

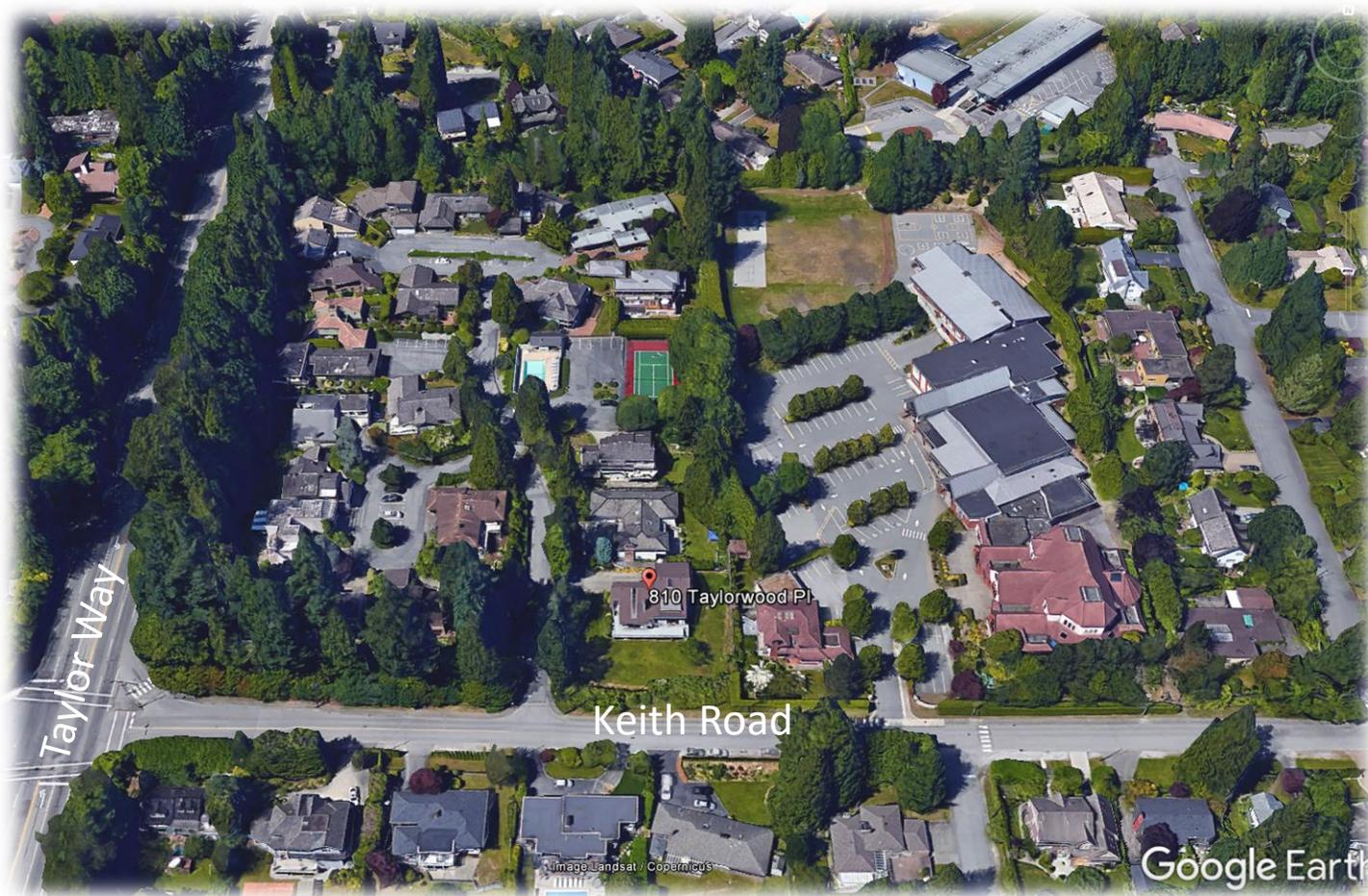


TAYLORWOOD PLACE, Keith Road & Taylor Way

***A request to proceed with an OCP Amendment and Rezoning Application
in advance of the Taylor Way Corridor Study***

*Prepared by Michael Geller & Associates Limited and NSDA Architects
on behalf of Taylorwood Investments Ltd.*

March 2019



Aerial view of Taylorwood Place looking north. To the west is Maison Seniors Living and the Evelyn Drive multi-family community. To the east is Christ the Redeemer Catholic Church and St. Anthony's elementary school. To the south and north are large single family properties which are expected to be redeveloped over the coming decade. Most of the neighbouring roads and properties are screened by substantial trees.

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Project team

| | |
|---|--|
| <i>Owner:</i> | <i>Taylorwood Investments Ltd.</i> |
| <i>Development consultant</i> | <i>Michael Geller & Associates Limited</i> |
| <i>Architect:</i> | <i>NSDA Architects</i> |
| <i>Transportation Engineer</i> | <i>WSP/MMM Group Limited</i> |
| <i>Other consultants to be selected</i> | |

June 2019

Mr. Jim Bailey,
Director, Planning, Land Development and Permits
District of West Vancouver,
750 17th Street, West Vancouver, BC, V7V 3T3

Re: Taylorwood Place: Request to proceed with an OCP Amendment and Rezoning Application in advance of the Taylor Way Corridor Study

Michael Geller & Associates Limited is pleased to submit this report on behalf of Taylorwood Investments Ltd. requesting staff and Council approval to proceed with a comprehensive planning and community consultation program and formal OCP Amendment and rezoning applications in advance of the Taylor Way Corridor Study.

In making this request, it is acknowledged that now that the Official Community Plan has been approved, it is staff and Council's preference to complete Local Area Plans, including one for the Taylor Way Corridor, before considering rezoning applications in these neighbourhoods.

