

DISTRICT OF WEST VANCOUVER
750 17TH STREET, WEST VANCOUVER BC V7V 3T3

COUNCIL REPORT

Attachments for item 8
provided under separate cover

Date:	June 1, 2016
From:	Matthew Roddis, Manager of Urban Design David Hawkins, Manager of Community Planning
Subject:	Marine Drive Context Study
File:	2517-06

RECOMMENDED THAT:

1. The Marine Drive Context Study (attached as Appendix A to the report dated June 1, 2016) be received for information as part of the Official Community Plan review; and
2. Staff, Design Review Committee, and Public review and evaluation of development applications within the study area proceed as informed by the Study's findings.

1.0 Purpose

The purpose of this report is to provide Council and the community with the Marine Drive Context Study as an information tool to assist in the review of development applications within the study area.

2.0 Legislation/Bylaw/Policy

Extensive policy context relevant to land use in the Marine Drive study area (around Park Royal) is provided by the District's Official Community Plan (OCP, Bylaw No. 4360). Excerpts are provided below.

Policies supporting development centres:

LE 1: Plan for a hierarchy of commercial areas that serve a variety of roles in the community.

Support development that enhances Park Royal's gateway location and minimizes generation of increased peak hour traffic.

Cooperate with the Park Royal Shopping Centre owners and the Squamish Nation to integrate their future development and operational decisions into the larger community planning framework.

BF-C 7: Recognize the role of the Park Royal Shopping Centre as the eastern "gateway" to West Vancouver.

LE 3: Encourage mixed commercial and residential redevelopment

projects in commercial centres where consistent with ongoing commercial activity.

BF-C 2: Support the commercial centres by encouraging residential uses.

Policies supporting housing, including rental and supportive:

SP 2: Recognize and plan for people with diverse means and needs [including access to housing].

SP 5: Encourage the provision of housing, services and facilities to meet the needs of young adults and young families with children.

SP 8: Continue to work toward an accessible community, free of social and physical barriers, for people with disabilities [including access to housing].

H 7: Support the provision of non-market housing [including through bonus density].

H 8: Support the provision of adaptable design in a variety of housing forms [including through bonus density].

H 9: Support the provision of rental housing [including through bonus density].

Policies supporting environmental design:

H 12: Encourage more energy efficient buildings that help to reduce community greenhouse gas emissions.

BF-A 1: Promote superior environmental design in new development.

Policies specific to Clyde Avenue (east of Taylor Way):

BF-D 2: Allow for rezoning in the Clyde Avenue area east of Taylor Way to allow for a mix of uses including residential, mixed commercial residential buildings [including to achieve park-like landscaping and connections to Capilano river].

BF-D 3: Provide incentives (with a density of up to 2.0 FAR) for development to encourage property consolidation to create larger parcels of land with better opportunities for design and for improvements to the public street areas, and to encourage uses that would have defined community benefit [including bonus density for rental, parkland, or transfer of development potential for heritage preservation].

Policies supporting integrated land use and transportation planning:

T 1: Coordinate and consult with provincial agencies, neighbouring municipalities and the Squamish Nation.

T 2: Pursue comprehensive approaches to local transportation planning, including support of sustainability principles [including

cycle lanes, transit supportive public realm].

T 3: Coordinate transportation infrastructure with local area planning.

T 5: Enhance and expand transportation options to reduce auto dependency and associated environmental impacts [including Marine Drive transit and cycling, bus only lanes and queue-jumpers].

As part of the ongoing OCP review, *Local Government Act* (LGA) requirements for OCP content are also relevant. Notably, OCPs must identify the “approximate location, amount, type and density of residential development” and include policies “respecting affordable housing, rental housing and special needs housing”.

3.0 Background

A contextual planning study of the Marine Drive corridor (Park Royal area) has been endorsed as part of the OCP review.

3.1 Previous Decisions

At the December 7, 2015 Council meeting Council passed the following motion:

“THAT the report from the Manager of Community Planning dated November 17, 2015 be received for information.”

3.2 History

There are two significant development applications within the study area: 752 Marine Drive (former White Spot restaurant site) and 303 Marine Drive (current Earl’s restaurant site). Staff are also anticipating a development application for an assembly at 660 Clyde Avenue, 657 and 675 Marine Drive.

Given the need for timely direction on current and pending development applications, the Marine Drive Context Study has been brought forward as the first area study to be conducted under the OCP review.

4.0 Analysis

4.1 Discussion

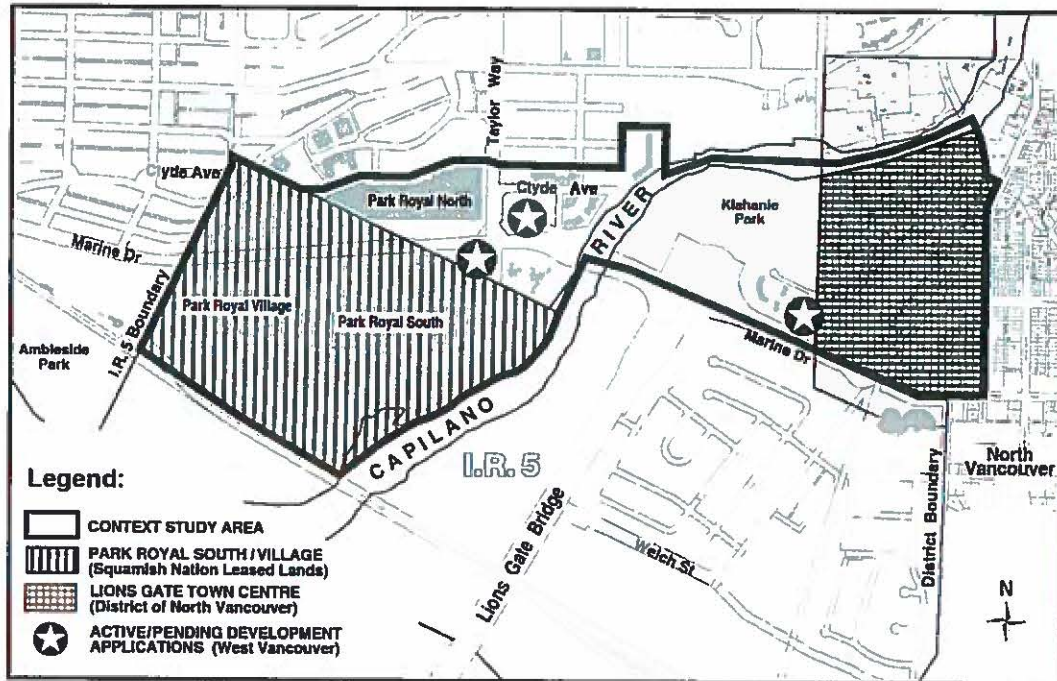
Context Study Area

The study addresses unique conditions at the eastern perimeter of West Vancouver. The area in question covers around 230 acres and is comprised primarily of lands outside of the District’s jurisdiction:

- around 100 acres for Park Royal South and Village (on leased Squamish Nation lands); and

- around 50 acres for Lions Gate Town Centre (within the District of North Vancouver).

Due to the age of existing buildings or current lease arrangements, very little West Vancouver land in the study area is expected to redevelop in the foreseeable future. The three active West Vancouver sites (comprising less than four acres combined, or 1.65% of the study area) are illustrated on the map below:



The primary objective of the study has been to situate these current or pending West Vancouver applications within this broader multi-jurisdictional context to help Council and the public make informed decisions about land use and built form. Recognizing that this broader context is largely outside of the District's jurisdiction means acknowledging that the context for some sites is effectively set by our neighbouring jurisdictions. This is notably the case for 752 Marine Drive and 303 Marine Drive, whose "edge conditions" respond directly to Park Royal South (leased Squamish lands) and Lions Gate Town Centre (North Vancouver) respectively.

Establishing and illustrating this context has required a collaborative approach and significant information sharing. All representations contained in the attached Context Study of planning and development scenarios for the City and District of North Vancouver are based on published planning documents. For leased Squamish lands, concept development has been prepared by Park Royal. All development on leased lands is subject to Squamish Nation review and Band Council Resolution.

Study's Findings: Planning and Design Directions

As indicated in Section 2.0 of this Council Report, there is significant existing OCP policy basis for:

- supporting mixed use redevelopment in centres;
- achieving rental and other housing objectives through increased density; and
- integrating land use planning with sustainability objectives (e.g. reducing automobile dependency, improving environmental design).

However, with the exception of Clyde Avenue east of Taylor Way (where this policy is location specific), there has been a need to understand how such policy “lands” in the study area.

The study's findings are that there is a significant “triple word score” opportunity to implement land use, transportation, and energy policy in this location in support of the District's sustainable development objectives. In short, this would mean locating more affordable and diverse housing options in an emerging transit-oriented, pedestrian and bicycle friendly neighbourhood, where greenhouse gas emissions will be lower.

Key findings that can be extracted from the study are as follows:

- Existing growth management plans across the North Shore combine to position this frequent transit corridor as the primary North Shore transit-oriented development location.
- From “bridgehead-to-bridgehead” (Ironworkers to Lions Gate, including the Lonsdale corridor), up to 15,000 new dwelling units are planned (not including any development on Squamish Lands or West Vancouver).
- There is very minimal West Vancouver land in play, with three active development sites potentially yielding 600 units (or 4% of the total units planned on or around the corridor).
- Existing data indicates high transit, walking and cycling mode choice in the study area (versus other locations in West Vancouver where driving to amenities, services, or employment is the typical and sometimes only choice).
- Due to its proximity to transit, amenities, services, and employment, the study area is particularly suited for rental and other housing types (e.g. supportive housing), which are lower trip generating uses than office or retail.
- There are significant public realm improvement opportunities to enhance livability and non-vehicular connectivity in the area, including access to the area's primary natural asset, Capilano River.

- Given existing and planned public spaces (e.g. parkland, new community centre in North Vancouver's Lions Gate Town Centre), an amenity strategy should focus on improving connections to these assets, targeting missing ones (e.g. daycare), and increasing the rental or supportive housing supply.
- Taller built-forms are appropriate in this location from a "fit" perspective (there are existing and planned high-rises).
- There is an existing and emerging built form context or "pattern", and an opportunity for new development to contribute positively to this pattern.
- The design principles articulated in the Context Study include: an emphasis on slender forms, with grouped hierarchies of buildings used to make a positive contribution to the skyline and to mark gateways, while achieving symmetrical street conditions and enhanced pedestrian and cycle connections at ground-level.
- Importantly, these principles will imply modifications to development applications as previously proposed, including a reduction to the massing and density previously proposed for 752 Marine Drive.

Articulating such planning and design expectations is intended to allow Council, the community, and the development industry to understand how buildings should relate to other buildings within this study area, and hence how managed growth may occur. Proposals will be expected to contribute to a cohesive vision in this multi-jurisdictional location, allowing change to be orderly, and decisions around use, form, and height not to be "random".

OCP Review

It is also important to understand how this area relates to other areas that will be considered through the broader OCP review. This area is unique. The context for two sites (752 and 303 Marine Drive) is effectively set by neighbouring jurisdiction's existing and planned conditions, so any West Vancouver policy for these locations will by definition be site-specific and hence addressed through the development application process. Clyde Avenue, in contrast, has established policy to guide developments.

The next area study anticipated for the OCP review, Ambleside Town Centre (expected to begin fall 2016), will present different conditions that will imply a different planning approach. The land use jurisdiction is wholly West Vancouver's, allowing for a neighbourhood-based community planning process that responds to the built-form context. Similarly, staff's analysis of upper Taylor Way (from Clyde north to the highway) to be undertaken in 2017 is also expected to yield different development scenarios, anticipated to be consistent with that corridor's scale.

4.2 Sustainability

A significant sustainable “triple word score” planning opportunity exists in this area. Managed growth can be accommodated in a way that reduces reliance on the car (and its associated greenhouse gas emissions), increases housing diversity and affordability, and provides for district energy opportunities.

4.3 Public Engagement and Outreach

The Marine Drive Context Study is a planning analysis and information tool. It does not replace public review and Council deliberation of each individual development application in the study area. Rather it is intended to enhance that review and consideration by providing extensive planning and design context. This context is primarily set by neighbouring jurisdictions, so public engagement and outreach regarding West Vancouver’s limited land in this area is most appropriately conducted through the development review process for each site.

As such, and consistent with the Staff recommendation accompanying this report, each development application is anticipated to proceed to Design Review Committee, public review through development application information meeting(s), and ultimately to Council for consideration of rezoning bylaws.

4.4 Other Communication, Consultation, and Research

Significant research and information sharing informed this study. Further, the Marine Drive frequent transit corridor (extending eastwards to East 3rd and Main Street in North Vancouver) is also currently the subject of a study, coordinated by MetroVancouver and TransLink, involving staff representatives from the three North Shore municipalities, the Squamish First Nation, and the Ministry of Transportation and Infrastructure. This study, when complete, is anticipated to help guide transit service and design on this corridor.

5.0 Options

5.1 Recommended Option

Receive the Marine Drive Context Study for information and direct staff to review development applications and proceed to Design Review Committee and public information session as informed by the study’s findings.

5.2 Considered Options

Request further information or provide alternate direction (to be specified).

6.0 Conclusion

With integrated transportation and land use planning, significant growth is occurring across this North Shore corridor. The Marine Drive Context Study provides a planning and urban design analysis that responds to the relatively small West Vancouver portion of this corridor around Park Royal.

This report recommends that current and pending development applications therefore be reviewed within this emerging context, in accordance with the planning directions and urban design principles articulated in the study.

