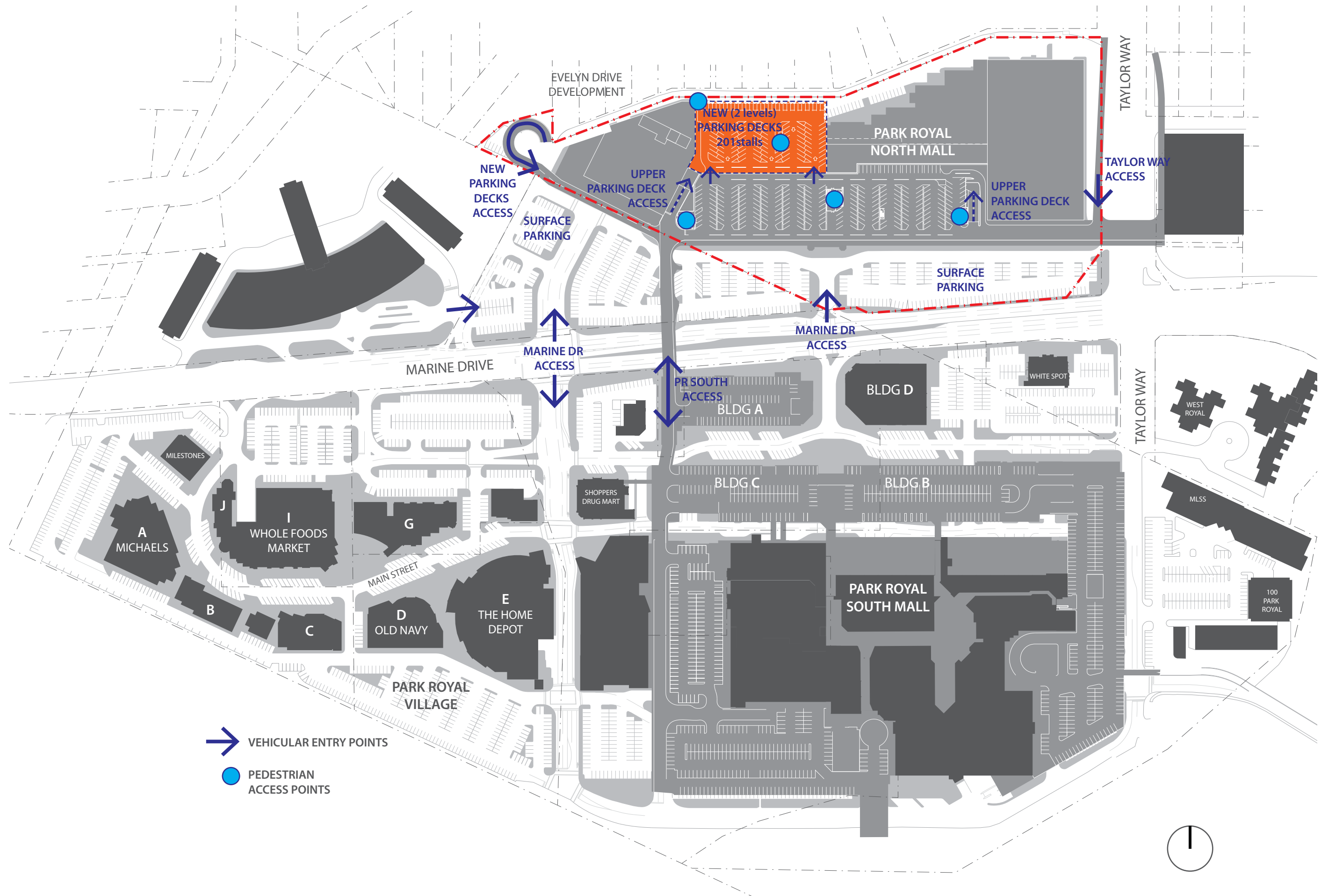
LOADING LOCATION PLAN - LEVEL 1



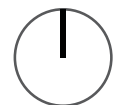
LONDON DRUGS EXISTING LOADING DOCK - NORTH ELEVATION



PROPOSED LOADING ZONE- NORTH ELEVATION



➔ VEHICULAR ENTRY POINTS
● PEDESTRIAN ACCESS POINTS



VEHICULAR ACCESS DIAGRAM - LEVEL 2

8.0 SUSTAINABILITY

Park Royal believes that pursuing a sustainable future is the responsible thing to do. While Park Royal recognizes it still has a long way to go, it is making steady progress wherever it can. Park Royal has developed a policy document it uses for decision-making criteria regarding sustainability and its goal of operating in harmony with the environment and the surrounding community.

Park Royal's commitment to sustainable practices is communicated to its tenants through encouragement and support in the adoption of sustainable practices in the design and build out of their stores and the operation of their businesses.

As a retail destination, Park Royal's commercial success is dependent on creating a welcoming environment, which is attractive and engaging for its merchants and their customers. With this in mind, Park Royal has developed a sustainability strategy to guide and continuously improve its efforts in the areas of business operations, service sustainability, sustainable consumption and its role in the community.

Park Royal's sustainability policy is inspired by the four system conditions for sustainability, as defined by The Natural Step, an organization founded in Sweden in 1989. These system conditions are deeply rooted in science and systems thinking. For more information on Park Royal's commitment to sustainability visit www.shopparkroyal.com

Park Royal is committed to operating in a manner that has high regard for our environment and the community. We have taken many steps and implemented many programs over the past number of years to alter the way we run our business and to help our merchants become more socially responsible themselves.

In the near future we will be implementing some new initiatives that will take us to the next level of sustainability and will continue our journey down this path.

- Inside Park Royal our staff wear uniforms made from recycled materials and we do our best to ensure that any purchasing that is done considers an eco-friendly alternative first.
- That Park Royal has invested over \$500,000 to retrofit over 3,000 parking lot lights. The annual power savings is enough to power over 100 homes for a year.
- Our Gift Wrapping Paper is produced by 100% post-consumer waste. We also use eco-friendly hemp string instead of unsustainable ribbon and bows.
- Our maintenance staff uses only earth friendly cleaning products. That way when the water is drained, it is not adversely affecting our environment
- We have set up a public recycling program for all of our customers. Keep your eyes open for our bright recycling receptacles throughout the shopping centre so you can recycle too.
- All fixtures in every public washroom are touchless. They are operated by a low-voltage electrical current, which eliminates the need for batteries, saves water, and paper towels.



With the considerable amount of demolition involved, we are requiring the contractor to crush and re-use the concrete, gravel and asphalt that is removed. Steel will be sent for recycling.

The design of the City Market store is very thermally efficient, with minimal glazing (Low E will be used) so heating / cooling loads are reduced.

A storm water management plan will be completed to ensure that all storm water run-off is directed to the appropriate outfall area and treated by a mechanical oil and grit separator prior to discharge. Park Royal is committed to using Best Management Practices to ensure that storm water run-off is properly treated, prior to discharge from the site, thereby ensuring a clean source of water to the offsite receiving bodies. The design and layout for this expansion does not provide sufficient room to accommodate bio-swales; however, in the future it may be possible to use bio-swale systems, with appropriate plantings, at the rear of Park Royal, to further improve the water quality prior to discharge from the site.

Upon review of the existing and proposed development, it has become apparent that there is no net increase in storm water flows directed off site. Additionally the subsurface soil conditions are not conducive to an infiltration system of the size required for this development. Due to the fact that the storm water flows are discharging to the river in close proximity to the existing improvements, with no other areas contributing, or being affected by these flows, infiltration and rain gardens provide little or no benefit and are not contemplated.

Electrical Features

1. Distribution transformers shall meet the minimum efficiency requirements of ASHRAE 90.1 2010.
2. Feeder conductors shall be sized for a maximum voltage drop of 2% at design load. Branch circuit conductors shall be sized for a maximum voltage drop of 3% at design load.

Lighting and Lighting Control Features

Lighting design and lighting control will be undertaken in accordance with the BCBC 2012 referencing the energy efficiency requirements of ASHRAE 90.1 2010.

The following lighting control features shall be implemented:

1. Interior lighting power density shall be less than the allowable limits based on the space-by-space method.
2. Automatic lighting shutoff shall be implemented by interfacing with the existing site wide lighting control system or by local occupancy sensors in store rooms and loading docks. Some night lighting and security lighting is required and shall be 24-hour operation.
3. Occupancy sensors shall be provided in all spaces as required by ASHRAE 90.1 9.4.1.2b.
4. Exterior lighting power density shall be less than the allowable limits of ASHRAE 90.1.
5. Exterior lighting shall be designed so minimal upward light is projected into the night sky.
6. Exterior lighting control shall turn off exterior lighting when sufficient daylight is available, all building façade and landscape lighting shall be turned off after hours, all other lighting shall automatically reduce lighting power by a minimum of 30% after hours.
7. Christmas lighting receptacles shall be controlled by the site wide lighting control system to enable these to be turned off after hours.

Parking Structure

Location, capacity, level of service, construction materials of the expanded parking structure will contribute to functional and operational efficiencies and economies that relates to sustainable practices.



EXISTING PARKING STRUCTURE



PARK ROYAL
RETAIL CHANGES
North Mall

District of
West Vancouver

June 03,
2014
DP Review

Project #
213024.2

9.0 PROJECT ACKNOWLEDGEMENTS

Larco Investments Ltd.

(t) 604.925.8229

Third Floor, 100 Park Royal

West Vancouver, BC V7T 1A2

Park Royal Shopping Centre Holdings Ltd.

(t) 604.923.4710

2002 Park Royal South

West Vancouver, BC V7T 2W4

Musson Cattell Mackey Partnership

(t) 604.687.2990

1600-555 Burrard Street

Vancouver, BC V7X 1M9

Vaughan Landscape Planning & Design

(t) 604.922.1885

1406 Clyde Avenue

West Vancouver, BC V7T 1G1

John Bryson & Partners - Structural Engineers

(t) 604.685.9533

700 - 609 West Hastings Street

Vancouver, BC V6B 4W4

MMM Group Limited

(t) 604.685.9381

700 - 1045 Howe Street

Vancouver, BC V6Z 2A9

Bunt & Associates Engineering Ltd.

(t) 604.685.6427

1550 - 1050 West Pender Street

Vancouver, BC V6E 3S7

Aplin & Martin Consultants Ltd.

(t) 604.678.4496

910 - 1111 West Hastings Street

Vancouver, BC V6E 2J3

APPENDIX

Photographs | Design Images | Drawings

SITE PHOTOGRAPHS





01



PARK ROYAL
RETAIL CHANGES
North Mall



02

District of
West Vancouver



03



04



05

APPENDIX

SITE PHOTOGRAPHS



PARK ROYAL
RETAIL CHANGES
North Mall

District of
West Vancouver



PARK ROYAL NORTH MALL MAIN ENTRANCE - EXISTING



PARK ROYAL NORTH MALL MAIN ENTRANCE - PROPOSED

APPENDIX



TYPICAL BAY - EXISTING



TYPICAL BAY - PROPOSED

DESIGN IMAGES



NEW FOOD STORE LOCATION - EXISTING VIEW



NEW FOOD STORE LOCATION - PROPOSED

PARK ROYAL
RETAIL CHANGES
North Mall

District of
West Vancouver



NEW FOOD STORE LOCATION - PROPOSED



NEW FOOD STORE LOCATION - PROPOSED

APPENDIX

June 03,
2014
DP Review

Project #
213024.2

DESIGN IMAGES - BIRDS EYE VIEW - OVERALL SITE

PARK ROYAL
RETAIL CHANGES
North Mall

District of
West Vancouver



VIEW FROM EVELYN DRIVE DEVELOPMENT - EXISTING



NEW EXIT/ENTRY RAMP- PROPOSED

APPENDIX



VIEW FROM EVELYN DRIVE DEVELOPMENT - PROPOSED

DESIGN IMAGES - BIRDS EYE VIEW - OVERALL SITE



PROPOSED VIEW



EXISTING VIEW

PARK ROYAL
RETAIL CHANGES
North Mall

District of
West Vancouver

APPENDIX

June 03,
2014
DP Review

Project #
213024.2



PROPOSED VIEW

PARK ROYAL
RETAIL CHANGES
North Mall

District of
West Vancouver



SOUTH FACADE WEST PART - EXISTING



SOUTH FACADE WEST PART - PROPOSED

APPENDIX



SOUTH FACADE WEST PART - EXISTING



SOUTH FACADE WEST PART - PROPOSED

DESIGN IMAGES



PARK ROYAL NORTH MALL SECONDARY ENTRANCE - EXISTING



PARK ROYAL NORTH MALL SECONDARY ENTRANCE - PROPOSED



FRONT FACADE EAST PART - EXISTING



FRONT FACADE EAST PART - PROPOSED

PARK ROYAL
RETAIL CHANGES
North Mall

District of
West Vancouver



VIEW FROM MARINE DRIVE NORTH-SOUTH PEDESTRIAN CONNECTOR - EXISTING



VIEW FROM MARINE DRIVE NORTH-SOUTH PEDESTRIAN CONNECTOR - PROPOSED

APPENDIX



COVERED WALKWAY- PROPOSED

DESIGN IMAGES



SOUTH FACADE WEATHER PROTECTION - PROPOSED

EXISTING SOUTH FACADE FAKE STRUCTURE

PARK ROYAL
RETAIL CHANGES
North Mall

District of
West Vancouver



SOUTH FACADE WEATHER PROTECTION - PROPOSED

APPENDIX

June 03,
2014
DP Review

Project #
213024.2

PARK ROYAL
RETAIL CHANGES
North Mall

District of
West Vancouver



NORTH ENTRANCE - EXISTING



NORTH ENTRANCE - PROPOSED

APPENDIX



NEW PARKING DECKS - PROPOSED



VIEW INTO LOADING ZONE - PROPOSED

DESIGN IMAGES



NORTH ELEVATION - PROPOSED



NORTH ELEVATION - EXISTING

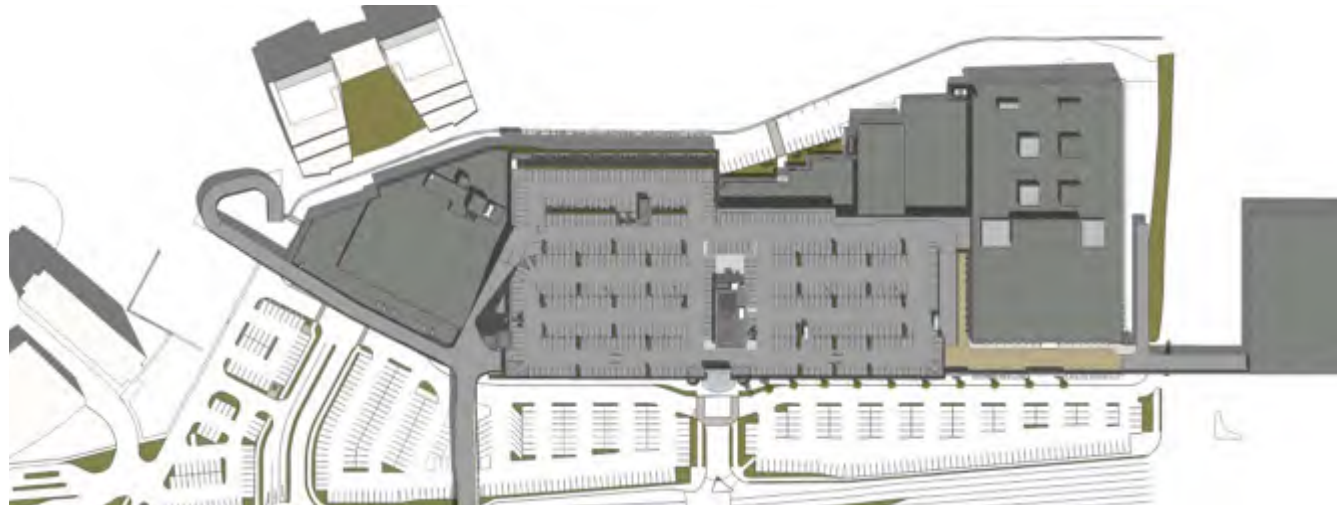


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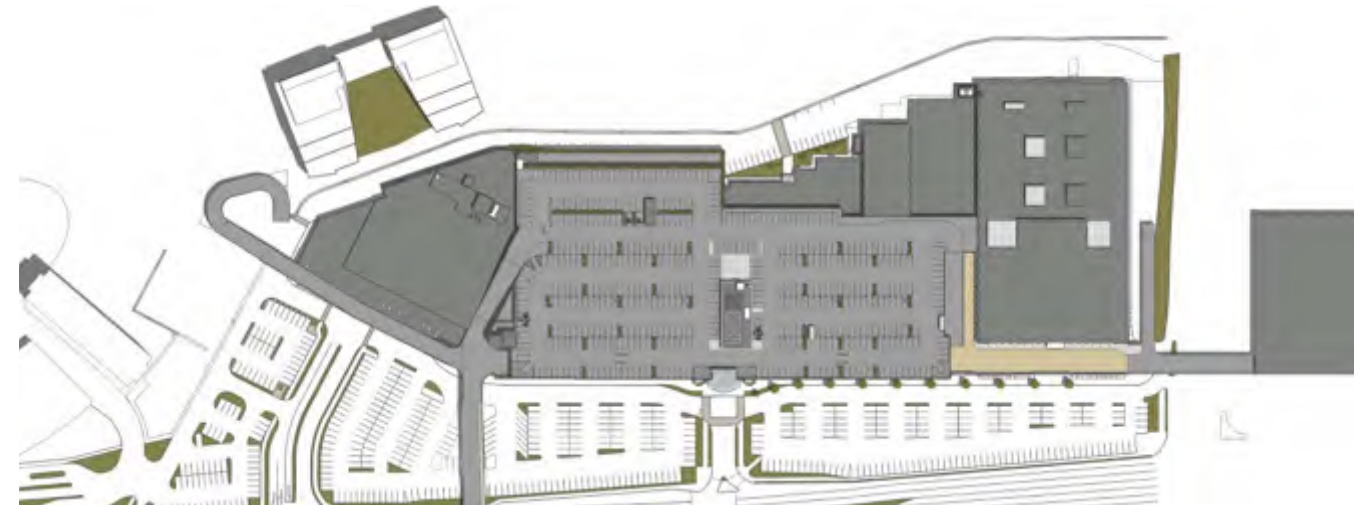