However, this proposal has been in the planning stages and awaiting consideration for many years. It is our understanding that Council is prepared to accept rezoning applications which offer significant community benefits prior to completion of local area planning studies. We are confident our proposal, with up to 40% rental units, can meet this requirement by offering a large number of much needed ownership, rental and possibly supportive housing units with a broad mix of unit designs and sizes.

These homes will appeal to local workers who cannot find affordable housing elsewhere in the community; young families seeking well-designed multi-family housing close to schools and transit; and longstanding West Vancouver empty-nesters wanting to downsize in the community but unable to find suitable housing they can afford.

Given the location, 6.56-acre size and surrounding uses, this property is unique, not only along the Taylor Way Corridor, but anywhere in West Vancouver. As you will read in this report, it offers significant potential for a beautiful, comprehensively planned community offering a broad range of housing choices.

This development can also showcase a variety of innovations including flexible suite layouts, lock-off rental suites, energy and resource efficient features, and transportation concepts including car-sharing and a future autonomous community shuttle to address community traffic concerns.

We trust you will agree that this application to proceed with an OCP Amendment and rezoning is worthy of consideration prior to completion of the Taylor Way Corridor study, and look forward to ongoing collaboration with staff and Council.

Yours sincerely,



Michael Geller Architect AIBC, FCIP, RPP, MLAI

For four decades the Taylorwood Place property has been hidden from passing motorists and pedestrians by a substantial buffer of large evergreen trees along all sides.

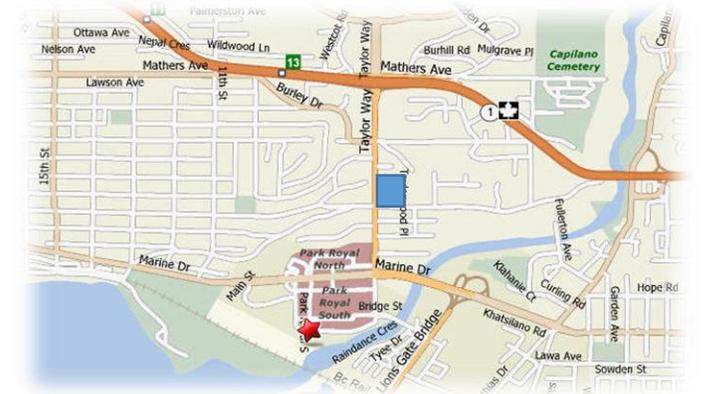


As evidenced by the adjacent Maison Senior Living and Evelyn Drive developments, it is possible to build new housing in this area without exacerbating traffic conditions.



Once controversial, Maison Senior Living is meeting community needs

A redevelopment of the underutilized Taylorwood Place property will offer a broad range of more affordable housing choices in an excellent location close to transit, Park Royal, and other community amenities.



The property (marked in blue) is close to transit, Park Royal and other community amenities

INTRODUCTION

The subject property is located at the northeast corner of the intersection of Taylor Way and Keith Road. Rectangular in shape, with a corner-cut at the south-west corner, it is approximately 462 feet wide and 627 feet deep with an area of 285,667 sf or 6.56 acres.

To the east is Christ the Redeemer Catholic Church and St. Anthony's elementary school. To the west are Maison Senior Living and Evelyn Drive multi-family developments. To the north and south are single family homes, most of which are awaiting redevelopment. The property is buffered from neighbouring roads and properties by a deep row of large, mature evergreen and deciduous trees.

The site is currently zoned RS3, and was the subject of a 1976 Land Use Contract which permitted a 21 single-family lot bare land strata development. RS3 has a minimum lot size of 1,115 sq.m. (12,000 sf.) Permitted FAR is 0.35.

Taylorwood Investments Ltd (TIL) owns 19 of these lots and is in active discussions with the two remaining owners in an effort to reach agreement on a fair price for their properties. However, since TIL owns more than 80% of the properties, as per provincial legislation approved in November 2015, an application to acquire the holdout properties could be referred to the courts. However, the developer is hopeful that agreements can be reached without resorting to a legal process.

In 2010 the property was the subject of an OCP Amendment, Rezoning and Development Permit Application from Polygon Homes for a total of 160 market condominium units: 100 apartments and 60 townhouses at an FAR of 0.75. However, for various reasons it did not proceed.

In 2015, Michael Geller & Associates Limited was retained to prepare an OCP and Rezoning Application for the site. In early 2016, meetings were held with West Vancouver staff who advised they were generally supportive of amending the OCP and zoning to allow a comprehensive redevelopment of the property. However it was strongly recommended that any OCP Amendment and rezoning be undertaken as part of a proposed Taylor Way Corridor planning study scheduled for 2017.

Unfortunately, in late 2016, Council deferred this study until 2018. Not wanting to wait, the owner requested permission to proceed with preliminary planning studies and community consultation. Staff agreed the developer could initiate discussions with the community to assess attitudes and level of support for redevelopment of this property.

However, in February 2017, Council further deferred the Taylor Way Corridor study until after the Ambleside Plan was approved, most likely 2019 or 2020. A moratorium was also put in place for any rezonings except those contemplated in OCPs or deemed to offer 'significant public benefit'.