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Appendix:
A. Marine Drive Context Study



Marine Drive Context Study

June 2016

Prepared by:
District of West Vancouver Planning Department

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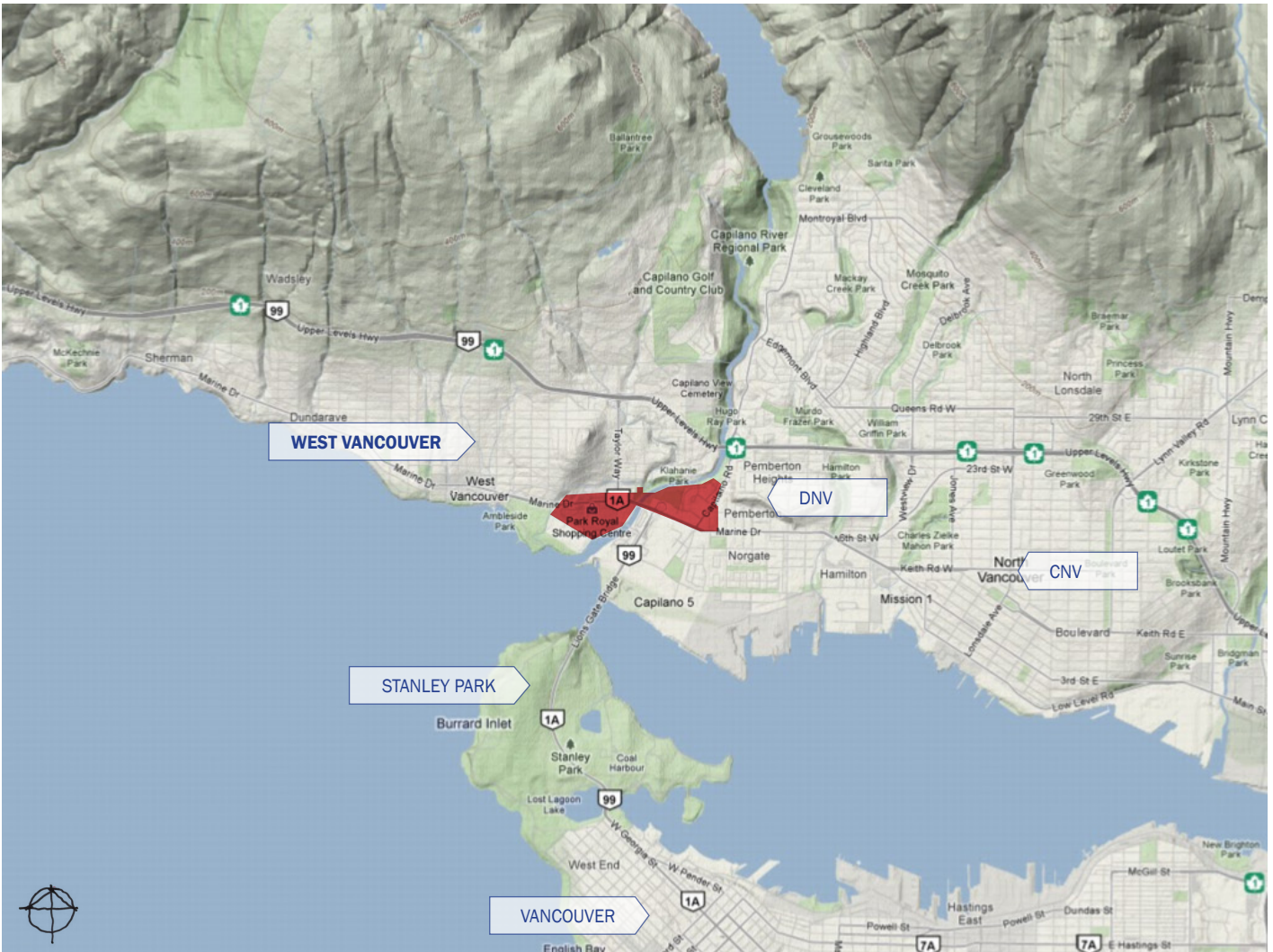


Figure 1.1 - Study area context

1.0 Introduction

1.1 Purpose

The Marine Drive Context Study (the Study) articulates an overall planning and urban design framework for the Marine Drive corridor, and is intended to provide clarity and context, as well as set expectations for future development. It is intended to provide Council with the context necessary to evaluate new development applications and to outline to the community and developers, how growth in this part of West Vancouver (DWV) may be accommodated.

The purpose of the Study is to:

- Describe the existing and emerging context of the Marine Drive corridor around Park Royal, including lands beyond DWV's jurisdiction;
- Situate current and anticipated DWV development applications within this multi-jurisdictional context;
- Outline a recommended approach for reviewing current and anticipated DWV applications within the study area boundary.

Overall, the Marine Drive corridor is intended to be comprised of a series of vibrant, mixed-use centres that support a variety of local and destination services, is well-served by transit, and includes key public realm investments to make it a desirable place to live, work, and play.




 study area boundary

Figure 1.2 - Study area

1.2 Study Area

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

To the east, a high density mixed-use village centre is being developed around the intersection of Capilano Road and Marine Drive as per the District of North Vancouver's (DNV) Lions Gate Town Centre Plan, providing the planning context for the broader area and marking the easternmost edge of DWV and the study boundary. To the west, the study extends to the Park Royal Shopping Centre, an expanding destination retail and shopping experience set amidst an outdoor, walkable, pedestrian environment, which provides the planning context for the westernmost portion of the study.

Most of the land identified in the study area is outside the jurisdiction of the DWV. While the DWV has no authority over other lands, they are included in this scope of work to provide useful and coordinated context for the future development of all lands across this shared corridor.

While extensive development is anticipated in neighbouring jurisdictions, given existing land uses, ownership, and age of current structures, only a handful of DWV sites within the study area are expected to be redeveloped in the near term. These sites are examined in more detail in each of the sub-area sections, which, for the purpose of this study, are divided between an eastern and western sub-area. Should additional DWV sites come forward for redevelopment, the directions and principles in this study would apply.

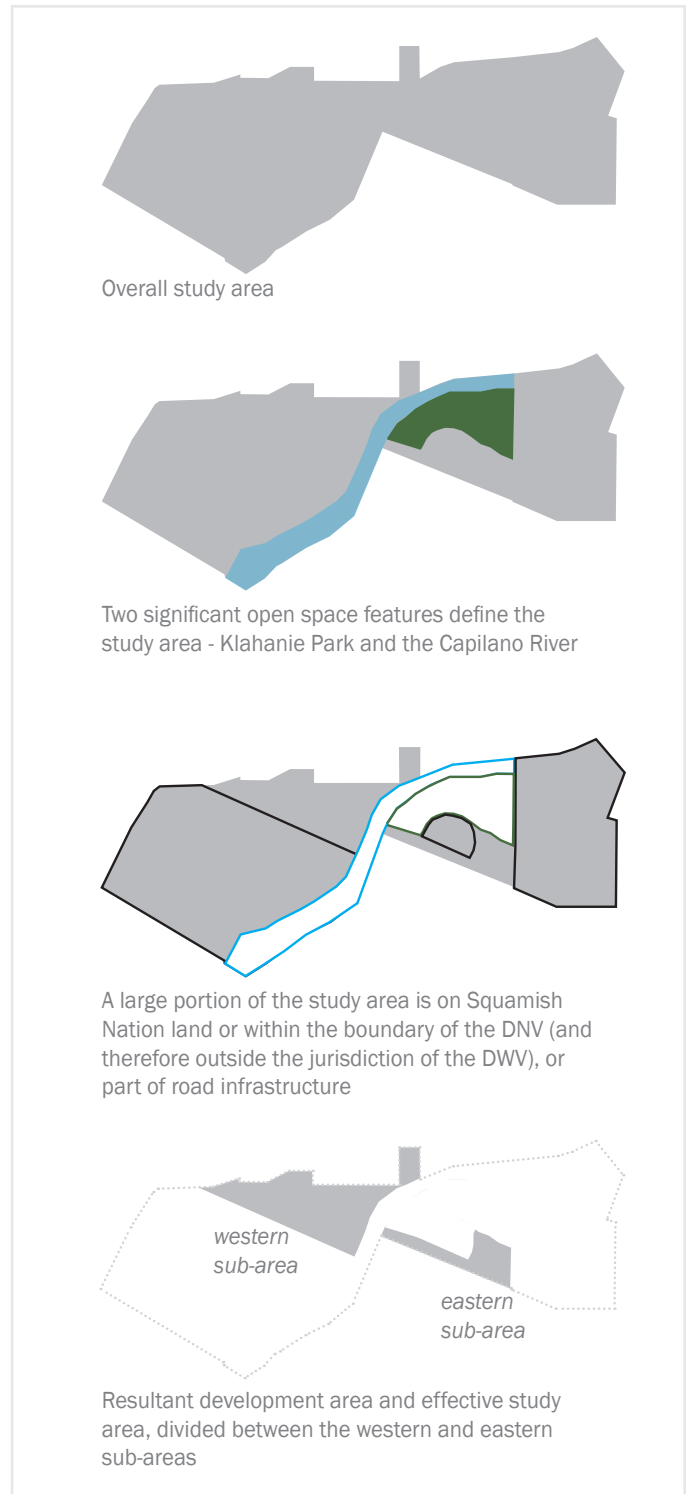


Figure 1.3 - Effective study area when significant natural and jurisdictional boundaries are removed

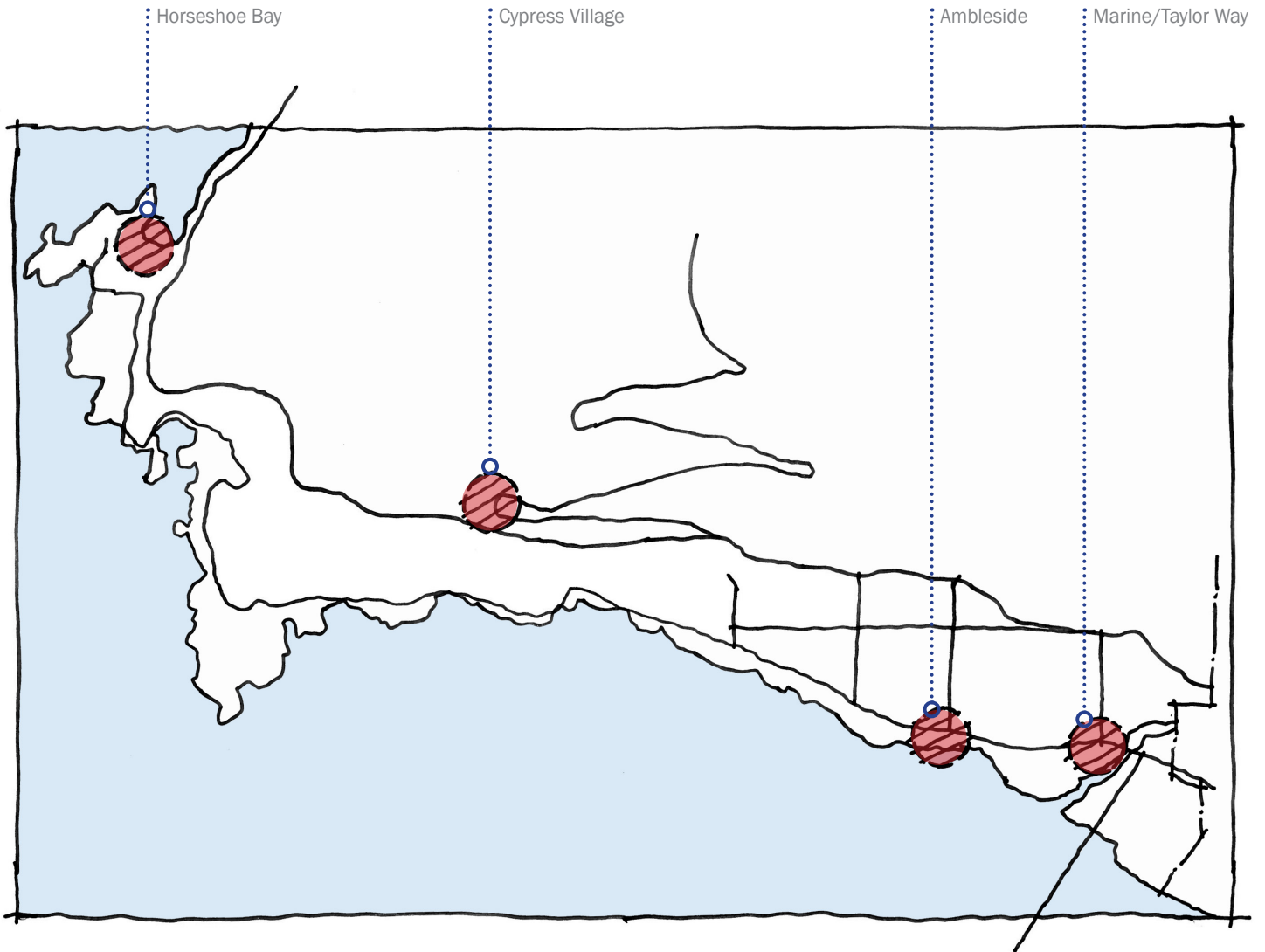


Figure 1.4 - OCP area studies

1.3 Official Community Plan (OCP) Review

This study has been prepared as part of the ongoing Official Community Plan (OCP) review. As most of the lands around Park Royal are outside of DWV's jurisdiction, this study differs from others that have been identified as part of the OCP review (namely Ambleside, Cypress Village, Horseshoe Bay, and upper Taylor Way¹) where policy will be generated through a community planning process.

For the Marine Drive area around Park Royal, the planning policy context is essentially already set, and the following Context Study is based on:

- An analysis of how DWV lands relate and should respond to their adjacent contexts (DNV and Squamish Nation leased lands);
- An understanding of how existing DWV OCP policy direction "lands" in this area.

Existing OCP Policy framework for the study area (summarized):

- Gateway locations should be reinforced at the entry-points to DWV (Policy LE1, BF-C7)
- Prominent buildings should earn density through superior design, environmental performance, housing objectives and amenities (Policy BF-A1, H7, H8, H9)
- Urban centres should contain a variety of amenities and services supported by a mix of housing types (Policy LE3, BF-C2, SP2, SP5, SP8)
- Marine Drive should be planned as an important east-west connection, facilitated by pedestrian, cycling, and transit-supportive infrastructure (Policy T1, T2, T3, T5)
- Clyde Avenue (east of Taylor Way) should redevelop to mixed-use, with rental, parkland, heritage preservation, and access to the river (Policy BF-D2)

¹ Taylor Way / Marine Drive were originally conceived of as one OCP area study; however the current study addressing uniquely Marine Drive has been brought forward to provide context and guidance for current and pending development applications. An Upper Taylor Way study will be undertaken in 2017 and will complete the analysis of this wider area. Upper Taylor Way presents a different context to Marine Drive and hence its findings are expected to be different.

