

**303 Marine Drive  
Multi-Family Residential Development**

West Vancouver, B.C.

Issued for Rezoning & Development Permit  
June, 7th 2018





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# Development Statement

## Overview

This important 'gateway' site presents a unique opportunity to mark the eastern boundary of West Vancouver with a building that contributes to the public realm at the pedestrian scale, and also to the significant distant skyline view as the north shore is approached from the Lions Gate Bridge by car, bicycle or by foot. The existing use on the site is an aging restaurant building and surface parking lot whose tenant will soon be relocating to a new development in Ambleside. This proposed residential development will be architecturally distinctive, and will compliment – and contribute to - the community amenity and infrastructure investments planned for the area. This convenient location will facilitate much-needed housing opportunities in proximity to transit and employment, both on the north shore and across Lions Gate Bridge in Downtown Vancouver.

## The Neighbourhood Context

The site is at the municipal boundary, perceived primarily as the western edge of Lions Gate Village, a vibrant pedestrian-oriented neighbourhood planned for the District of North Vancouver. To that end, careful coordination with the planning principles and development goals of both municipalities is needed to ensure a positive integration of this development within its context. The proposed development must be equally sensitive to the adjacent Klahanie/BC housing property to the West, responding in both building scale and landscaping to this existing adjacency.

## The Process & Timing

Darwin acquired this property in June 2014 and subsequently conducted a feasibility analysis and various stakeholder engagement sessions. Given the initial lack of context study or policy guidelines, municipal processing of a rezoning submission followed a unique trajectory:

Darwin Hosted Public Open House	February 2015
Initial Rezoning Application:	June 2015
Revised Rezoning Application:	September 2015
ON HOLD pending context study	October 2015 to June 2016
Public Engagement – Marine Drive Context Study	Fall 2016
Marine Drive LAP and Design Guidelines 1 <sup>st</sup> Reading	April 2017
Marine Drive LAP and Design Guidelines Adopted	June 2017
Revised Rezoning Application:	August 2017
Public Information Meeting	October 11, 2017
Revised Rezoning & Development Permit Application (for Consideration)	May 2018
First Reading & Referral to Public Hearing	May 28, 2018

## Response to Policy and Guidelines

The Marine Drive Local Area Plan and Design Guidelines adopted by Council frame very clearly the development potential that exists and the principles that must be addressed at 303 Marine Drive. This proposal responds well to these guidelines while also meeting the planning objectives which resulted from the community engagement process undertaken by the District.

## Development Program and Community Amenity Contributions

This development proposal is for a 26-storey residential building, with a 2-storey amenity base and 6 2-storey detached supportive townhomes, all over 2 levels of below-ground parking. The range of housing within the building will include a significant amount of purpose-built market rental housing, as well as 6 supportive townhouses, both a desired community amenity identified in the Guidelines.

Together the rental and supportive housing makes up approximately 38% of the homes proposed in this submission. This is based on an agreed to Community Amenity Contribution generated through rezoning this property, and providing rental housing along with a cash contribution.

## Exemplary Design

This development will employ a modern, sophisticated and timeless approach to design and material selection that will ensure that this building is distinctive and appropriate to the north shore, and West Vancouver in particular. Landscape treatments and public realm design will enhance the pedestrian and cyclist experience, while the sculpting and lighting of the top of the tower will punctuate distant views of the building.

## Infrastructure

This proposal will also require significant infrastructure improvements, road dedications and the granting of Rights-Of-Way, which have been anticipated.

## Sustainable Design

This development will align with Step 2 Energy Requirements of the BC Energy Step Code for the Tower component, and Passive House for the supportive townhouses. Energy efficiency, responsible material choices, occupant health and comfort, and contextual impact are all driving principles which will influence design and specification choices.

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### **Public Art**

District of West Vancouver Council will determine whether or not to allocate an amount of the remaining Community Amenity Cash Contribution towards Public Art within the public realm of 303 Marine.

### **Transportation**

To manage the impacts that this new development might have on traffic flows in the area, a robust traffic study has been undertaken in conjunction with a thorough analysis of the future build-out scenario of the road network and civil infrastructure. This submission contemplates parking reductions while ensuring sufficient parking for both the market condominiums and the rental apartments. Additionally, Transportation Demand Management strategies such as car share, EV charging stations, and improved bicycle facilities will be incorporated into the development to help mitigate the impact that increased traffic might have on the area.

March 26, 2018

Lisa Berg  
Senior Community Planner  
District of West Vancouver  
750 17<sup>th</sup> Street, West Vancouver V7V3T3

**RE: REZONING APPLICATION - Advisory Committee on Disability Issues – 303 Marine Drive  
("Earls Site")**

Dear Lisa,

Thank you for providing the comments from the Advisory Committee Disability Issues (ACDI) Meeting held on January 11, 2018.

Darwin Properties had a successful meeting with the Advisory Committee on Disability Issues on January 11, 2018. As outlined in the comments received from the ACDI, as a Corporate Policy Darwin Properties is committed to accommodating any person facing disability or mobility challenges during the presales process, with unit modifications, at no additional cost to that person. This would enable a person with a disability to purchase any unit within the building, without that person being restricted to the units designed to be adaptable.

Below is a summary of the responses to the ACDI Comments which Darwin Properties will undertake:

**PARKING:**

- 1 Accessible Parking Stall at Grade \*Initial plans showed greater paved surface area for parking. Revisions to the site plan to be more pedestrian focused has eliminated space for additional above-grade parking
- 3 Accessible Parking Stalls at P1
- 2 Accessible Parking Stalls at P2

*\*This is beyond the DWV Bylaw Requirements (Total of 3 Required; 1 above grade, 2 in Parkade)*

- Where possible, Darwin Properties will increase the cross-hatching for accessible stalls within the parkade to allow for easier off-loading for persons with disabilities
- Electrical Vehicle Charging provisions will be located in close proximity to one of the below-grade accessible parking stalls

**Parking Allocation:**

- Strata Bylaws would allow for the assignment of accessible parking stalls from a unit who does not require a handicap stall to someone who does, should this situation arise. Accessible stalls will however be assigned.

**TOWER (General):**

- Unobstructed access to the building entrance from the street and sidewalk will be ensured by way of curb cuts, flush common area thresholds, automatic door openers, and accessible building enter-phone system
- In the tower it is proposed that on each floor level, a minimum of 1 unit per floor will be designed to meet a standard based on the City of North Vancouver's Level 2 Adaptable Design

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Guidelines. This equates to approximately 18% of all units. In addition, we are proposing to include the following:

- Solid blocking in walls for backing of future grab bars in at least one bathroom in each unit
- Lowered light switches throughout each unit
- Adjustable height shower head in at least one bathroom in each unit
- Flush balcony threshold (all adaptable units, and most of the balance)

**AMENITY SPACES/MAILROOM**

- Tactile numbers on mailboxes will be investigated with the supplier, and Canada Post
- Both amenity areas on Level 1 and Level 2 will have accessible washrooms and will maximize barrier-free access into and within the individual amenity rooms
- Prominent numbering in stairwells with contrasting color for Emergency Exiting will be used
- Mailbox bank will be designed to the accessible guidelines in the BC Building Code, as well as coordinated with Canada Post requirement.
- Strobe lights in common areas and adaptable suites will be provided as in accordance with the BC Building Code and the City of North Vancouver's Level 2 Adaptable Design Guidelines.

**UNITS (General)**

- Flush Balcony Thresholds in most units
- Solid blocking in walls for backing of future grab bars in at least one bathroom in each unit
- Lowered light switches throughout each unit
- Adjustable height shower head in at least one bathroom in each unit

**ADAPTABLE UNITS**

- Reference City of North Vancouver Level 2 Adaptable Design Guidelines

**PUBLIC REALM**

- Integrated public art shall be provided that does not interfere with the ground plane
- Unobstructed access to main building entrances from street and sidewalk
- Accessible outdoor spaces for the enjoyment of all

**STORAGE/LOCKERS**

- Residential storage rooms will be designed to the BC Building Code to ensure accessibility

**ELEVATORS**

- Audible Floor announcements in at least one elevator cab

We truly appreciate all of the comments and recommendations provided by the Advisory Committee on Disability Issues, and we look forward to further advancing the design and development of this project with the District of West Vancouver.