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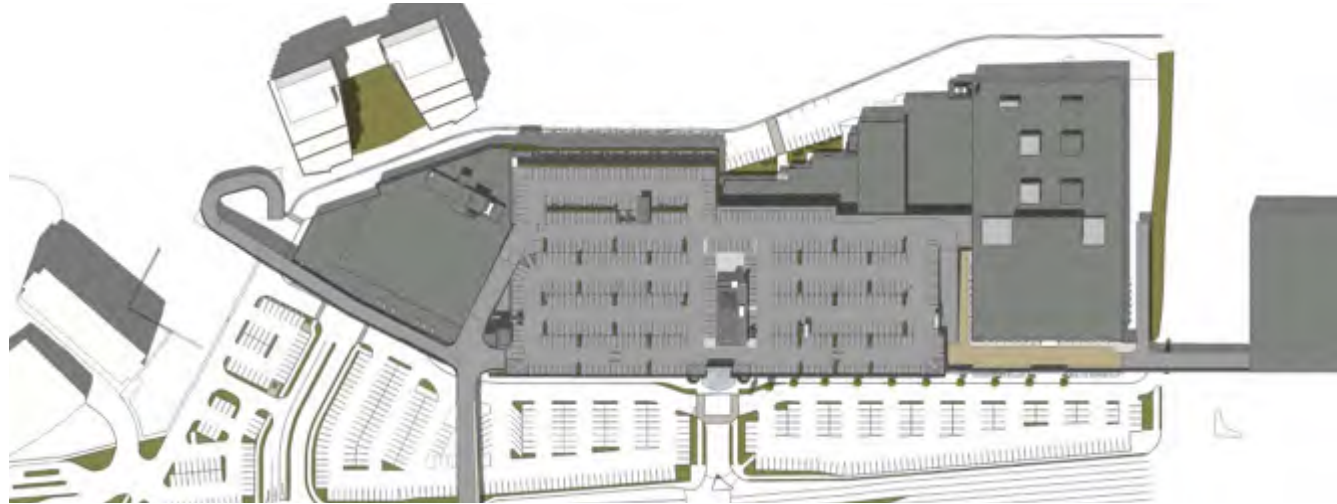
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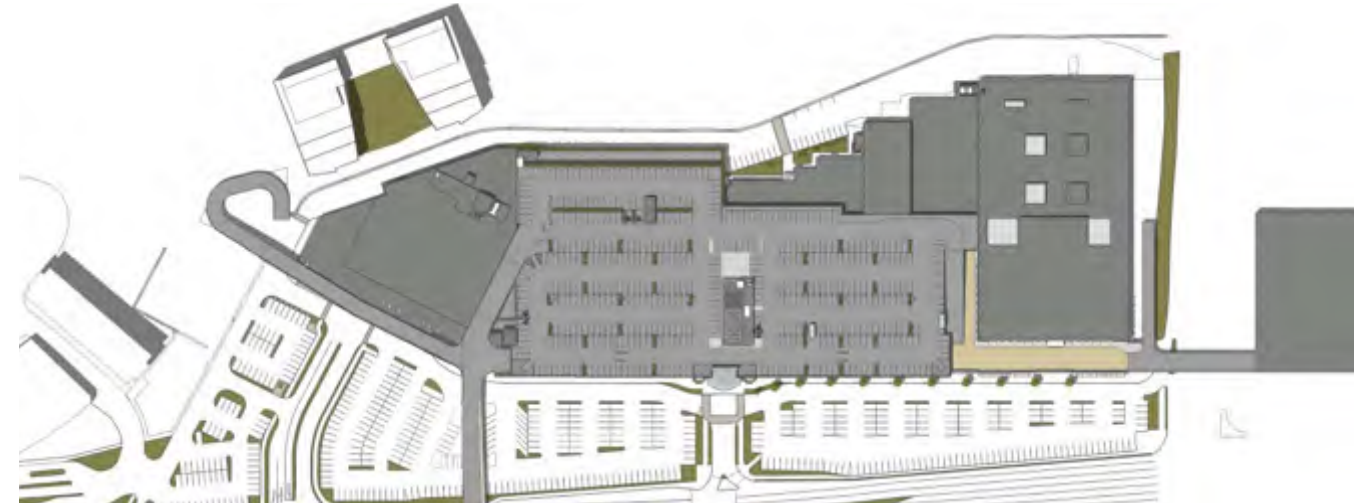
Equinox - March 20th & Sept 21st - 10am



Summer Solstice - June 21st - 10am



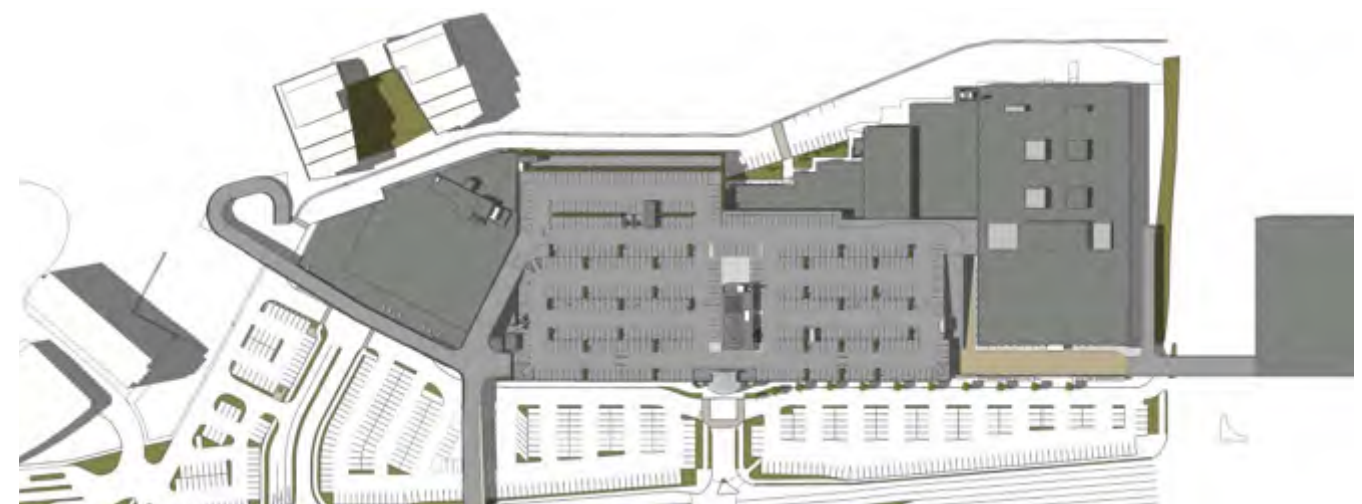
Equinox - March 20th & Sept 21st - 12pm



Summer Solstice - June 21st - 12pm



Equinox - March 20th & Sept 21st - 2pm



Summer Solstice - June 21st - 2pm



AERIAL VIEW (N.T.S.)

CIVIC ADDRESS:
PARK ROYAL NORTH MALL, MARINE DRIVE
WEST VANCOUVER, BC, V7T 1H9

LEGAL DESCRIPTION:
BLOCK E, DISTRICT LOTS 1040 TO 1042, GROUP 1, NEW WESTMINSTER DISTRICT, PLAN 11239
BLOCK A & B OF CAPILANO INDIAN RESERVE NO. 5, GROUP 1, NEW WESTMINSTER DISTRICT, PLAN 12170

DRAWING INDEX:

SHEET NUMBER	SHEET TITLE	SCALE	NOV 15 2013 DP ISSUE	APR 10 2014 DP RE-ISSUE	JUNE 03 2014 DP REVIEW
DP-A000	DRAWING INDEX AND PROJECT DIRECTORY	N.T.S.	•	•	•
DP-A101	CONTEXT PLAN	1/8"=1'-0"	•	•	•
DP-A102	SITE PLAN	1/32"=1'-0"	•	•	•
DP-A103	LEVEL P1 & P2	1/32"=1'-0"	•	•	•
DP-A105	DEMOLITION PLAN	1/32"=1'-0"	•	•	•
DP-A201	LEVEL 01 - NEW FLOOR PLAN - WEST	NTS	•	•	•
DP-A202	LEVEL P1 - NEW FLOOR PLAN - WEST	NTS	•	•	•
DP-A203	LEVEL P2 - NEW FLOOR PLAN - WEST	NTS	•	•	•
DP-A301	ELEVATIONS	1/16"=1'-0"	•	•	•
DP-A302	SECTIONS	1/16"=1'-0"	•	•	•
DP-A303	TYPICAL FACADE BAY	1/8"=1'-0"	•	•	•
DP-A304	MALL ENTRANCE	1/8"=1'-0"	•	•	•
DP-A305	NEW ANCHOR - MARKET	1/8"=1'-0"	•	•	•
DP-A306	ANCHOR E - EXISTING LONDON DRUGS	1/8"=1'-0"	•	•	•
DP-A307	PERSPECTIVE VIEWS	NTS	•	•	•
DP-A850	PEDESTRIAN WALKWAY CANOPY	AS SHOWN	•	•	•

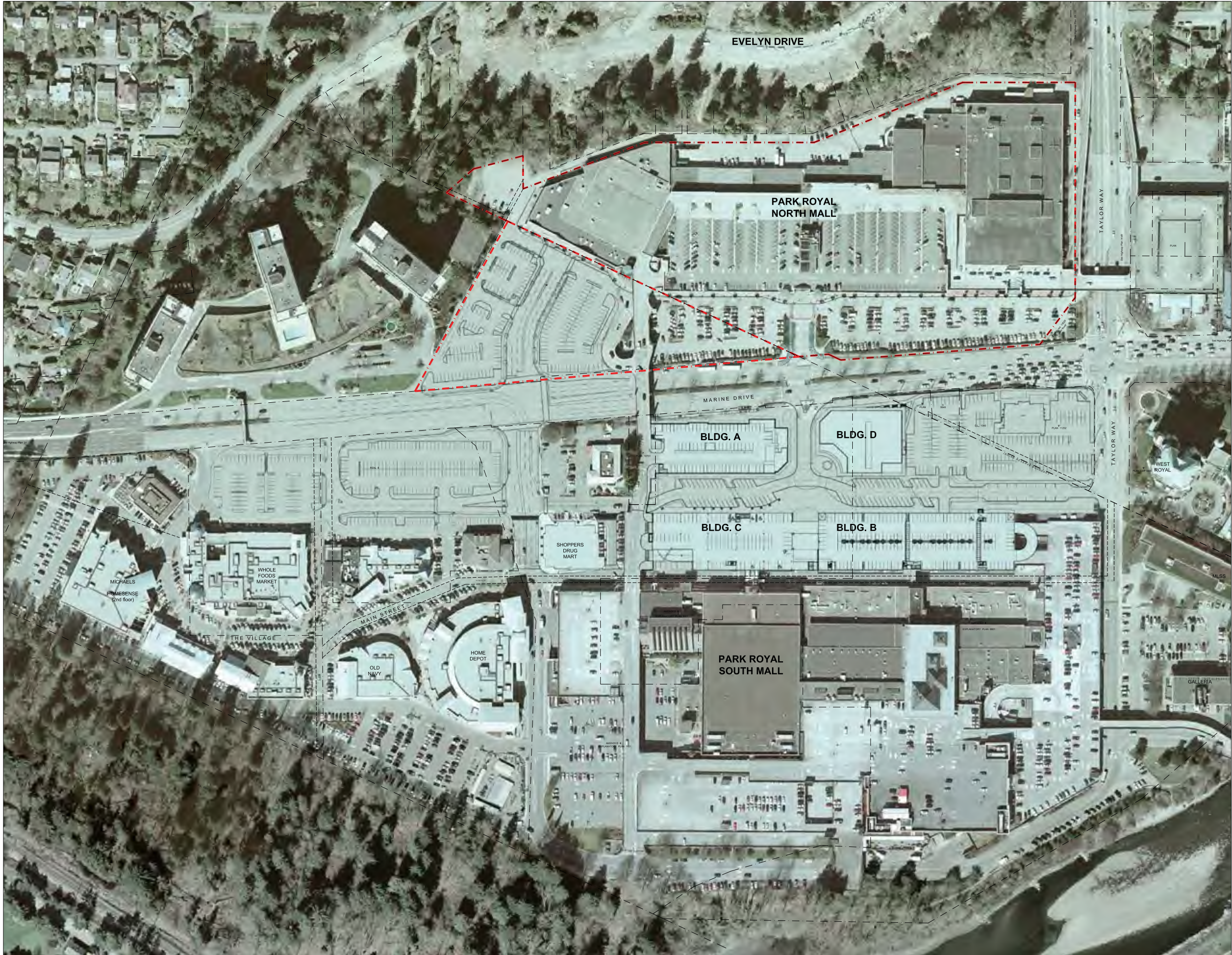
PROJECT STATISTICS:

FLOOR	USES	FLOOR AREA RATIO (SQ. FT.)
GROUND FLOOR	RETAIL	EXISTING 362,385
		NEW 1,680
		TOTAL 364,065
LEVEL P1	RETAIL	EXISTING (NO CHANGE) 80,000
		TOTAL 80,000
	PARKING	EXISTING 117,272
		NEW PARKING DECK 49,000
LEVEL P2	PARKING	TOTAL 166,272
		EXISTING 149,760
		NEW PARKING DECK 26,300
TOTAL		TOTAL 176,060
TOTAL		786,397

GROSS LEASE AREA (SQ.FT.)	PARKING STALLS		RATIO	
	EXISTING	NEW TOTAL	EXISTING	NEW TOTAL
EXISTING	398,335 SQ.FT.	1,721	4.32	
NEW TOTAL	404,641 SQ.FT.	1,867	4.61	

PROJECT DIRECTORY

<p>OWNER/CLIENT LARCO INVESTMENTS LTD. Third Floor, 100 Park Royal West Vancouver, BC V7T 1A2 Office: 604-923-8229 David Sheppard dsheppard@larco.ca</p>	<p>CLIENT PARK ROYAL SHOPPING CENTRE HOLDINGS 2002 Park Royal South West Vancouver, BC V7T 2H4 Office: 604-923-4710 Rick Amantae ramantae@parkroyal.ca</p>	<p>ARCHITECT MCM Partnership 1635 - Two Balfour Centre 555 Burrard Street, Box 264 Vancouver, BC V7X 1M9 Office: 604 687 2500 John Moorcroft jmoorcroft@mcmarchitects.com</p>	<p>LEASING MAPLE LEAF PROPERTY MANAGEMENT Third Floor, 100 Park Royal West Vancouver, BC V7T 1A2</p>	<p>CONSULTANTS</p>	<p>STRUCTURAL John Bryson & Partners - Structural Engineers #700 - 609 West Hastings Street Vancouver, BC V6B 4W4 Office: 604-685-8533 John Bryson jbryson@jbp.ca</p>	<p>LANDSCAPE Vaughan Landscape Planning & Design 1400 Clyde Avenue West Vancouver V7T 1G1 Office: 604-294-8414 Mark Vaughan mark@vaughanlp.com</p>	<p>ELECTRICAL Smith + Andersen Falcon Engineering Ltd. 338-650 Roberts Street Burnaby, BC V5C 4E1 Office: 604-294-8414 Dugan Delaney dugan.delaney@handanderson.com</p>	<p>MECHANICAL MMM Group Limited 700 - 1545 Howe Street Vancouver, BC V6C 2A9 Office: 604 685 9381 Anders Rahnberg rahnberg@mmm.ca</p>	<p>TRAFFIC Burt & Associates Engineering Ltd. 1550 - 1050 West Pender Street Vancouver, BC V6E 2J3 Office: 604 685 6427 Peter G. Joyce pjoyce@burteng.com</p>	<p>CIVIL ENGINEERING Aglin & Martin Consultants Ltd. 910 - 1111 West Hastings Street Vancouver, BC V6E 2J3 Office: 604 678 4496 Todd Stewart tstewart@aglinmartin.com</p>	<p>CODE CFT Engineering Inc. 800 - 1901 Rosser Avenue Burnaby, BC V5C 6R6 Office: 604 684 2384 Bob Heikkinen heikkinen@cftengineering.com</p>
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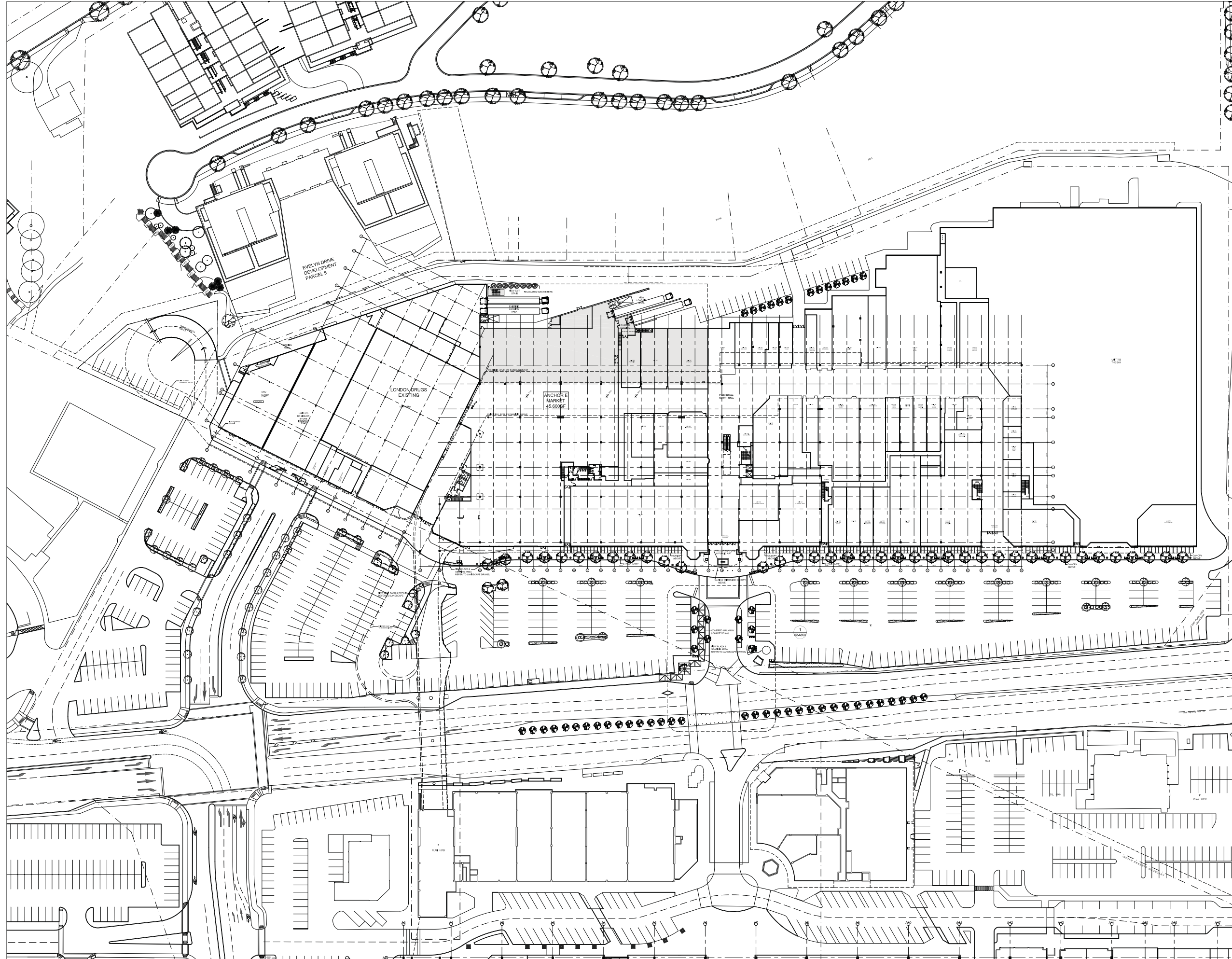
#3	03 June 2014	OF ISSUE
#2	10 Apr 2014	DP-10 Submission
#1	15 Nov 2013	DP-10 Submission

Revisions: DD KAMA PYY

Seal
**PARK ROYAL
NORTH MALL**

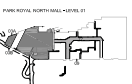
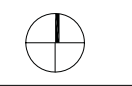
MARINE DRIVE
WEST VANCOUVER, B.C.