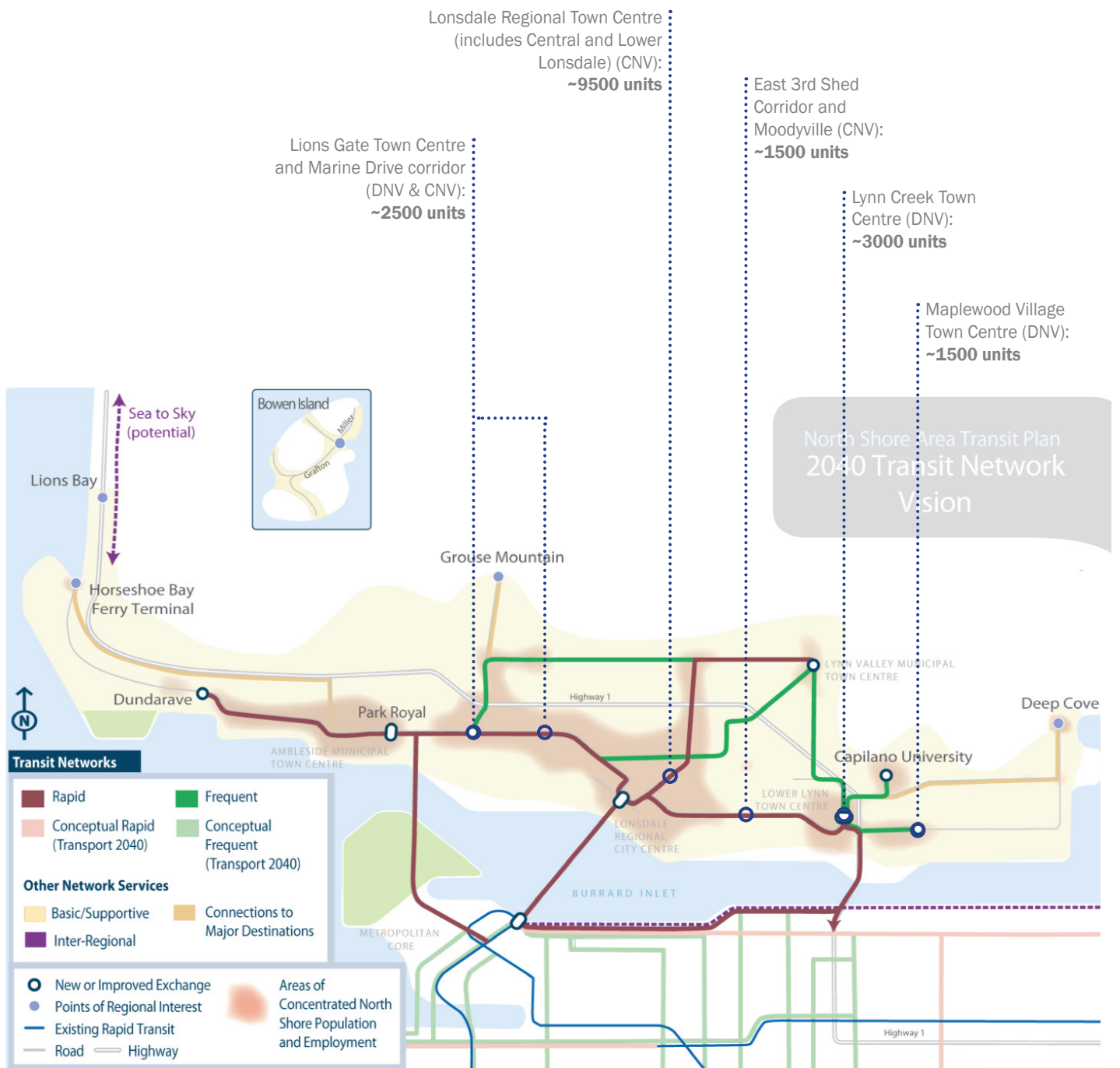


Figure 2.1 - North Shore Area Transit Plan 2040 Vision with municipal growth estimates added

2.0 Context

2.1 Regional and Sub-Regional Planning Context

The study area is situated within a broader growth management framework as part of the Regional Growth Strategy (RGS). This strategy provides guidance for accommodating growth in centres and corridors. The RGS includes a number of regionally designated areas on the North Shore where transit-oriented development is expected along or close to the Marine Drive corridor:

- Lions Gate Town Centre, and the Marine Drive Frequent Transit Development Areas (DNV and CNV);
- Lonsdale Regional Town Centre (CNV, which extends above the Marine Drive/3rd Street corridor to also include Central Lonsdale);
- East 3rd Street Frequent Transit Development Area (including the Moodyville area, CNV);
- Lynn Creek Town Centre and Frequent Transit Development Area (DNV);
- Maplewood Village Centre (DNV).

These locations are acknowledged and planned for in both the City and District of North Vancouver's recently adopted OCPs. In addition to the current study, the ongoing review of West Vancouver's OCP will also include an area planning process for Ambleside, another centre on this corridor. As the remainder of this study will illustrate, the Park Royal area is situated in close proximity to taller forms and higher density development at the eastern "gateway" to West Vancouver (in relation to downtown Vancouver, leased Squamish lands, and DNV's Lions Gate Town Centre). Ambleside Town Centre's built-form context is quite different which will inform the plan for that centre accordingly.

The coordination of the transit network across this North Shore corridor is important to support development in West Vancouver, Squamish Nation lands, the District of North Vancouver, and the City of North Vancouver. The Marine Drive / Main Street corridor currently receives frequent transit service (defined as at least every 15 minutes in both directions, throughout the day and into the evening, every day of the week) and is a priority for higher capacity service investment and facility upgrades. A commitment to rapid transit along this corridor is embedded in both the North Shore Area Transit plan and the Mayors' Plan. To facilitate implementation of transit improvements, Metro Vancouver and TransLink, are currently coordinating a study (involving staff from the three North Shore municipalities, the

Squamish Nation, and the Ministry of Transportation and Infrastructure) to help guide transit service and design on this corridor.

Transportation is certainly an acknowledged issue in this area, situated as it is along a major east-west North Shore corridor, and also a major north-south connection between downtown Vancouver and the Upper Levels Highway. Directing growth along the Marine Drive corridor may for this reason seem counterintuitive. However, the premise behind this transit-oriented growth management framework is as follows. Increasing the population in more outer-lying low density residential neighbourhoods that do not have proximity to transit, services or amenities increases vehicular use through Taylor Way and Marine Drive, as those residents have little option but to drive to or through this area on their way to work or services. Conversely, accommodating new growth in the Park Royal area (or other mixed-use locations with similar characteristics) means accommodating growth in a location where residents can take transit, walk or cycle to shops, services, amenities, and their place of employment.

New developments in these areas should incorporate lower trip-generating land uses and be used to leverage improvements to the transit, bicycle, and pedestrian networks (as discussed in Section 3 of this report). Data from the most recent census (2011) regarding transportation mode to work confirms this planning approach, showing almost a 30% decrease in vehicular use and nearly a tripling in transit, walking or cycling in lands around the study area compared to the more western and northern census tracts. (Figure 2.2)

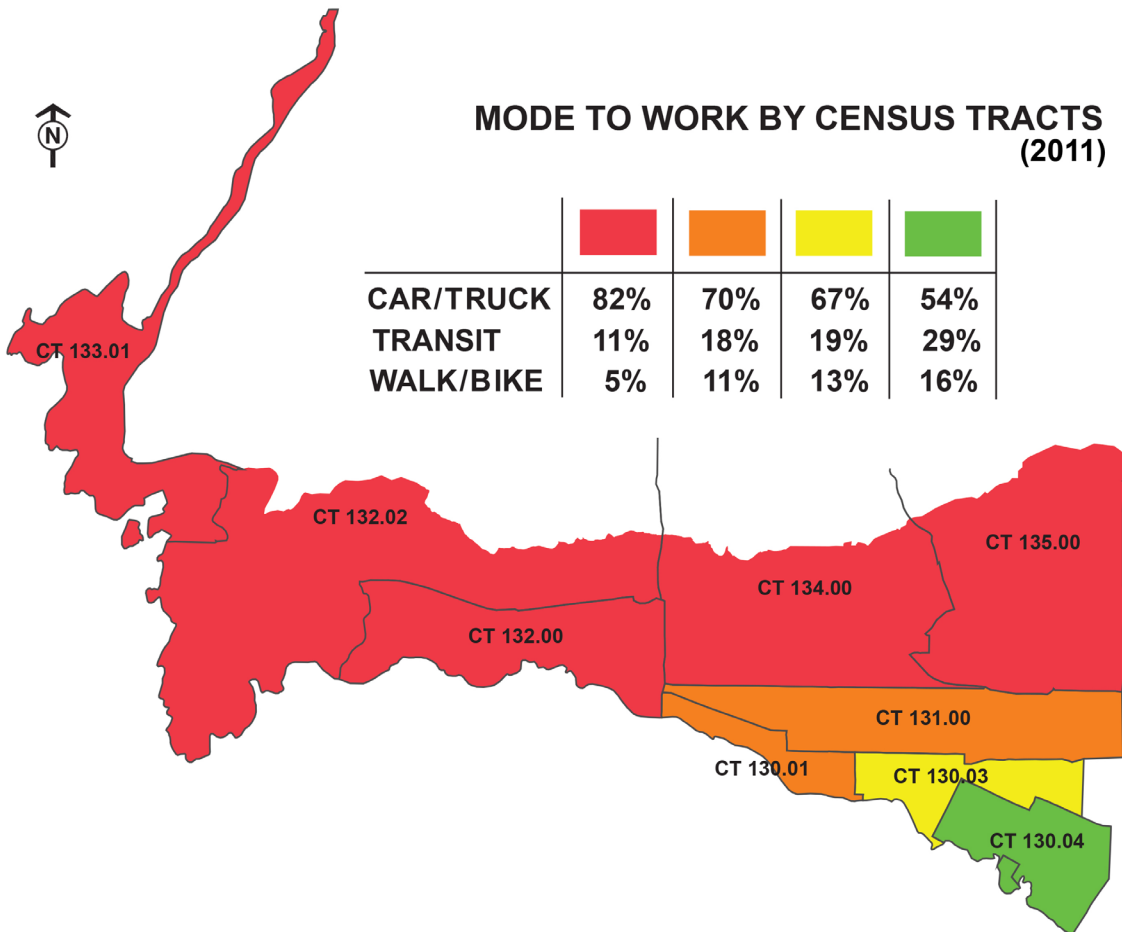
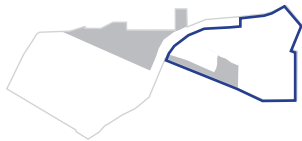


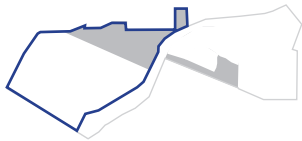
Figure 2.2 - Mode to work by census tracts

2.2 Adjacent Planning Context

As identified in figure 1.3, the study area can be divided between an eastern and western sub-area:



The eastern sub-area includes land east of the Capilano River.



The western sub-area includes land west of the Capilano River.

The context for each is examined separately and brought together in the general principles and through the streetscape directions presented later in the study.

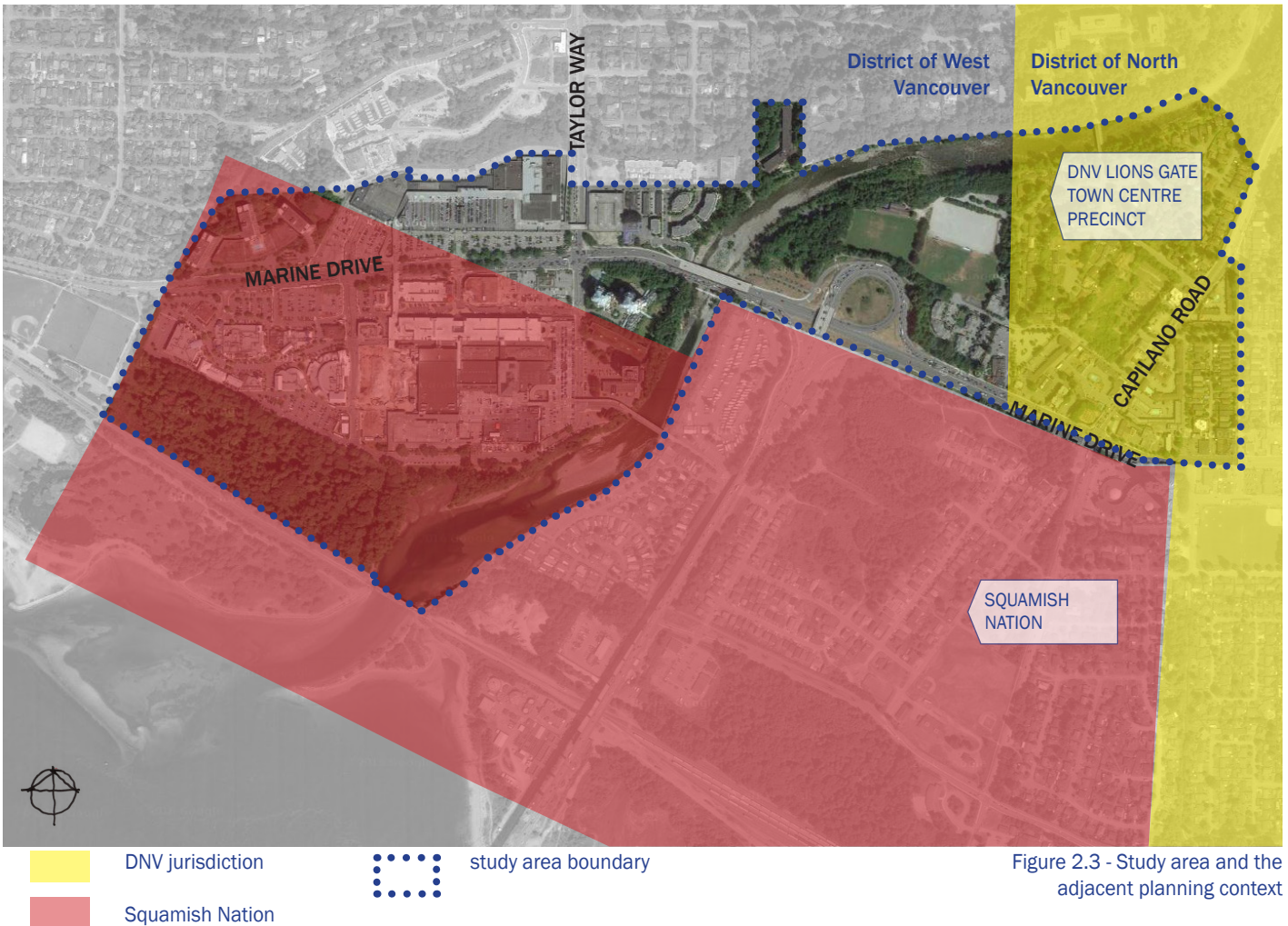


Figure 2.3 - Study area and the adjacent planning context

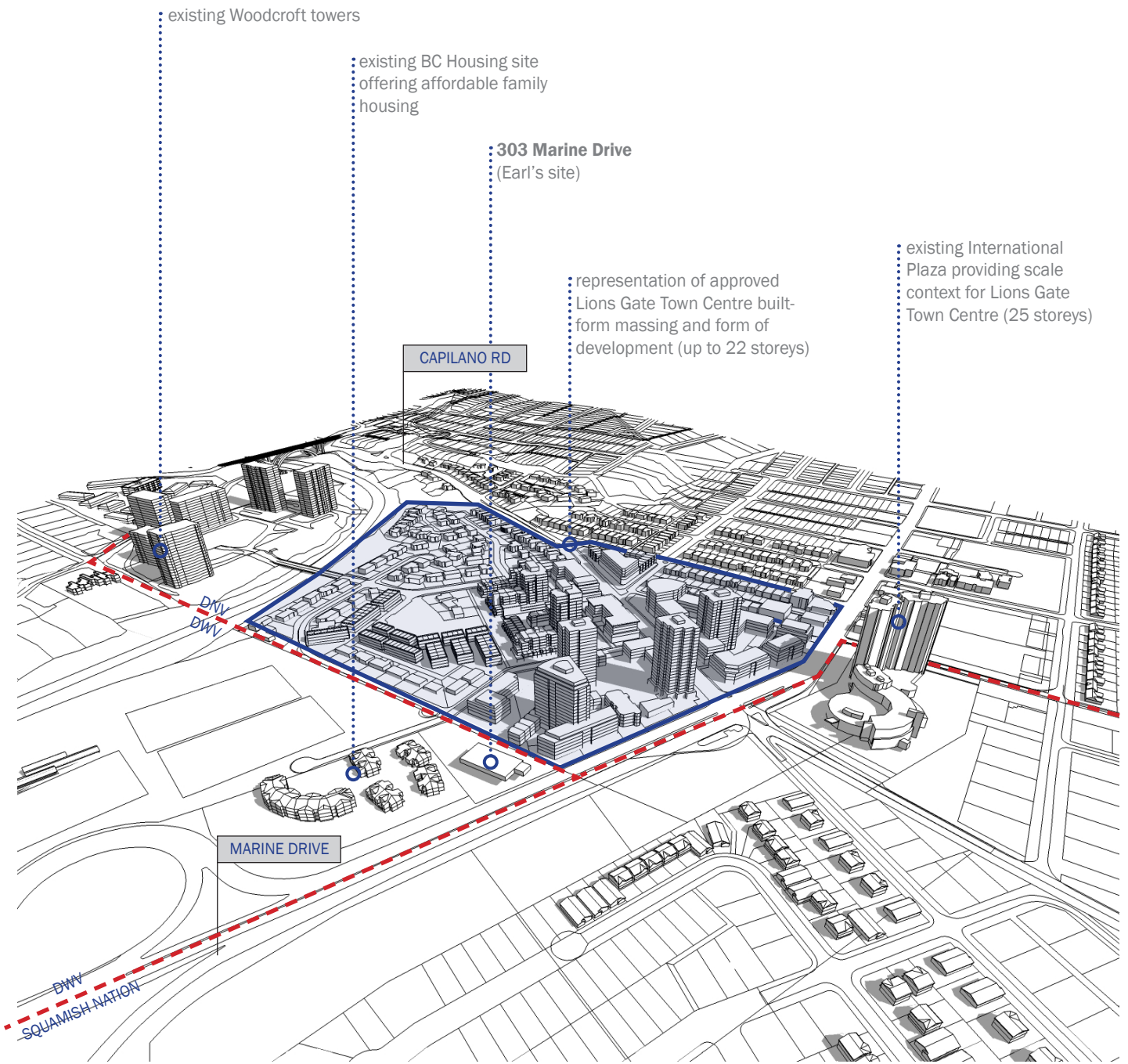
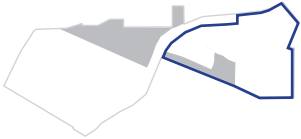


Figure 2.4 - Eastern Planning Context view from the southwest

2.2.1 Adjacent Planning Context: East Sub-area



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

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

With respect to West Vancouver’s jurisdiction in this sub-area, there are two sites situated effectively adjacent to DNV’s Lions Gate Town Centre: 303 Marine Drive (current Earl’s restaurant, where a development application has been received) and 350 Klahanie Court (current BC Housing site, where no development application has been received). As illustrated in the rendering of this sub-area, the scale of these DWV sites (currently 1 to 3 storeys) is considerably lower than the emerging context.