Sincerely,



Kaylen Crosse  
Development Manager

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# Site Context











A KLAHANIE COURT LOOKING WEST



B SITE LOOKING SOUTH



C KLAHANIE COURT LOOKING EAST



D SITE LOOKING EAST



E SITE FROM THE CORNER



F MARINE DRIVE LOOKING EAST



G SITE LOOKING NORTH



H MARINE DRIVE LOOKING WEST



KEY PLAN





**A. LARCO SITE**  
 REZONING APPROVED NOVEMBER 14th  
 DEVELOPMENT PERMIT APPLICATION PENDING



LIONS GATE VILLAGE PLAN



LIONS GATE VILLAGE IMPLEMENTATION PLAN



**B. GROUSE INN SITE**  
 REZONING APPROVED NOVEMBER 14th  
 DEVELOPMENT PERMIT APPLICATION PENDING



**C. COMFORT INN & BEST WESTERN SITE**  
 PRELIMINARY APPLICATION





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# Lions Gate - Klahanie Sub-Area District Policy Response

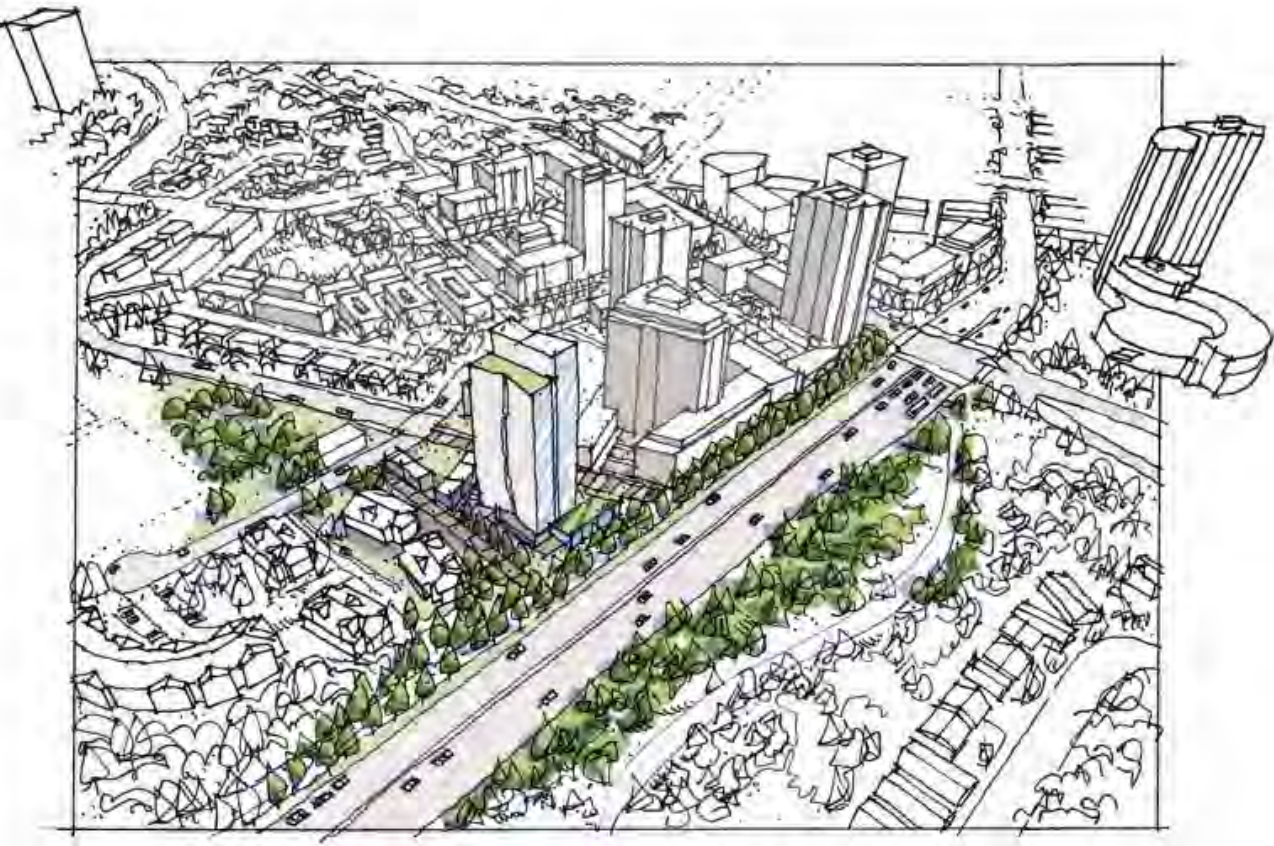







Figure 3.1 - Urban design framework illustrating two urban centres linked by open space and green connections, and supported by transit



Policy - Part of an Emerging Community	Response
 <p data-bbox="1041 1260 1491 1310">Figure 3.2 - Artist impression of a potential build out of the Lions Gate - Klahanie Sub-Area</p> <p data-bbox="341 1391 1476 1481">The Lions Gate - Klahanie Sub-Area is envisioned as a transit-oriented community that is close to amenities and with a wide range of housing choice. The direction for land use within the jurisdiction of West Vancouver is to support the creation of North Vancouver's Lions Gate Town Centre with complementary development within the DWV boundary.</p> <p data-bbox="341 1481 1476 1602">When complete, North Vancouver's centre will deliver commercial services and public amenities commensurate with a vibrant, urban village. Land within West Vancouver's jurisdiction is strategically located adjacent to a high frequency transit route and higher density in this location enables the delivery of objectives around housing choice and affordability.</p>	 <ul data-bbox="1569 1703 2175 1743" style="list-style-type: none"> <li>• Higher density residential development proposed</li> </ul>



### Policy - Land Use

#### 3.2.1 Land Use Plan and Policies

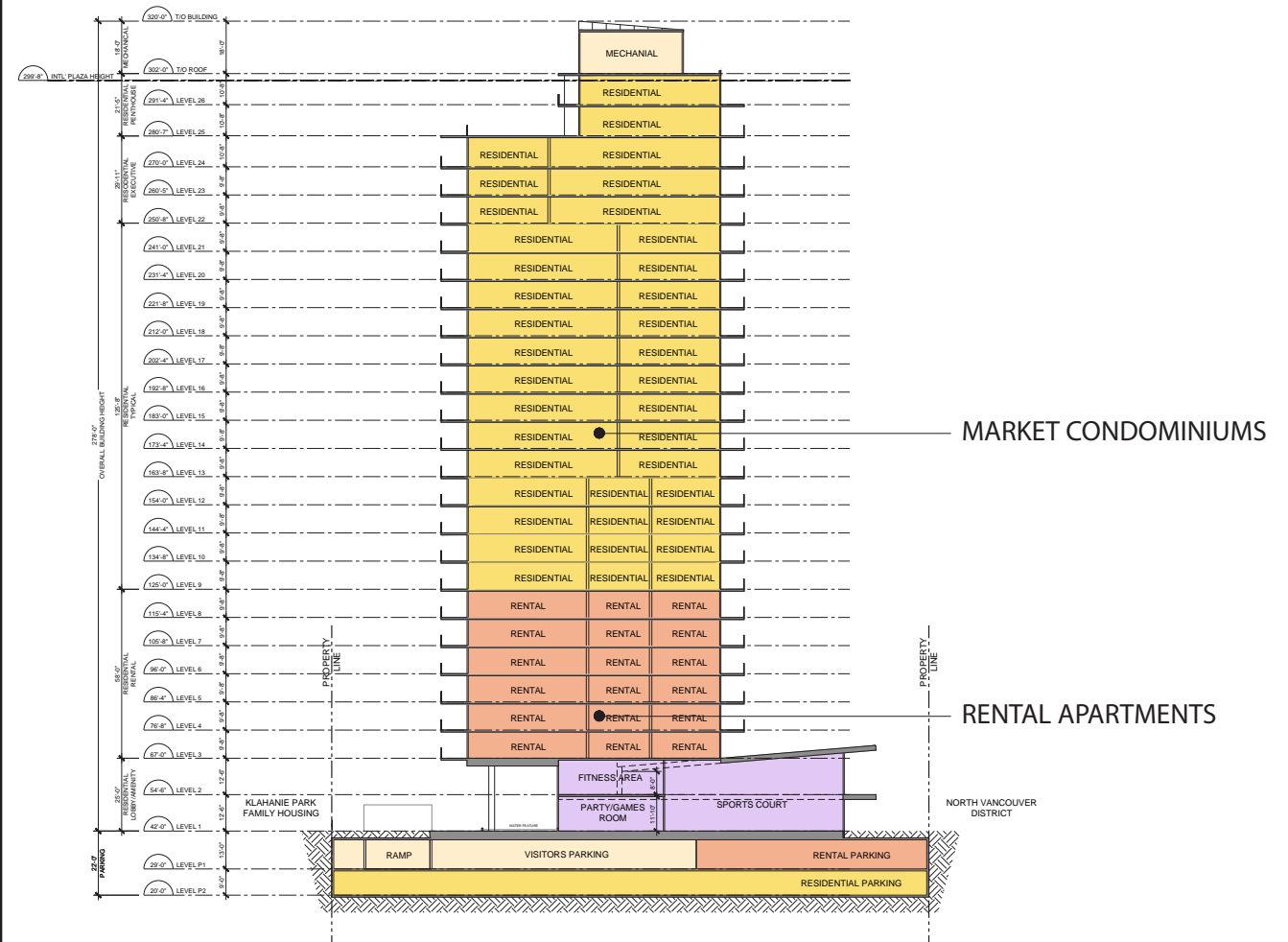
- Residential use should be prioritized to meet housing objectives, generate less traffic than commercial uses, and not dissipate the planned commercial core in the adjacent Lions Gate Town Centre.
- Redevelopment of 303 Marine Drive should be up to a density generally compatible with the approved and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

