

PUBLIC REALM

EXISTING CONTEXT



N

10

100

200

34

METRES

AMBLESIDE WATERFRONT

PUBLIC REALM

35

PROPOSED PROJECT



N

10 100 200

36 METRES

AMBLESIDE WATERFRONT

PUBLIC REALM

37



PROPOSED PRECINCTS

17TH STREET

16TH STREET

15TH STREET

14TH STREET

13TH STREET

MARINE DRIVE

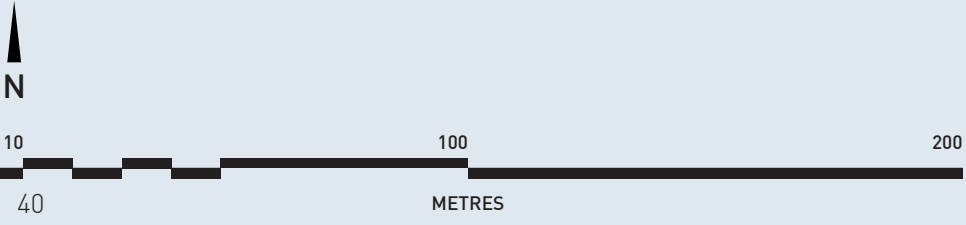
BELLEVUE AVENUE

MARINE DRIVE

BELLEVUE AVENUE

- 1 14TH STREET : ARTS & CULTURE LINK
- 2 MARINE DRIVE : RETAIL ANIMATION
- 3 13TH STREET : GATEWAY TO AMBLESIDE

- 4 MID-BLOCK CONNECTOR : GALLERIA
- 5 BELLEVUE AVENUE : NEW PEDESTRIAN PROMENADE



AMBLESIDE WATERFRONT PUBLIC REALM

Urban Design

The urban design approach for the Public Realm is the direct result of the Public Consultation process. The Top Ten themes of walking, local retail, small retail, foliage, walkway to the beach, arts and culture, roof gardens, glass roof atrium, bicycling, coffee and tea informed the design of the streets (wider sidewalks & festive streets), the development of the central galleria (coffee and tea), the terracing form of the buildings, protected bikeway and the inclusions of major Public Art pieces as well as a space for Artists for Kids Trust.



**1 14TH STREET :
ARTS & CULTURE LINK**

The landscape improvements for 14th street are aimed at treating the street as a flexible, pedestrian plaza and maximize interior/exterior permeability with the adjacent buildings. The vehicular lanes could occasionally be closed to traffic, allowing use of the entire street and adjacent sidewalks for markets, street fairs, outdoor entertainment (performances, concerts, movies), or outdoor exhibits.

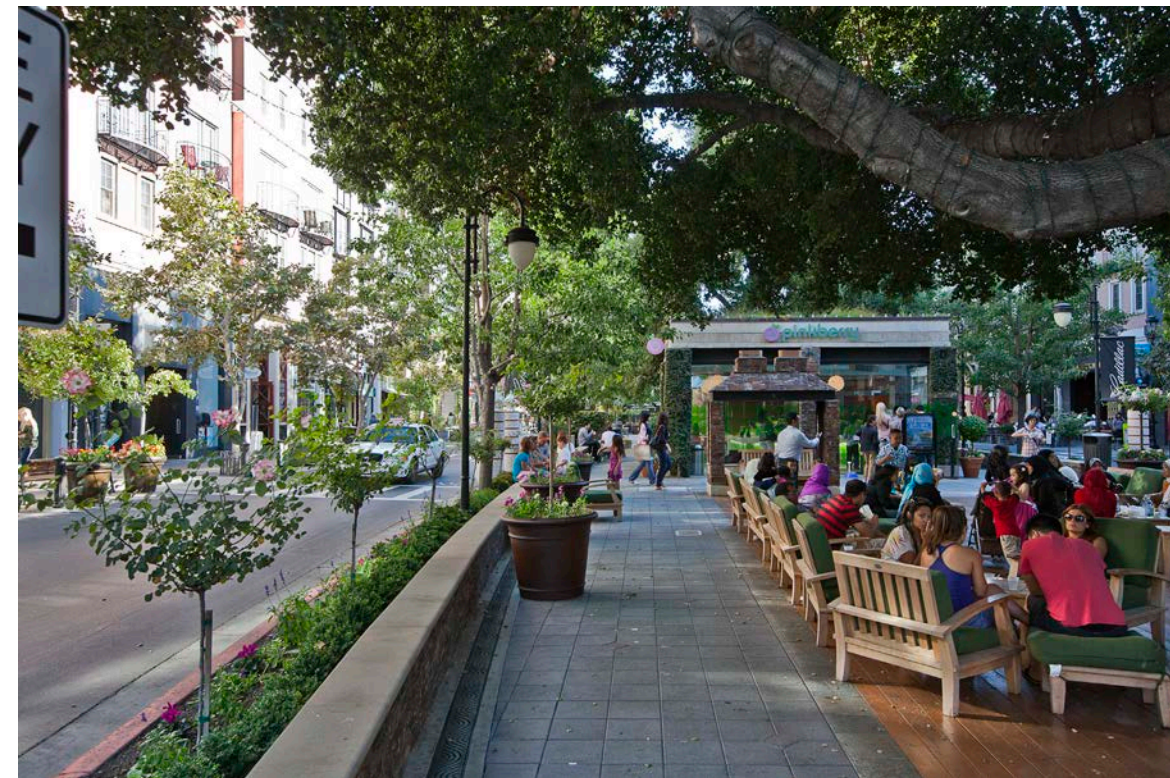
Art installations at the north and south corners highlight the gateways to the project, while special paving, trees in grates, lighting, and movable seating increases the appeal and livable character.