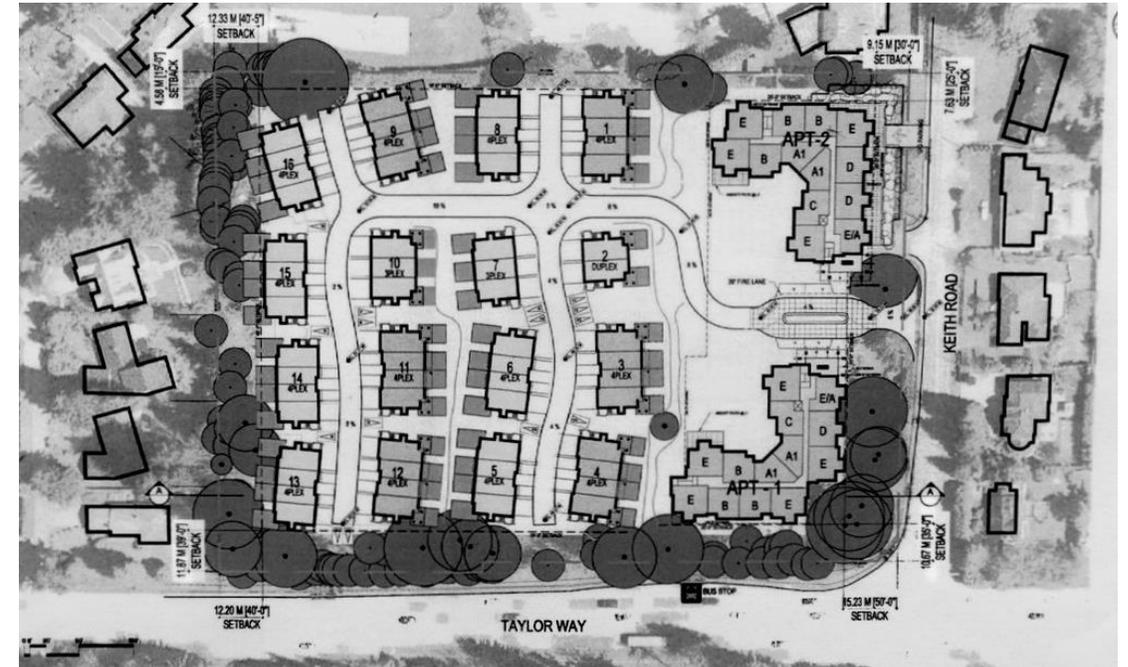
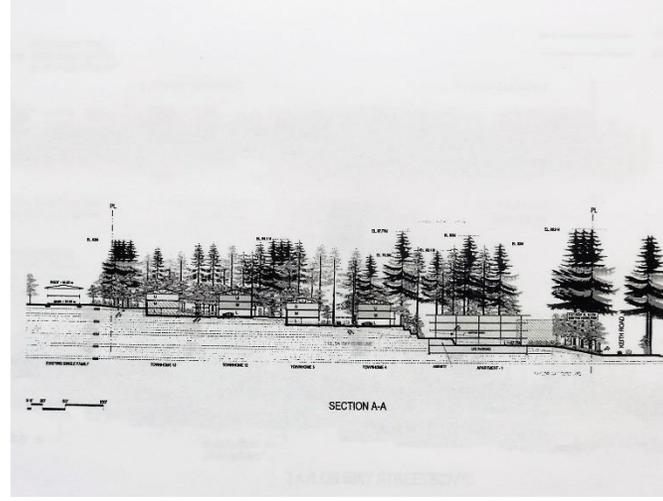
A facilitated community workshop comprising immediate neighbours was eventually held in Summer 2017 and the planning proposals were well received. Subsequently, NSDA Architects was engaged to prepare more detailed planning concepts for a development that would offer a range of housing choices and significant public benefits. Meetings and discussions have subsequently been held with staff and members of Council to discuss the concept plans and revisions have been made based on recommendations received.

This report sets out the planning concepts presented to the community, the results of the community consultation process and revised planning concepts which better respond to community and staff input.



Aerial view of Taylorwood Place looking northeast.

PREVIOUS PROPOSAL. In 2010, Polygon Homes submitted a preliminary rezoning application for 160 condominium units: 100 apartments and 60 townhouses at an FAR of 0.75. For a number of reasons it did not proceed

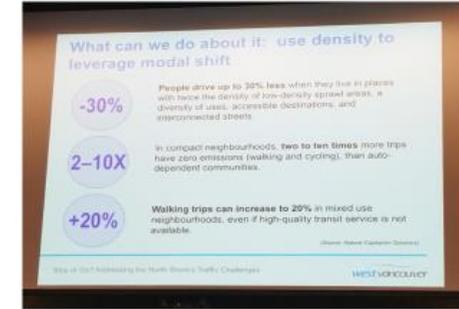
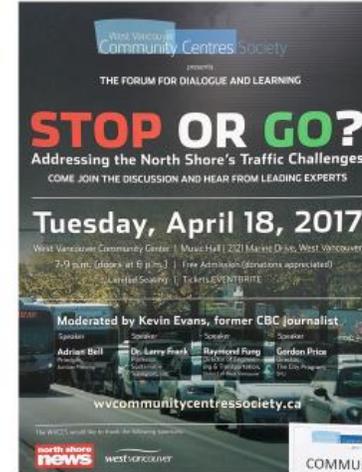


Community Planning Workshop

- In July 2017 a workshop was attended by approximately 30 immediate neighbours and property owners along the Taylor Way Corridor.
- The presentation included a look at **traffic issues**, as well as a **variety of different housing forms** ranging from single-family subdivision to mid-rise apartments.
- It also included rental housing solutions including purpose-built rental buildings and 'lock-off suites' in both townhouses and apartments.
- Two new planning concepts were presented: one illustrating a single-family subdivision and another illustrating a mix of townhouses and low-rise apartments.
- The attendees were then divided into four groups and asked to comment on four key themes:
 - Initial observations regarding the property
 - Preferred housing with specific regard to single-family vs multi-family housing types
 - Design features that should be included in the development
 - Major opportunities and challenges, and next steps



"Any discussion about new development along the Taylor Way Corridor cannot ignore the extremely serious traffic congestion along Taylor Way and Marine Drive."