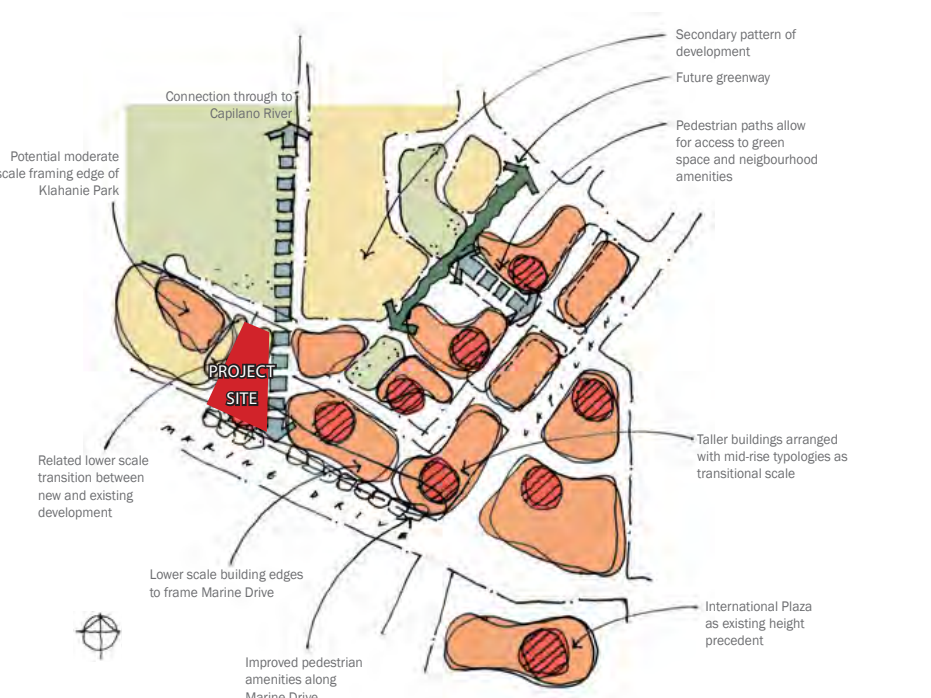
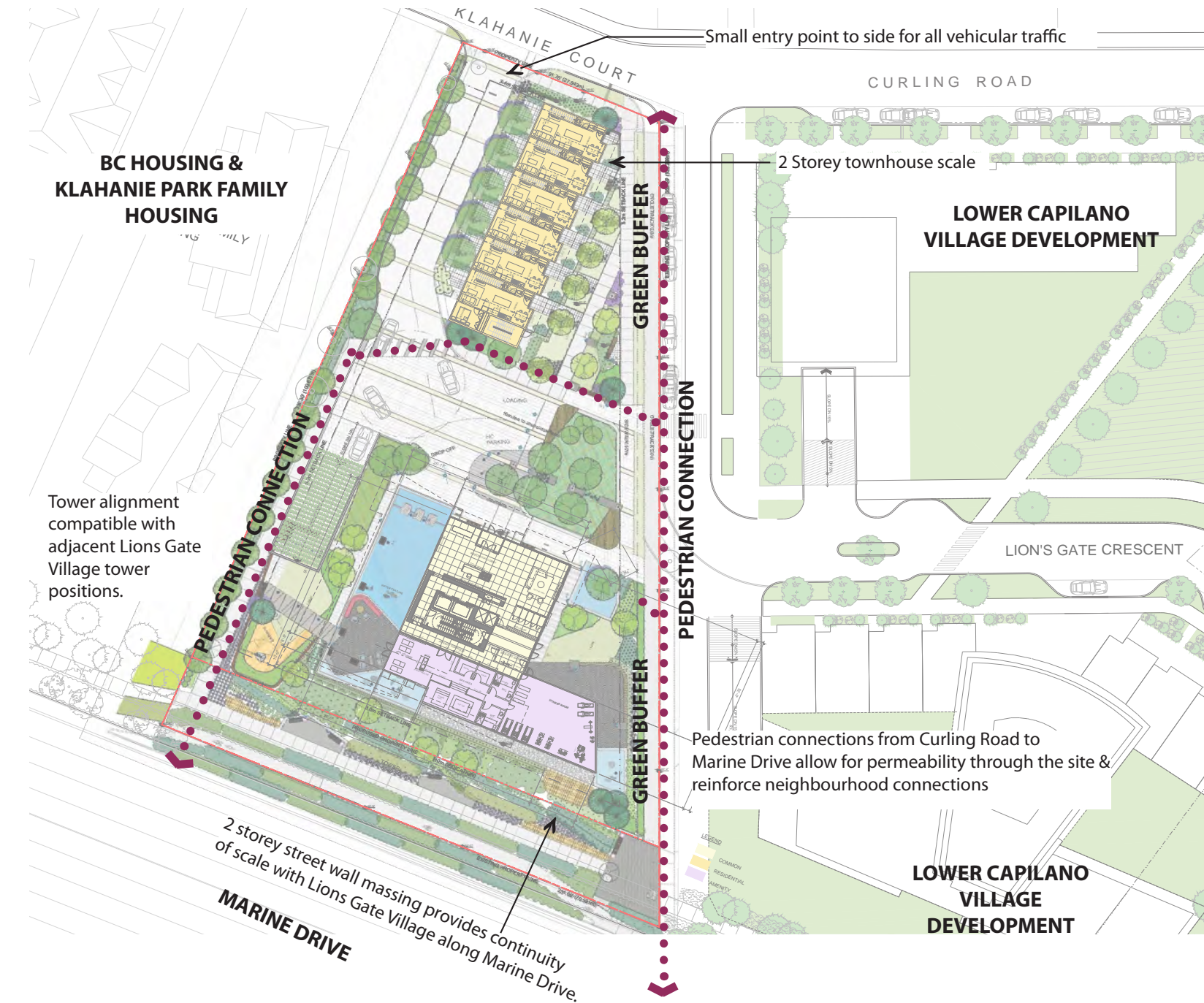


Figure 3.3 - Land Use Concept for the Lions Gate - Klahanie Sub-Area

### Response

- 303 Marine Drive is a multi-family residential tower and townhomes currently proposed to consist of 87 market housing units (61.70%) , 48 market rental units (34.04%) and 6 Non market units (6.26%) .
- 303 Marine Drive has been designed to 3.25 FAR.



Policy - Public Realm & Built Form	Response
 <p>Figure 3.4 - Diagram illustrating organization of taller and lower buildings and general public realm intent proposed as part of the Lions Gate - Klahanie Sub-Area and Lions Gate Town Centre</p>	 <p>BC HOUSING &amp; KLAHANIE PARK FAMILY HOUSING</p> <p>Tower alignment compatible with adjacent Lions Gate Village tower positions.</p> <ul style="list-style-type: none"> <li>• Lower scale building form fronting Marine Drive, towards reinforcing a mixed-use node at Capilano Road and Marine Drive</li> <li>• A North/South public space connection between Marine Drive and Klahanie Park to punctuate pedestrian mobility and to increase the visibility between Klahanie and Marine Drive.</li> </ul>



**Policy - Respond to Context**

3.2.2 Built Form Design Guidelines

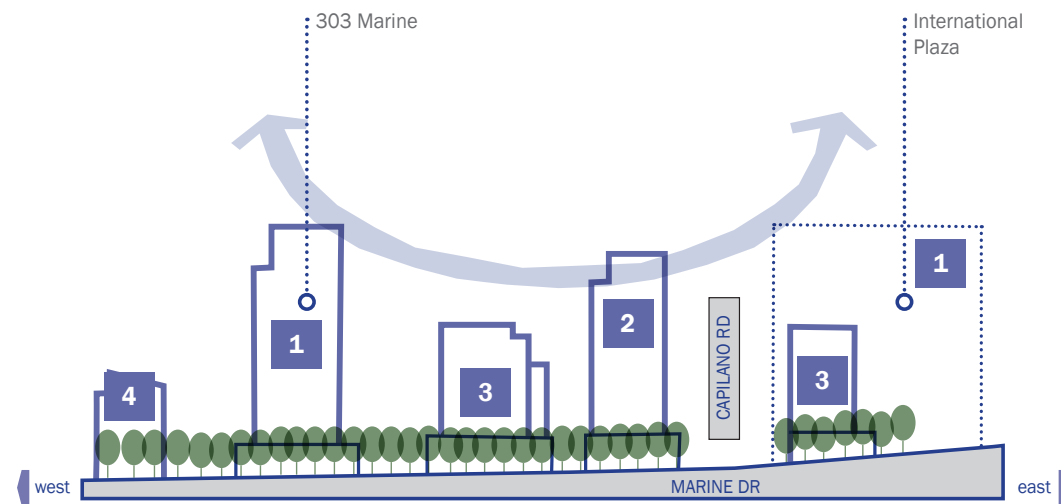
The design intent for the Lions Gate - Klahanie sub-area is for the DWV sites to participate as part of North Vancouver's emerging urban centre focused at Capilano Road and Marine Drive. As such, the built form should be compatible with the approved pattern of development envisioned there. Ultimately,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

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

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

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

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



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

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

**Response**



Tower orientation/position & tower street wall building form along Marine Drive relate strongly to the towers and streetwall along Marine Drive in the Lions Gate Village plan. Tower massing is articulated into two different expressions which thin the appearance of the overall tower. The tower height book-ends Lions Gate Village by closely matching the height of International Plaza.