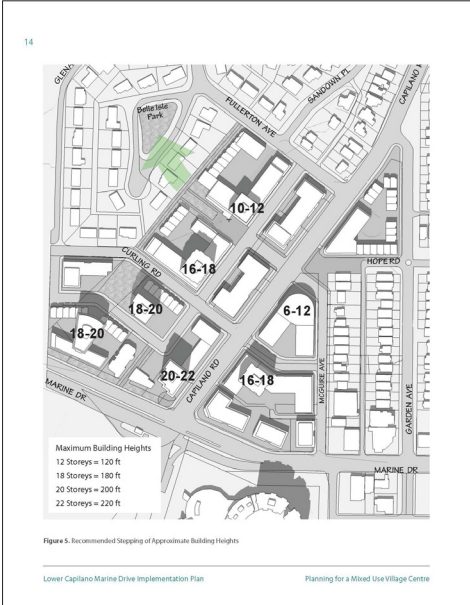


Figure 2.5 - Lower Capilano Marine Village Concept Plan (Lions Gate Town Centre)

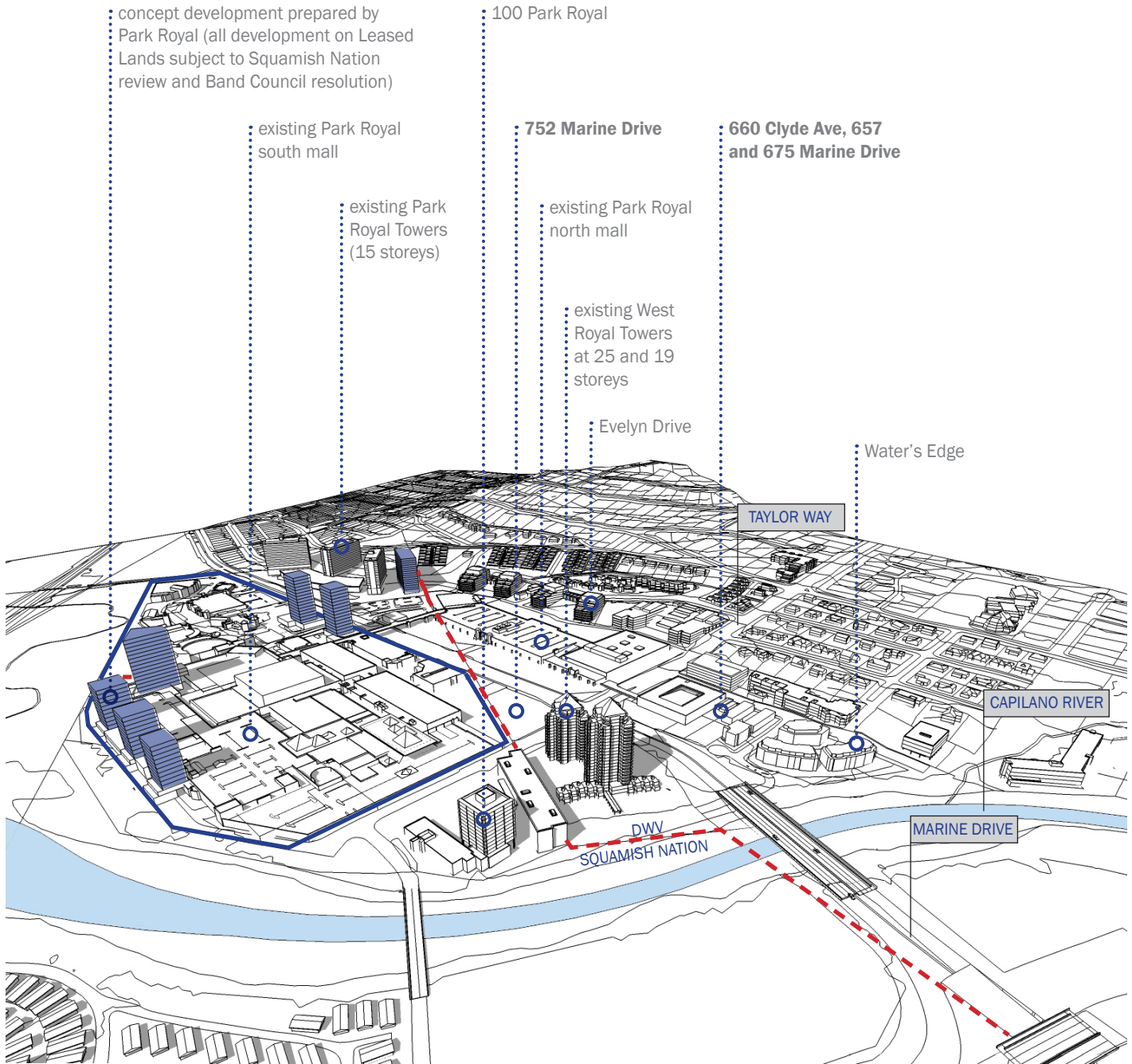
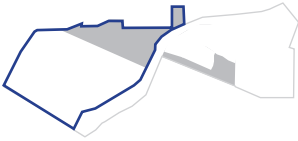


Figure 2.6 - Western Planning Context view from the southeast

2.2.2 Adjacent Planning Context: West Sub-area

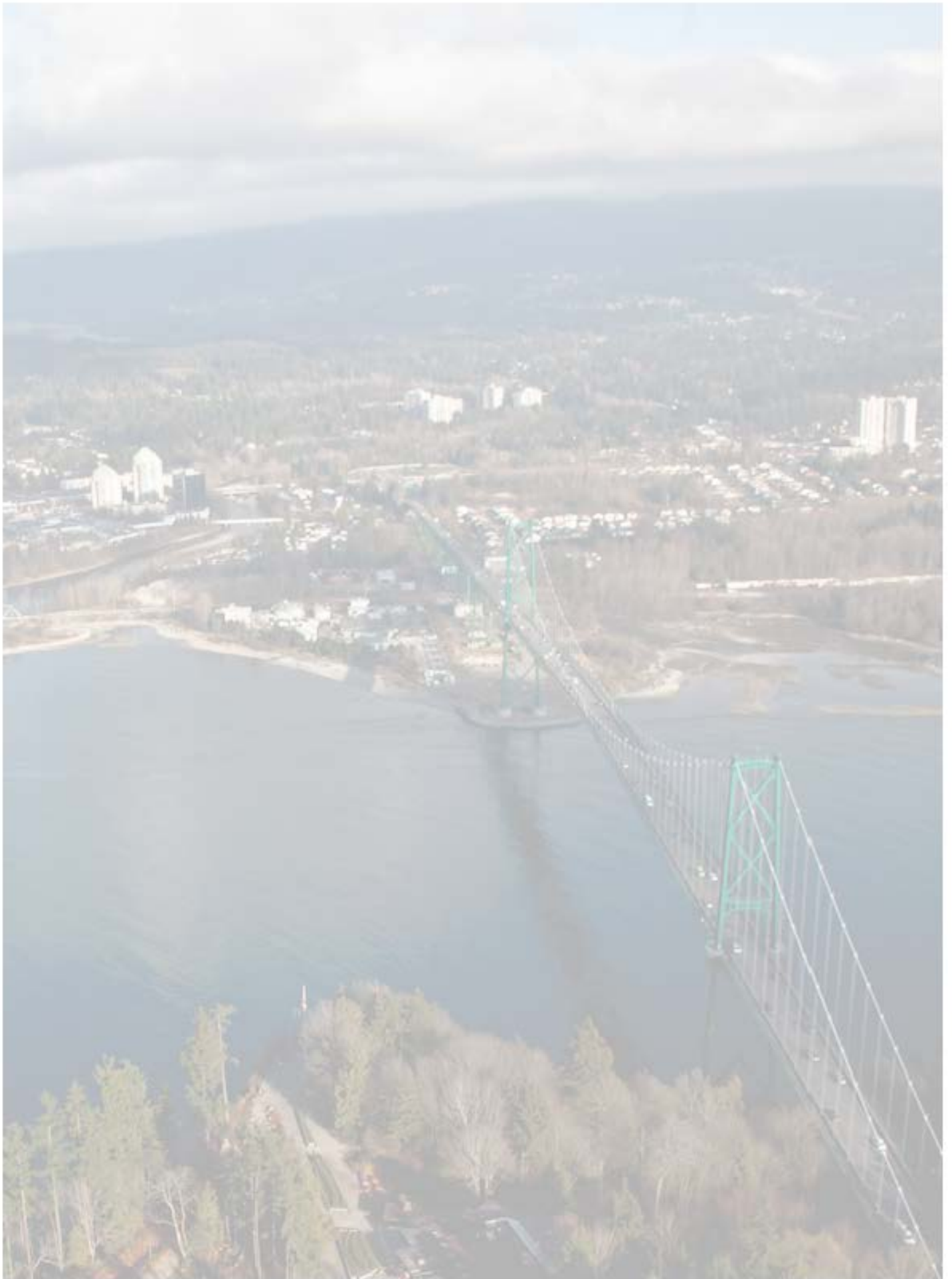


The Park Royal Shopping Centre provides much of the context for the west sub-area. Park Royal South is situated on leased Squamish lands, and Park Royal retains development rights in accordance with their lease, subject to Squamish Nation review and Band Council resolution. Conversely, Park Royal North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

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

In the northeast corner of the mall site, and within the DWV boundary, are the West Royal Towers, a notable pair of residential towers that dominate much of the views from the Lion's Gate Bridge. The towers, constructed in the early 80's, are organized parallel to Marine Drive and at the intersection with Taylor Way, marking the gateway to the western sub-area. The towers are 25 and 19 storeys tall, although the architectural expression of the roof effectively adds another two storeys to the overall height of the towers. These towers are situated opposite 752 Marine Drive (former White Spot restaurant), the only portion of Park Royal South within DWV jurisdiction, and where a development application has been received.

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



3.0 Urban Design Principles & Planning Directions

This section of the Study introduces urban design principles and planning directions that provide a basis for the evaluation of projects that fall within the study area.

These directions are borne out of existing OCP policy and an analysis of the study area's built-form and scale, connections and pedestrian mobility, and the desire to define a cogent vision for the Marine Drive corridor.

Observations and commentary on the existing context is presented first, followed by overall objectives that lay out a broad framework within which more specific principles and directions for each sub-area are established.

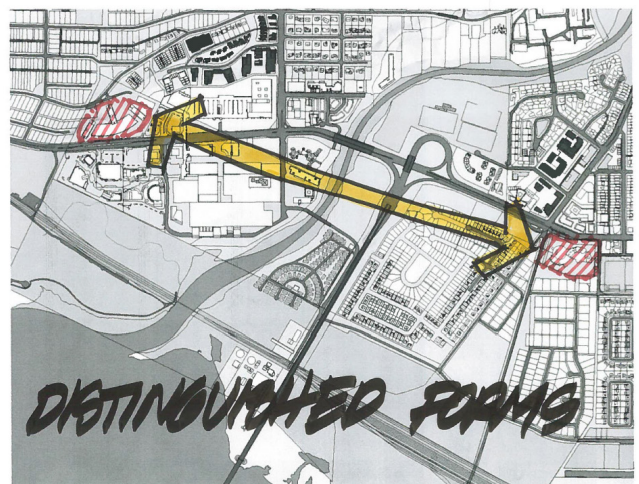
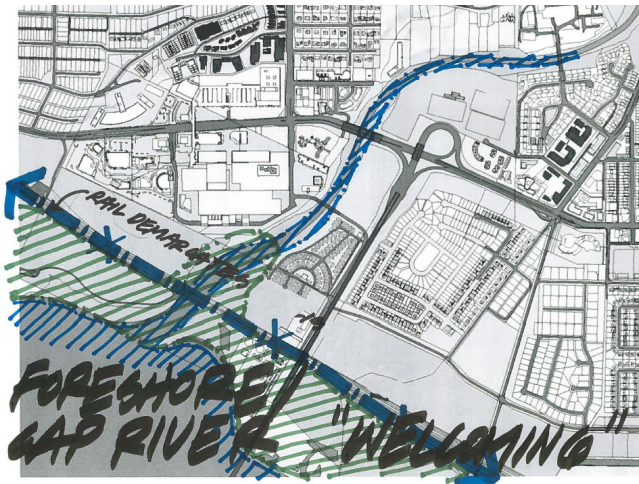
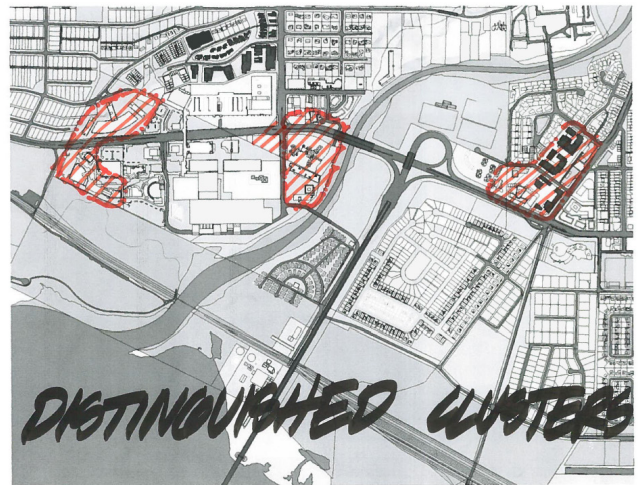
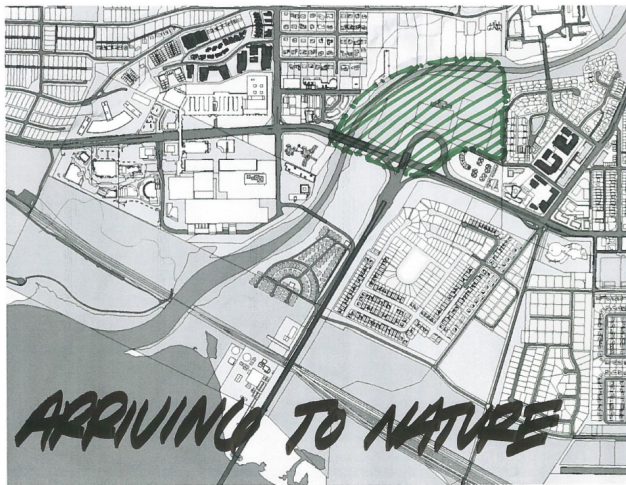
3.1 Systems Analysis

The Study is set amidst an evolving planning and development context for West Vancouver. While this context will continue to change, initial observations specific to this part of the District help frame early priorities and values that shape the planning directions.