Project
CONTEXT PLAN



**Musson
Cattell
Mackey
Partnership**

Architects Designers Planners
1600 - Two Bentall Centre
555 Burrard Street, Box 264
Vancouver, British Columbia
Canada V7X 1M9
T: 604-687-2990
F: 604-682-1771
MCMPartners.com



KEY PLAN
NORTH MALL

- NEW CONSTRUCTION
- EXISTING WALL TO REMAIN
- PROPERTY LINE

#3	03 June 2014	02P-0000
#2	10 Apr 2014	02P-0000
#1	15 Nov 2013	02P-0000

Revisions: DC/MAM/YYY

Scale
**PARK ROYAL
NORTH MALL**

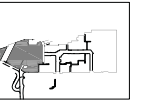
MARINE DRIVE
WEST VANCOUVER, B.C.

Project
SITE PLAN

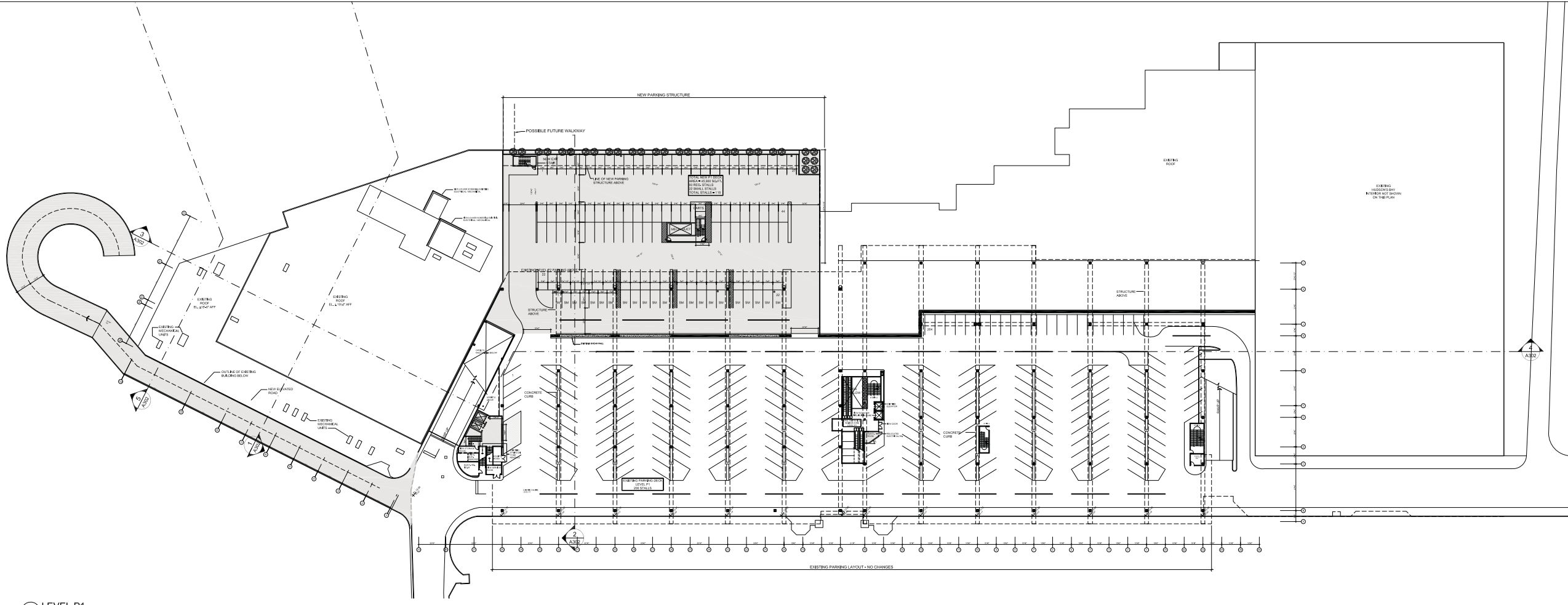
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Scale: N.T.S.
Project: 213024-2

1 SITE PLAN
A102 N.T.S.

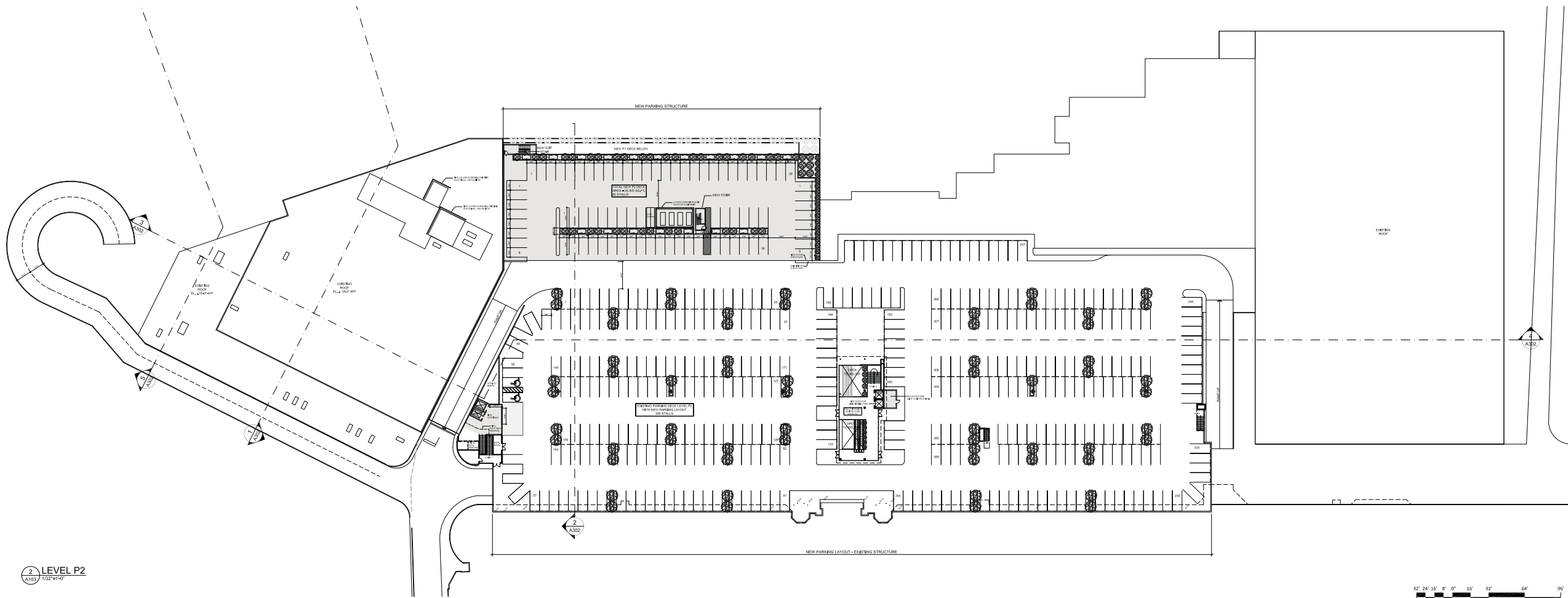
DP-A102



KEY PLAN
NORTH MALL



1 LEVEL P1
A103 1/32" = 1'-0"



2 LEVEL P2
A103 1/32" = 1'-0"

#3	03 June 2014	OP Review
#2	10 Apr 2014	OP Submission
#1	15 Nov 2013	OP Submission

Revisions: DD/MMM/YYYY

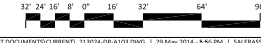
Scale
**PARK ROYAL
NORTH MALL**

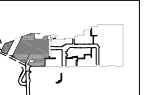
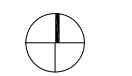
MARINE DRIVE
WEST VANCOUVER, B.C.

Project
**LEVEL P1 & P2
OVERALL PLAN**

Drawing
Scale: 1/32" = 1'-0"
Project: 213024-2

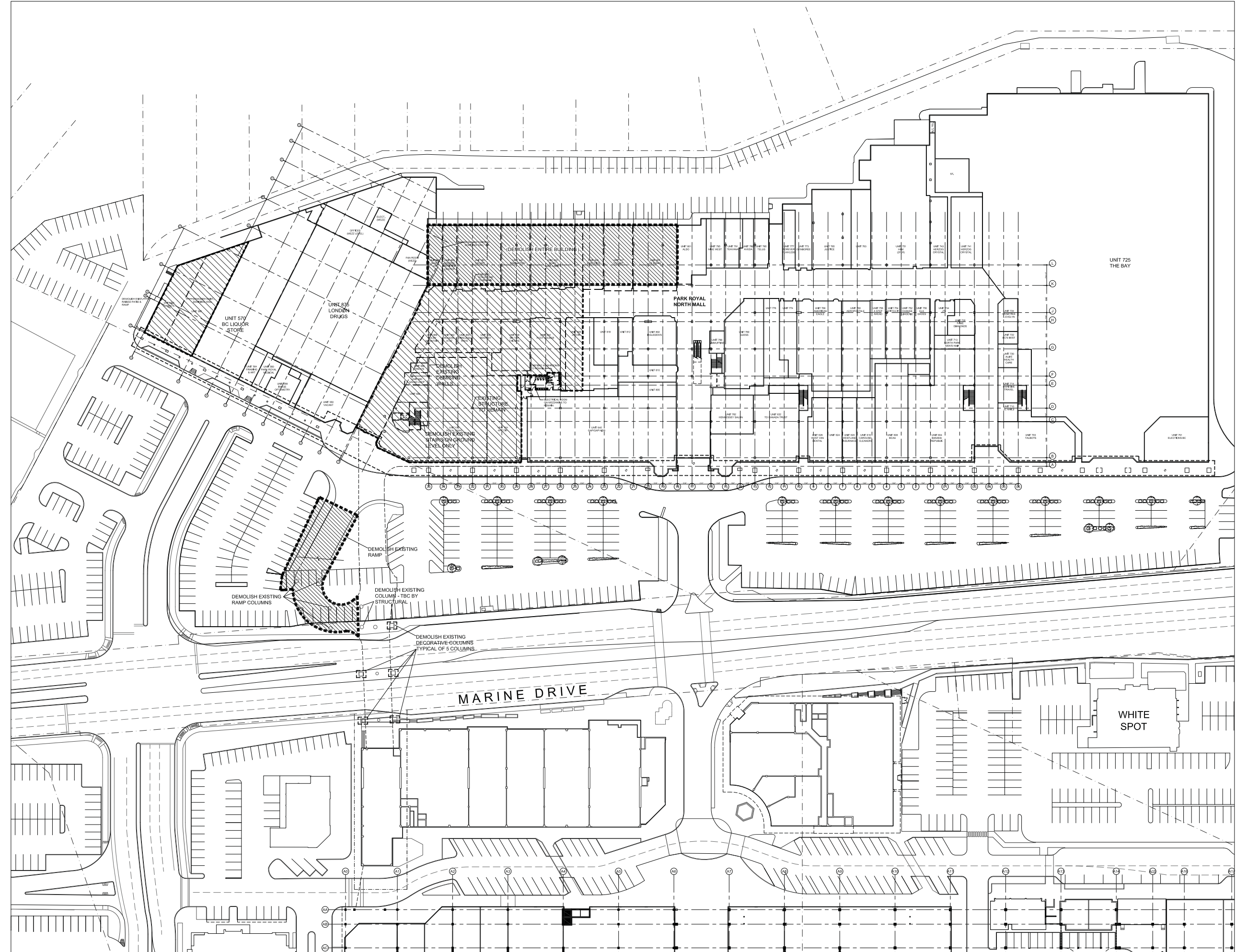
DP-A103





KEY PLAN
NORTH MALL - LEVEL 01

- DEMOLISH EX. STRUCTURE
- DEMOLISH EX. WALLS
- DEMOLISH EX. FACADE STRUCTURE



- #3 | 03 June 2014
SIP Review
- #2 | 10 Apr 2014
SIP for Submission
- #1 | 15 Nov 2013
SIP Submission

Revisions: DD/MM/YY

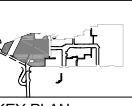
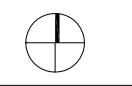
Scale
PARK ROYAL
NORTH MALL

MARINE DRIVE
WEST VANCOUVER, B.C.

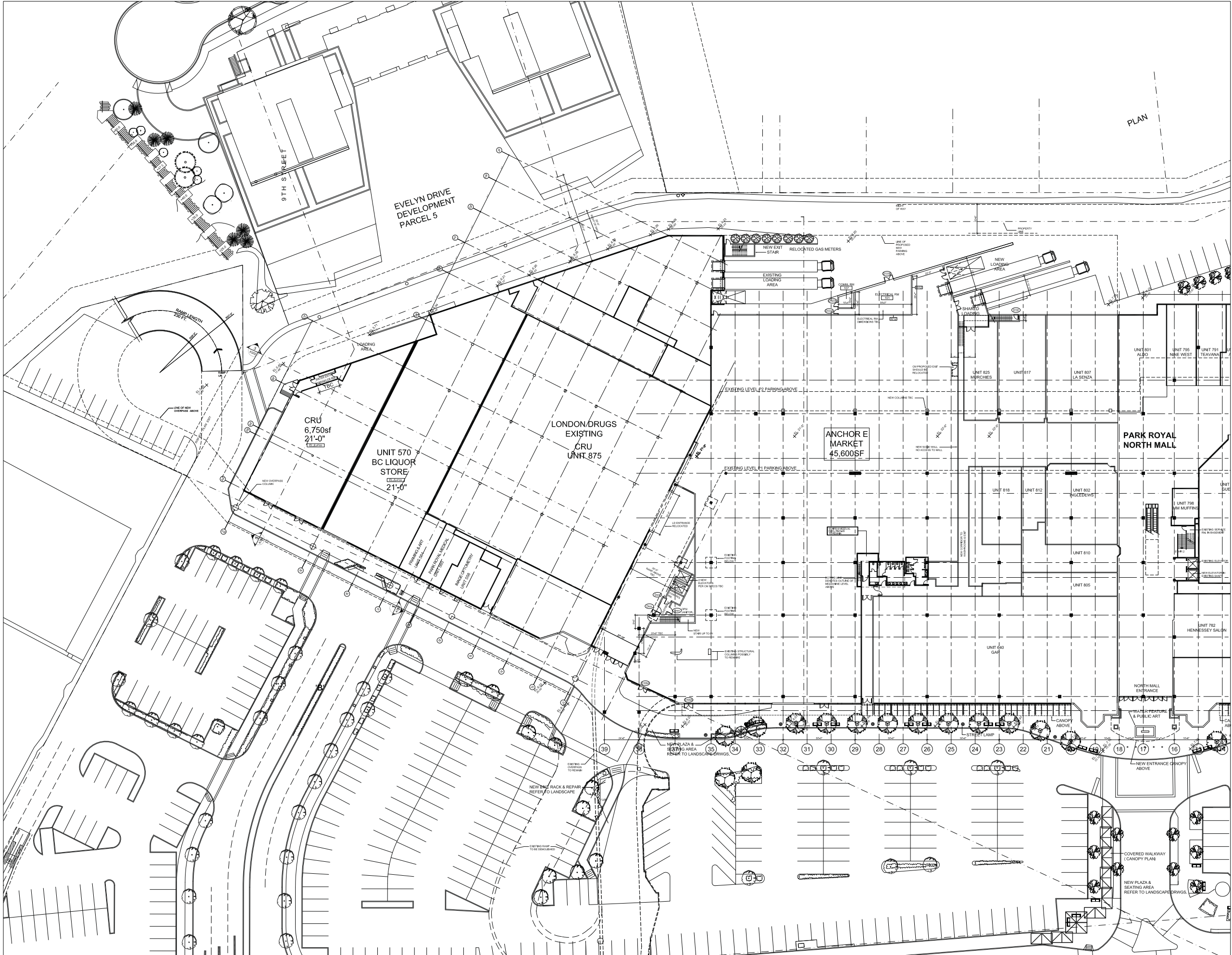
Project
**DEMOLITION
PLAN**

Drawing
Scale: 1/32" = 1'-0"
Project: 213024.2

1 DEMOLITION PLAN
A105 1/32" = 1'-0"



KEY PLAN
NORTH MALL - LEVEL 01



#3	03 June 2014	OP REVIEW
#2	10 Apr 2014	OP SUBMISSION
#1	15 Nov 2013	OP SUBMISSION

Revisions: DC/MAM/YYY

Scale:
**PARK ROYAL
NORTH MALL**

MARINE DRIVE
WEST VANCOUVER, B.C.