**Policy - Exemplary Design**

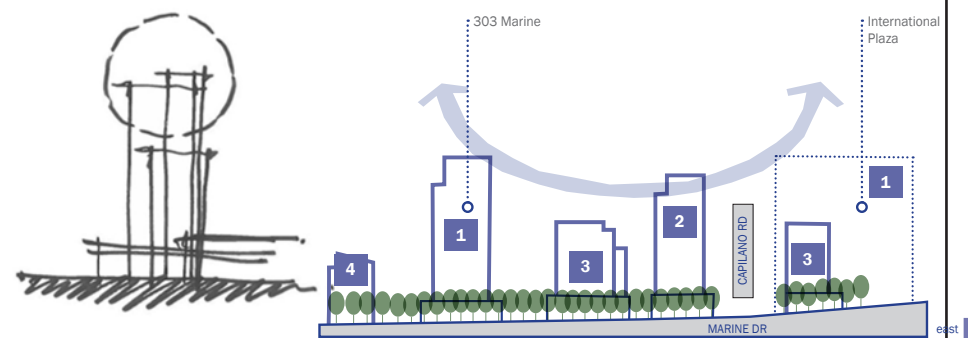
**ARCHITECTURAL DESIGN**

Given the prominence of the site, the architecture should be of significant merit to warrant height. A 'landmark building', as proposed, requires exceptional architecture with a clearly articulated design aesthetic and detailing. The building should be 'of this place' and reflect a design that responds to its context.

Recognize the significance of the site as an urban centre, and how it reads in the landscape relative to the companion centre at Taylor Way and Marine. As such, special consideration should be given to the massing, scale, and proportion of the tower.



Consider skyline views when designing the upper portion of the tower.



**Response**



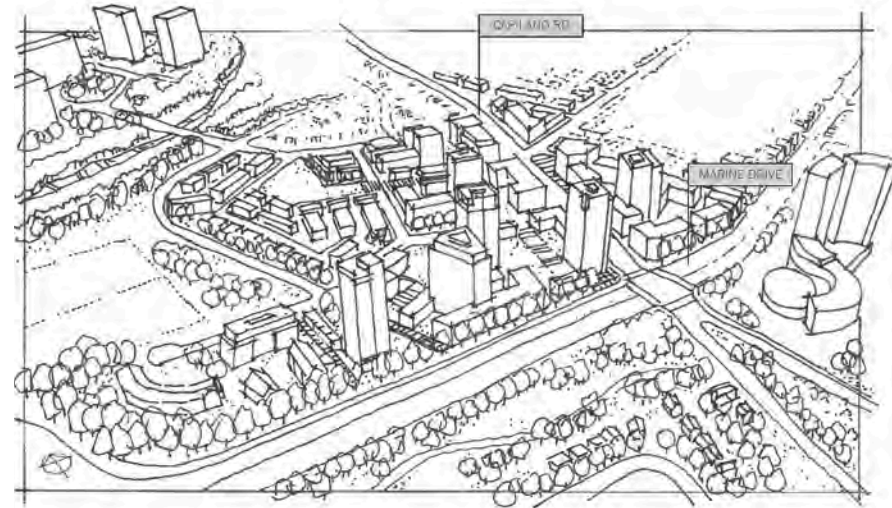
View looking Northeast at North end of Lions Gate Bridge.



• Stepped form of tower at the upper levels 303 MARINE DRIVE Lions Gate Village International Plaza

Policy - Redevelop as Residential Use

Response

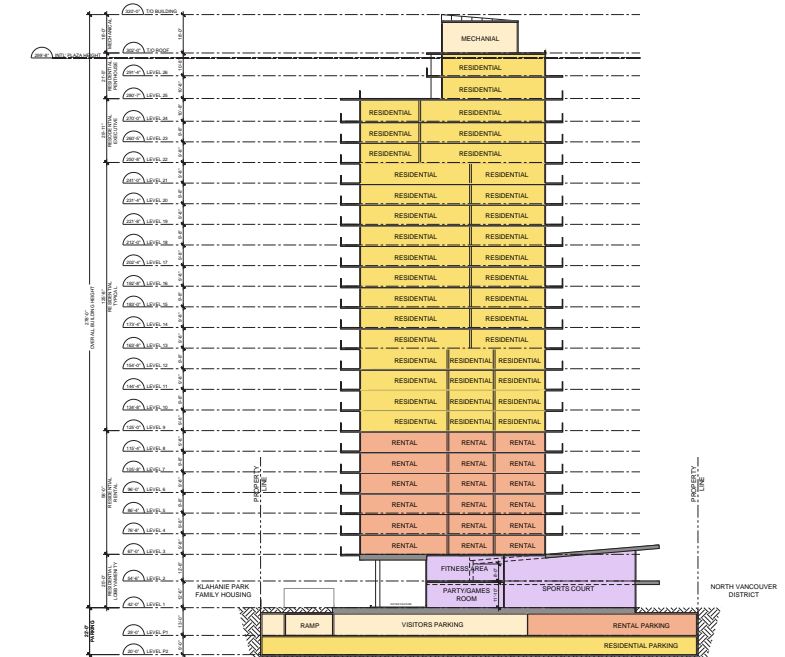
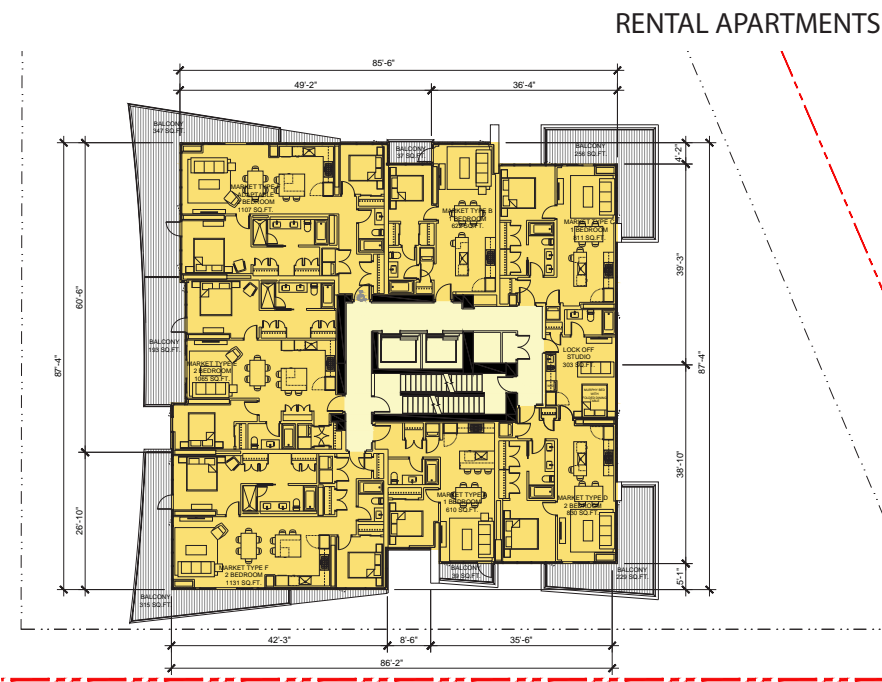
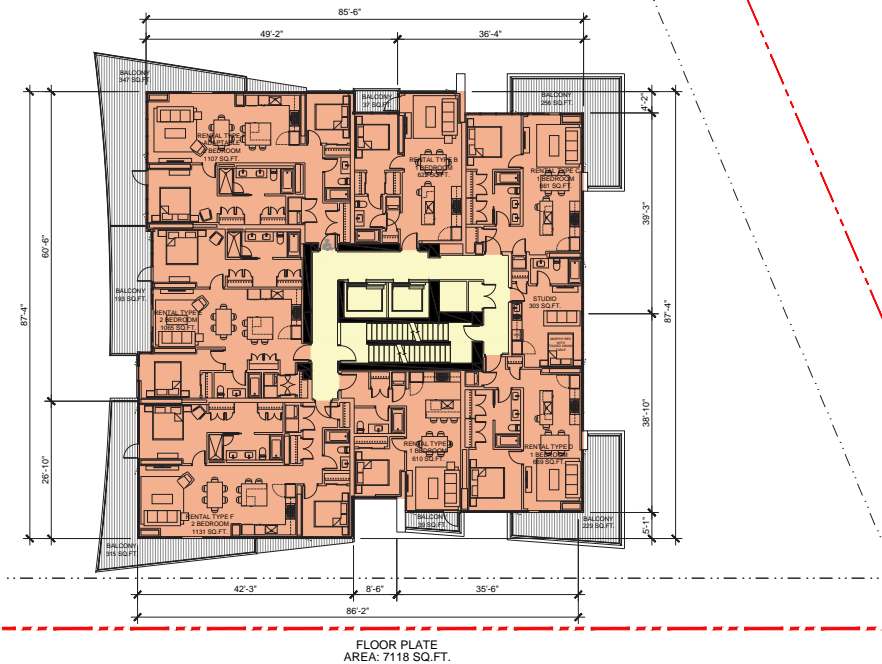


**A 303 Marine Drive**

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:

**LAND USE:**



- Residential use prioritized, including the significant provision of rental and/or supportive units, to meet housing objectives, generate less traffic than commercial uses, and not dissipate the planned commercial core in the adjacent Lions Gate Town Centre.
- Density to be generally compatible with approved densities in adjacent Lions Gate Town Centre.