Rows of Japanese Cherry trees (*Prunus serrulata*) define the street edge and offer seasonal color. Lawn panels set between the basalt paving bands provide landscape character while maintaining walkability and flexible use. The curb-less street edge incorporates the City's standard banding of a double row of red brick/basalt stone. Bollards define vehicular circulation.

Within the vehicular area, paving consists of light and dark permeable concrete pavers, Types A and B, matching the City's standard. On the sidewalk, the City's recommended basalt paving bands are also utilized but in a regular pattern that relates to the building's form and façade. The banding pattern extends across vehicular and pedestrian spaces, unifying the corridor as a single urban open space.



AMBLESIDE WATERFRONT



PUBLIC REALM

LEFT TO RIGHT
SANTANA ROW
SAN JOSE, CA
VICTORIA GARDENS
RANCHO CUCAMONGA, CA

14TH STREET : EXISTING



14TH STREET : FUTURE

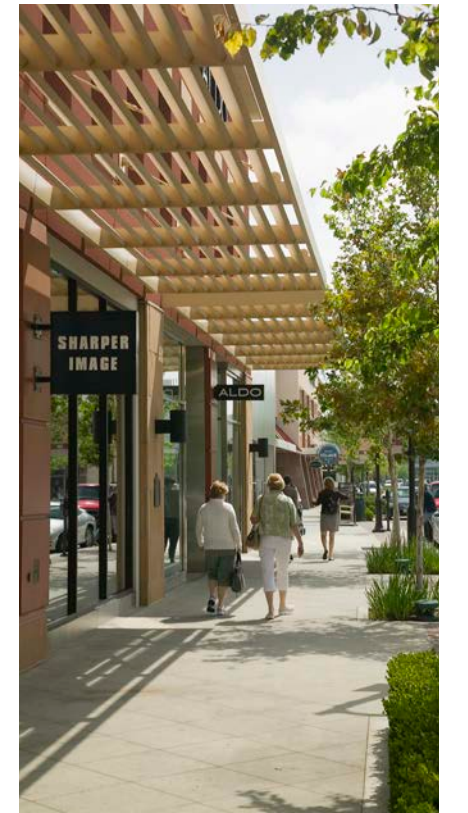
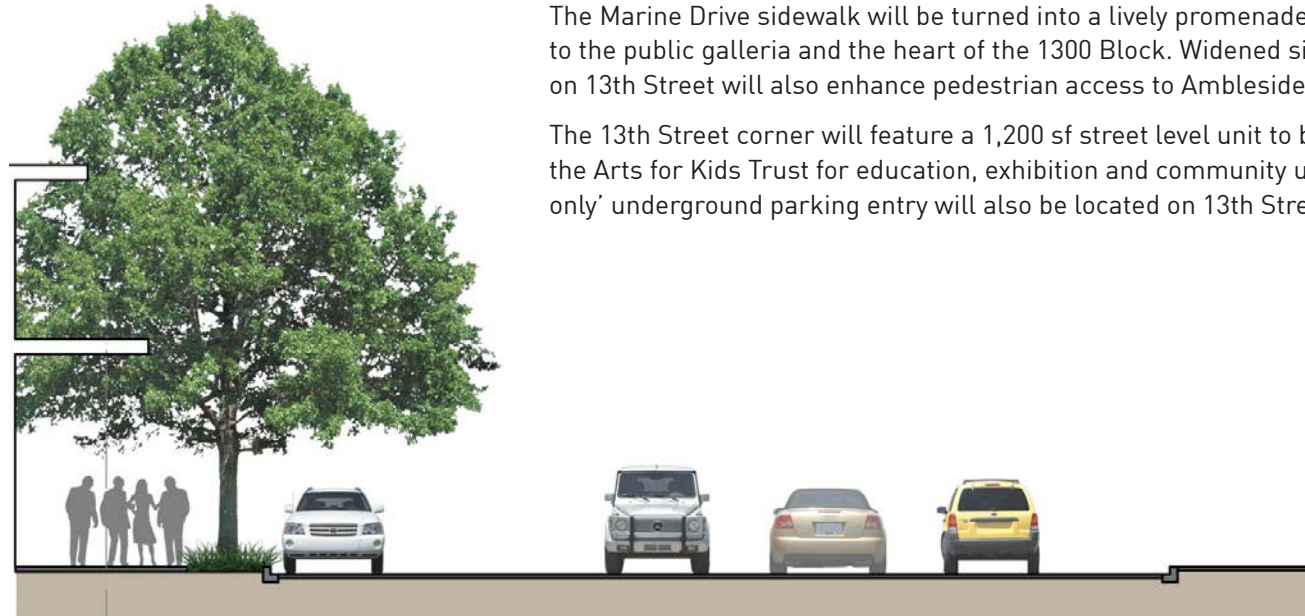