Project:
**LEVEL 01 - GF
WEST**

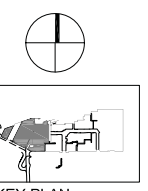
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Project: 213024-2

DP-A201

1 LEVEL 01 - GF
WEST

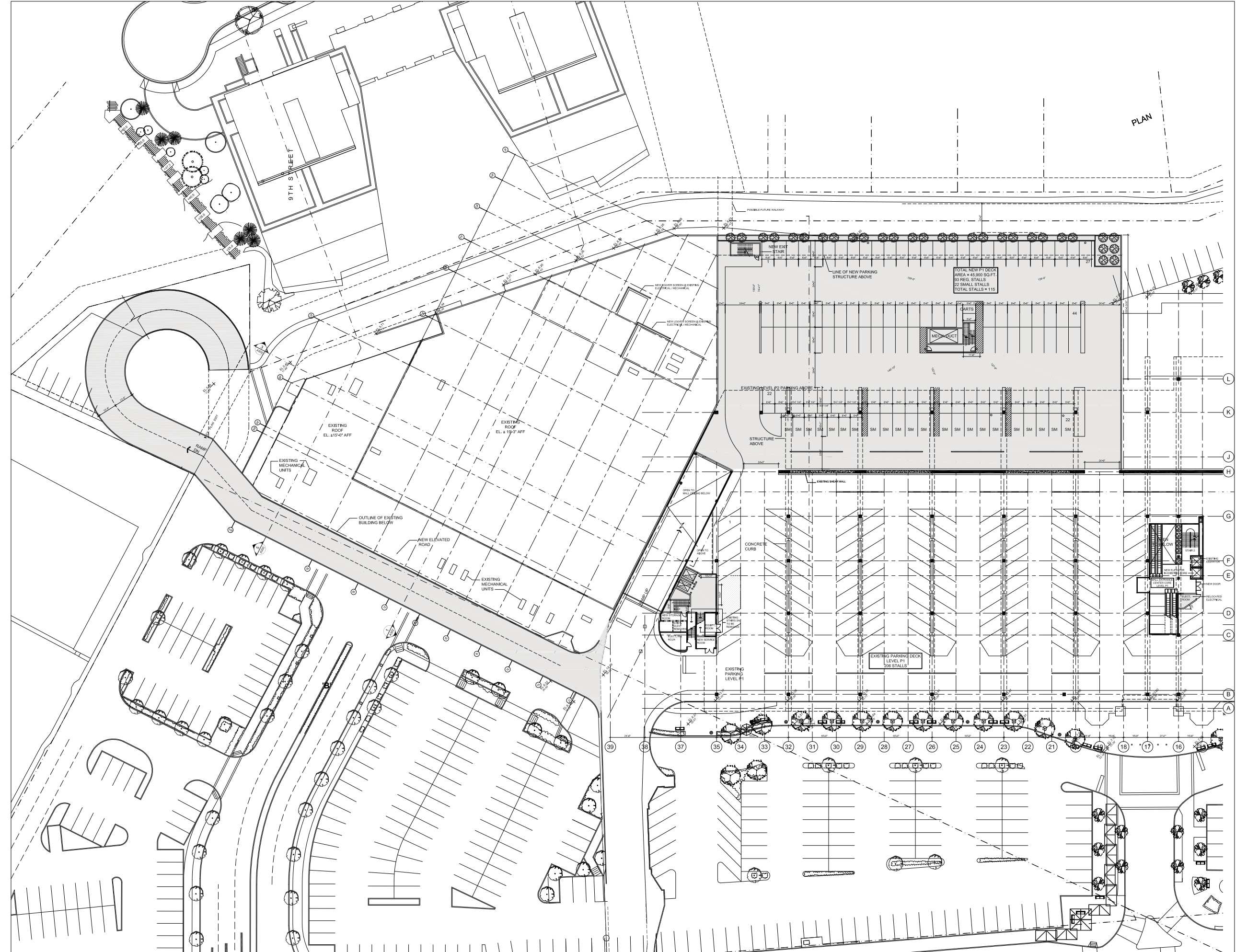
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PROJECTS/2013/213024 - PARK ROYAL NORTH MALL - CURRENT DOCUMENTS/CURRENT - 213024-0P-A201.DWG | 29 May 2014 - 4:51 PM | SALEM/SOUL



KEY PLAN
NORTH MALL - LEVEL 02

NEW CONSTRUCTION



1 LEVEL P1
NTS

#3	03 June 2014	02P-0000
#2	10 Apr 2014	02P-0000
#1	15 Nov 2013	02P-0000

Revisions DC/MAM/YYY

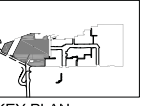
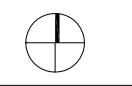
Scale
**PARK ROYAL
NORTH MALL**

MARINE DRIVE
WEST VANCOUVER, B.C.

Project
**LEVEL P1
WEST**

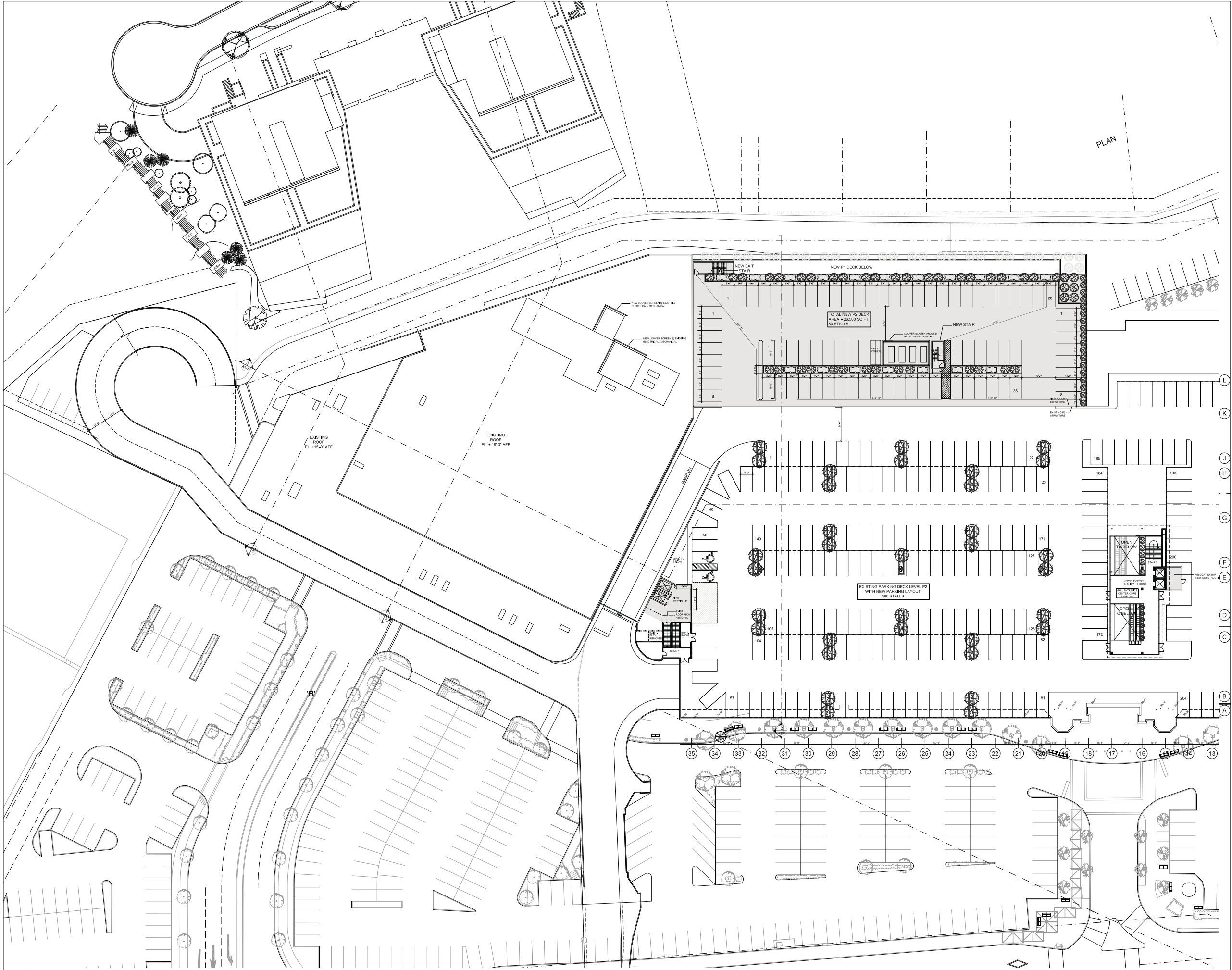
Drawing
Scale: 1/8" = 1'-0"
Project: 213024-2

DP-A202



KEY PLAN
NORTH MALL - LEVEL 02

NEW CONSTRUCTION
EXISTING WALL
TO REMAIN



LEVEL P2
A203/NTS

#3	03 June 2014	03/06/14
#2	10 Apr 2014	10/04/14
#1	15 Nov 2013	15/11/13

Revisions: DC/MAM/YYY

Scale
**PARK ROYAL
NORTH MALL**

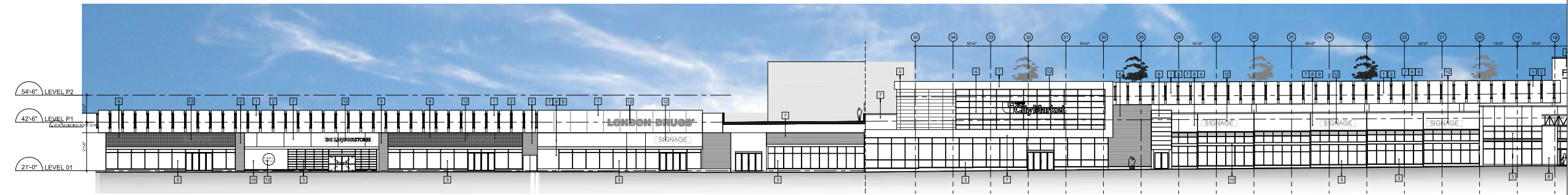
MARINE DRIVE
WEST VANCOUVER, B.C.

Project
**LEVEL P2
WEST**

Drawing
Scale: 1/8" = 1'-0"
Project: 213024-2

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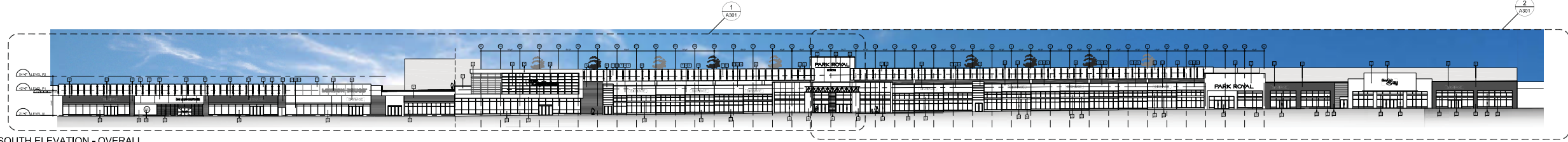
PROJECTS/2013/213024 - PARK ROYAL RETAIL CHANGES/CURRENT DOCUMENTS/CURRENT - 213024-02-A203.DWG | 29 May 2014 9:38 AM | SALEM/SOUL



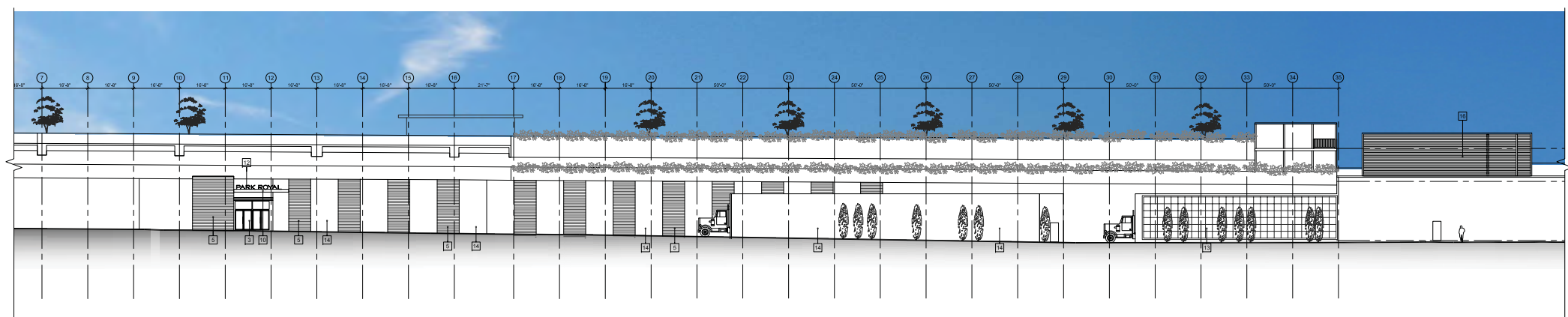
1 SOUTH ELEVATION - WEST
A301 1/16"=1'-0"



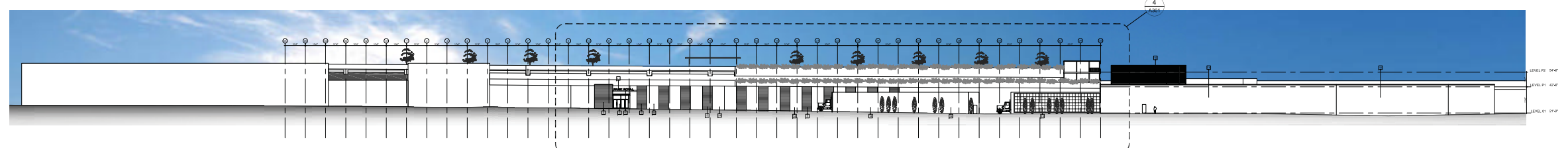
2 SOUTH ELEVATION - EAST
A301 1/16"=1'-0"



3 SOUTH ELEVATION - OVERALL
A301 1/32"=1'-0"



4 NORTH ELEVATION - MALL ENTRANCE & NEW LOADING
A301 1/16"=1'-0"



6 NORTH ELEVATION - OVERALL
A301 1/32"=1'-0"

- MATERIAL LEGEND:
- 1 EXTERIOR GLASS SCREEN
 - 2 STAINLESS STEEL PLATE
 - 3 STOREFRONT WINDOWS AND DOORS
 - 4 SPANDREL GLAZING
 - 5 WOOD COMPOSITE PANEL
 - 6 FIBRE CEMENT PANEL
 - 7 PREFORMED METAL PANEL
 - 8 EXTERIOR STONE TILE
 - 9 BRICK
 - 10 STEEL/GLASS CANOPY
 - 11 MAIN ENTRY SPACE FRAME
 - 12 SIGNAGE AREA
 - 13 GREEN SCREEN
 - 14 ELASTOMERIC PAINT
 - 15 EIFS
 - 16 ROOF TOP LOUVER SCREEN

R3 | 03 June 2014
OF ISSUE
R2 | 10 Apr 2014
OF SUBMISSION
R1 | 15 Nov 2013
OF SUBMISSION

Revisions: DD XMM YYY

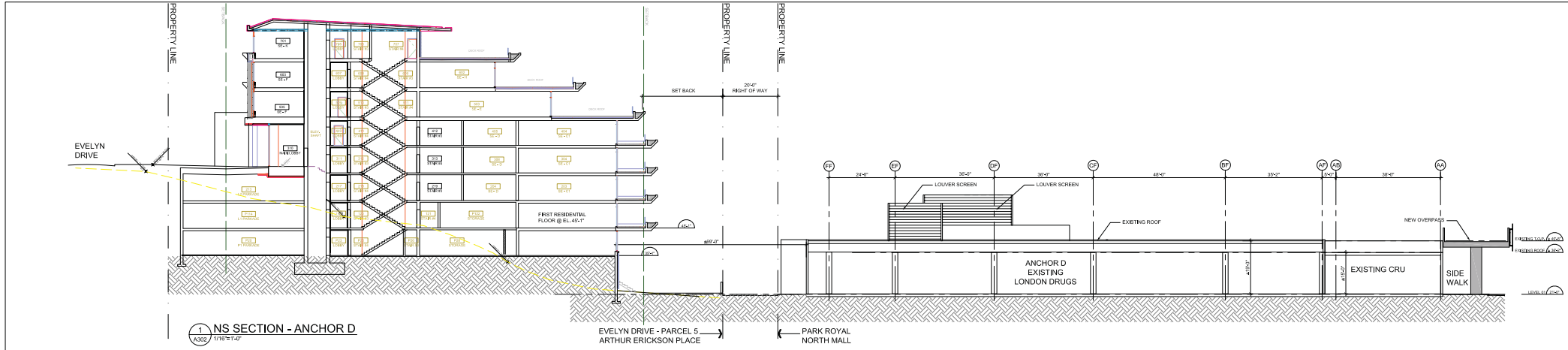
Seal
**PARK ROYAL
NORTH MALL**

MARINE DRIVE
WEST VANCOUVER, B.C.