Policy - Signature Tower	Response
 <p data-bbox="459 1699 982 1761">" A single tower on the 303 Marine Drive site to mark the gateway to the town centre"</p>	 <ul data-bbox="1271 1639 2548 1735" style="list-style-type: none"> <li>• 303 Marine Drive will be a signature gateway tower and a visually strong entry to the Lions Gate Town Centre.</li> <li>• Gateway tower has 4 distinct "fronts", addressing surrounding context in a strong manner.</li> </ul>




Policy - Integrate with Nature	Response
 <p>The left column contains two images. The top image is a site plan with a green hatched area and the handwritten text "ARRIVING TO NATURE" at the bottom. The bottom image is an aerial rendering of the development, showing a tall tower and other buildings integrated into a natural, wooded landscape with a view of the water.</p>	 <p>The right column features a large aerial rendering of the tower. The tower is a tall, modern structure with a glass facade and a distinctive top section. It is situated in a lush, green, wooded area. In the background, there are mountains and a residential neighborhood. The foreground shows a road with cars and some commercial buildings.</p> <p data-bbox="1261 1729 2759 1764">Tower adjacent to natural setting at North end of Lions Gate Bridge. Landscape continues along Marine Drive frontage</p>





Policy - Architectural Expression	Response
<ul style="list-style-type: none"> <li>• The design and expression of new buildings should reinforce a sense of place and reflect a well-considered and consistent design approach.</li> <li>• Articulate the base of buildings with high-quality design elements that contribute to the pedestrian scale. Avoid blank or undifferentiated facades at the ground level.</li> <li>• Encourage the use of high quality materials.</li> <li>• Architectural detailing to be in keeping with the character of the building and landscape.</li> <li>• Integrate roof top mechanical equipment into the design and massing of the upper floors.</li> </ul>	 <p>Perforated metal backlit LED panels at the top and side of the tower emphasize the architectural design and location of the tower.</p>  <p>Distinctive water features and column expression at southwest corner of the tower</p>  <p>Tower entry scaled to a better pedestrian experience with and pattern pavement</p>



Policy - Massing	Response
<p>The built form for sites within DWW's jurisdiction should be of high quality and sensitive to existing and emerging neighbourhood context, and should be consistent with the following general guidelines:</p> <p><i>Building Massing</i></p> <ul style="list-style-type: none"> <li>• Vary building mass to minimize apparent scale.</li> <li>• Address the compatibility of scale between new buildings and existing adjacent buildings.</li> <li>• Use building mass to emphasize the entrance to buildings, entries should be visible, clearly articulated, and accessible.</li> <li>• Avoid long, continuous roof lines.</li> <li>• Design buildings to minimize shading on public space and to strengthen the definition of adjacent open space.</li> <li>• Site and screen garage entrances, mechanical equipment and garbage bins, to minimize visual and acoustical impacts on adjacent properties and the streetscape.</li> </ul>	<p>Stepped massing forms individually expressed to allow for a slender tower with a small floorplate to mark the western edge of the town center at the same time that breaks down the overall scale.</p>  <p>2 storey townhouses, transitional scale to the BC Housing Site</p> <p>Lower 2-3 storey amenity volume expression fronting Marine Drive relates to adjacent Lions Gate Village streetwall forms</p>



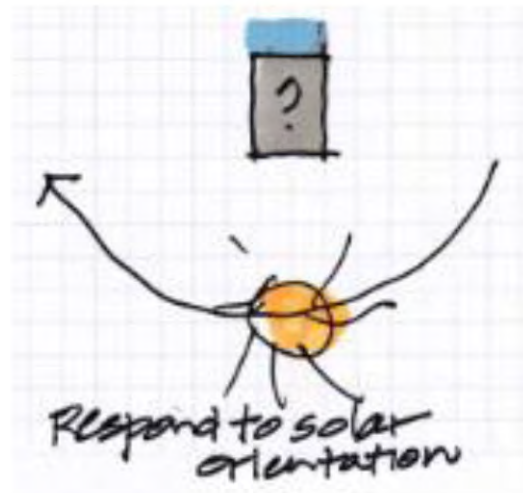
Policy - Built Form	Response
<p><b>A 303 Marine Drive</b> The built form for the site at 303 Marine Drive should be consistent with the following guidelines:</p> <ul style="list-style-type: none"> <li>• A single, slender tower with small floorplates of up to 7,500 square feet to mark the western edge of the town centre.</li> <li>• The tower should be aligned with Marine Drive and respond to the eastward viewshed.</li> <li>• Tower height should read as part of a collection of towers in the Town Centre that respond in scale to International Plaza (i.e. 24-26 storeys, subject to satisfying urban design analysis).</li> <li>• The tower should contribute to the public realm as well as create a dynamic skyline through a considered approach to the tower base and top.</li> <li>• A lower-scale building expression fronting Marine Drive should reinforce the mixed-use node at Capilano Road and Marine Drive.</li> <li>• A transitional scale, such as townhouses, should be provided to the BC Housing site to the west.</li> <li>• Massing and materials should reflect a coordinated architectural idea with the massing organized to mitigate the overall scale of the tower.</li> <li>• View and shadowing impact analyses should be conducted as part of development review.</li> <li>• Excellence in sustainable design and energy efficiency performance standards should be achieved.</li> </ul>	  <p>Transitional scale to Klahanie site</p> <p>Townhouses have an open space between them and the Klahanie Site</p>



**Policy - Passive Solar Control**

**RESPOND TO SOLAR ORIENTATION**

The footprint, cladding, sun controls, slab extensions, and balconies and fenestrations of the residential tower should respond to solar orientation, preferably using passive systems.



**Response**

8 foot deep balconies and vertical privacy screens on the west facade help mitigate the impact of the sun



Concrete overhangs provide passive solar control

Concrete balconies and slab extensions provide solar control over the south and east facades.



Concrete overhangs and slab extensions shade common amenity spaces



Policy - Materials & Colours	Response
<ul style="list-style-type: none"> <li>The design and expression of new buildings should reinforce a sense of place and reflect a well-considered and consistent design approach.</li> <li>Articulate the base of buildings with high-quality design elements that contribute to the pedestrian scale. Avoid blank or undifferentiated facades at the ground level.</li> <li>Encourage the use of high quality materials.</li> <li>Architectural detailing to be in keeping with the character of the building and landscape.</li> <li>Integrate roof top mechanical equipment into the design and massing of the upper floors.</li> </ul>	<p>Timeless high contrast and high quality materials provide strong contrast and visual interest. Mechanical rooftop equipment screen by proposed art-glass lighting feature.</p>



Policy - Public Realm	Response
<p><b>303 Marine Drive</b> The public realm for 303 Marine Drive should be consistent with the following guidelines:</p> <ul style="list-style-type: none"> <li>• A north/south public space connection between Marine Drive and Klahanie Park to facilitate pedestrian mobility and connections to transit, and to increase the visibility between the park and Marine Drive.</li> <li>• Secondary connection to provide buffer between the site and existing BC Housing site.</li> <li>• A public realm treatment along Marine Drive that corresponds to the planned treatment at Lions Gate Town Centre to provide a consistent streetscape environment and facilitate pedestrian and cyclist use.</li> <li>• Dedicated land as part of development to share in the completion of Lions Gate Crescent.</li> <li>• Broader, area-wide improvements to the pedestrian environment to facilitate access to services, amenities, natural assets, and transit.</li> </ul>	<p>The diagram illustrates the proposed pedestrian pathway (indicated by a red dotted line) connecting Marine Drive to the Klahanie Park Family Housing site. The pathway runs along Marine Drive, through the housing site, and continues north along Curling Road. Key features include:</p> <ul style="list-style-type: none"> <li><b>BC HOUSING &amp; KLAHANIE PARK FAMILY HOUSING:</b> The central development site.</li> <li><b>CURLING ROAD:</b> A major thoroughfare to the east of the housing site.</li> <li><b>LOWER CAPILANO VILLAGE DEVELOPMENT:</b> Residential areas located further east.</li> <li><b>MARINE DRIVE:</b> The main road running along the bottom of the site.</li> <li><b>LEGEND:</b> A red dotted line with arrows pointing in both directions, labeled "Pedestrian Pathway".</li> </ul> <p>Annotations on the plan include: "Townhouses address Curling Road with an open space between them and the Klahanie Site", "KLAHANIE COURT" (top), "CURLING ROAD" (middle), "MARINE DRIVE" (bottom), and "LOWER CAPILANO VILLAGE DEVELOPMENT" (two locations on the right).</p>







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# Design Rationale







Colours: White / Grey / Darker glass contrast



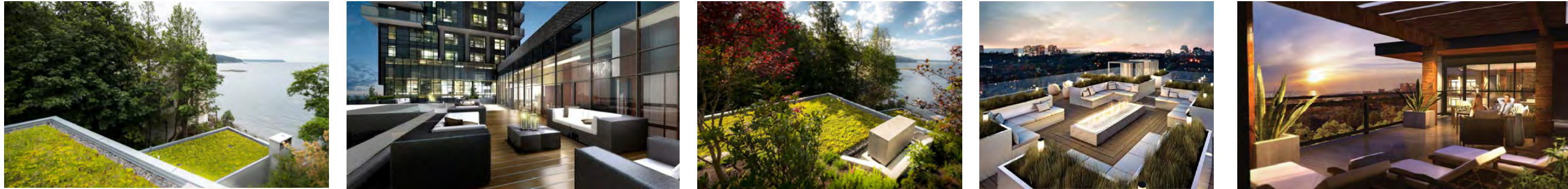
Formal Gesture at Base: Angled facades / Amenity building reaching out to convey movement