**2 MARINE DRIVE :
RETAIL ANIMATION**

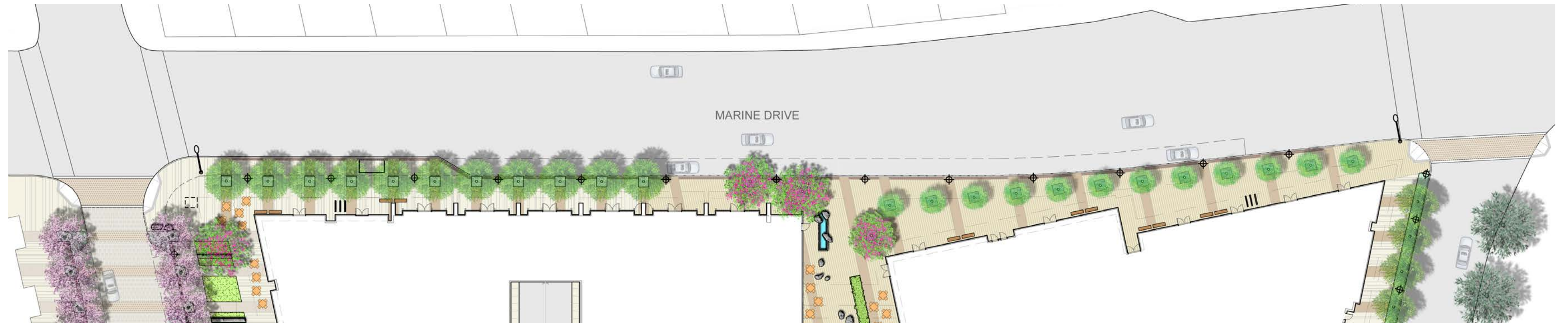
The corner of 13th Street and Marine Drive will be a dynamic gateway to Ambleside. The architectural vision transforms the corner.

The Marine Drive sidewalk will be turned into a lively promenade widening to the public galleria and the heart of the 1300 Block. Widened sidewalks on 13th Street will also enhance pedestrian access to Ambleside Beach.

The 13th Street corner will feature a 1,200 sf street level unit to be used by the Arts for Kids Trust for education, exhibition and community use. An 'in-only' underground parking entry will also be located on 13th Street.