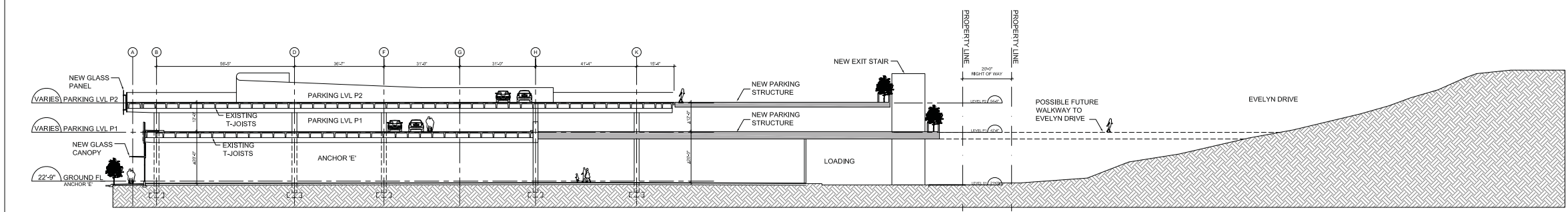
Project
ELEVATIONS

Drawing
Scale: As Indicated
Project: 213024-2

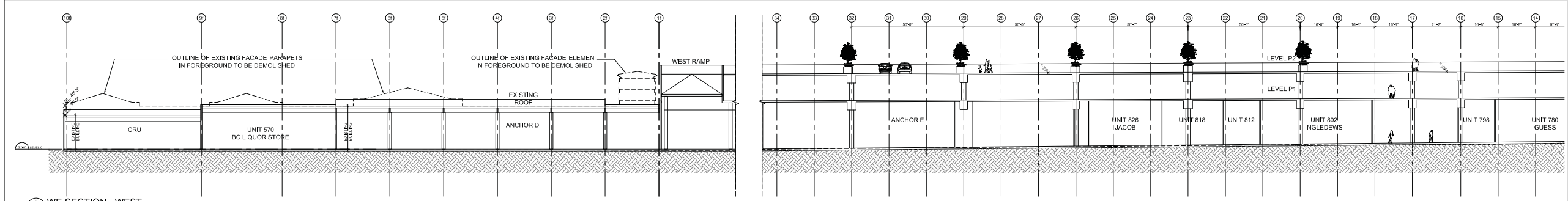
DP-A301



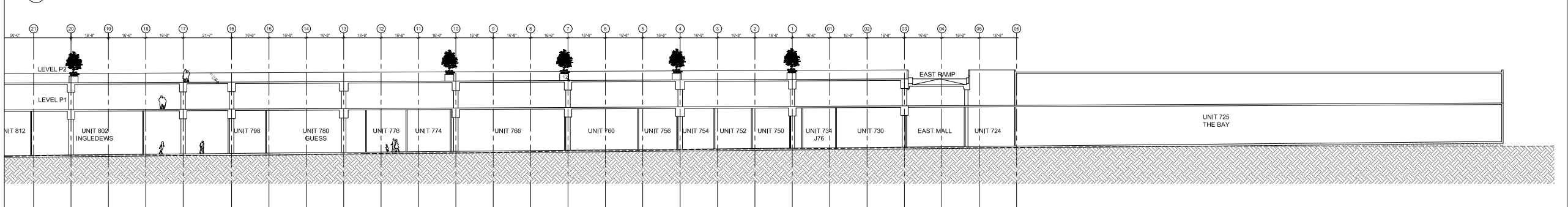
1 NS SECTION - ANCHOR D
A302 1/16"=1'-0"



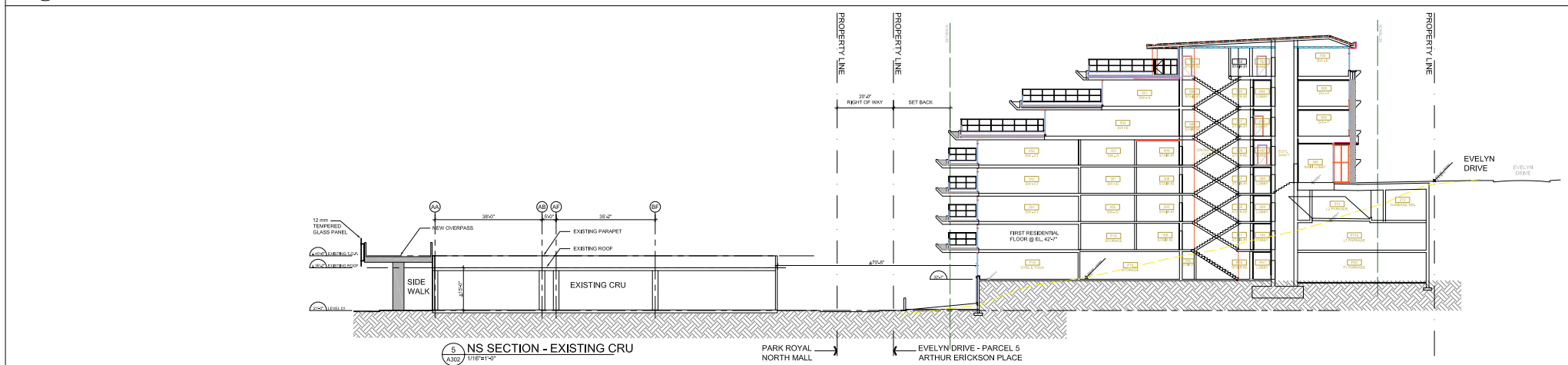
2 NS SECTION - NEW PARKADE STRUCTURE
A302 1/16"=1'-0"



3 WE SECTION - WEST
A302 1/16"=1'-0"



4 WE SECTION - WEST
A302 1/16"=1'-0"



5 NS SECTION - EXISTING CRU
A302 1/16"=1'-0"

NEW CONSTRUCTION

R3	03 June 2014	OF ISSUE
R2	10 Apr 2014	OF SUBMISSION
R1	15 Nov 2013	OF SUBMISSION
Revisions	DD MMYY YYYY	

Seal
**PARK ROYAL
NORTH MALL**

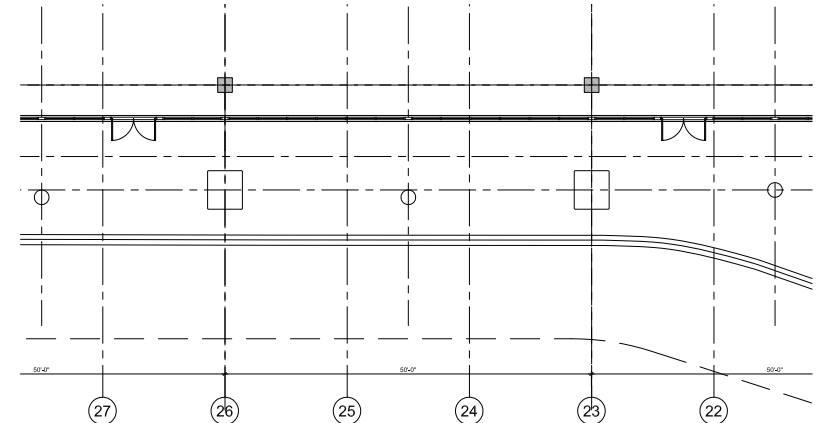
MARINE DRIVE
WEST VANCOUVER, B.C.

Project
SECTIONS

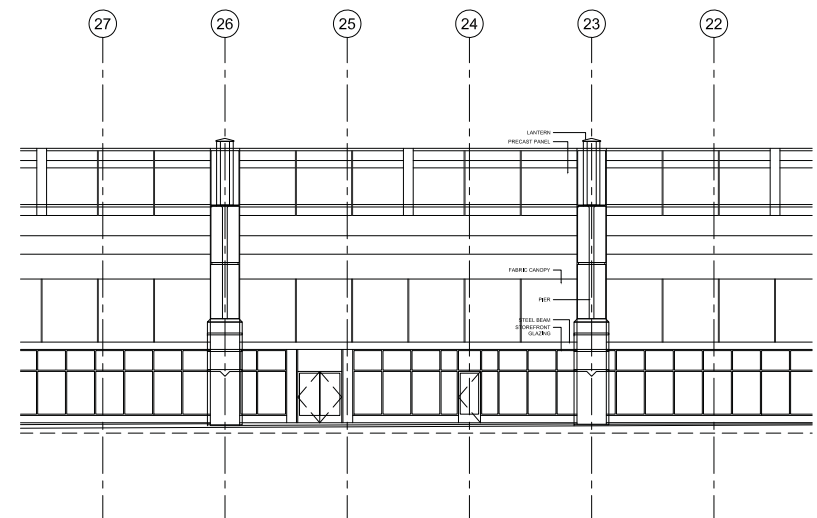
Drawing
Scale: As Indicated
Project: 213024-2

DP-A302

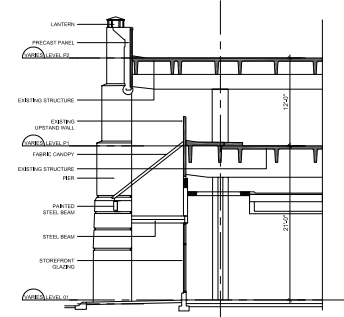
EXISTING



1 TYPICAL EXISTING BAY - PLAN
A300 1/8"=1'-0"

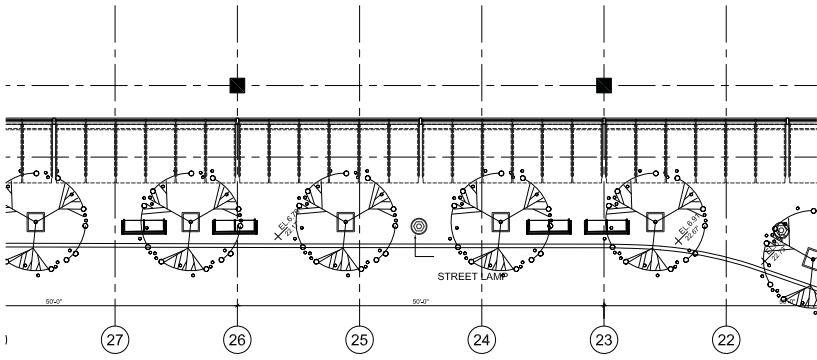


2 TYPICAL EXISTING BAY - ELEVATION
A300 1/8"=1'-0"

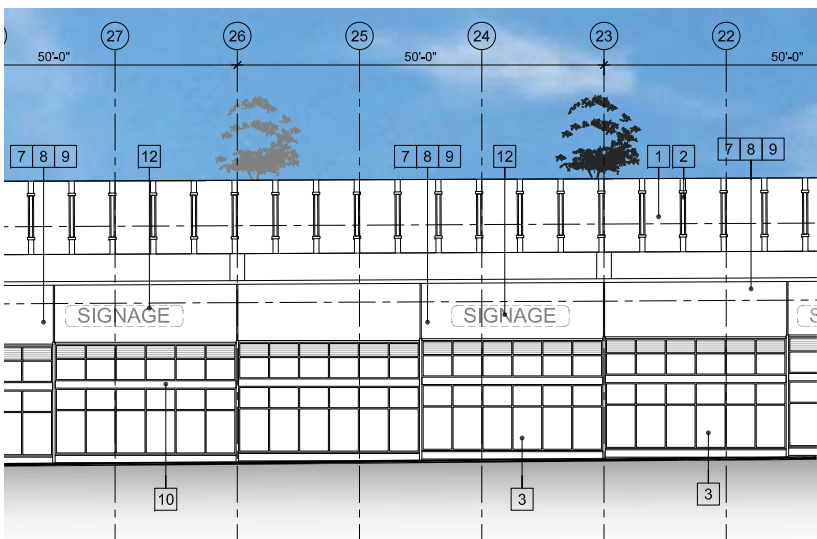


3 TYPICAL EXISTING BAY - SECTION
A300 1/8"=1'-0"

PROPOSED

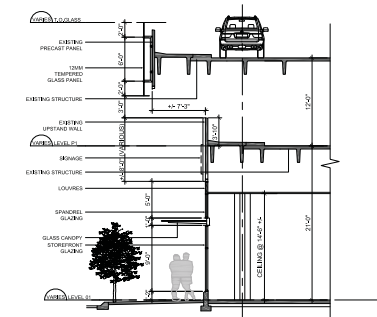


5 TYPICAL BAY - PLAN
A300 1/8"=1'-0"



6 TYPICAL BAY - ELEVATION
A300 1/8"=1'-0"

- MATERIAL LEGEND:**
- 1 EXTERIOR GLASS SCREEN
 - 2 STAINLESS STEEL PLATE
 - 3 STOREFRONT WINDOWS AND DOORS
 - 4 SPANDREL GLAZING
 - 5 WOOD COMPOSITE PANEL
 - 6 FIBRE CEMENT PANEL
 - 7 PREFORMED METAL PANEL
 - 8 EXTERIOR STONE TILE
 - 9 BRICK
 - 10 STEEL/GLASS CANOPY
 - 11 MAIN ENTRY SPACE FRAME
 - 12 SIGNAGE AREA
 - 13 GREEN SCREEN
 - 14 ELASTOMERIC PAINT
 - 15 EIFS
 - 16 ROOF TOP LOUVER SCREEN



7 TYPICAL BAY - SECTION
A300 1/8"=1'-0"



4 EXISTING VIEW
A300 NTS



8 VIEW
A300 NTS

R3	03 June 2014
R2	10 Apr 2014
R1	15 Nov 2013
Revisions	DD XMM YYY

Scale
**PARK ROYAL
NORTH MALL**

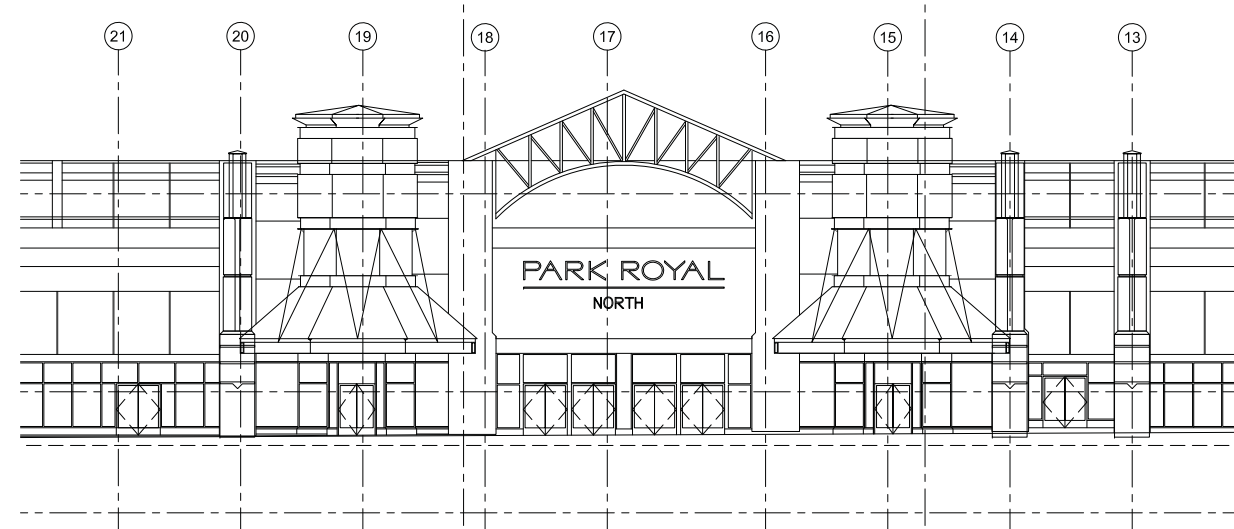
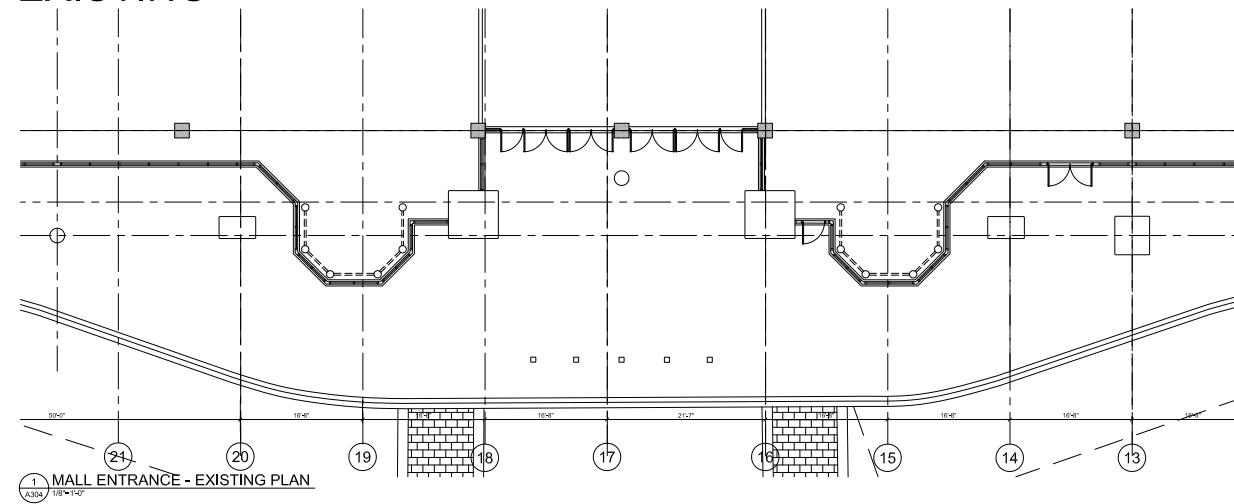
MARINE DRIVE
WEST VANCOUVER, B.C.

Project
**TYPICAL BAY
DETAILS**

Drawing
Scale: As Indicated
Project: 213024-2

DP-A303

EXISTING

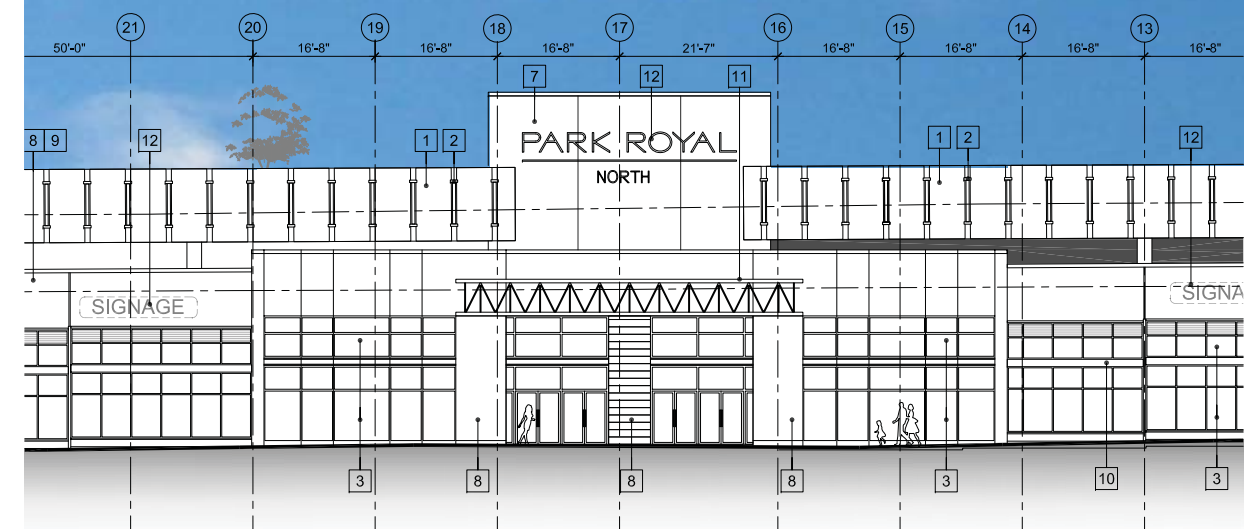
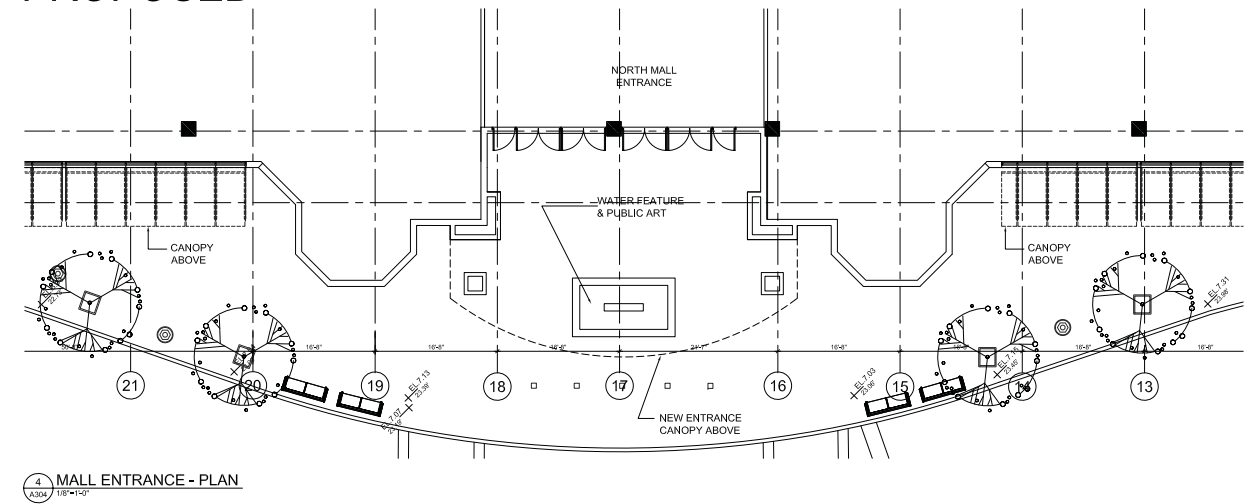