People drive up to **30% less** when they live in places with twice the density of low density sprawl areas.

In compact neighbourhoods, **two to ten times** more trips are walking and cycling compared to auto dependent communities.
West Vancouver Engineering Department

A variety of potential development concepts are now considered worthy of discussion and further study

- ❖ townhouses and apartments for 'empty-nesters';
- ❖ townhouses and apartments for younger households seeking more affordable alternatives to a single family house
- ❖ lower density duplexes, townhouses, & apartments
- ❖ a single-family subdivision
- ❖ homes for sale and for rent



A PowerPoint presentation addressed traffic concerns and examined a number of alternative housing choices and concept plans



Another concept might include townhouses. West Vancouver does not have many townhouse developments like these Whistler homes, or Quintet, the small townhouse development at 14th and Duchess in Ambleside.



Another possibility is a slightly higher 'mid-rise' building like this forthcoming British Properties development. Such buildings are likely concrete construction, but still hidden by the trees.



Plans might also include low-rise apartments. West Vancouver has innovative examples such as Dundarave Village Point on Marine Drive.

This complex does not have any interior corridors. Each home is accessed from the outside.



One University Crescent at SFU's UniverCity includes an innovative apartment complex with 'through-suites' that get the sunrise in the morning and the sunset at night!

Designed for a sloping site, there are only 2 or 3 suites per floor sharing the elevator. The building includes 'lock-off suites'

Community planning workshop: The need for rental housing

In addition to new condominium homes for sale, the workshop explored a variety of solutions to provide rental housing which might serve those working in West Vancouver but unable to afford to buy in the District.

These included purpose-built rental buildings and 'lock-off suites' which were essentially secondary suites contained within apartments and townhouses.

These were seen as a way to both provide rental units as well as 'mortgage-helpers' for those wanting to buy a larger unit but requiring additional income to do so, especially in the initial years.



Hollyburn Gardens: New purpose-built rental units at Bellevue/Argyle and 21st

News / Vancouver

Council OKs 'mortgage helpers' in the sky

By: jeff hodson Metro Vancouver Published on Thu Jul 23 2009

Secondary suites within high-rise condominiums the size of a five-ton truck are coming to Vancouver.

In a move to increase the city's rental stock and home affordability, city council approved Tuesday night the development of secondary suites within suites.

Vancouver architect Michael Geller, who pioneered the idea in the UniverCity development at Simon Fraser University, said people should think of them as "basement suites" or "mortgage helpers" in the sky.

Just as basement suites allow people to purchase a larger house, Geller explained, secondary condo suites could enable homebuyers to purchase a three-bedroom over a two-bedroom condo.

It would also increase rental stock in Vancouver.

The suites have their own bathroom and kitchen area and can be as small as 280 square feet. Geller compared them to a hotel room with kitchenette.



The second or third bedroom of an apartment could be a 'lock-off' suite



EVOLV

DOWNLOAD PLAN BACK

TH-2,3,4

4 BED, 4 BATH
1,840 TO 1,970 sq. ft.

3 BED, 3 BATH
1,298 sq. ft.

LOCK-OFF SUITE
341 TO 472 sq. ft.

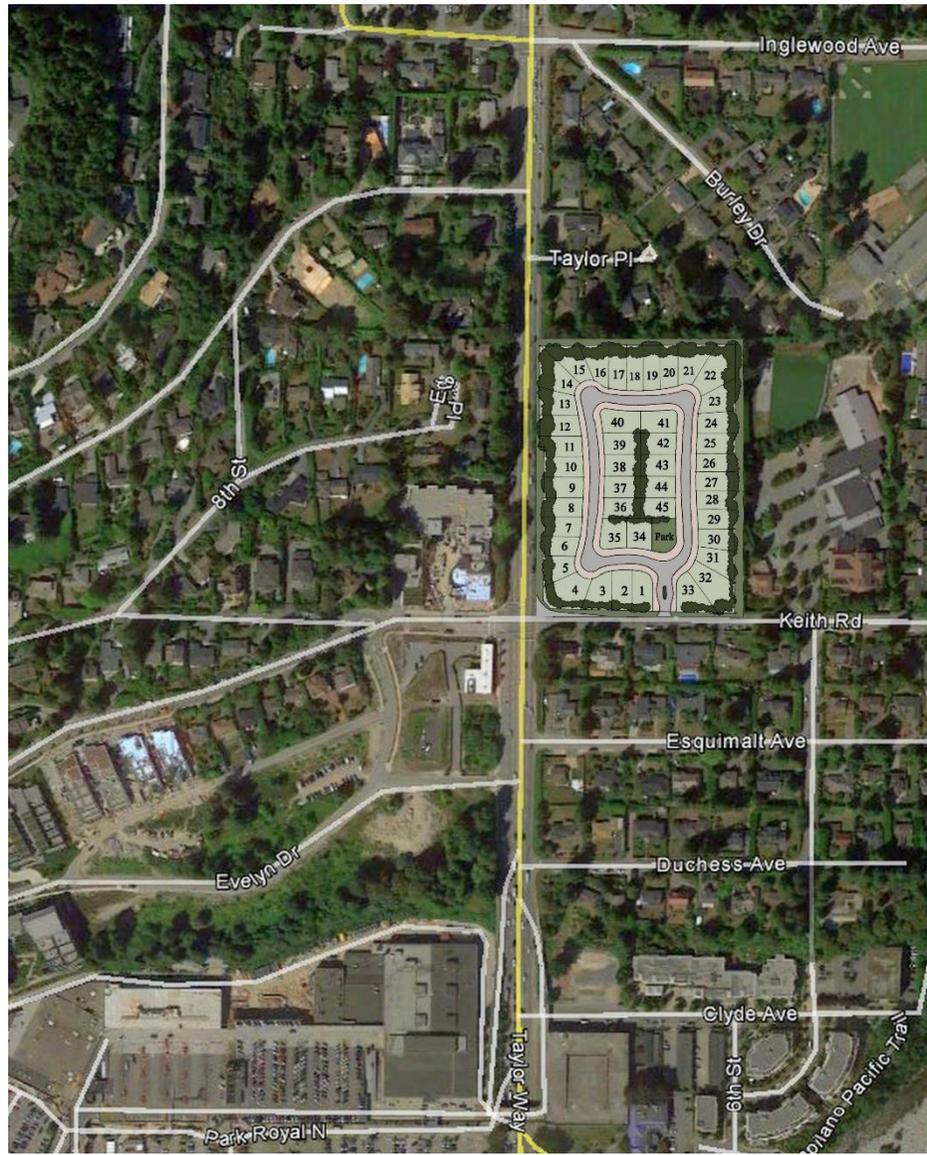
ROOF DECK
350 sq. ft.