VICTORIA GARDENS
RANCHO CUCAMONGA, CA



MARINE DRIVE : EXISTING



MARINE DRIVE : FUTURE



MARINE DRIVE : EXISTING



MARINE DRIVE : FUTURE



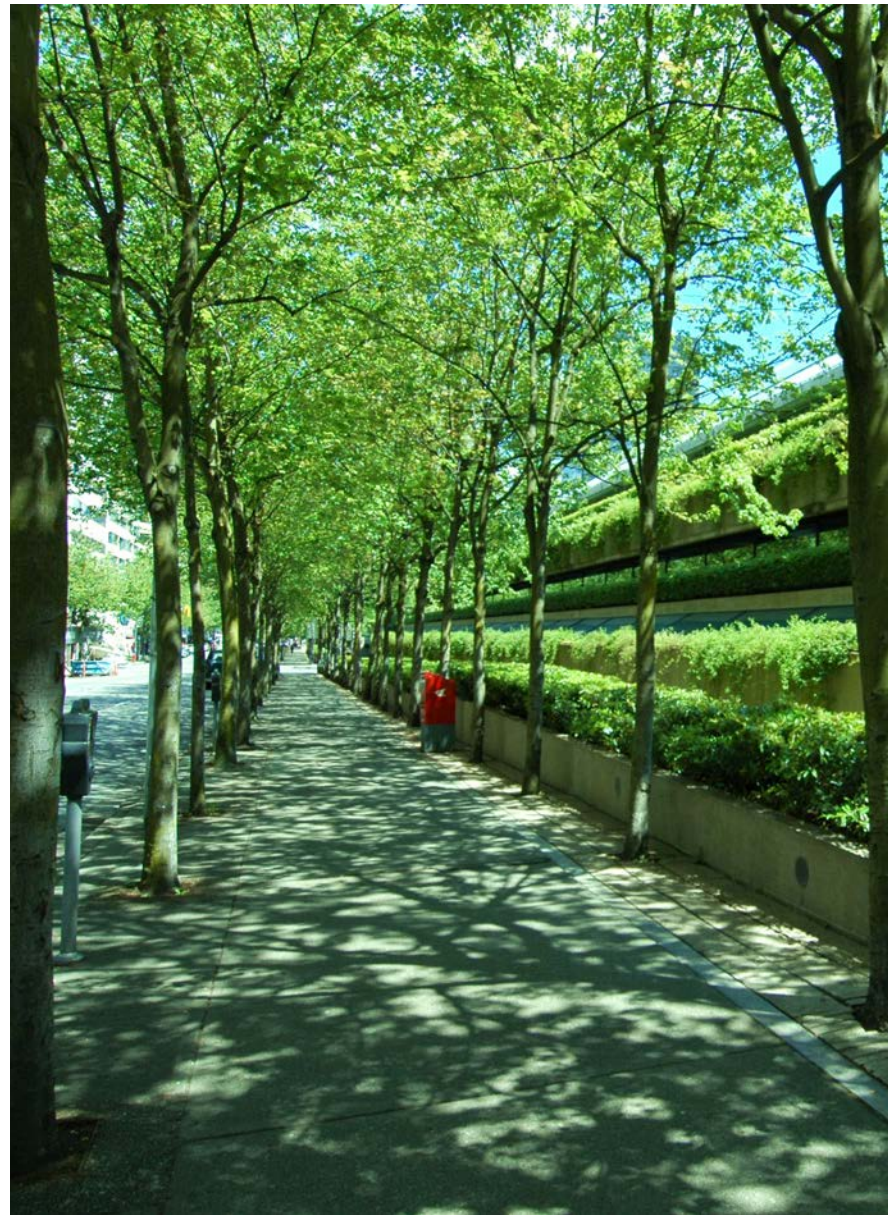


**3 13TH STREET :
GATEWAY TO AMBLESIDE**

13th Street is an important gateway to the 1300 Block. On the Marine Drive corner, the building forms a [Jim to provide architectural parlance]. Grosvenor is proposing to dedicate a 1,200 sf unit at street level to the Artists for Kids Trust for art education and exhibition, and community uses.

13th Street borders Ambleside Park and functions as a major access route for pedestrians and vehicles. An "in-only" vehicular entry is located on this street to provide access to underground parking and loading.