2 MALL ENTRANCE - EXISTING ELEVATION
A304 1/8"=1'-0"



3 EXISTING VIEW
A304 NTS

PROPOSED



5 MALL ENTRANCE - ELEVATION
A304 1/8"=1'-0"



6 PROPOSED VIEW
A304 NTS



**Musson
Cattell
Mackey
Partnership**

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555 Burnside Street, Box 264
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T: 604-682-2990
F: 604-682-1771
MCMPartners.com

- MATERIAL LEGEND:
- EXTERIOR GLASS SCREEN
 - STAINLESS STEEL PLATE
 - STOREFRONT WINDOWS AND DOORS
 - SPANDREL GLAZING
 - WOOD COMPOSITE PANEL
 - FIBRE CEMENT PANEL
 - PREFORMED METAL PANEL
 - EXTERIOR STONE TILE
 - BRICK
 - STEEL GLASS CANOPY
 - MAIN ENTRY SPACE FRAME
 - SIGNAGE AREA
 - GREEN SCREEN
 - ELASTOMERIC PAINT
 - EFS
 - ROOF TOP LOUVER SCREEN

#3	03 June 2014	OF ISSUE
#2	10 Apr 2014	10% SUBMISSION
#1	15 Nov 2013	10% SUBMISSION

Revisions: DD KAMM PYY

Seal
**PARK ROYAL
NORTH MALL**

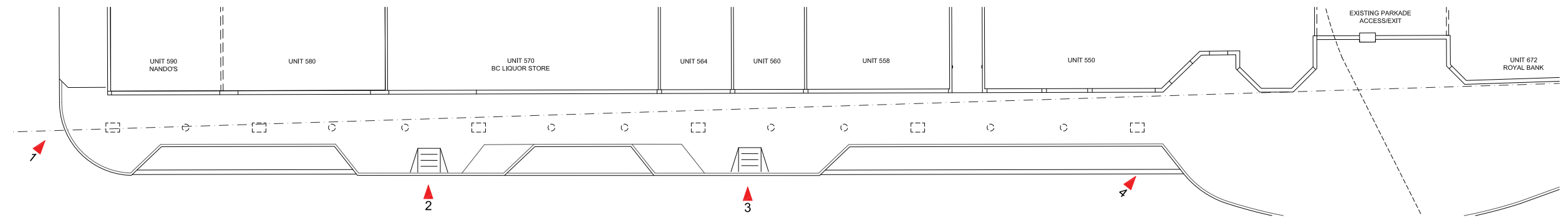
MARINE DRIVE
WEST VANCOUVER, B.C.

Project
**MAIN MALL
ENTRANCE
DETAILS**

Drawing
Scale: As Indicated
Project: 213024-2

DP-A304

EXISTING



1 WEST MALL - PARTIAL PLAN (EXISTING)
A305 / 1/8" = 1'-0"



2 EXISTING VIEWS
A305 / NTS

VIEW - 1



VIEW - 2

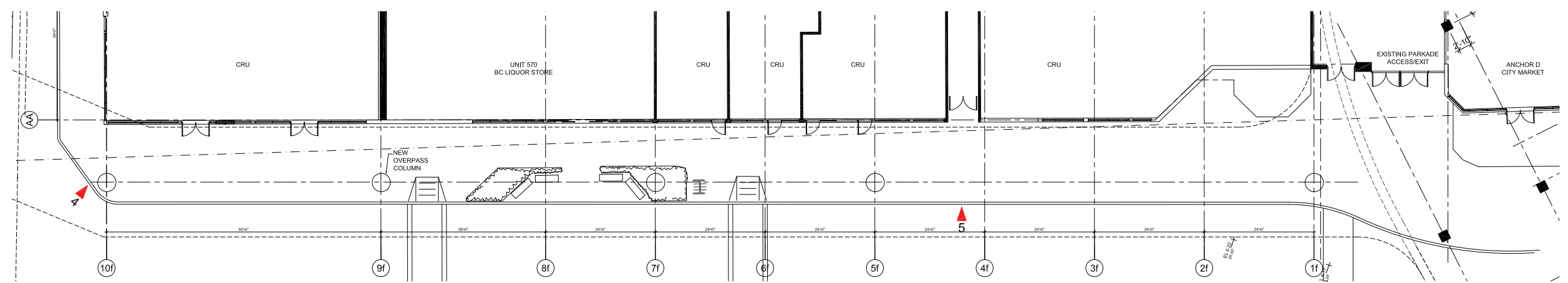


VIEW - 3



VIEW - 4

PROPOSED



3 WEST MALL - PARTIAL PLAN (NEW)
A305 / 1/8" = 1'-0"



4 PROPOSED VIEWS
A305 / NTS



5 PROPOSED VIEWS
A305 / NTS

R3	03 June 2014	10% Review
R2	10 Apr 2014	10% Submission
R1	15 Nov 2013	10% Submission

Revisions: DD XMM YYY

Seal
**PARK ROYAL
NORTH MALL**

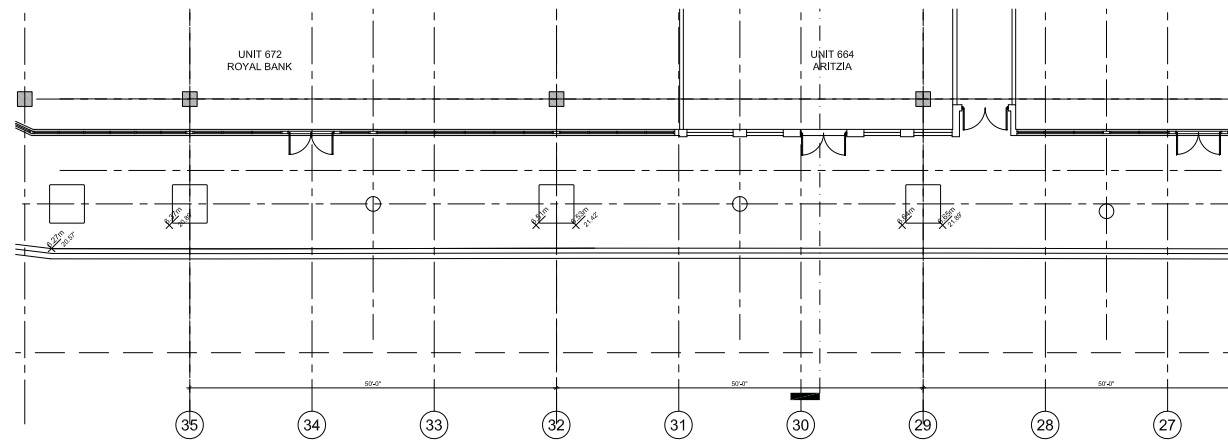
MARINE DRIVE
WEST VANCOUVER, B.C.

Project
**NEW ANCHOR
& CRU
WEST MALL**

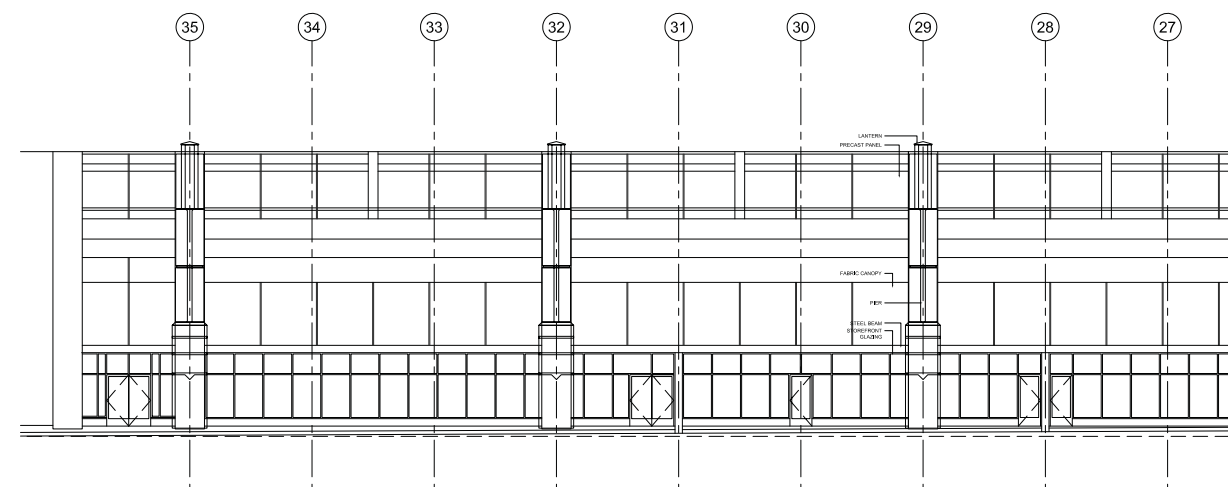
Drawing
Scale: As Indicated
Project: 213024-2

DP-A305

EXISTING



1 UNIT 672 & 664 - EXISTING PLAN
A306 1/8" = 1'-0"

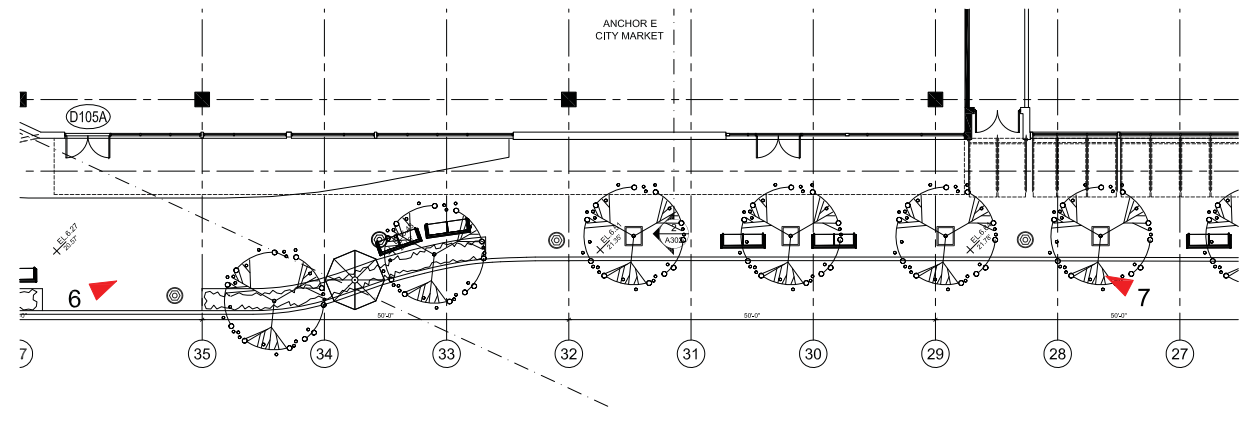


2 UNIT 672 & 664 - EXISTING ELEVATION
A306 1/8" = 1'-0"

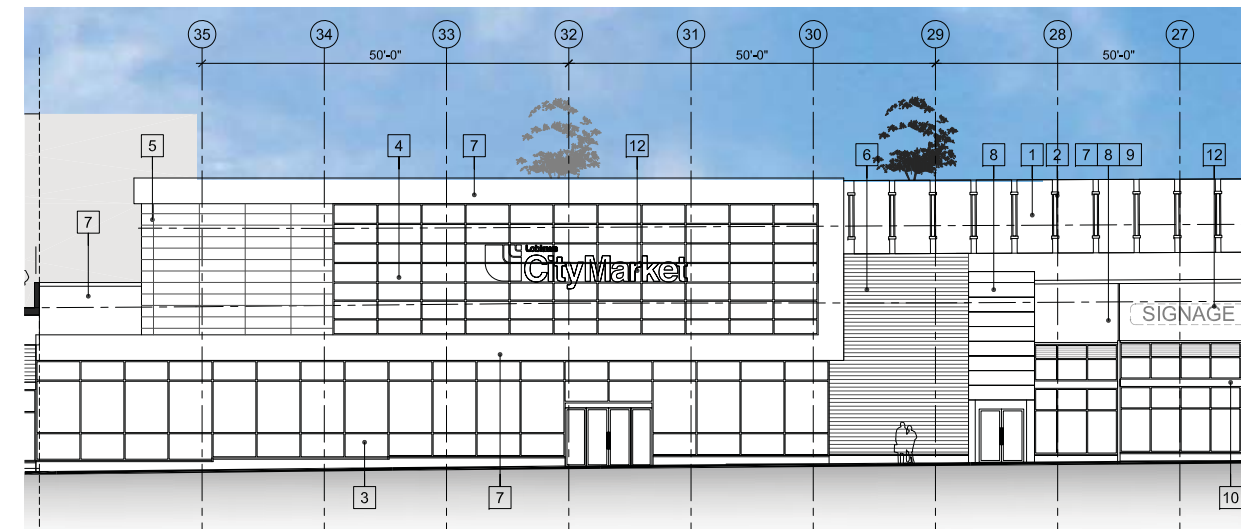


3 EXISTING VIEW
A306 NTS

PROPOSED



4 ANCHOR E - PLAN
A306 1/8" = 1'-0"



5 ANCHOR E - ELEVATION
A306 1/8" = 1'-0"



6 PROPOSED VIEW
A306 NTS



7 PROPOSED VIEW
A306 NTS

- MATERIAL LEGEND:
- EXTERIOR GLASS SCREEN
 - STAINLESS STEEL PLATE
 - STOREFRONT WINDOWS AND DOORS
 - SPANDREL GLAZING
 - WOOD COMPOSITE PANEL
 - FIBRE CEMENT PANEL
 - PREFORMED METAL PANEL
 - EXTERIOR STONE TILE
 - BRICK
 - STEEL GLASS CANOPY
 - MAIN ENTRY SPACE FRAME
 - SIGNAGE AREA
 - GREEN SCREEN
 - ELASTOMERIC PAINT
 - EIFS
 - ROOF TOP LOUVER SCREEN

- R3 | 03 June 2014
OF ISSUE
R2 | 10 Apr 2014
OF SUBMISSION
R1 | 15 Nov 2013
OF SUBMISSION
- Revisions: DD XMM YYY

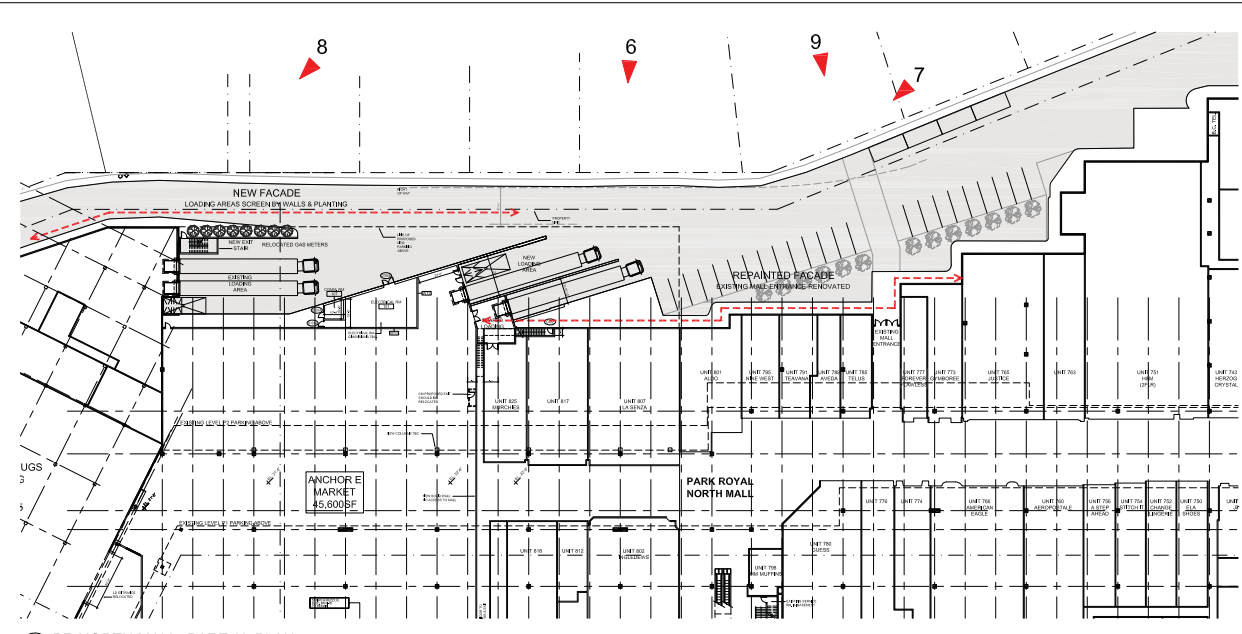
Seal
**PARK ROYAL
NORTH MALL**

MARINE DRIVE
WEST VANCOUVER, B.C.