The following diagrams provide a summary of observations and provide additional context for area-wide systems analysis. The series of diagrams are organized around a concept that describes how certain elements are connected across the whole study area followed with a description of the significance of the observation, and its relationship to the principles.

Observations: Natural features

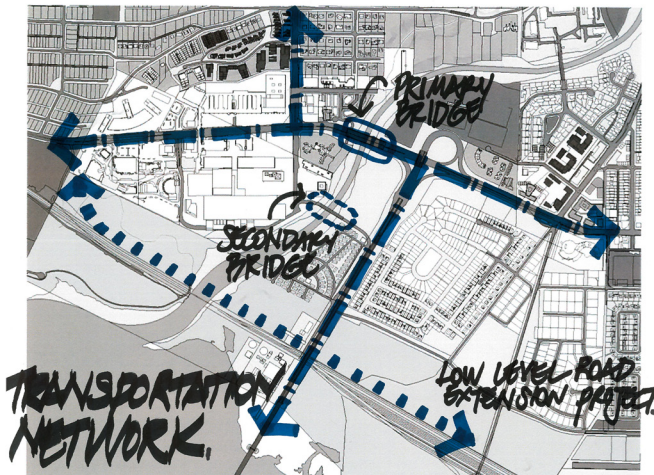
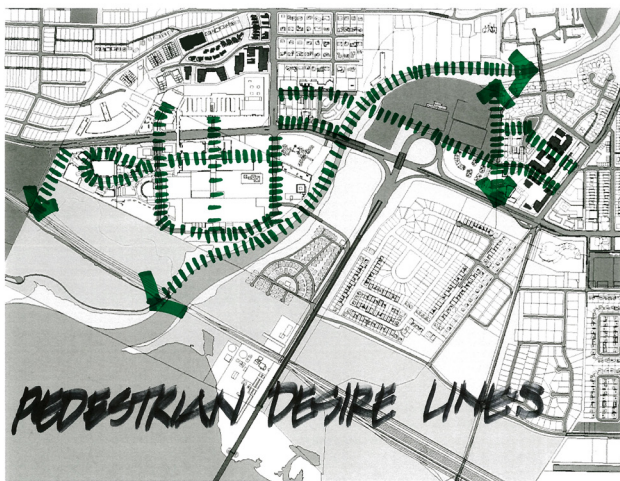
Observations: Built-form



One of the most prominent features visible from the Lions Gate Bridge is Klahanie Park, which provides a strong landscaped contrast to the town centres which flank the park. A sense of arrival is enhanced by the foreshore water and the entry of the Capilano River. The natural systems are notable features in the landscape.

Reinforcing the direction for gateways in the OCP, clusters of taller buildings currently mark the centres. These nodes also provide services, amenities, and housing. Both east and west sub-areas contain unique architectural forms that can be seen from numerous vantage points. Park Royal Towers and West Royal Towers (west) and International Plaza (east) establish an existing scale and form of development that reinforce the urban centres concept.

Observations: Transportation and Mobility



Three themes arise from the systems analysis, which provide the basis for the planning directions presented in this study. They are:

1. Natural features contrast and bisect the urban character of the centres. Open space and the Capilano River are unique and should be celebrated as redevelopment occurs.
2. Taller buildings already exist in each of the identified urban centres. New development will reinforce this and contribute to a definable cluster of buildings marking the heart of each urban area.
3. A healthy and complete community benefits from pedestrian connections that link existing and new amenities to housing. Pedestrian connections should be enhanced to be comfortable and safe, and should facilitate access to transit to support transit-oriented new development.

Smaller, human-scale blocks make pedestrians feel comfortable as many routes can be chosen. A porous block structure, extending outward to connect natural and recreational opportunities along the Capilano River, will reinforce a pleasant walking experience for all. Supporting this is a transportation network that includes frequent transit service that connects key nodes throughout the area.

3.2 Overall Objectives

The planning and urban design objectives build on and reinforce the preceding systems analysis, OCP policy, and planning best practices. The design framework (Figure 3.1) summarizes and synthesizes the systems analysis work and introduces the concept of defined centres separated by natural features, yet connected by green links focused on pedestrian mobility.

Objectives derived from the development of this concept diagram include:

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

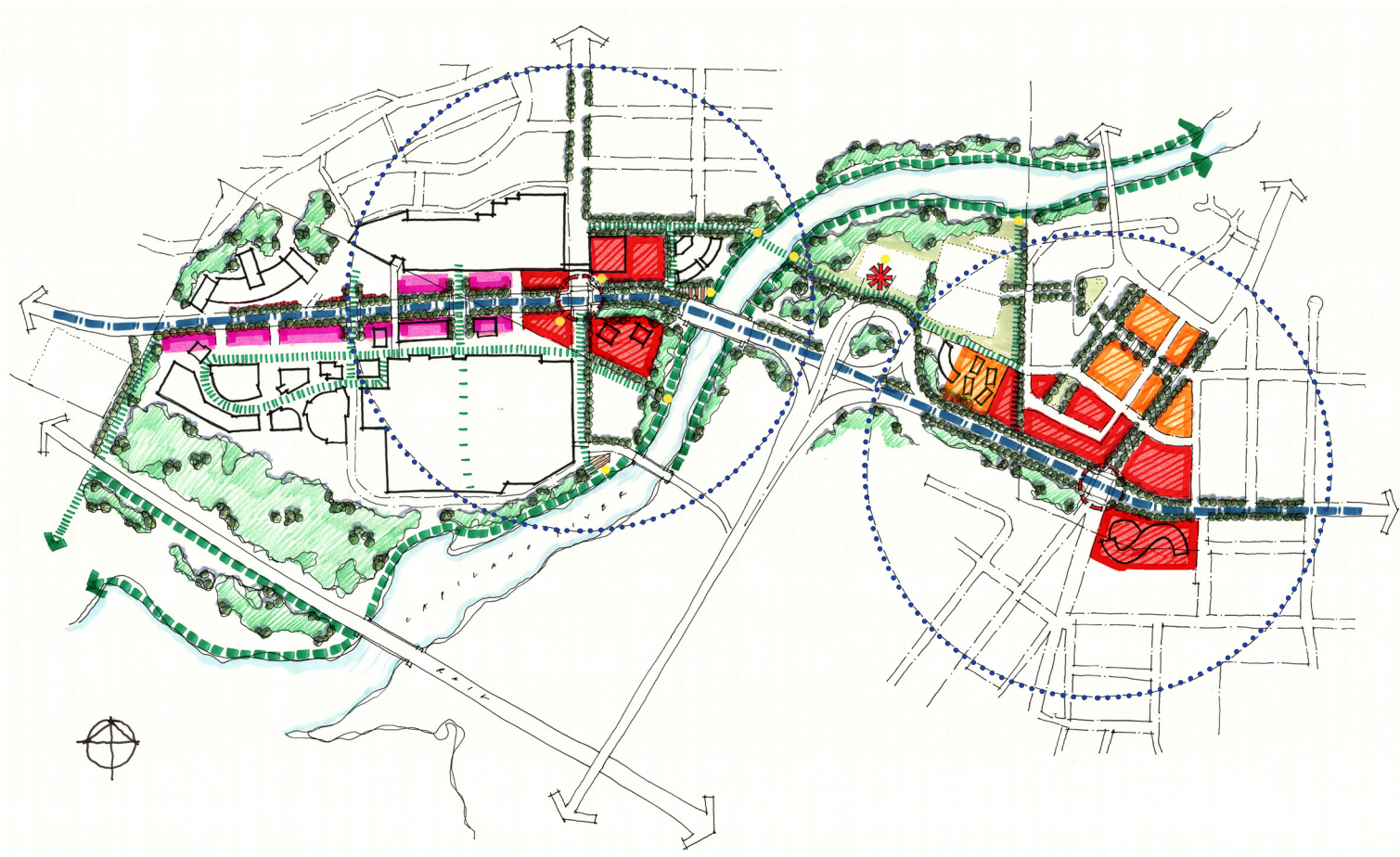
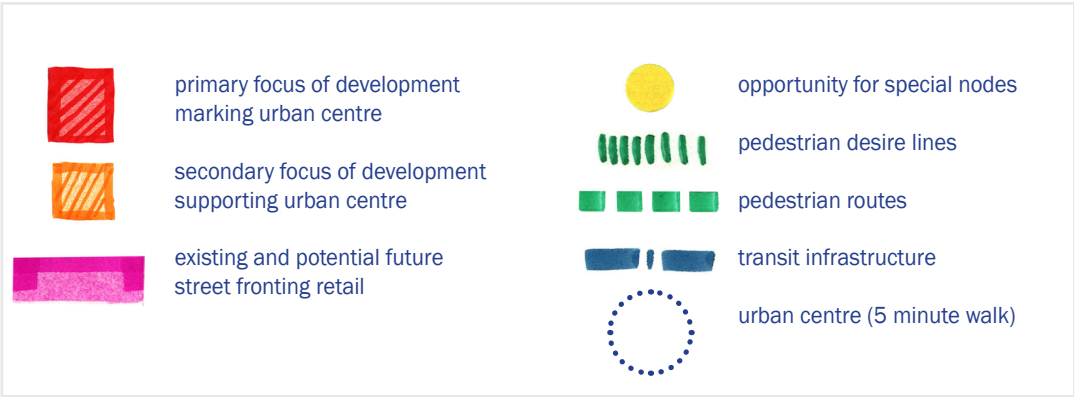


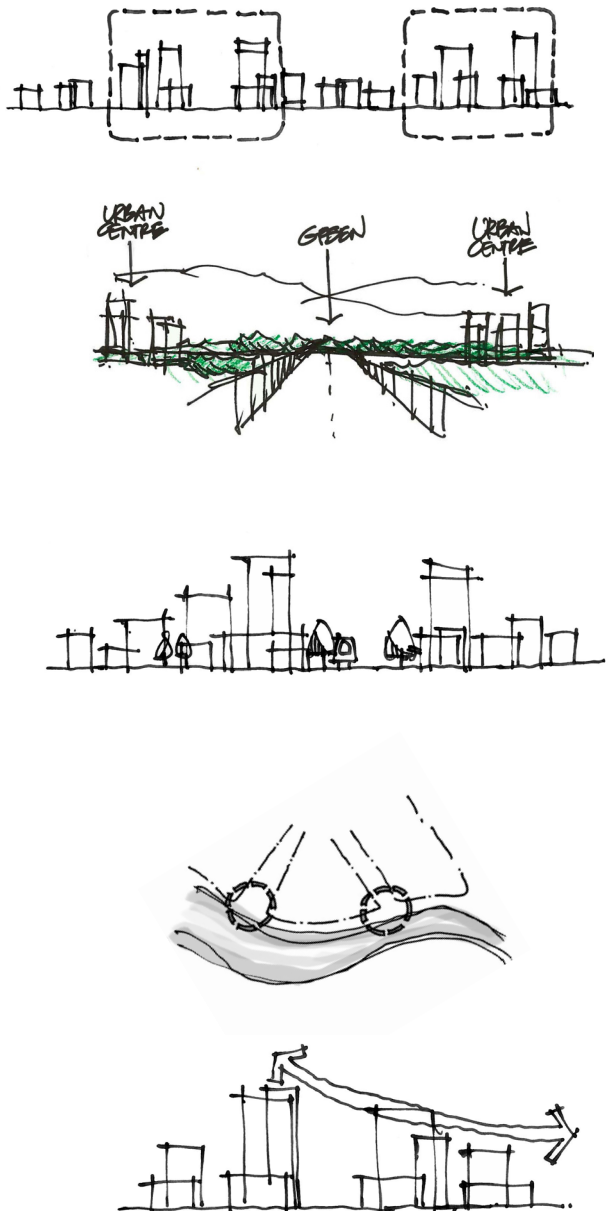
Figure 3.1 - Urban design framework illustrating two urban centres linked by open space and green connections, and supported by transit



3.3 Guiding Principles

The guiding principles build on the objectives, policies, and context analysis outlined above and provide a structure to direct new projects along the corridor. They address important elements such as public space, land use, pedestrian connections, placemaking, and built-form that should be considered as the corridor evolves.

The principles are not specific to any sub-area, but rather provide overall guidance for projects being considered within the study area. More specific direction related to urban design, land use, and built-form considerations for each sub-area is found in the relevant sub-area section.



Distinct Centres

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

Distinct Context

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

Transit Supportive Development

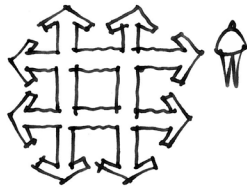
Development should respond to existing frequent (and planned rapid) transit service through transit-oriented design principles (TOD) and transportation demand management (TDM) strategies. This could include reducing resident parking requirements (to lower car ownership and use in this neighbourhood),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

Respond to the River

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

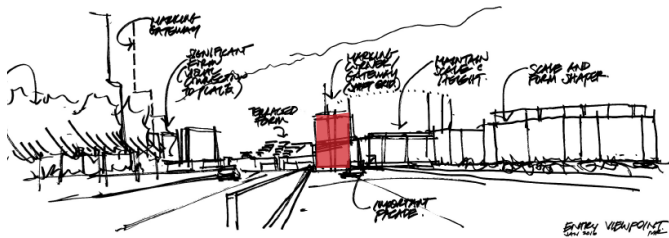
Hierarchy

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



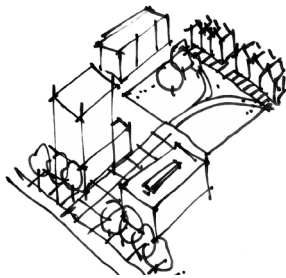
Pedestrian Continuity

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



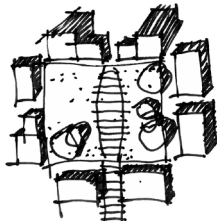
Express the Gateway

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



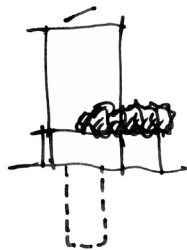
Complete Communities

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



Public space, public life

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



Sustainable design

High performance buildings should promote environmental design features. Hydronic systems should be included (as was done in the nearby *Evelyn* project) to ensure new developments are district energy ready for any potential future energy systems in the area.