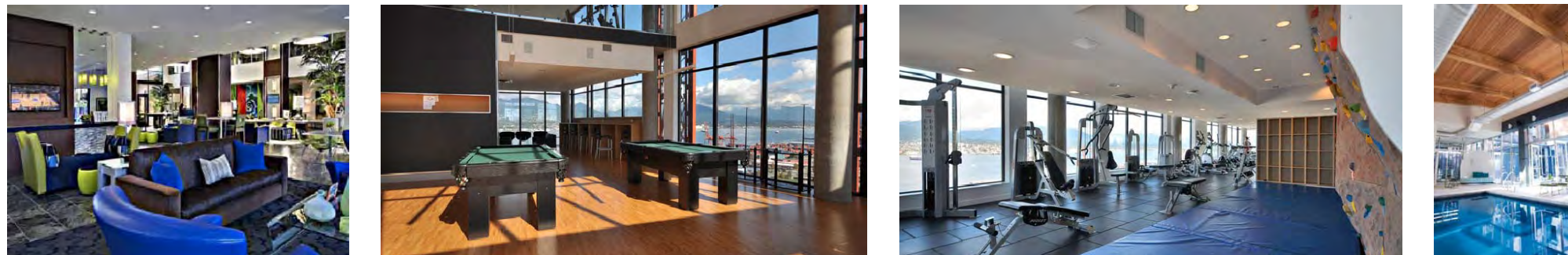
Formal Gesture of Tower Facades: Angled facades to embrace the view



ROOF TOP AREAS



INDOOR AMENITY FEATURES



EXTERIOR LIGHTING



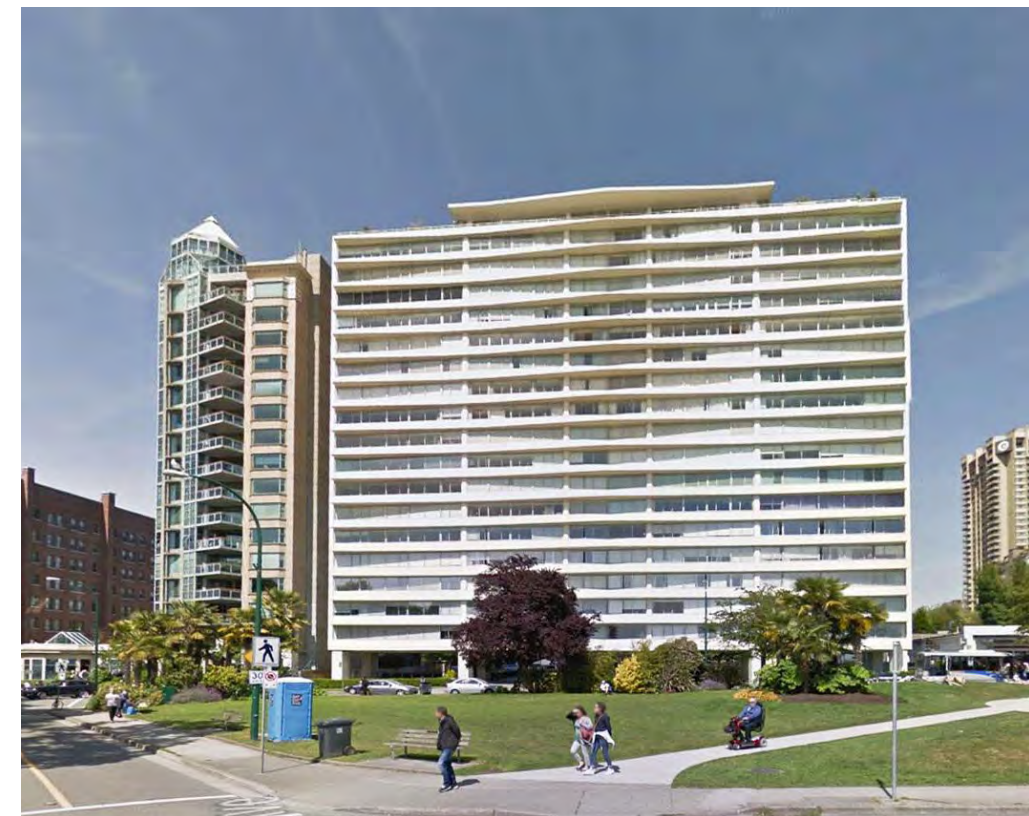
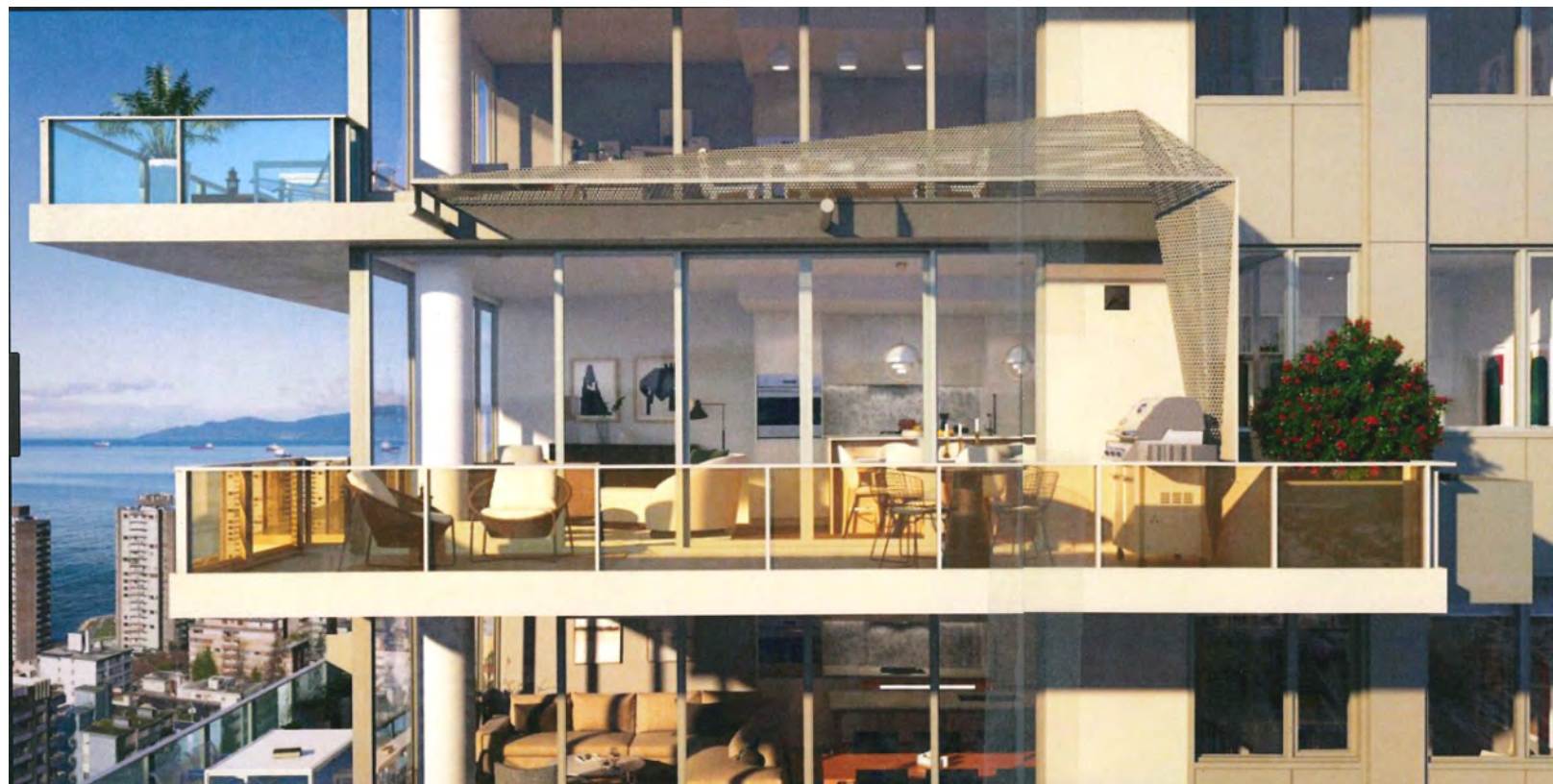
LOBBY SPACES