LOCK-OFF GARAGE / LOCK-OFF MAIN FLOOR BEDROOM FLOOR ROOF-TOP DECK

Developer reserves the right to make changes to the floorplans and specifications without notice. Actual homes may be a mirror image of the floorplans shown or have minor variations from the plan illustrated above. All square footage is an estimated survey. T. & C.

'Lock-off suites' in these North Vancouver townhouses provide 'mortgage-helper' and rental housing

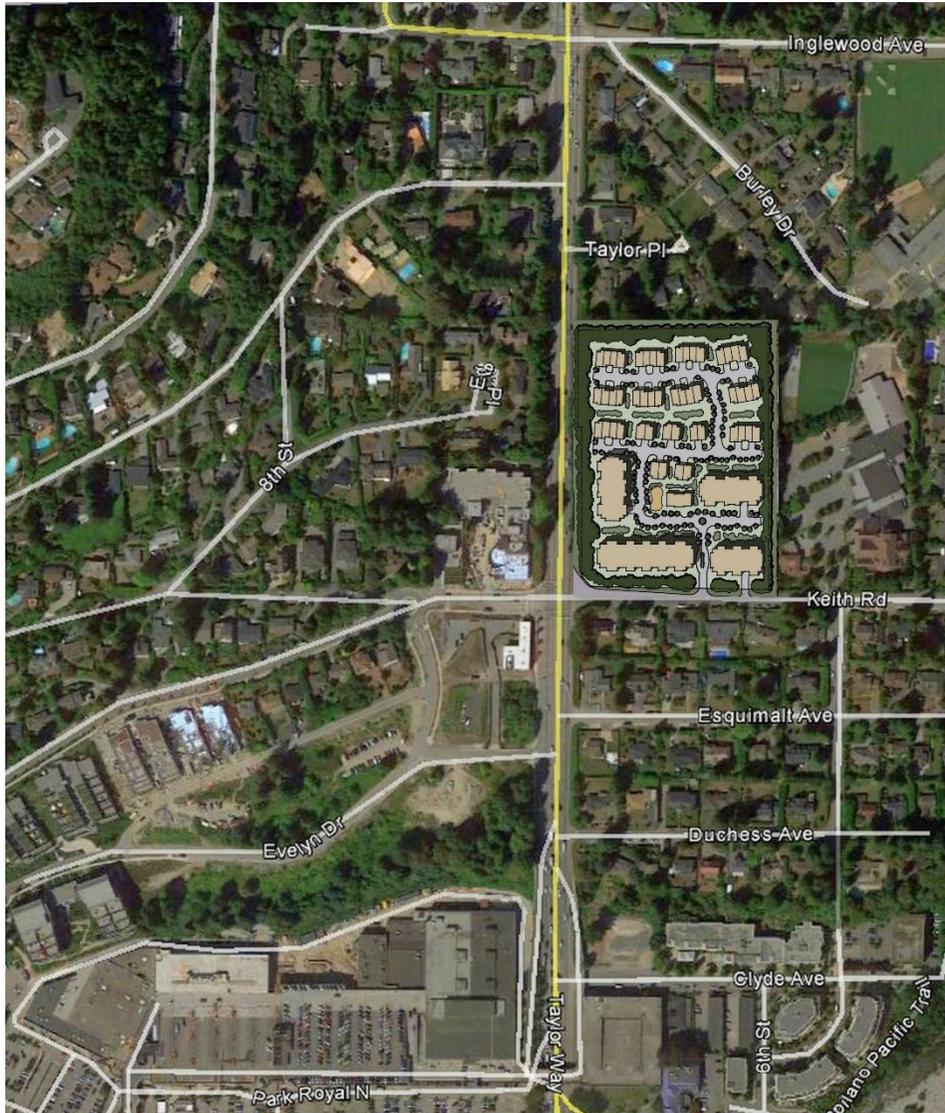
Two Preliminary Planning Concepts were presented to the community: a single family subdivision and multi-family layout