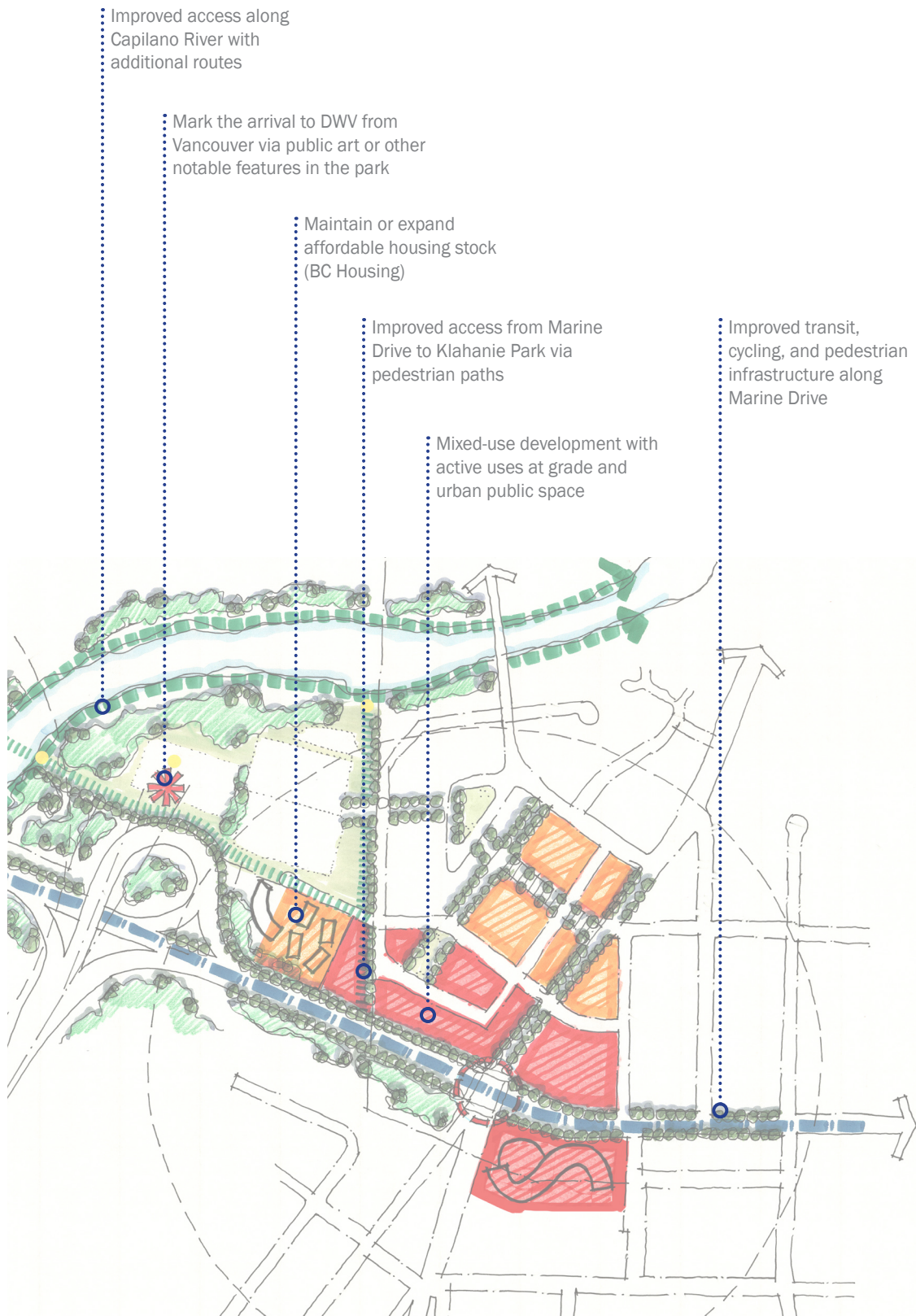
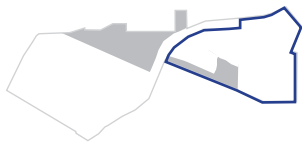


Figure 3.2 - East sub-area concept plan

3.4 Direction: East Sub-area



The following section focuses on the east sub-area. The direction for this part of Marine Drive is to support the creation of Lions Gate Town Centre, with complementary development within the DWV boundary in the form of a tower and corresponding street-oriented lower building forms. When complete, the town centre will deliver housing opportunities and public amenities commensurate with a vibrant, urban village.

The diagrams presented below provide additional clarity with respect to built-form, open space, and connections that link the area together.

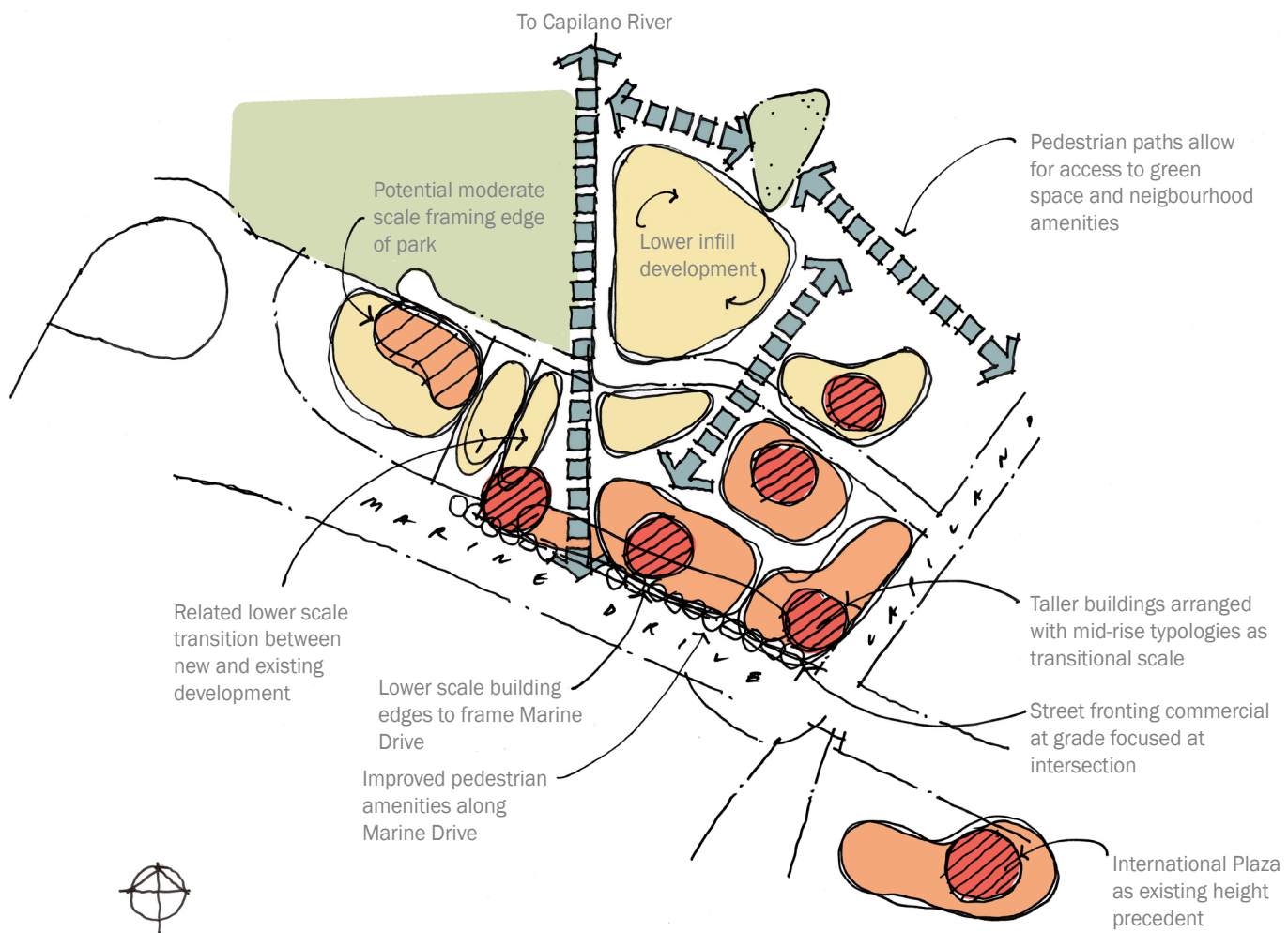


Figure 3.3 - Diagram illustrating organization of taller and lower buildings and open space connections proposed as part of the Lions Gate Town Centre

The following series of images illustrate potential build-out scenarios for the urban centre, with proposed urban design considerations for the area outlined in Figure 3.6.

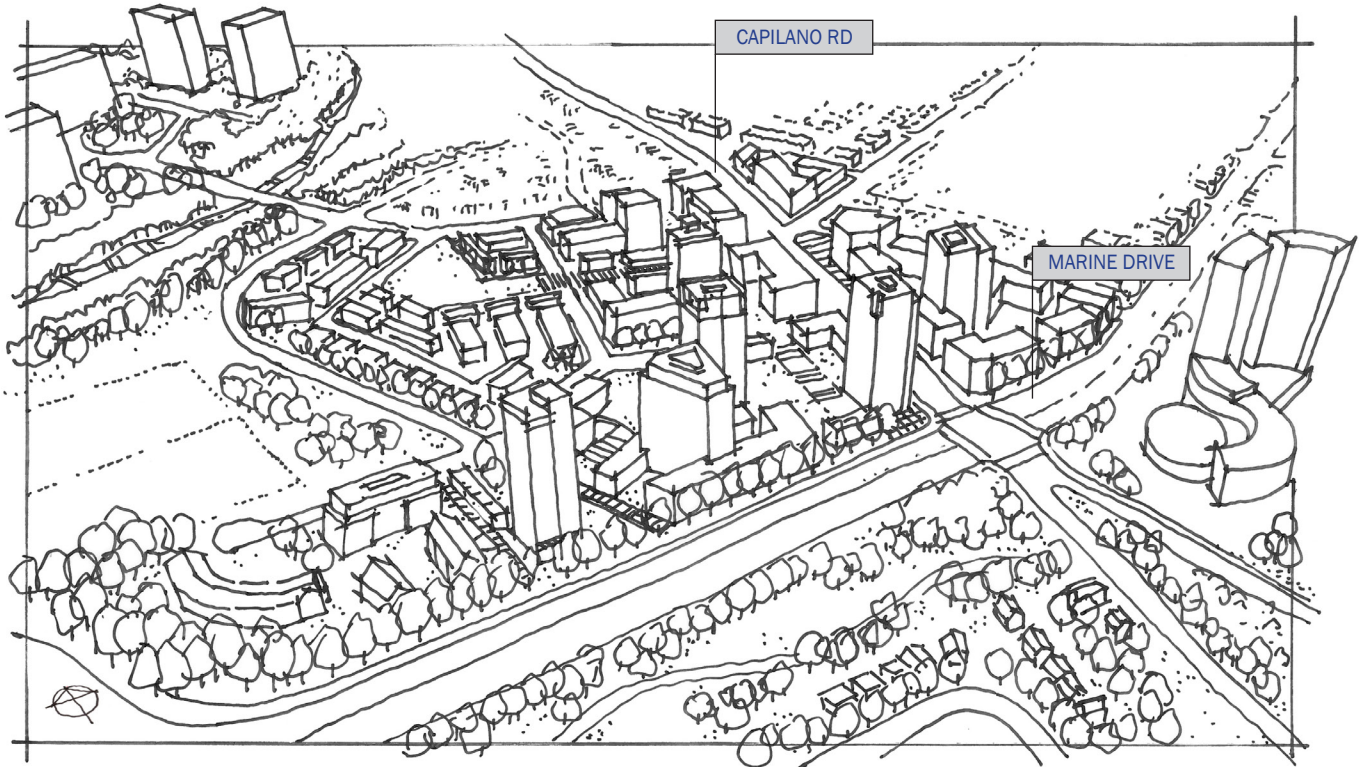


Figure 3.4 - Artist rendering of potential future build out scenario for eastern sub-area*

A 303 Marine Drive

Site currently occupied by Earl's restaurant and zoned C1. In response to the Lions Gate Town Centre plan, this study anticipates future development for the site to include:

- A single tower to mark the gateway to the town centre.
- Tower height to read as a part of a collection of towers that respond in scale to International Plaza, subject to satisfying housing objectives and urban design analysis.
- Transitional scale to the BC Housing site to the west, such as townhouses.
- Lower-scale building form fronting Marine Drive, towards reinforcing a mixed-use node at Capilano Road and Marine Drive.
- A north/south public space connection between Marine Drive and Klahanie Park to facilitate pedestrian mobility, and to increase the visibility between the park and Marine Drive.
- Given existing and planned public space, amenities to focus on housing affordability / diversity.

B 380 Klahanie Court

Klahanie Court (BC Housing) currently provides affordable family housing. This study anticipates future development for the site to include:

- Continued or expanded provision of affordable rental housing on site.
- Potential infill that responds to and complements the tower and mid-rise typology proposed for Lions Gate Town Centre.
- Transitional scale responding to 303 Marine Drive site to the east, such as townhouses.
- A north/south public space connection between Marine Drive and Klahanie Park to facilitate pedestrian mobility, and to improve the visibility between the park and Marine Drive.

* Representation of Lions Gate Town Centre is based on approved DNV planning documents

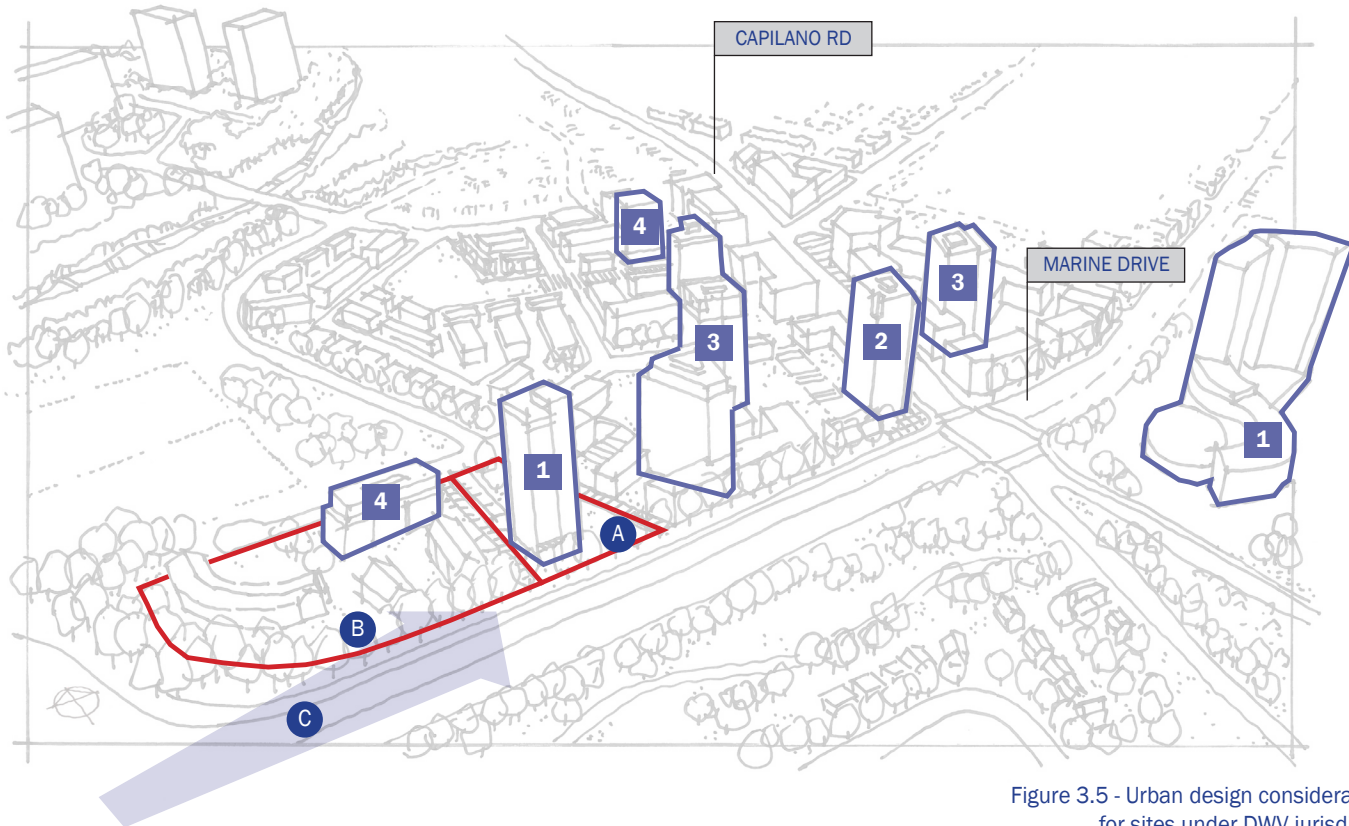


Figure 3.5 - Urban design considerations for sites under DWV jurisdiction

C Marine Drive viewshed

Respond to the Marine Drive viewshed:

- Design tower at 303 Marine to appear slender in the landscape and address the Marine Drive axis.
- Tower form should meet the ground at the SW corner to announce the gateway to Lions Gate Town Centre.
- Tower should be designed to reflect a local aesthetic and express a coordinated architectural idea.