CHILDREN'S AMENITY



CHILDREN'S AMENITY



COMMUNITY PLAZA



COMMUNITY PLAZA



LANDSCAPE BUFFER



LANDSCAPE BUFFER



SECONDARY PLAZA



SEASONAL PLANTING



ENTRY LIGHTING



SHIELDED PATH LIGHTING



PUBLIC REALM



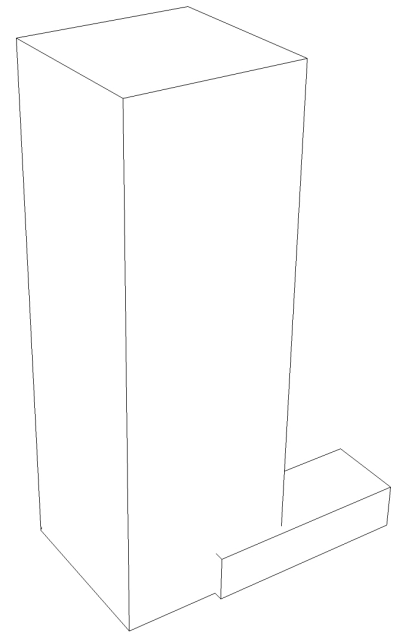
LANDSCAPE RESPONSE TO ARCHITECTURE



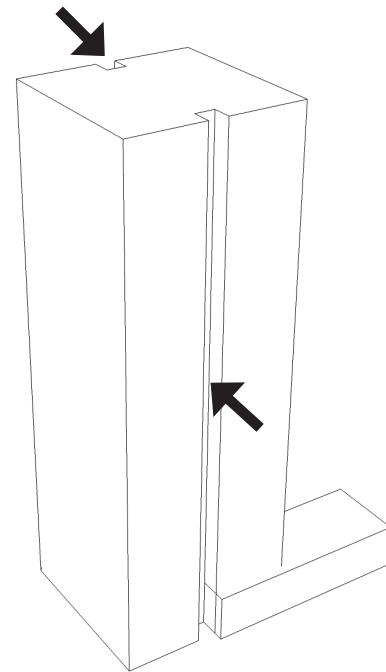






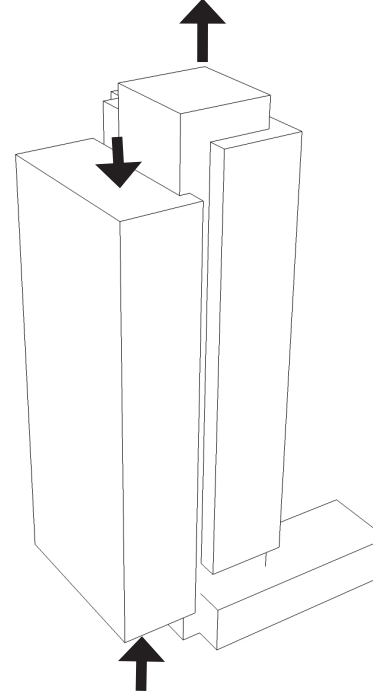


Tower element with lower street wall volume along Marine Drive

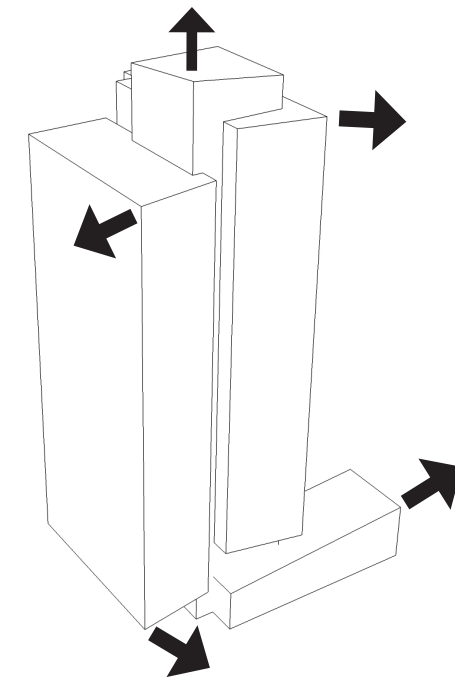


Generate slots to reduce the massing and create a slender shape

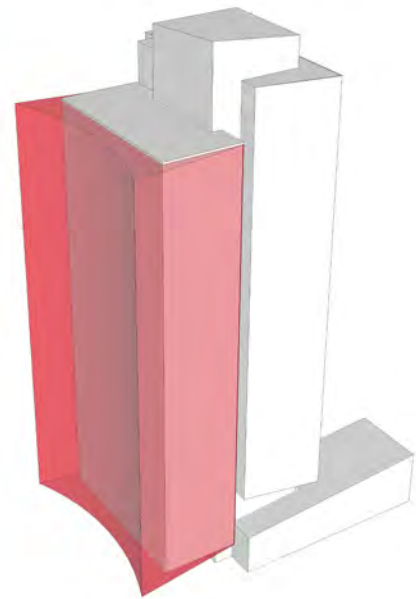
Split tower form and elevation.  
East portion with roof terraces on west massing to capture views



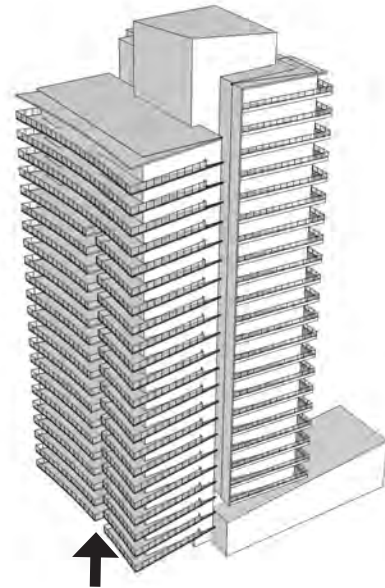
Reduce massing toward Klahanie Site and free ground space along the amenity building



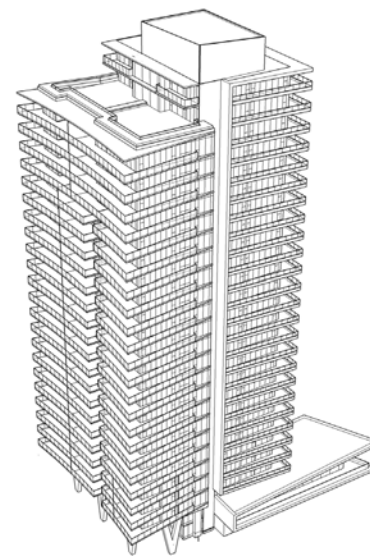
Angled south facade and lower volume to capture views and create a distinctive elevation embodying a "Sense of movement" in the tower form



Along the South West facade, a curved form was added to create a signature tower element



Introduction of balconies on the west facade distinctive frame element on the South facade for sun control.

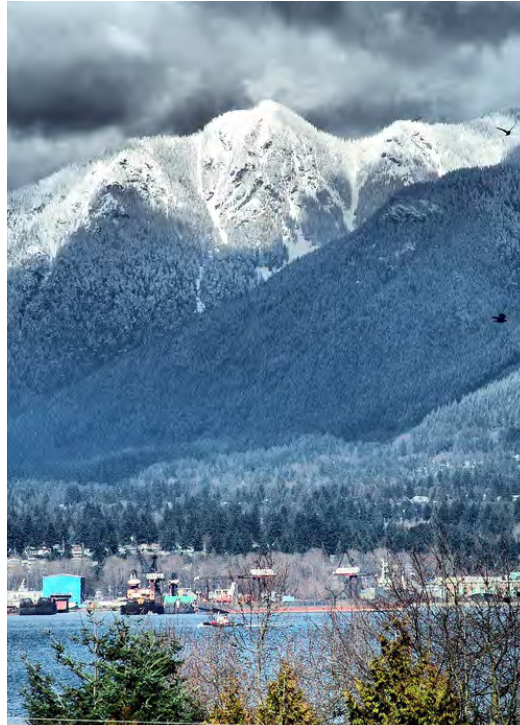


Building detail to create a distinct base, middle and top for the tower



Colour further differentiates the massing distribution





"THE SKYLINE OF THE NORTH SHORE"

Distinctive tower silhouette on the skyline and mountain background of the North Shore.



"A TREE IN THE FOREST"

Forest setting at the North end of Lions Gate Bridge



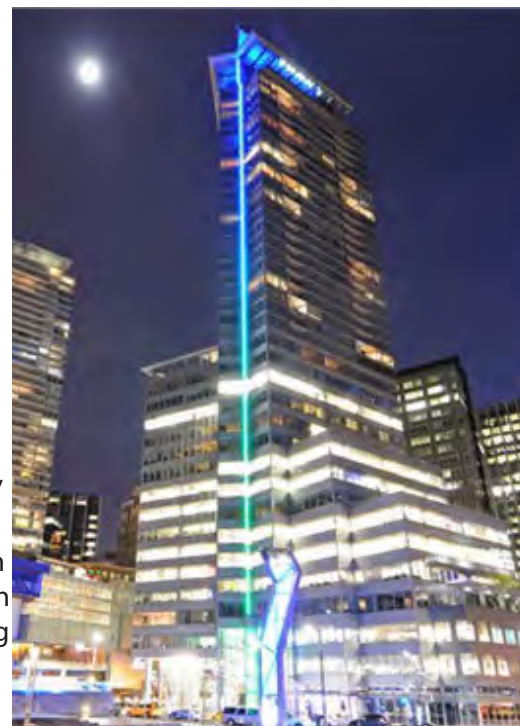
"MATERIAL COLOURS THAT REFLECT & CAPTURE THE BEAUTY OF THE NORTH SHORE SETTING"

Different materials reflect sky, water and mountain setting while differentiating and breaking down the scale of the building massing.