Lower density concept plan

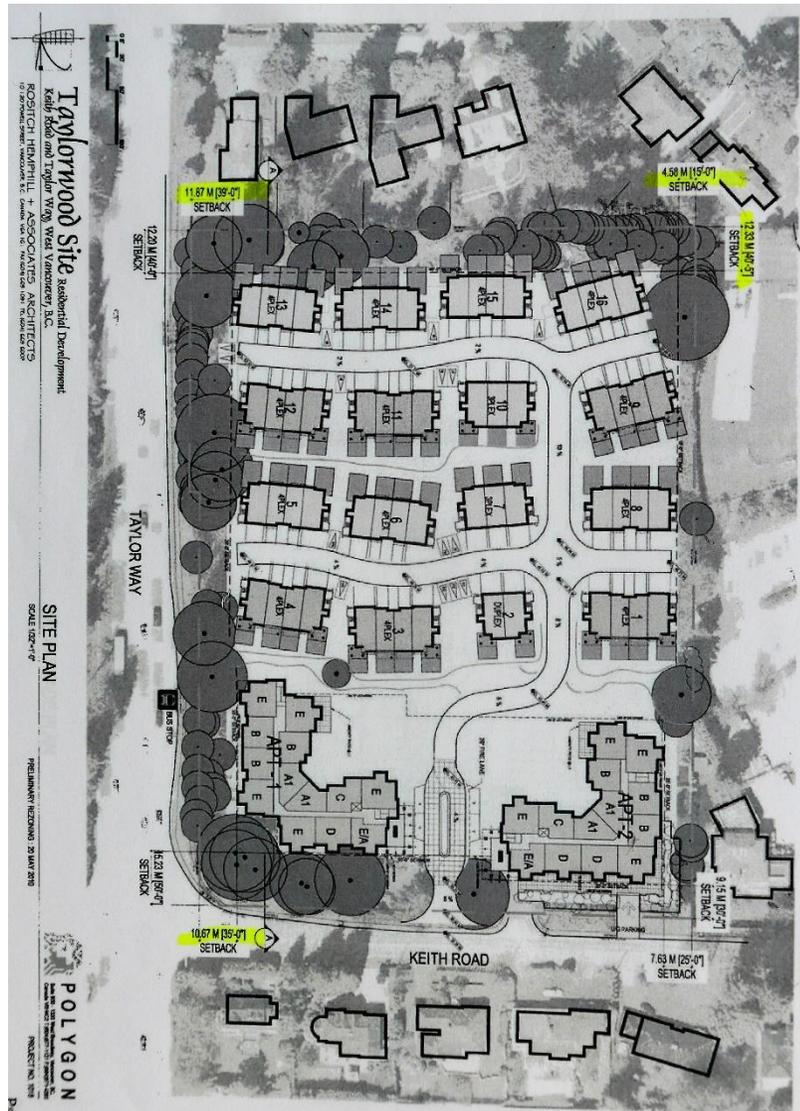
This concept plan redevelops the site with approximately 45 to 55 single family lots. The FSR would vary between 0.35 and 0.5 depending on lot size.

A higher density concept combining townhouses and apartments



Concept plan offering mix of condominium and market rental/affordable rental apartments
This concept plan could result in 180 to 220 units at an FAR of 1.2 to 1.75

Presentation boards compared the earlier Polygon plan with an updated multi-family site plan



On the left, Polygon's concept plan for 160 condominium townhouse and apartment units at 0.75 FSR. On the right, a concept plan offering mix of condominium and market rental/affordable rental apartments resulting in 180 to 220 units at an FAR of 1.2 to 1.75

COMMUNITY RESPONSE: GENERAL

- *this should most definitely NOT be designed as a single-family subdivision;*
- *the height of buildings should relate to the height of the surrounding trees. While some supported high-rise buildings, the majority considered mid-rise buildings more appropriate;*
- *the flexible housing designs and lock-off suite idea were very popular;*
- *a range of 20% to 30% rental housing was suggested by a number of participants;*
- *consideration should be given to car-sharing to reduce the amount of required parking and traffic; however, it was important to accommodate visitor parking;*
- *affordable housing is very important. Some consideration should be given to how Community Amenity Contributions (CACs) can be used to reduce rental housing costs.*



This should not be a single family development. It would be a waste. The height of buildings should relate to height of trees.



There was support for fee-simple row houses and lock-off suites



There was strong support for car-sharing.



Community Amenity Contributions should be used to reduce rental housing costs

COMMUNITY RESPONSE: DESIGN FEATURES

- *while many thought 3 to 5 storeys ok, others preferred a mix of mid-rise concrete and more affordable woodframe construction;*
- *with terracing, 5 to 7 storey buildings could easily fit in;*
- *the idea of exterior corridors in apartments was appealing*
- *energy efficiency and universal accessible design were considered essential;*
- *“hide the cars”-underground parking was considered appropriate, although there was disagreement on how much parking should be provided, noting many younger people choose not to own cars;*
- *careful consideration should be given to the interface with the adjacent church and rectory;*
- *consideration should be given to some live-work accommodation to create a more complete community*



Mid-rise buildings were seen as appropriate noting they would be concealed by the trees



Careful consideration should be given to the interface with the adjacent church



Consider some live-work units

COMMUNITY RESPONSE: MAJOR OPPORTUNITIES AND CHALLENGES

- *the site offers an excellent opportunity to provide a broad range of new housing choices; however, the vision should extend beyond this property to the north and the south;*
- *traffic and parking will be the major challenges to be overcome; there may be an opportunity for some traffic intersection improvements with a left-turn lane heading westward along Keith Road onto Taylor Way;*
- *consideration should be given to incorporating the 4 single family properties immediately to the north, possibly allowing another means of vehicular access to reduce traffic on Keith Road;*
- *creating more affordable ownership and rental housing is necessary but will be a challenge;*
- *another challenge will be obtaining broader community support for redevelopment of this property.*



Addressing traffic & parking will be major challenges. But there may be opportunities for intersection improvements and demand management measures such as car-share & community shuttle



Consider incorporating the four lots to the north in overall planning

BASED ON THE OPPORTUNITIES AFFORDED BY THE SLOPING NORTH-SOUTH SLOPING SITE, AND COMMUNITY RESPONSE, A REVISED DESIGN CONCEPT IS PROPOSED COMPRISING FIVE TERRACED BUILDINGS INCORPORATING PACIFIC-NORTHWEST MATERIALS AND DESIGN FEATURES



A REVISED CONCEPT PLAN PREPARED IN RESPONSE TO STAFF AND COMMUNITY INPUT AND OWNER'S ASPIRATIONS

The revised proposal provides for up to 390 ownership and rental housing units in five terraced mid-rise apartment forms. The entry road generally maintains the existing alignment in order to keep some of the large trees within the site. It leads to a large turning circle that has been designed to accommodate fire trucks. Within the turning circle are children's play areas and community open space.