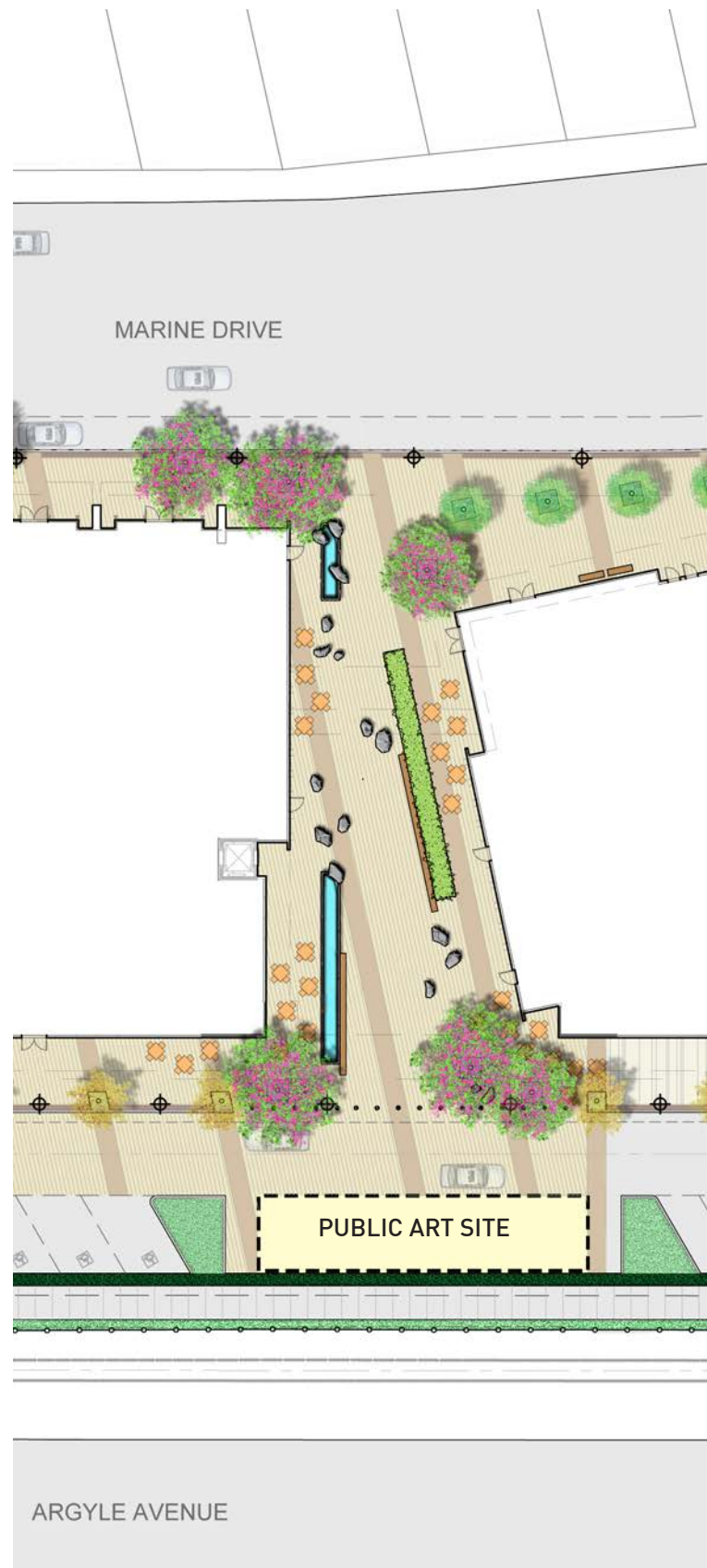
HORNBY STREET, VANCOUVER



AMBLESIDE WATERFRONT



PUBLIC REALM



**4 MID-BLOCK CONNECTOR :
GALLERIA**

The central Galleria offers an appealing new location for cafes, seating, and social gathering. The overhead canopy provides shelter between the west and east buildings, while the paving pattern continues past the edge of the canopy to reinforce north-south pedestrian circulation and connection. The open quality of the space allows visual connections from Marine Drive to the ocean on the south side. At the southern end of the Galleria at Bellevue Avenue, a small separate plaza offers a location for a separate event space featuring an art installation

Sculptural granite boulders, granite benches, and linear planting and fountain elements enliven the central plaza. In Phase 1, the linear bamboo "bars" will help to define a temporary edge that encloses the space until the Phase 2 eastern building is constructed. Canopy trees at the south and north consist of Katsura trees (*Cercidiphyllum japonicum*) that are located to frame the view and offer shade and relief.

Careful design has allowed us to grade the galleria from Marine Drive to Bellevue Avenue without stairs.