Building scale hierarchy

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

- 1** Tallest buildings mark east and west gateways to Lions Gate Town Centre.
- 2** Second tallest tower to mark key Lions Gate Town Centre.
- 3** Third tallest tower as part of Lions Gate Town Centre.
- 4** Fourth tallest group of towers to transition from taller buildings fronting Marine Drive to lower forms on the periphery.

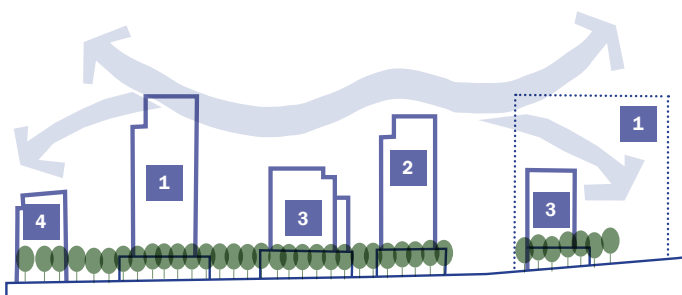
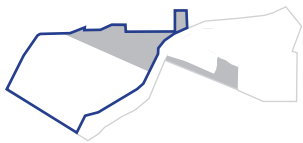




Figure 3.6 - West sub-area concept plan

3.5 Direction: West Sub-area



The following section focuses on the west sub-area. The direction for this part of Marine Drive is to support the completion of a centre focused around the Taylor Way/ Marine Drive intersection. This study anticipates a series of towers clustered around the intersection that builds on the scale already present at the West Royal Towers site. A transition in scale, from the tallest building on the southwest corner of the intersection, counterclockwise to the lowest centre building at the northeast corner reinforces a clear hierarchy in the urban landscape. Street-oriented lower building form is expected to help define public space and reinforce Marine Drive as a mixed-use, shopping environment.

When complete, the centre will deliver housing opportunities and public amenities commensurate with a vibrant, urban village.

The diagrams presented below provide additional clarity with respect to built-form, open space, and connections that link the whole area together.

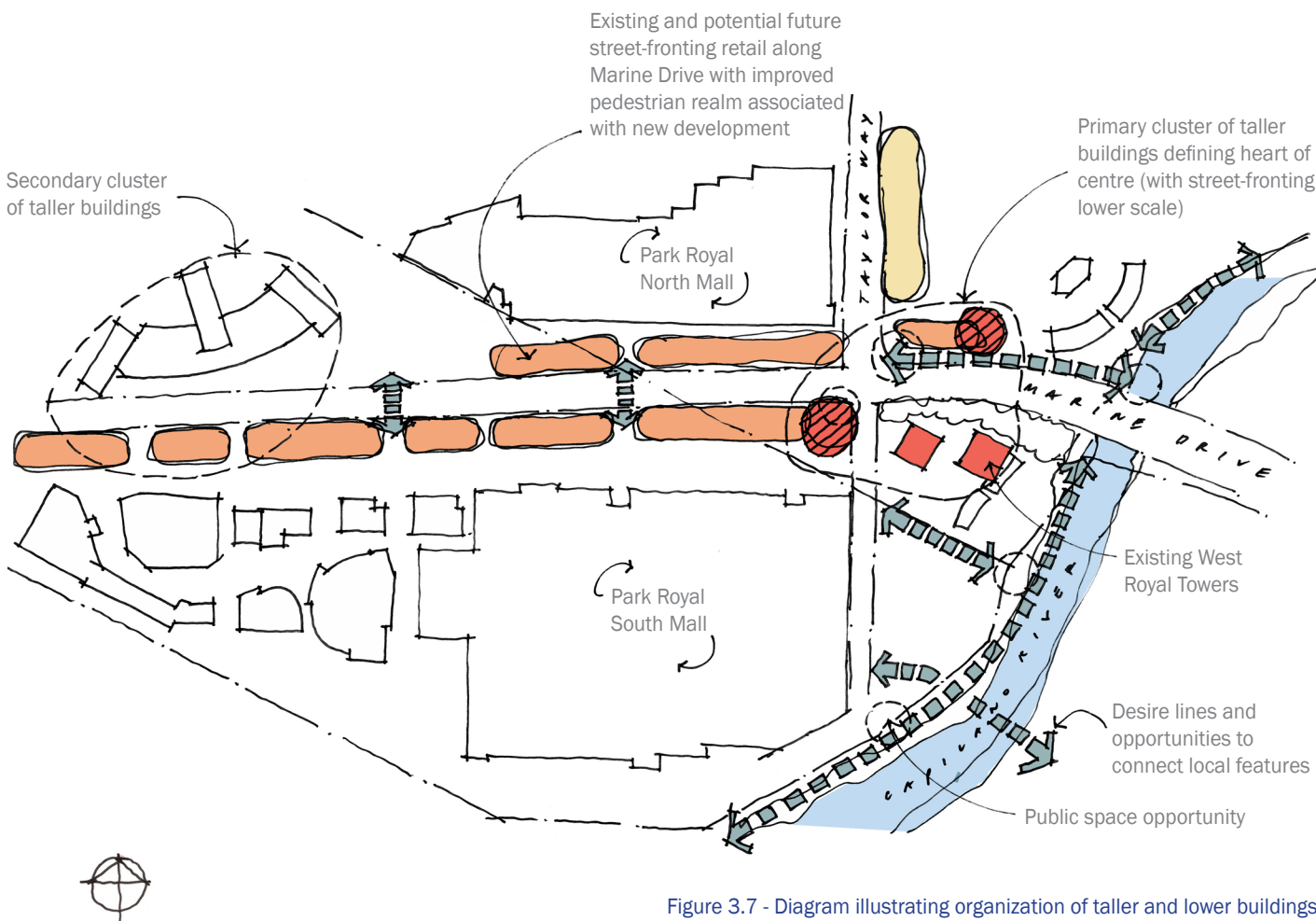


Figure 3.7 - Diagram illustrating organization of taller and lower buildings and open space connections around the Park Royal town centre

The following series of images illustrate potential build-out scenarios for the urban centre, with proposed urban design considerations for the area outline in Figure 3.10.

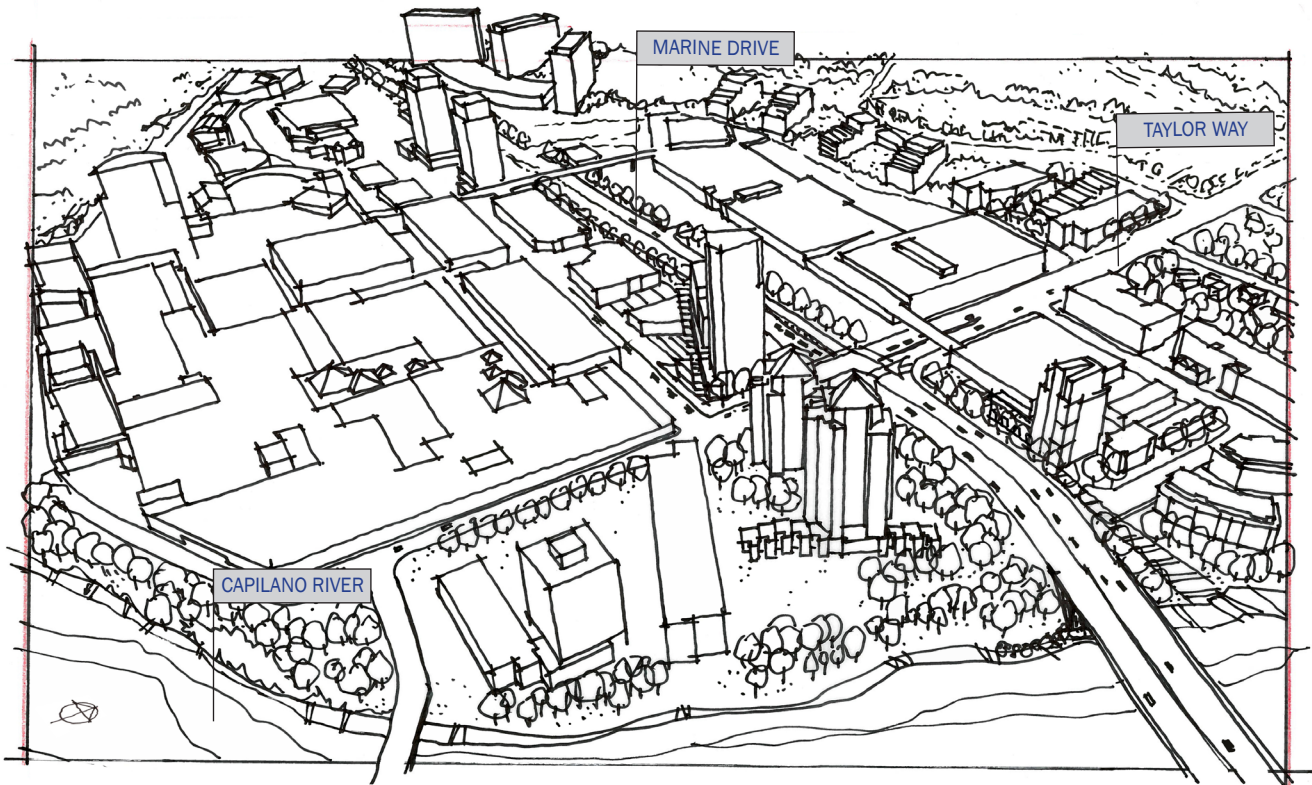


Figure 3.8 - Artist rendering of potential future build out scenario for western sub-area*

A 752 Marine Drive

Site formerly occupied by a WhiteSpot restaurant and zoned C1. To support the completion of the centre and to respond to the existing built-form scale, this study anticipates future development for the site to include:

- A single, slender, signature tower to mark the gateway to the District with massing that responds to site geometry and view axis.
- Tower to read as part of a family of towers that respond in scale to the West Royal Towers.
- Tallest tower to be located on this site providing visual contrast to the West Royal Towers, subject to satisfying housing and amenity objectives and urban design analysis.
- Public space and amenities that reflect the urban centre context.
- Streetwall condition and scale along Marine Drive to contribute towards a continuous, comfortable environment for pedestrians and transit users (including weather protection and wide sidewalks).

B 660 Clyde Ave, 657 and 675 Marine Drive

Partially vacant site contains a series of low buildings and a historic building located to the north. This study anticipates future development for the site to include:

- A single tower as part of defined town centre, with a podium that is oriented towards Marine Drive and preservation of heritage elements.
- Tower to read as part of a collection of towers defining the town centre, with height deferring to 752 Marine Drive and West Royal Towers.
- Transitional scale along Marine Drive with active edge to encourage pedestrian movement.
- An east/west connection from Capilano River to Taylor Way with a public realm strategy that draws from a riverfront experience and extends it into the centre, terminating in public space near the intersection.

* Concept development on mall site prepared by Park Royal (all development on Leased Lands subject to Squamish Nation review and Band Council resolution)

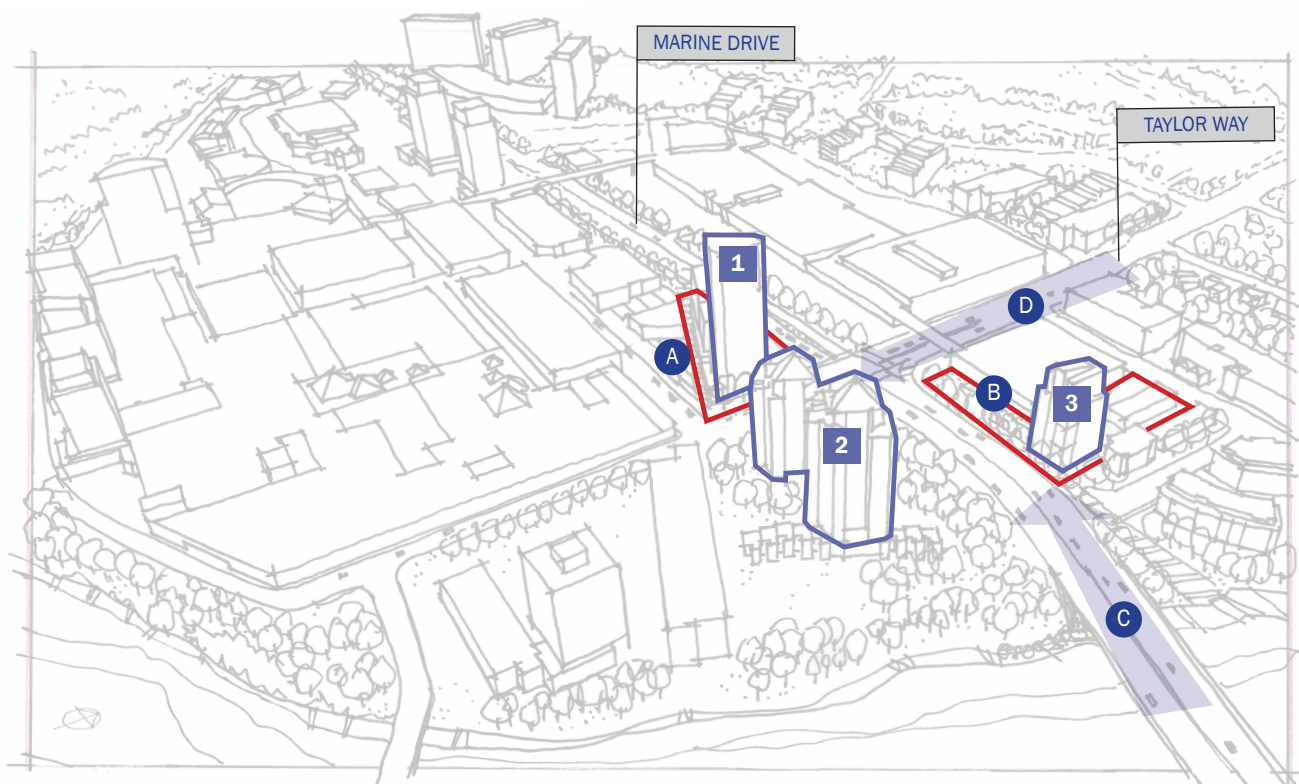


Figure 3.9 - Urban design considerations for sites under DWV jurisdiction

C Marine Drive viewed

Respond to the Marine Drive viewed:

- Design tower at 660 Clyde Ave to be slender and respond to the shift in Marine Drive alignment (i.e. through massing, articulation). Tower should meet the ground at the SE corner to announce the gateway to the centre.
- Tower should be designed to reflect a local aesthetic and express a coordinated architectural idea.