Building heights general terrace from 3 to 6 storeys although there may be opportunities for upper level penthouses and shared indoor/outdoor spaces. Existing trees will screen these buildings from the surrounding streets and single-family properties to the north, although it is expected that the latter will be redeveloped over time.

A lower building at the south-east corner of the property has been oriented along the main road and designed to minimize visual impact on the Catholic Church, its rectory, and school to the east.

Rental units are tentatively proposed within buildings A and B. While the majority of these units would be market rentals, as suggested by the community, some of the Community Amenity Contribution could be used to further subsidize rents for those in need. It is proposed that up to 40% of the total number of units be rental.

In addition, it is proposed that some of the condominium units be permitted to include small lock-off suites, providing additional rental accommodation. The lock-off suites will also be suitable for an adult child or caregiver seeking to live in close proximity to the homeowner, in a compact dwelling with its own entry.

In addition to the housing units, the buildings will include a variety of community facilities including indoor children's play spaces. Some of the units may be designed to function as small neighbourhood childcare facilities. Alternatively, a larger children's childcare facility could be included.

Most of the parking is underground. The precise number of parking spaces will be determined in conjunction with the Engineering Department and local community. In addition to resident and visitor parking, there will be neighbourhood electric vehicle and car-share spaces and parking for a future autonomous community shuttle.

A broad range of sustainability features will be incorporated, in accordance with the new Step Code guidelines. Some buildings may be designed in accordance with passive-house standards; others will explore alternative energy and resource efficient features, in keeping with best practices.

While the plans are subject to change through the community consultation and planning review program, the current scheme represents approximately 473,000 sq.ft. of development which equates to 59 units per acre and an overall FAR of 1.66. The site coverage is 0.4, consistent with multi-family zoning in the District.



BUILDING A

3-6 levels, 50-60 units, 73,800 sq.ft.

BUILDING B

3-6 levels 70-80 units, 116,200 sq.ft.

BUILDING C

3-6 levels, 65-75 units, 96,200 sq.ft.



BUILDING D

3-6 levels, 65-75 units, 96,200 sq.ft.

BUILDING E

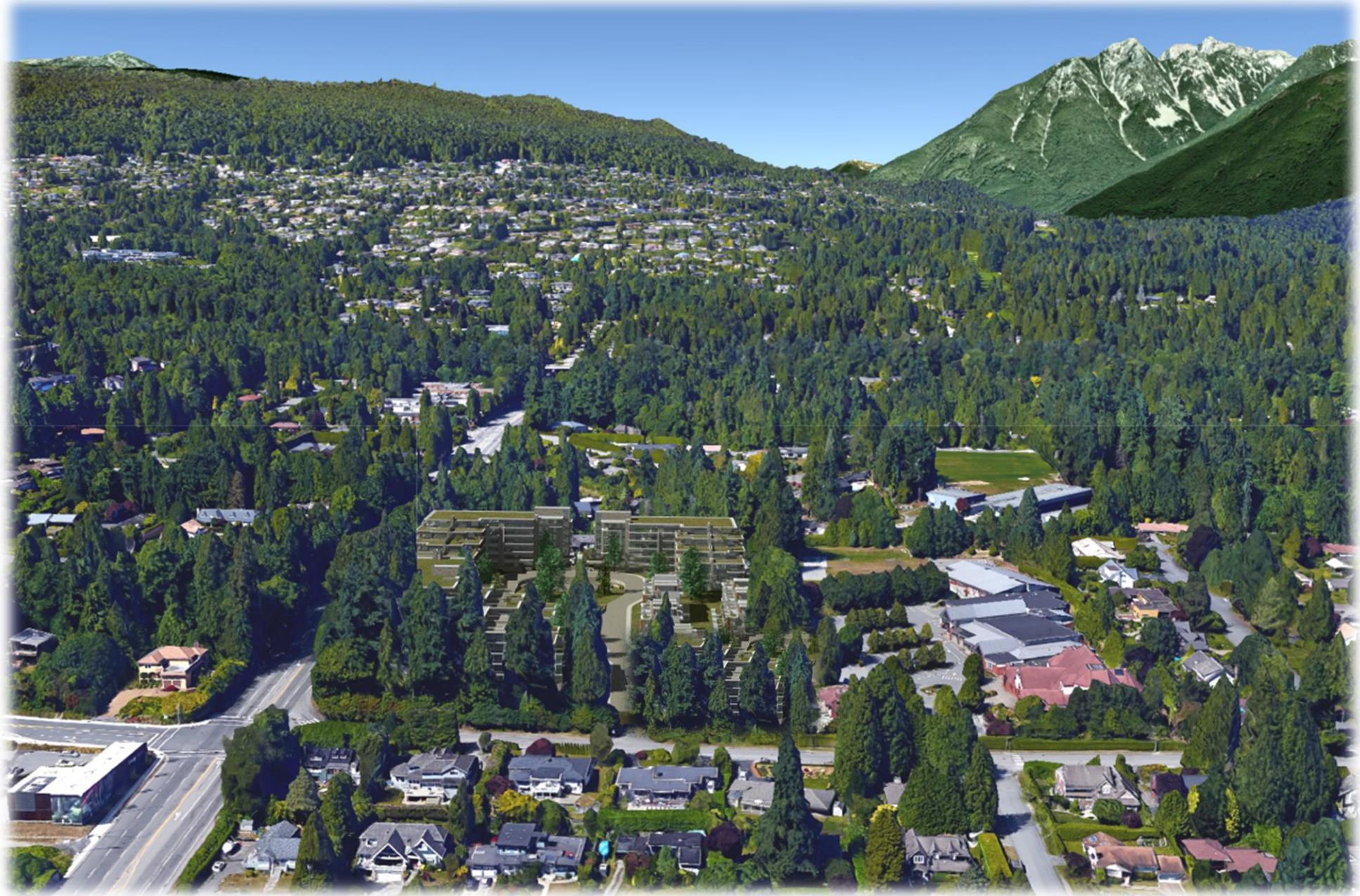
3-5 levels, 90-100 units, 91,200 sq.ft.