Project
**ANCHOR E -
FOOD STORE**

Drawing
Scale: As Indicated
Project: 213024-2

- MATERIAL LEGEND:
- EXTERIOR GLASS SCREEN
 - STAINLESS STEEL PLATE
 - STOREFRONT WINDOWS AND DOORS
 - SPANDREL GLAZING
 - WOOD COMPOSITE PANEL
 - FIBRE CEMENT PANEL
 - PREFORMED METAL PANEL
 - BRICK
 - EXTERIOR STONE TILE
 - BRICK
 - STEELGLASS CANOPY
 - MAIN ENTRY SPACE FRAME
 - SIGNAGE AREA
 - GREEN SCREEN
 - ELASTOMERIC PAINT
 - EPS
 - ROOF TOP LOUVER SCREEN



1 PR NORTH MALL- PARTIAL PLAN
A307 / NTS



8 PR NORTH MALL- OVERALL VIEW
A307 / NTS



7 PR NORTH MALL- NEW LOADING w/ PARKING OVER
A307 / NTS



6 PR NORTH MALL- NEW STAIR CASE
A307 / NTS



5 PR NORTH MALL- NEW NORTH ENTRANCE
A307 / NTS

EXISTING VIEWS



2 PR NORTH MALL- EXISTING MALL ENTRANCE
A307 / NTS



3 PR NORTH MALL- REAR FACADE
A307 / NTS



4 PR NORTH MALL- EXISTING LOADING
A307 / NTS



5 PR NORTH MALL- EXISTING LOADING
A307 / NTS

#1	03 June 2014	OP Approval
#2	10 Apr 2014	OP Approval
#3	15 Nov 2013	OP Submission

Revisions: 00 WMM VVVV

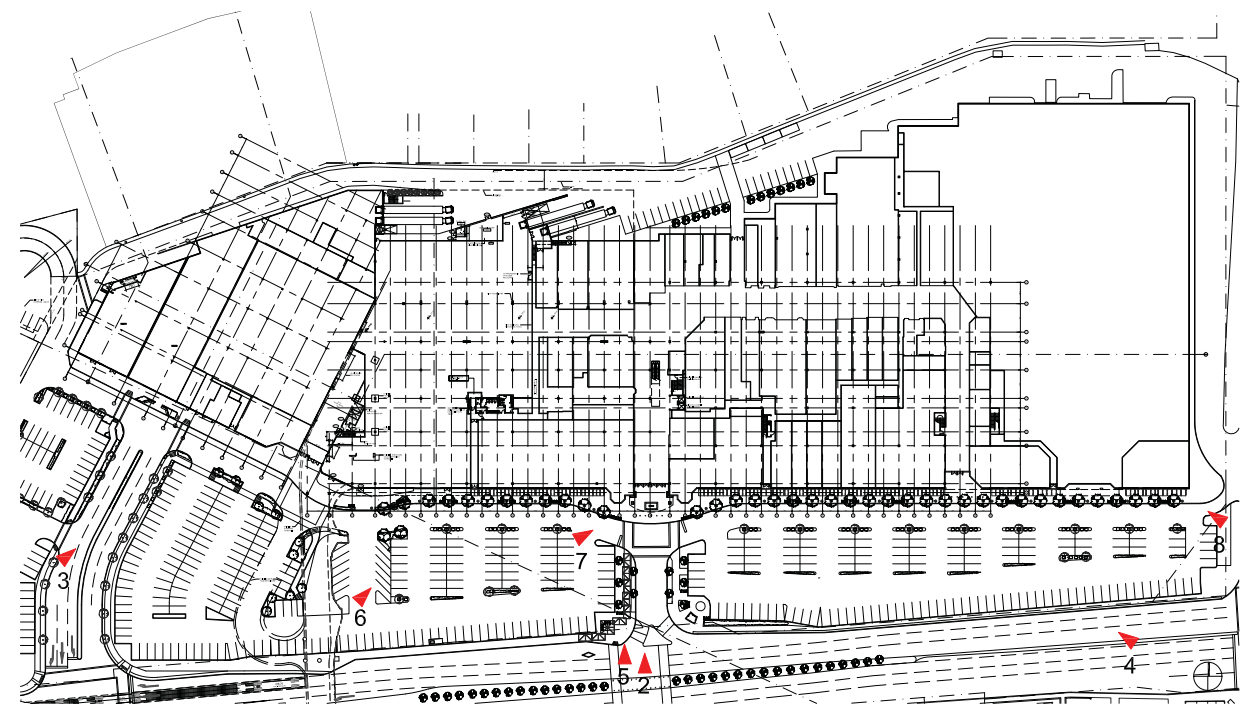
Seal
**PARK ROYAL
NORTH MALL**

MARINE DRIVE
WEST VANCOUVER, B.C.

Project
**LOADING
AREA**

Drawing
Scale: As Indicated
Project: 213024-2

DP-A307



1 PR NORTH MALL- PLAN
A308 / NTS



4 PR NORTH MALL- OVERALL VIEW
A308 / NTS



2 PR NORTH MALL- OVERALL VIEW
A308 / NTS



5 PR NORTH MALL- MAIN ENTRANCE
A308 / NTS



3 PR NORTH MALL- WEST
A308 / NTS



6 PR NORTH MALL- SOUTH FACADE
A308 / NTS



7 PR NORTH MALL- MAIN ENTRANCE
A308 / NTS

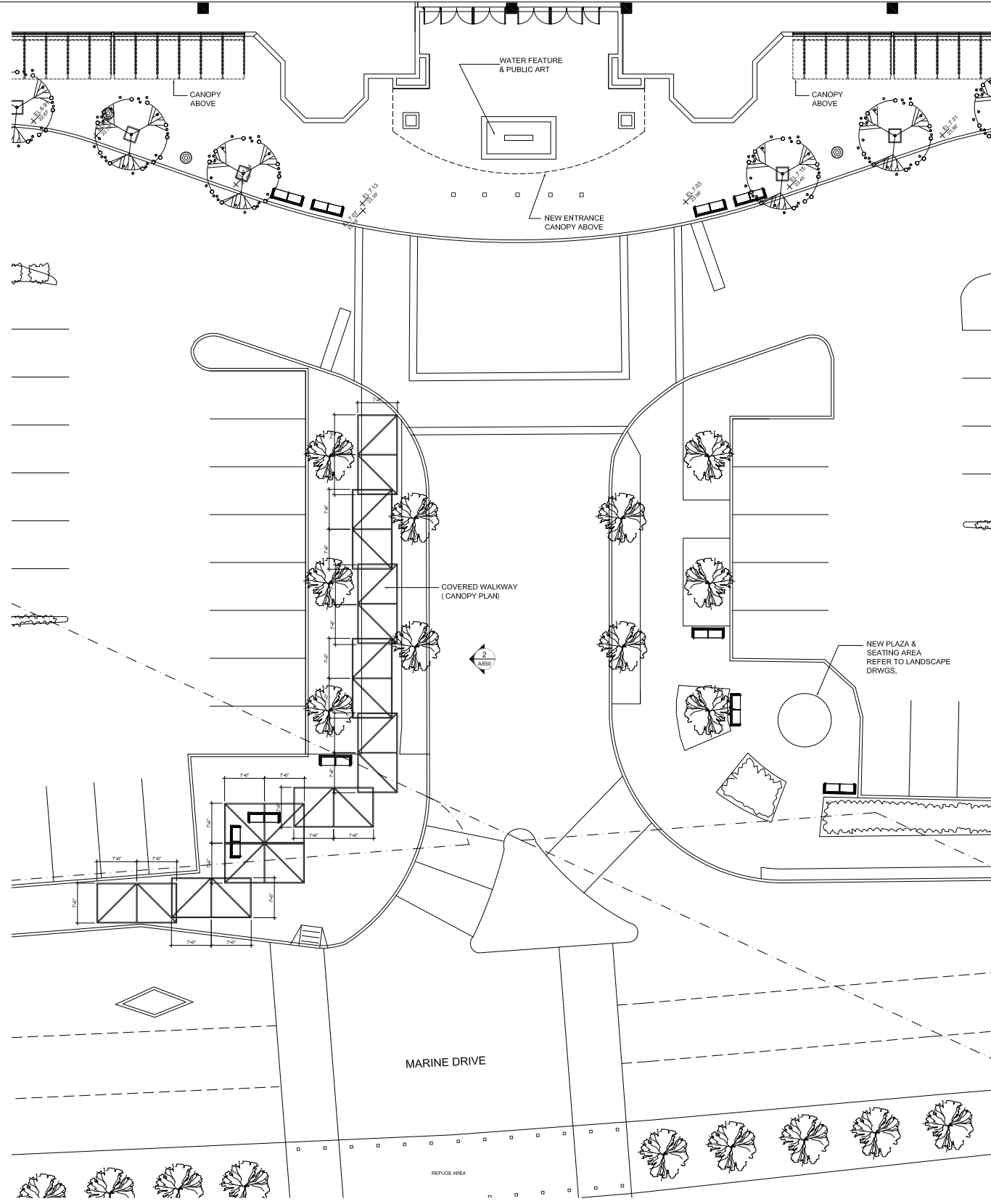


8 PR NORTH MALL- SOUTH FACADE
A308 / NTS

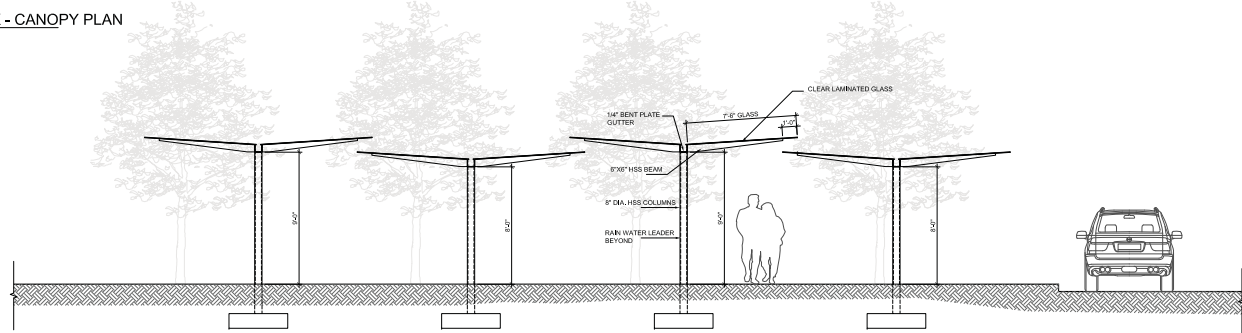
R3	03 June 2014
R2	10 Apr 2014
R1	15 Nov 2013
Revisions: DD XMM YYY	

Seal
**PARK ROYAL
NORTH MALL**
MARINE DRIVE
WEST VANCOUVER, B.C.
Project
**PERSPECTIVE
VIEWS**

Drawing
Scale: As Indicated
Project: 213024-2
DP-A308



1 COVERED SIDEWALK - CANOPY PLAN
AS00 1/8"=1'-0"



2 COVERED SIDEWALK - CANOPY ELEVATION
AS00 1/4"=1'-0"

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3 VIEW - COVERED SIDEWALK
AS00 NTS



4 VIEW - COVERED SIDEWALK
AS00 NTS



5 VIEW - COVERED SIDEWALK
AS00 NTS



6 VIEW - COVERED SIDEWALK
AS00 NTS



#3	03 June 2014	02 of Issues
#2	10 Apr 2014	02 of Submission
#1	15 Nov 2013	02 of Submission

Revisions: DD XMMN YYY

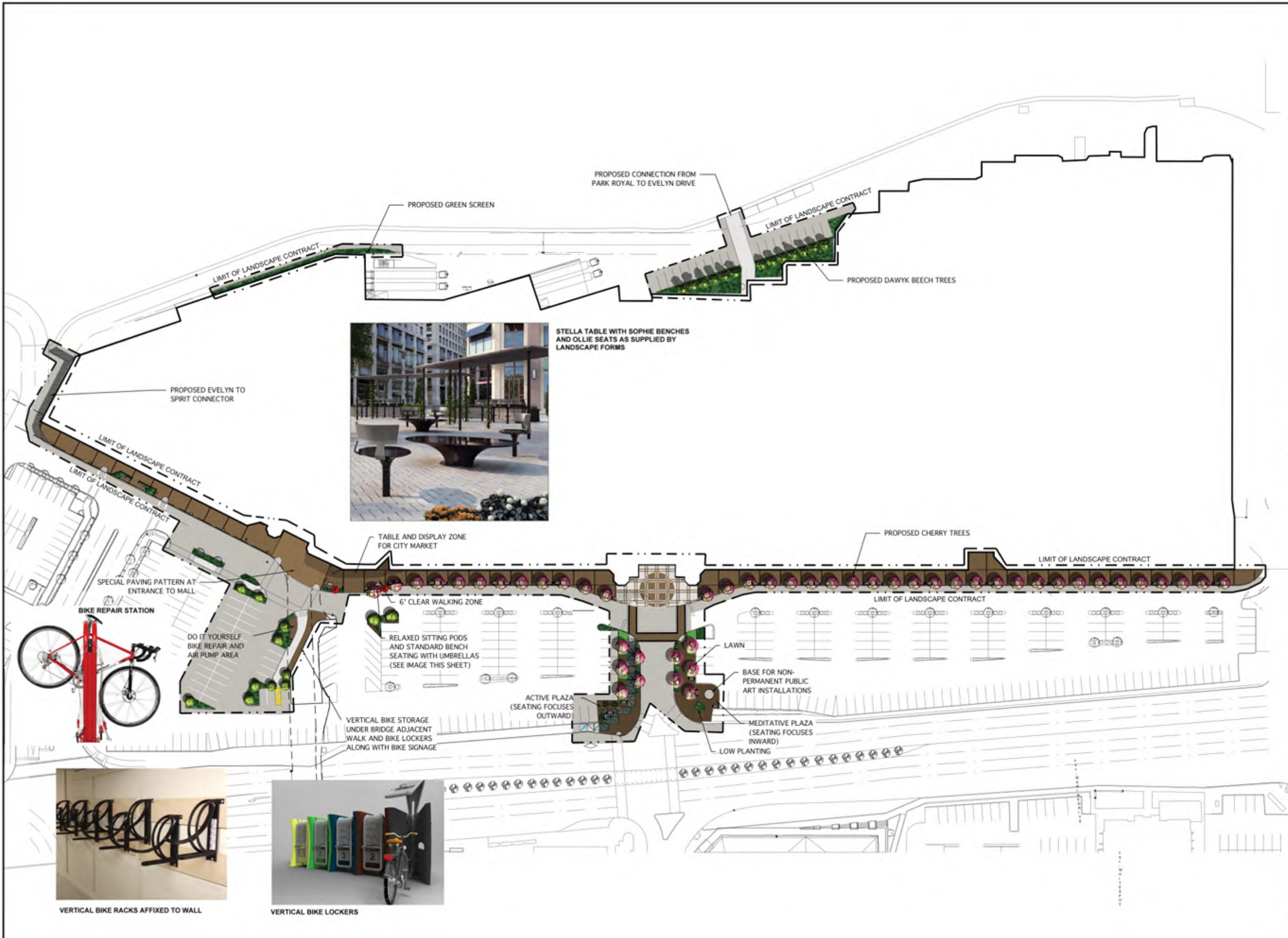
Seal
**PARK ROYAL
NORTH MALL**

MARINE DRIVE
WEST VANCOUVER, B.C.

Project
**PEDESTRIAN
WALKWAY
CANOPY**

Drawing
Scale: As Indicated
Project: 213024-2

DP-A850



STELLA TABLE WITH SOPHIE BENCHES AND OLLIE SEATS AS SUPPLIED BY LANDSCAPE FORMS



VERTICAL BIKE RACKS AFFIXED TO WALL



VERTICAL BIKE LOCKERS

DATE	ISSUED

REV	DATE	DESCRIPTION
1	13/05/14	TREES ADDED AT PLAZA, 2 PLAZAS ADDED AT MARINE DRIVE, REVISED CURB AND TREATMENT AT CITY MARKET BIKE HUB ADDED UNDER BRIDGE

Vaughan Landscape Planning and Design
 1406 Clyde Ave.,
 West Vancouver, B.C.
 Canada V7T 1G1
 PH: 922-1885
 FAX: 922-5485
 office@vaughanplanning.com

DESIGNED	MCVHEA
SCALE	1=500
DATE	Mar 25, 2014

GROUND LEVEL PLAN

DRAWING NO.	REV
L1	1

THIS REVISION SUPERCEDES DRAWINGS BEARING PREVIOUS REVISION NUMBER

MATCH LINE SEE DRAWING L2



PAVING PATTERN WITH STREET TREES IN TREE GRATES



TRASH

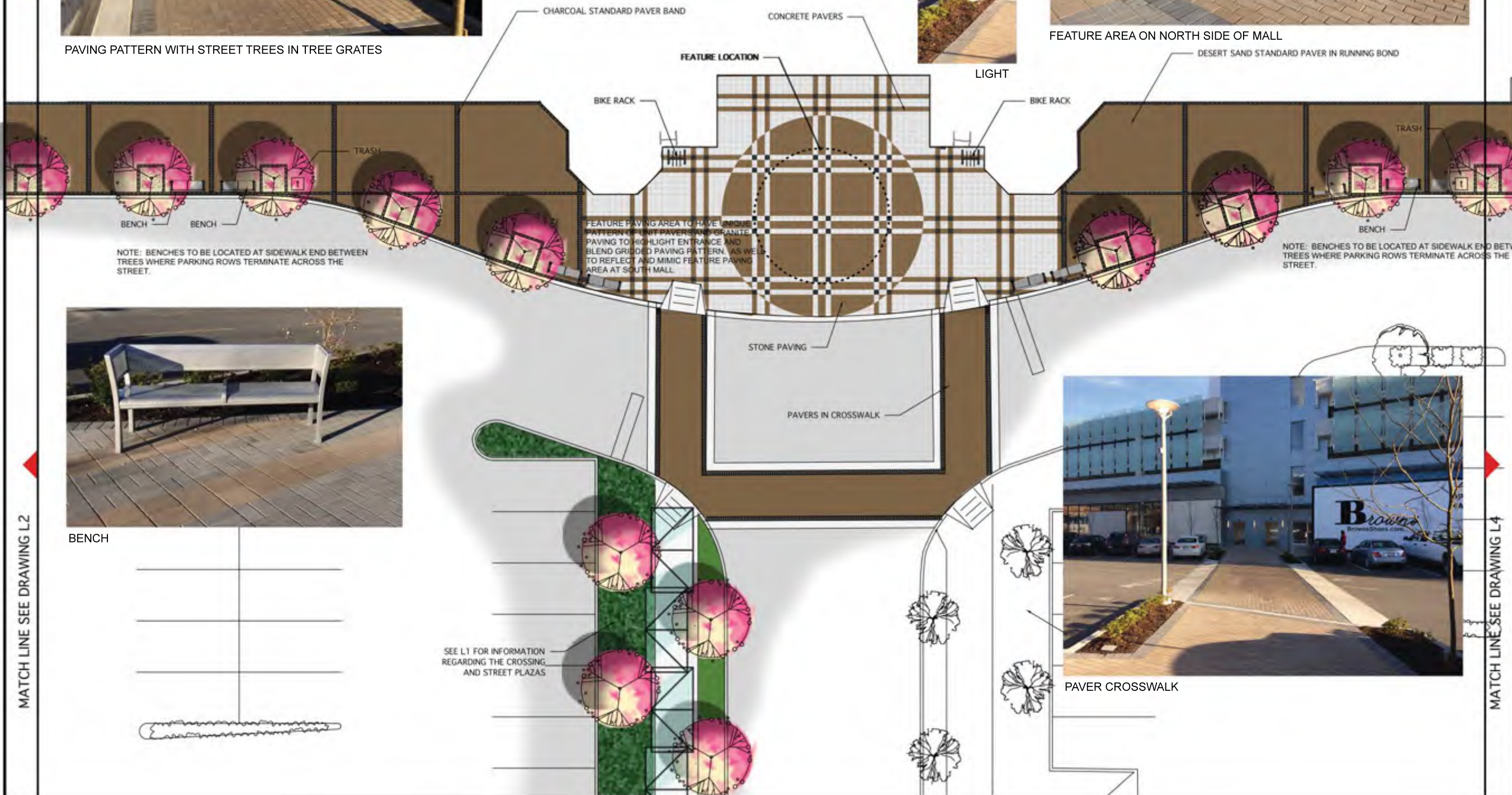


LIGHT



FEATURE AREA ON NORTH SIDE OF MALL

MATCH LINE SEE DRAWING L4

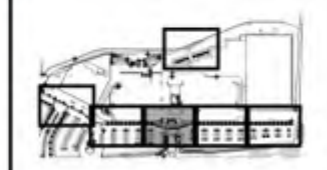


MATCH LINE SEE DRAWING L2



BENCH

DATE	ISSUED



REV	DATE	DESCRIPTION

Vaughan
Landscape Planning
and Design

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Canada V7T 1G1
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FAX: 922-5485
office@vaughanplanning.com