D Taylor Way viewed

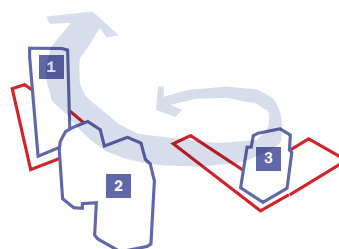
Respond to the Taylor Way viewed:

- Design tower at 752 Marine Drive to be slender and allow for views past the tower towards Lions Gate Bridge, Burrard Inlet, and Stanley Park. Tower should meet the ground at the NE corner to express the gateway to the centre.
- Tower should be designed to reflect a local aesthetic and express a coordinated architectural idea.

Building scale hierarchy

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

- 1** Tallest building to frame Taylor Way/Marine Drive intersection.
- 2** Second tallest cluster of towers (West Royal Towers).
- 3** Third tallest tower to mark shifted axis along Marine Drive.



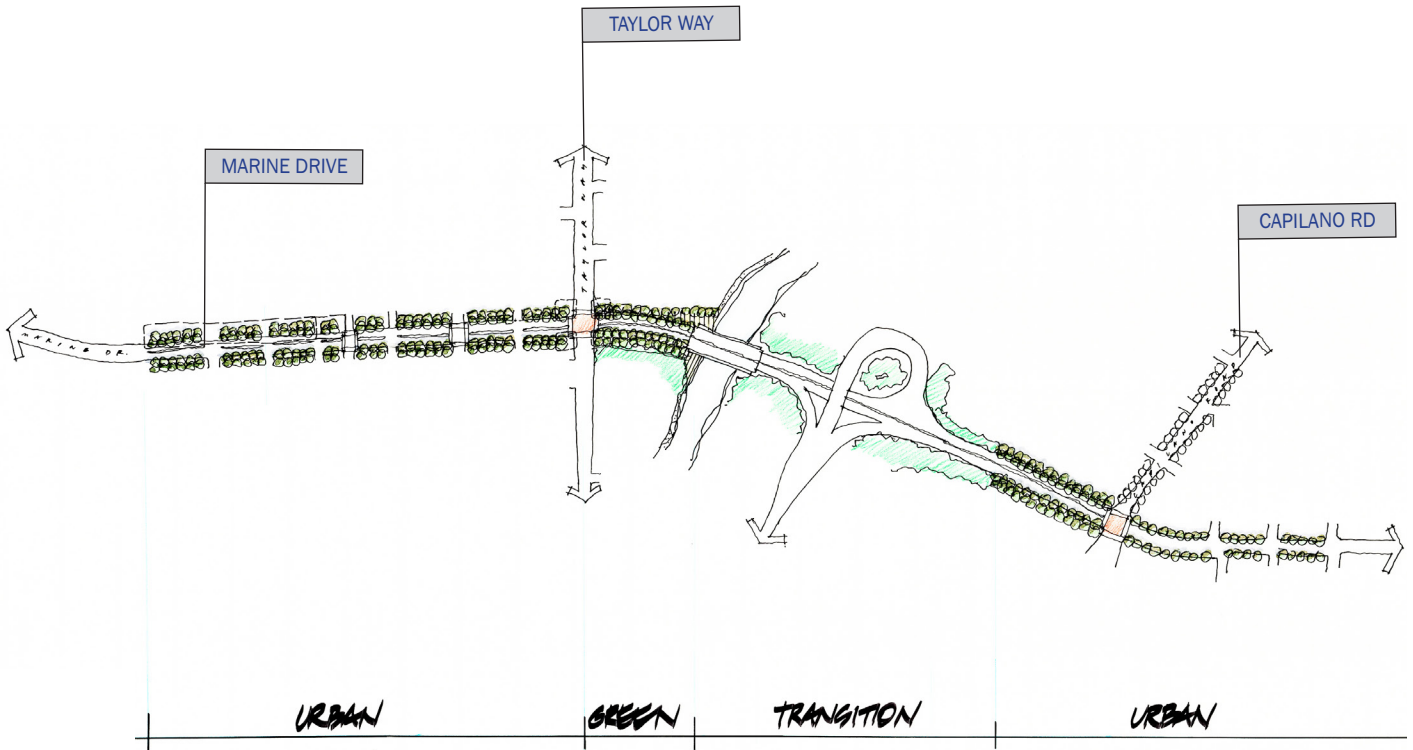


Figure 3.10 - Conceptual framework for the Marine Drive streetscape illustrating a possible approach to the street

3.6 Marine Drive Streetscape

While the Study is focused on establishing an appropriate context to evaluate new development projects along Marine Drive, the nature and character of the street itself is important in contributing to a successful, walkable environment. Furthermore, the treatment of the streetscape is one way to introduce continuity amongst the urban centres in a cohesive manner.

The streetscape includes all elements contained within the street environment, from the face of one building to the face of the building opposite. For the purpose of this study, it involves the treatment of the ground plane (e.g. the design of sidewalks, the integration of bike lanes, the location and spacing of street trees), and how the corresponding ground floor use and design relates to, and contributes to, the quality and character of Marine Drive.

The following high-level streetscape classification is used to suggest how Marine Drive can be different from one node to another, yet maintain some consistency to both urban centres to help tie the overall area together.

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

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

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

The following pages outline a strategy for the Marine Drive streetscape. Within each of the classification areas, streetscape ideas are presented to help guide the character of Marine Drive. While a complete public realm plan is necessary to fully explore the integration of the public realm with the existing and future context for Marine Drive, the framework presented below could form the basis of a future public realm plan.

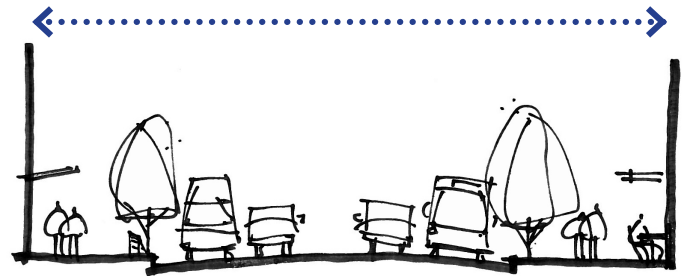
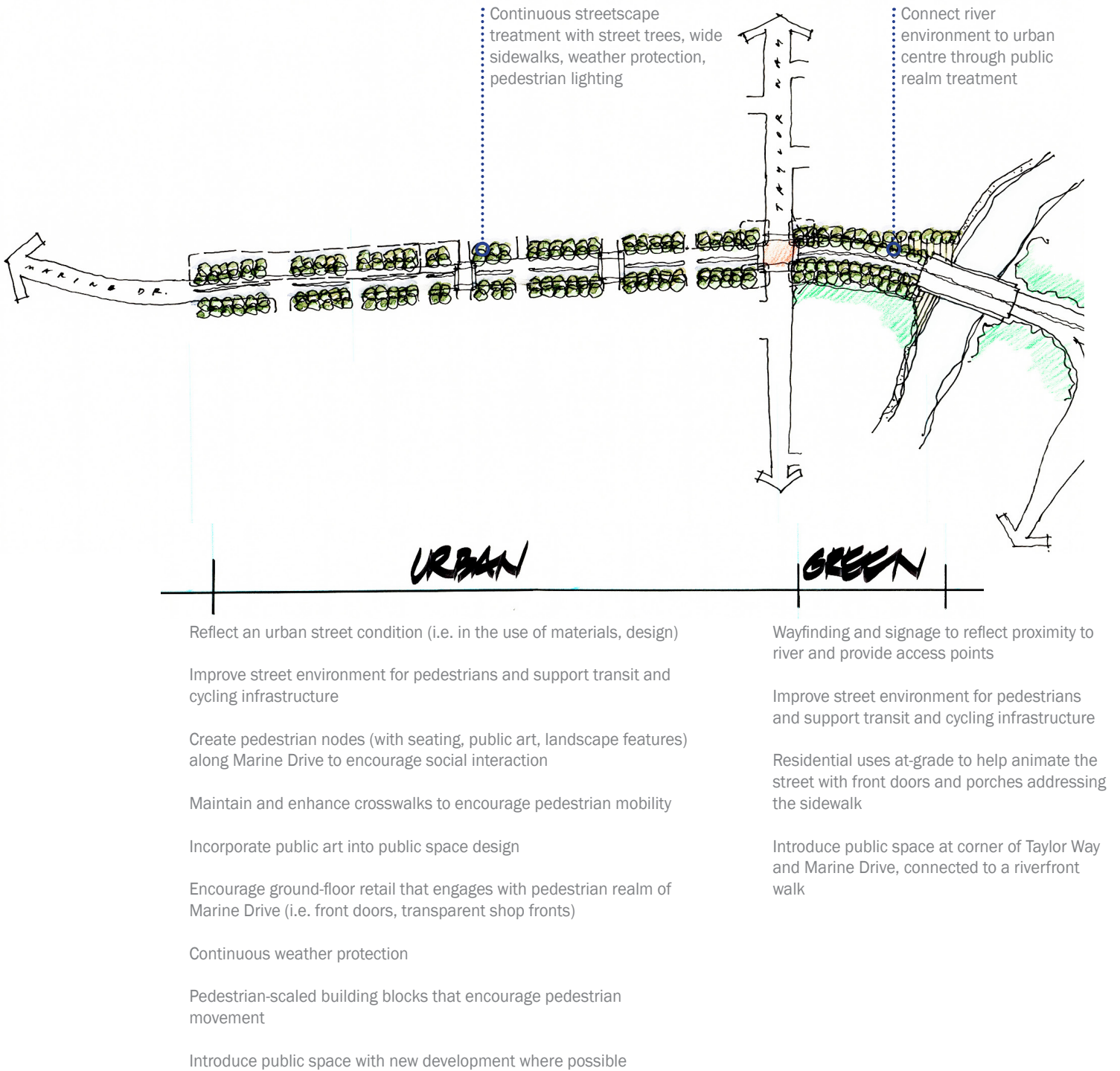
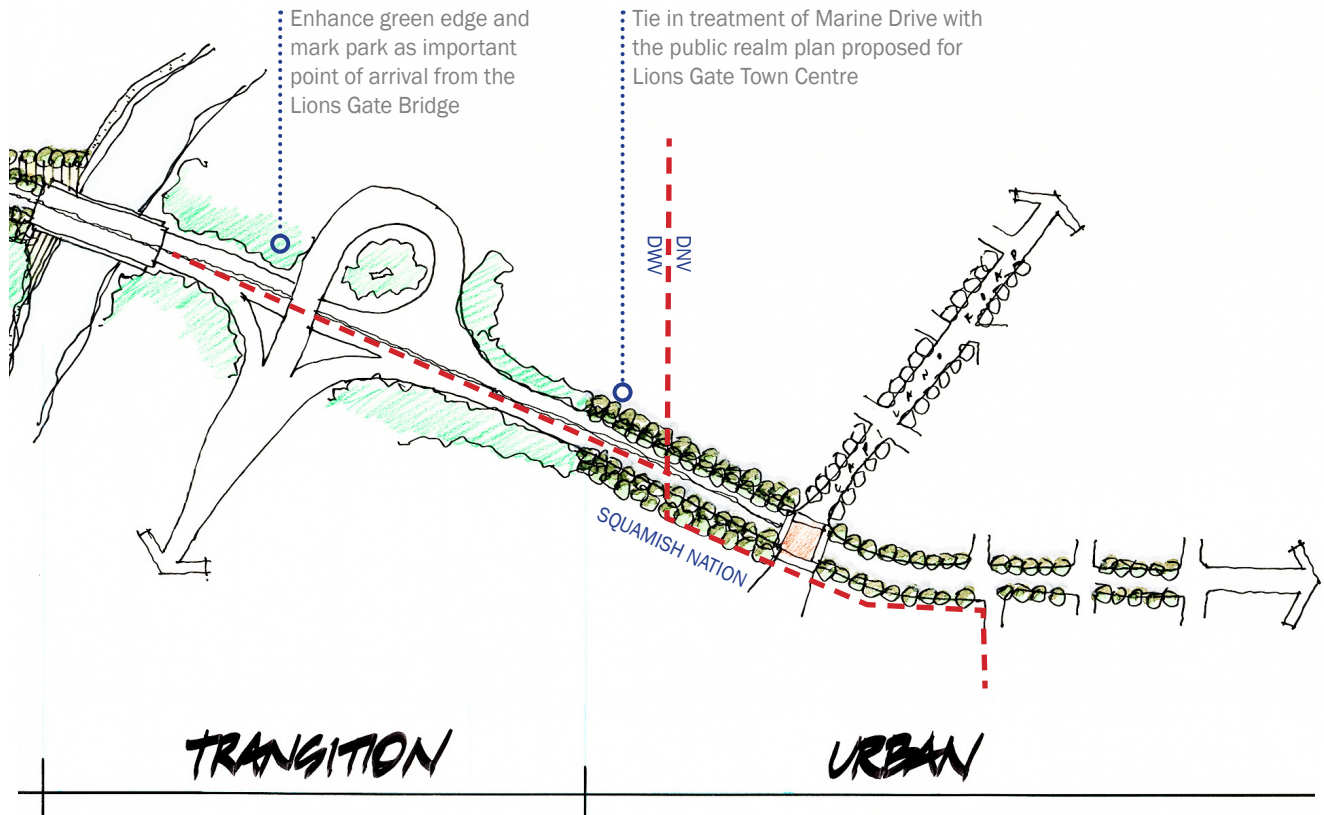


Figure 3.11 - Streetscape is defined as the public space between one building face and another

3.8 Streetscape Direction: West Sub-area



3.5 Streetscape Direction: West Sub-area



Improve street environment for pedestrians and support transit and cycling infrastructure

Connect to and celebrate Klahanie Park through public art, signage, pedestrian connections

Encourage a continued 'green edge' to Marine Drive to contrast with urban nodes

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

Improve street environment for pedestrians and support transit and cycling infrastructure

Public realm treatment to reflect the public realm plan for Lions Gate Town Centre to ensure coordination of area pedestrian, cycling, and transit infrastructure

Residential uses at-grade to help animate the street with consideration for transparent materials and landscape design that supports a pedestrian environment

Introduce public space with new development where possible

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

west vancouver