Note: location of ownership, rental and any supportive housing units to be determined





View looking north west from Keith Road over Christ the Redeemer property



View looking north



Preliminary character images illustrating a Pacific Westcoast architecture with an extensive use of stone, glass concrete and wood

Sustainability Measures

It is proposed that all the homes comply with the applicable STEP CODE and incorporate the following:

Sensitive Site Development

- Erosion and sediment control measures will be implemented and monitored during construction. Onsite stormwater management will maintain runoff at pre-development rates;
- Indigenous plant materials with low water requirements shall be used wherever possible;
- The landscape plan shall exceed minimum plant requirements; the limited turf areas shall be drought-tolerant; soil shall meet the specified requirements;
- Trees and other plantings shall provide shading for at least 50% of hard surfaces within 15 meters of the homes.

Energy Efficiency

- Exterior walls in the new buildings shall have increased insulation values; new windows shall have EnergyStar labels;
- EnergyStar appliances shall be installed;
- Alternatives to incandescent bulbs shall be installed in all non-living spaces and habitable spaces where appropriate;
- Any fireplaces shall be electric or gas fuelled with electronic ignitions and direct vents;
- hot water piping shall meet minimum insulation requirements to avoid heat loss;
- Buildings will have 'pre-piping' for future roof-mounted solar panels;
- An EnerGuide Rating System Report shall be prepared prior to occupancy;
- Glazing areas will be designed to support passive solar heating.

Water Efficiency

- Dual flush toilets and low flow fixtures shall be installed.

Indoor Environmental Quality;

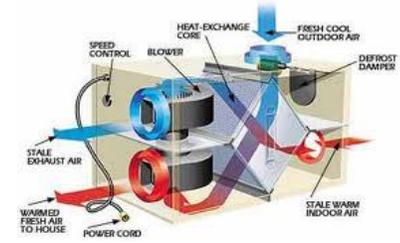
- Low VOC emitting paints, materials and flooring shall be specified where possible.

Waste Management

- A construction waste management plan will be prepared in accordance with the Metro Vancouver BuildSmart Waste Management Toolkit guidelines to target a 50% reduction from industry norms;
- Space for garbage and recycled waste shall be provided.

A transit oriented development

- The development is located in a highly walkable neighbourhood, close to a wide range of amenities and transit;
- Generally, on average, only one parking space per unit is being provided; garages shall be pre-wired for electric vehicles
- Community car share will be provided. Provision will be made for an autonomous community shuttle.



Accessibility adaptability and livability features

It is proposed that homes incorporate a variety of design features to make them more livable for both young families and empty-nesters. the following are examples of the features being considered:

- ❑ Kitchens offering small eating areas along with pantries, drawers instead of cupboards and 'lazy susans' or 'magic corners'
- ❑ Improved lighting levels with ceiling mounted fixtures in bedrooms and closets
- ❑ Provision for support bars in bathrooms; medicine cabinets, drawers for toiletries
- ❑ Raised electrical outlets and lever hardware
- ❑ Wider corridors for improved accessibility
- ❑ Incorporation of SAFERHOME design standards



Summary and conclusions

- *West Vancouver desperately needs new housing choices. This was evident from the recent census that revealed its population declined during the previous five year period. It was also clearly demonstrated during the many OCP consultation sessions.*
- *By virtue of its location, 6.56 acre site area, and substantial tree buffers, this unique Ambleside property has the potential to provide a significant number of homes with minimal visual impacts on surrounding residents.*
- *It can offer a broad range of much-needed new ownership and rental housing choices within a beautifully designed community.*
- *It can also serve as a showcase for future development along the Taylor Way corridor and elsewhere in West Vancouver.*
- *Discussions with staff began in early 2016, and in good faith the property owner has waited three years for the Taylor Way Corridor study to proceed.*
- *While it is unfortunate that the Taylor Way Corridor Study has been deferred by Council, Taylorwood Investments Ltd. is proposing a mix of ownership, rental and supportive housing that will offer significant public benefits.*
- *A community consultation program has been initiated which demonstrates that there is a high level of support from immediate neighbours for the type of development being proposed. As part of the next stage of the planning process, a neighbourhood planning 'charrette' involving adjacent property owners and other community interest groups will be organized.*
- *While the number of homes is significant, it equates to 59 units per acre. The overall FAR at 1.66 is appropriate for the setting along a major arterial and close to transit. The result could be a true community within a community.*
- *While there are expensive, high-end projects underway in West Vancouver, there are few developments offering the broad range of housing choices that could be offered within this community.*
- *For these reasons, it is hoped that staff and Council will agree that the planning, consultation and OCP Amendment and Rezoning process for this property should be allowed to proceed in advance of the long-awaited Taylor Way Corridor Study.*