DESIGNED	MCVHEA
SCALE	1" = 100'
DATE	Mar 25, 2014
TITLE	
ENLARGED MATERIALS	
DRAWING NO.	REV
L2	
THIS REVISION SUPERCEDES DRAWINGS BEARING PREVIOUS REVISION NUMBER	



DATE	ISSUED

REV	DATE	DESCRIPTION

Vaughan Landscape Planning and Design
 1406 Clyde Ave.,
 West Vancouver, B.C.
 Canada V7T 1G1
 PH: 922-1885
 FAX: 922-5485
 office@vaughanplanning.com

DESIGNED	MCV
SCALE	1 = 300
DATE	Mar 25, 2014

TITLE
ROOF DECK LANDSCAPE

DRAWING NO. **L3** REV

THIS REVISION SUPERCEDES DRAWINGS BEARING PREVIOUS REVISION NUMBER

NORTH MALL IMPROVEMENTS

THIS INVOLVES THE NORTH MALL BIKE IMPROVEMENTS, INCLUDING THE NORTH SOUTH SHARROW LANES AT THE INTERSECTION ROAD AND A DELINIATED WHITE BICYCLE DELINIATION DOWN THE VEHICLE ROADWAY IN FRONT OF THE MALL. THIS PHASE IS CONNECTED TO IMPROVEMENTS FOR THE NORTH MALL.

MARKING FOR:
WHITE SEPERATION LINE
BIKE LANE
BETWEEN CURB AND
WHITE DEMARKATION LINE
WITH WHITE BIKE AND ARROW
EVERY 10m



INTERSECTION BICYCLE UPGRADES

SEPERATED BIKE LANE FROM SPIRIT TRAIL HEAD TO MARINE DRIVE AND HEADING WEST ALONG MARINE DRIVE. THIS PHASE IS CONNECTED TO THE INTERSECTION IMPROVEMENT.

SOUTH MARINE DRIVE TRANSIT UPGRADES

BUS LANE WITH BICYCLES TOLERATED ALONG MARINE DRIVE.

CENTRAL PARK ROYAL SOUTH UPGRADES

THIS INVOLVES THE IMPROVEMENTS AROUND THE FUTURE BIKE VALET AND THE CONNECTING DELINIATED BIKE LANE BETWEEN TAYLOR WAY AND THE INTERSECTION ROAD THROUGH THE MAIN SERVICE ROAD AT THE ENTRANCE TO THE SOUTH MALL. THIS PHASE IS CONNECTED TO THE BIKE VALET IMPROVEMENTS.

EXISTING VILLAGE BICYCLE UPGRADES

PHASE 3 INVOLVES THE CONNECTION FROM THE INTERSECTION ROAD TO THE BRIDGE TO AMBLESIDE PARK. THIS CONNECTION IS DONE BEHIND THE VILLAGE.

EXISTING LET DOWN
BRUSH TO BE REMOVED AND ASPHALT PATH TO BE INSTALLED TO CONNECT TO BRIDGE

CONFLICT AREA
WHITE DOTTED SEPERATION LINE
GREEN PAINT IN BIKE LANE
BETWEEN CURB AND
WHITE DOTTED SEPERATION LINE
WITH WHITE BIKE AND ARROW
EVERY 10m

WHITE SEPERATION LINE
BIKE LANE
BETWEEN CURB AND
WHITE DEMARKATION LINE
WITH WHITE BIKE AND ARROW
EVERY 10m

WHITE SEPERATION LINE
BIKE LANE
BETWEEN CURB AND
WHITE DEMARKATION LINE
WITH WHITE BIKE AND ARROW
EVERY 10m

WHITE SEPERATION LINE
BIKE LANE
BETWEEN CURB AND
WHITE DEMARKATION LINE
WITH WHITE BIKE AND ARROW
EVERY 10m

WHITE SEPERATION LINE
BIKE LANE
BETWEEN CURB AND
WHITE DEMARKATION LINE
WITH WHITE BIKE AND ARROW
EVERY 10m

GREEN PAINTED
DEDICATED BIKE LANE
WHITE DOTTED SEPERATION LINE
(ELEPHANT FEET)
BETWEEN CURB AND
WHITE DEMARKATION LINE
WITH WHITE BIKE AND ARROW
EVERY 10m

WHITE SEPERATION LINE
BIKE LANE
BETWEEN CURB AND
WHITE DEMARKATION LINE
WITH WHITE BIKE AND ARROW
EVERY 10m

WHITE SEPERATION LINE
BIKE LANE
BETWEEN CURB AND
WHITE DEMARKATION LINE
WITH WHITE BIKE AND ARROW
EVERY 10m






GREEN PAINTED
DEDICATED BIKE LANE
WHITE DOTTED SEPERATION LINE
(ELEPHANT FEET)
BETWEEN CURB AND
WHITE DEMARKATION LINE
WITH WHITE BIKE AND ARROW
EVERY 10m

WHITE SEPERATION LINE
BIKE LANE
BETWEEN CURB AND
WHITE DEMARKATION LINE
WITH WHITE BIKE AND ARROW
EVERY 10m

GREEN PAINTED
DEDICATED BIKE LANE
WHITE DOTTED SEPERATION LINE
(ELEPHANT FEET)
BETWEEN CURB AND
WHITE DEMARKATION LINE
WITH WHITE BIKE AND ARROW
EVERY 10m

WHITE DELINIATED BIKE LANE
DOWN CENTER OF DRIVING AISLE
WITH WHITE BIKE AND ARROW
EVERY 10m
GOING EAST TO CROSSWALK

NEXT TO CROSSWALK
GREEN PAINTED
DEDICATED BIKE LANE
WHITE DOTTED SEPERATION LINE
(ELEPHANT FEET)
BETWEEN CURB AND
WHITE DEMARKATION LINE
WITH WHITE BIKE AND ARROW
EVERY 10m

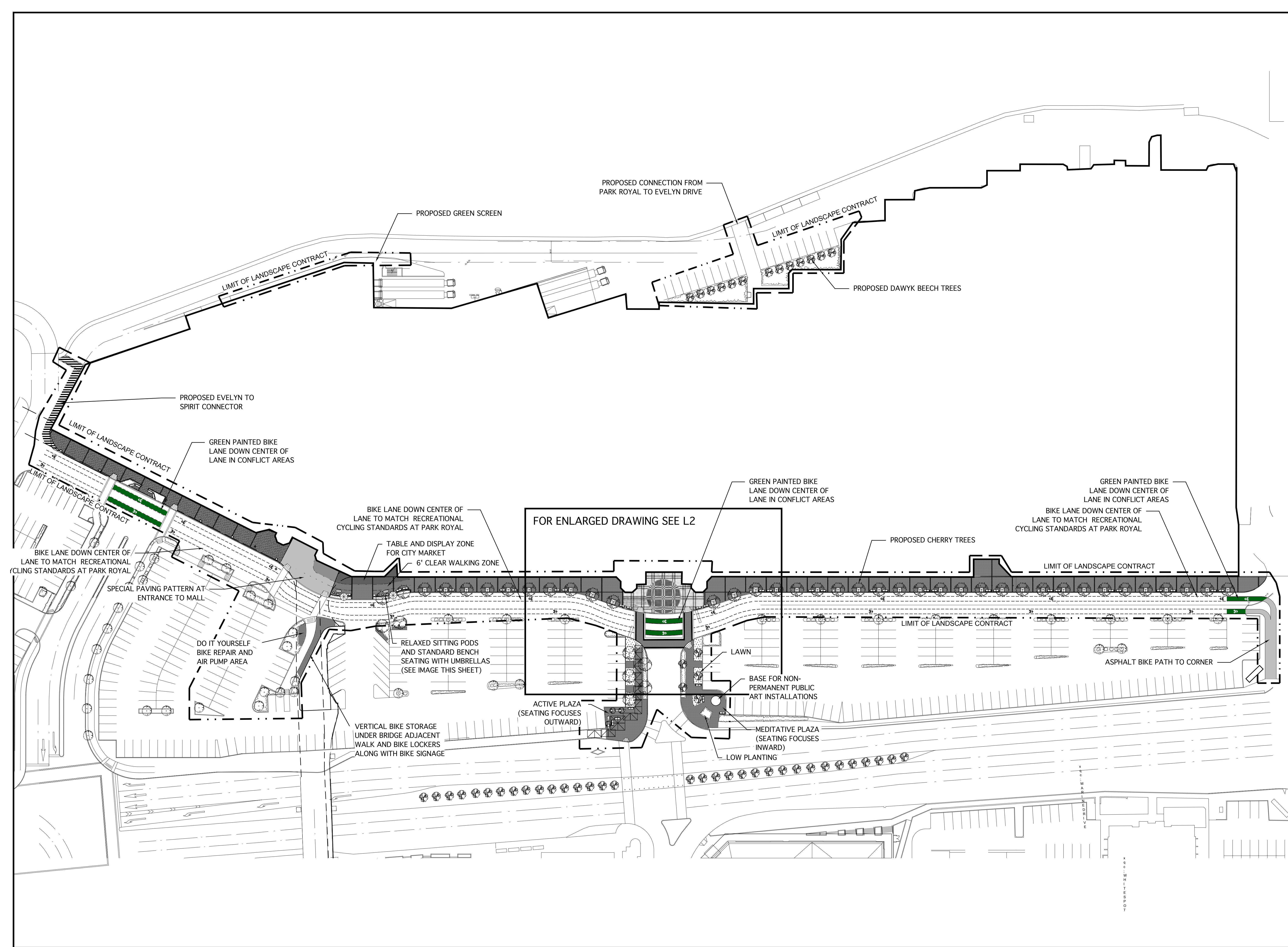
-  GREEN PAINTED BIKE LANE WITH DOTTED SEPERATION LINE (ELEPHANT FEET)
-  SEPERATED BIKE LANE
-  VEHICLE LANE WITH SHARROWS
-  TRANSIT LANE
-  DELINIATED BICYCLE LANE DOWN MIDDLE OF VEHICLE TRAFFIC LANE WITH BICYCLE MARKINGS AND 'SHARE THE ROAD' SIGNS



MARKING FOR:
GREEN PAINTED BIKE LANE
DOWN CENTER OF DRIVING AISLE
WITH WHITE BIKE AND ARROW
EVERY 10m

WARDANCE BRIDGE UPGRADES

THIS INVOLVES THE IMPROVEMENTS TO THE EXISTING CYCLING ON WAR DANCE BRIDGE.



DATE	ISSUED	
2	13/06/06	BIKE LANING ADDED TO PLAN
1	13/05/14	TREES ADDED AT PLAZA, 2 PLAZAS ADDED AT MARINE DRIVE, REVISED CURB AND TREATMENT AT CITY MARKET BIKE HUB ADDED UNDER BRIDGE
REV.	DATE	DESCRIPTION

Vaughan Landscape Planning and Design
 1406 Clyde Ave.,
 West Vancouver, B.C.
 Canada V7T 1G1
 PH: 922-1885
 FAX: 922-5485
 office@vaughanplanning.com

DESIGNED	MCV/HEA
SCALE	1"= 500'
DATE	Mar 25, 2014
TITLE	
GROUND LEVEL PLAN	
DRAWING NO	REV
L1	2
THIS REVISION SUPERCEDES DRAWINGS BEARING PREVIOUS REVISION NUMBER	

MASTER BIKING PLAN

- DEDICATED/SEPERATED BIKE LANE
- - - ROADWAY
- ROADWAY/SHARED BIKE
- BIKE STORAGE AREA



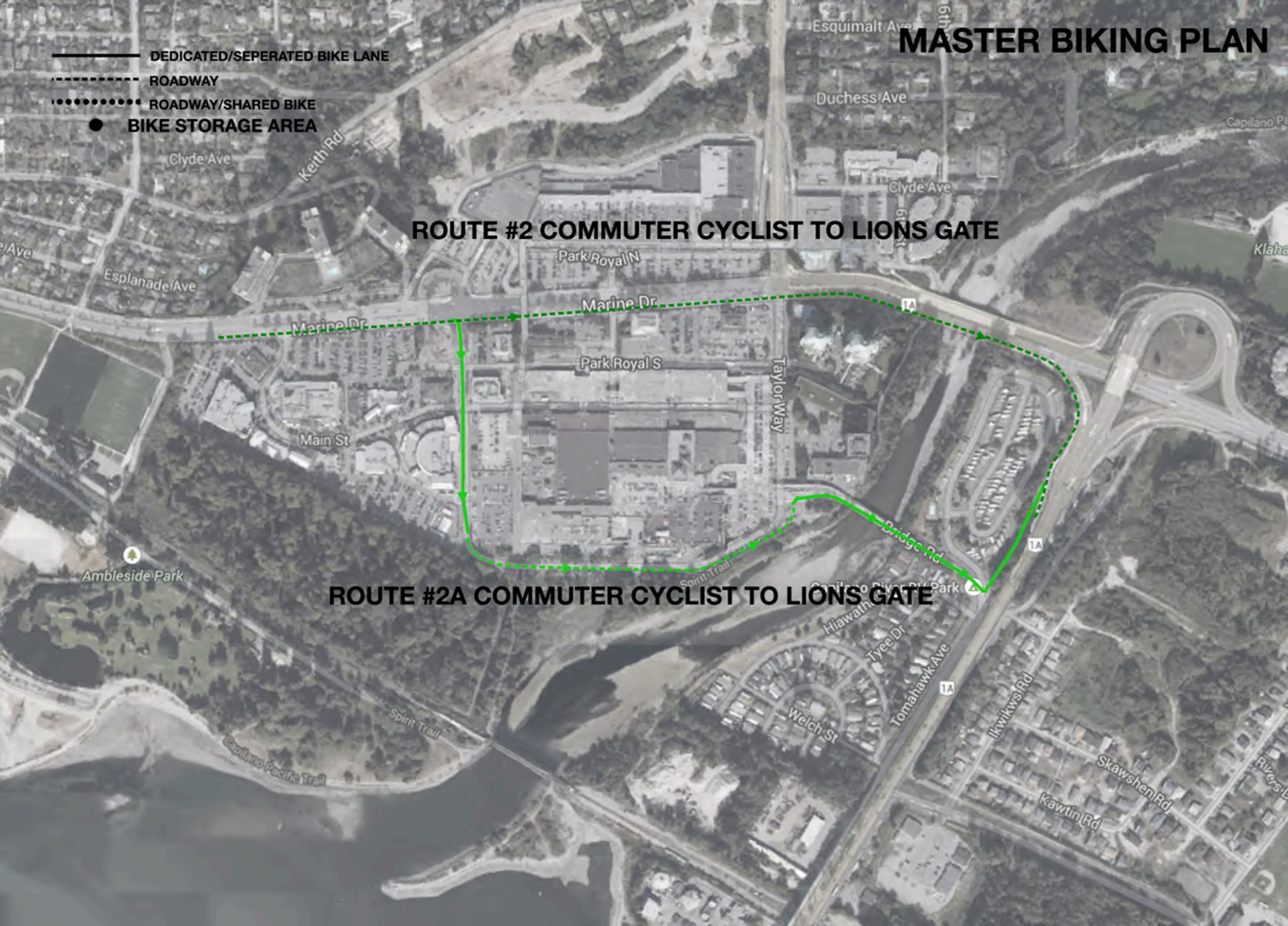
ROUTE #1 COMMUTER CYCLIST TO NORTH VANCOUVER

MASTER BIKING PLAN

- DEDICATED/SEPERATED BIKE LANE
- - - ROADWAY
- ROADWAY/SHARED BIKE
- BIKE STORAGE AREA

ROUTE #2 COMMUTER CYCLIST TO LIONS GATE

ROUTE #2A COMMUTER CYCLIST TO LIONS GATE



MASTER BIKING PLAN

- DEDICATED/SEPERATED BIKE LANE
- - - ROADWAY
- ROADWAY/SHARED BIKE
- BIKE STORAGE AREA



ROUTE #3 COMMUTER CYCLIST INTO WEST VAN

MASTER BIKING PLAN

- DEDICATED/SEPERATED BIKE LANE
- - - ROADWAY
- ROADWAY/SHARED BIKE
- BIKE STORAGE AREA



FROM/TO AMBLESIDE PARK

FROM/TO LOWER CAPILANO

FROM/TO WEST VANCOUVER

FROM/TO NORTH VANCOUVER

ROUTE #4 RECREATIONAL CYCLING

BIKE STORAGE CENTER

BIKE STORAGE CENTER

BIKE STORAGE CENTER