AMBLESIDE WATERFRONT



LEFT TO RIGHT
IBM BUILDING
NEW YORK, NY

PARK ROYAL
WEST VANCOUVER

FOUNTAIN
SAN FRANCISCO



PUBLIC REALM

MID-BLOCK : EXISTING



MID-BLOCK : FUTURE GALLERIA

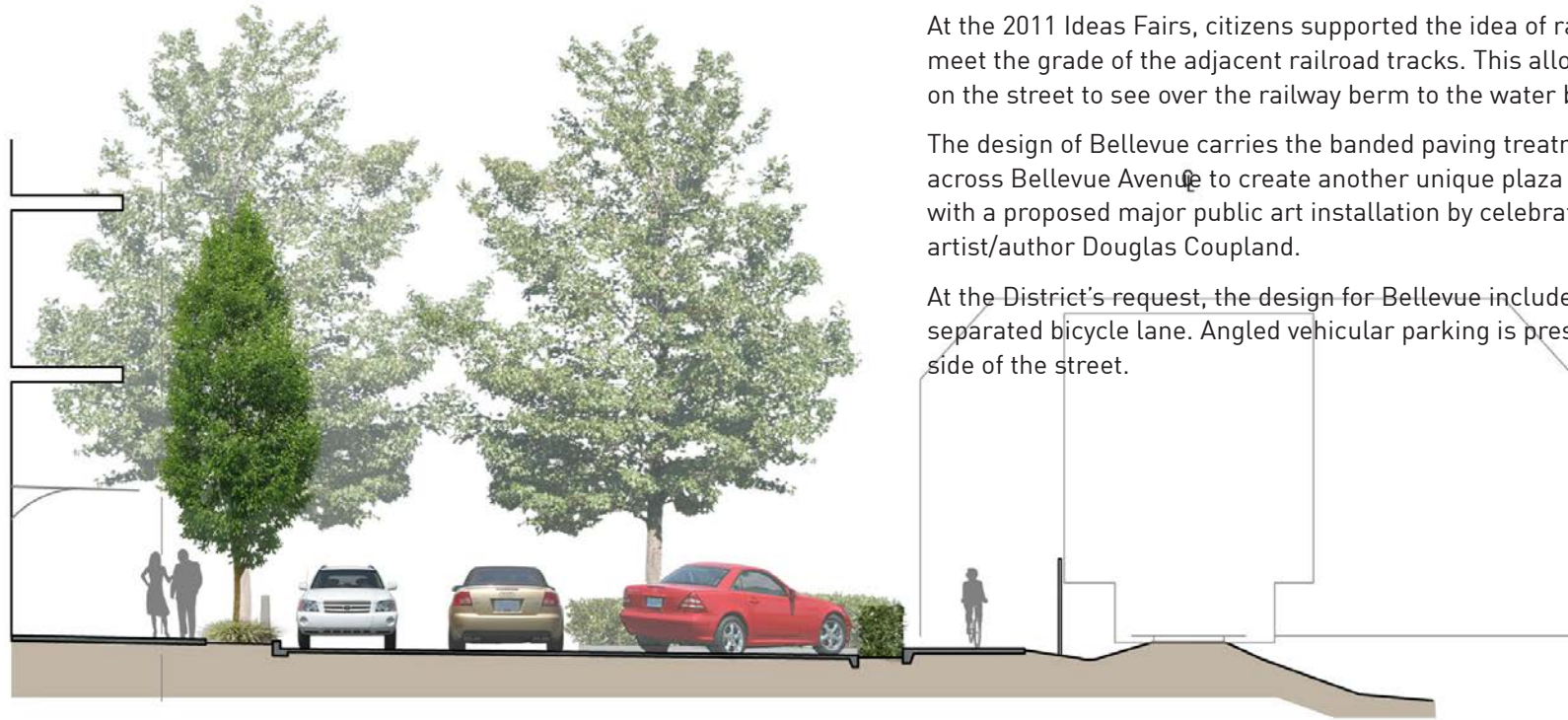


**5 BELLEVUE AVENUE :
NEW PEDESTRIAN PROMENADE**

At the 2011 Ideas Fairs, citizens supported the idea of raising Bellevue to meet the grade of the adjacent railroad tracks. This allows people walking on the street to see over the railway berm to the water beyond.

The design of Bellevue carries the banded paving treatment of the Galleria across Bellevue Avenue to create another unique plaza which terminates with a proposed major public art installation by celebrated West Vancouver artist/author Douglas Coupland.

At the District's request, the design for Bellevue includes a 2.5 m, two-way separated bicycle lane. Angled vehicular parking is preserved on the south side of the street.



SANTANA ROW
SAN JOSE, CA



BELLEVUE AVENUE : EXISTING



BELLEVUE AVENUE : FUTURE