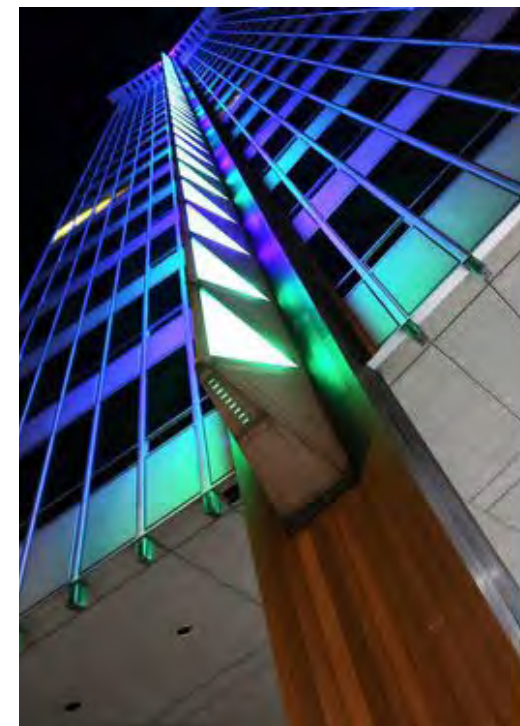
"ARTISTIC FACADE ELEMENT"

Recreation of a forest with an architectural expression as an art statement on the building facade



"A CONTEMPORARY LIGHTHOUSE"

A trip of light as a representation of a contemporary lighthouse for the north shore



"LIGHT THAT CHANGE WITH SEASONS"

The tree in the forest is back lit at night with LED lights that change colour along the seasons like the colours of the trees





Amenity building highlighted with wood grain metal panel soffit



The design for 303 Marine Drive proposes a tower incorporating elements of west coast modernism in a timeless fashion that fits comfortably into its natural setting and announces itself as a signature building on its prominent Marine Drive location. The tower will serve as a gateway element moving east from West Vancouver and the Lions Gate Bridge into Lions Gate Village and the District of North Vancouver. It will also serve as the final tower of the Lions Gate Village assemblage of towers as you move in a westerly direction from the District of North Vancouver towards the Lions Gate Bridge and the District of West Vancouver.

We have selected a precedent image sheet including both local and non-local examples of tower expressions we would like to incorporate into 303 Marine Drive. The first shows a palette of white, grey and darker glass components that provide a crisp and modern use of materials and colours that will stand the test of time. We have chosen to provide a similar palette for 303 Marine Drive. The second tower image conveys a sense of angularity and movement particularly in the expression of the tower base lobby and amenity spaces. We have a similar sense of dynamic movement in our amenity building streetwall expression along Marine Drive. We have taken this a step further by elevating this building into a distinctive two storey form and angling the roof line towards the east. This results in a building that is visually very interesting along the Marine Drive frontage. The third tower image we have chosen is of a tower project in the U.S. which display a stepped form, a vertical notch between the forms and a butterfly angled expression on one side of the tower. We have utilized this angled expression of the south façade of our tower as a way to embrace the dominant views to the south that include the Lions Gate Bridge, Stanley Park and the Downtown Vancouver skyline. We liked this tower face expression as it is distinctive and not one that is typically seen in Vancouver high-rise tower forms.

We have also referred to a precedent image sheet of various images addressing specific components of the building such as the porte cochere sense of arrival for the tower, images of green roofs and treatments of roof top areas; a variety of amenity spaces including lounge, recreational and fitness space; lobby spaces and architectural expression; and artful lighting that can be incorporated into the tower. We have sought to achieve qualities similar to these precedent images in our proposed building design.

The third precedent image sheet highlights metal screen patterns similar to what we are suggesting running vertically up the tower on the Marine Drive elevation and enclosing the elevator/mechanical penthouse at the top of the building. This element will be backlit and can change colours as shown in our drawing packages.

The fourth precedent image sheet refers to elements of West Coast modernism that are evident in the tower design include references to post and beam construction in the balcony expression and upstands on the east side of the tower, large expansive balconies on the west side of the tower and floor to ceiling glazing.

Further design inspiration for the design and organization of the tower has been provided by the natural forest setting, nearby mountain skyline and the significant views in an almost 360 degree pattern. Materials such as stone and simulated wood soffits have been utilized with a nod to the unique setting of this tower. Additionally the top of the tower has been stepped to echo the varied mountain skyline that serves as the tower backdrop.

We have taken the basic typical tower floor plate at approximately 7,118 s.f. and articulated the massing into two distinct elements each expressed as different heights with the easterly portion at 26 storeys and the westerly portion at 24 storeys. These masses break down the scale of the overall building and will be expressed as more slender elements using differentiating materials and colours. Varied balcony treatments utilizing painted white concrete upstands on the east side and glass covered slab edges on the west side in grey colour will provide contrast to the major two elements in the tower. The balconies on the southern face of the tower have the dual purpose of providing shading on the glass from the high summer sun.

Scalloped curving balconies along the entire west elevation of the tower provide generous outdoor areas to maximize views to West Vancouver, Burrard Inlet and Vancouver Island. They also provide a whimsical character to this side of the tower in contrast to the more formal elevations on the east and north sides of the tower. Along with the vertical privacy walls they also serve to limit the sun penetration to this façade of the tower. Although they share some common elements of materials, the four elevations of the tower are distinctive in their own right and also are both view and climate responsive.

A series of six 2 storey townhouses separated from the tower by the landscaped pedestrian and arrival area complete the site arrangement and provide a transitional scale to the adjacent Klahanie BC Housing site. These townhouses address the Curling Road streetscape and the planned built form that will be present in the adjacent District of North Vancouver site. Access to the site for automobiles is on the west side of the site from Klahanie and leads to the below grade parking ramp which will in turn be covered by trellised landscape to conceal as much of the ramp as possible. A skylit canopy provides weather protection shelter for residents and visitors arriving to and from the lobby entrance. It further signifies the principal entrance to the tower.

In addition to the incorporation passive solar energy design, we have targeted a sustainability program for the development which will effectively align with the BC Energy Step Code 2 requirements for the tower. The six townhouses will be designed utilizing Passive House criteria.

Throughout the development of the design for 303 Marine Drive the design team has closely followed and adhered to the District of West Vancouver's Marine Drive Local Area Plan and Guidelines. We have illustrated in our responses to the Lions Gate – Klahanie Sub-Area District Plans and Guidelines how we have addressed land use; tower positioning; built form including building height; varying building massing; impact on the skyline; relationship to existing and proposed towers in the adjacent Lions Gate Village Plan; specific architectural articulation at the base of the tower; the use of high quality materials in a cohesive architectural idea and expression; the relationship to the Klahanie B.C. Housing site; overshadowing; and screening of mechanical appurtenances and garage entries.

The landscape section of our design rationale which follows further addresses the Marine Drive Local Area Plan and Guidelines with respect to desired landscape architectural features.



**OVERVIEW**

The overall design intent is to integrate this project into both its' immediate natural environment and the evolving context of Lions Gate Village in adjacent North Vancouver. The powerful influences of the natural and man-made environments are explored and responded to in an integrated manner through the use of connections, character themes, and materials. The primary site influence is the Capilano River and its geomorphology with secondary influences of the iconic Cleveland Dam first nations imagery, and the adjacent industrial lands. The overall ground plane programming responds to the street presence, arrival sequence, common amenity zones at ground level, and adjacent public realm amenities. The design responds to the project's proximity to adjacent uses (Klahanie Park Family Housing, Marine Drive, and the Lions Gate Village redevelopments to the east), sustainability goals and to specific solar orientations.

Plant material throughout the site has been selected with a focus on native and drought tolerant plantings. Planting areas are also designed to assist in storm water management and the provision of shade in specific areas.

The overall feel of the landscape will be that of shared amenities and gracious open spaces for people of all ages and abilities. The public face of the project will be permeable and inviting.

**STREET FRONTAGES**

The eastern frontage is along the future roadway shared between North and West Vancouver. The streetscape along the west side of this new road will be coordinated with West Vancouver Parks and will include new sidewalk, bicycle pathway, street trees, and connections to the amenities in Lions Gate Village.

The 10-meter Marine Drive frontage setback area is under the control of Ministry of Transportation and Infrastructure (MOTI). Upgrades to their standards are proposed to provide an engaging urban frontage that is consistent with the District of North Vancouver Lions Gate Village properties to the east as well as providing articulated acoustic separation and visual screening. It is clearly recognized that this frontage is highly visible and requires a strong urban design response.

**ARRIVAL PLAZA**

Overall patterning of the plaza is intended to provide a unified ground plane that blurs the line between pedestrian and vehicle areas. The design narrative plays on themes derived from the geomorphology of Capilano River in an abstracted pattern. Granite plinths run through the area representing the canyon walls and boulders along the river edge. Paver patterning suggests gravel bars in the river. The plaza will accommodate emergency access, garbage pick-up, visitor drop off and temporary parking. Tree placement and planting areas provide a range of plaza seating opportunities for residents and the public. The arrival plaza provides a direct connection to Lions Gate Village and the bicycle and pedestrian pathway system leading to Klahanie Park, the Capilano River and Park Royal along Marine Drive.

**COMMON OPEN SPACE**

The tower ground floor is composed of a sequence of public spaces including social gathering spaces, spa rooms and fitness facilities. Adjacent to these facilities a sequence of open spaces and amenities are provided at the south and west sides of the tower for the use of all tower residents. At the sunny southwest corner is an open lawn area that leads to a spine connecting to the water feature. A direct tower connection is provided from the west side of the tower. A garden walkway connects this amenity along the south property line to the children's play area and a central common terrace. The primary access to the southern commons is provided by a walkway from the tower lobby.

At level 25 of the tower, terraces are provided adjacent the two private residences. These garden rooms have been designed to respond to their solar and view orientation and to provide a range of garden characters; contemplative, social, and communal.

**OFF SITE WORKS**

Upgrades to Klahanie Park and the pathway along Capilano River are proposed as additional public benefit contributions. Appropriate upgrades to Klahanie Park will be discussed with the District of West Vancouver.

**SUSTAINABILITY**

Sustainability goals will be achieved through use of drought tolerant native and adaptable plantings, significant landscape areas for rainwater capture, and provision for a highly efficient irrigation system.





































SPRING



SUMMER



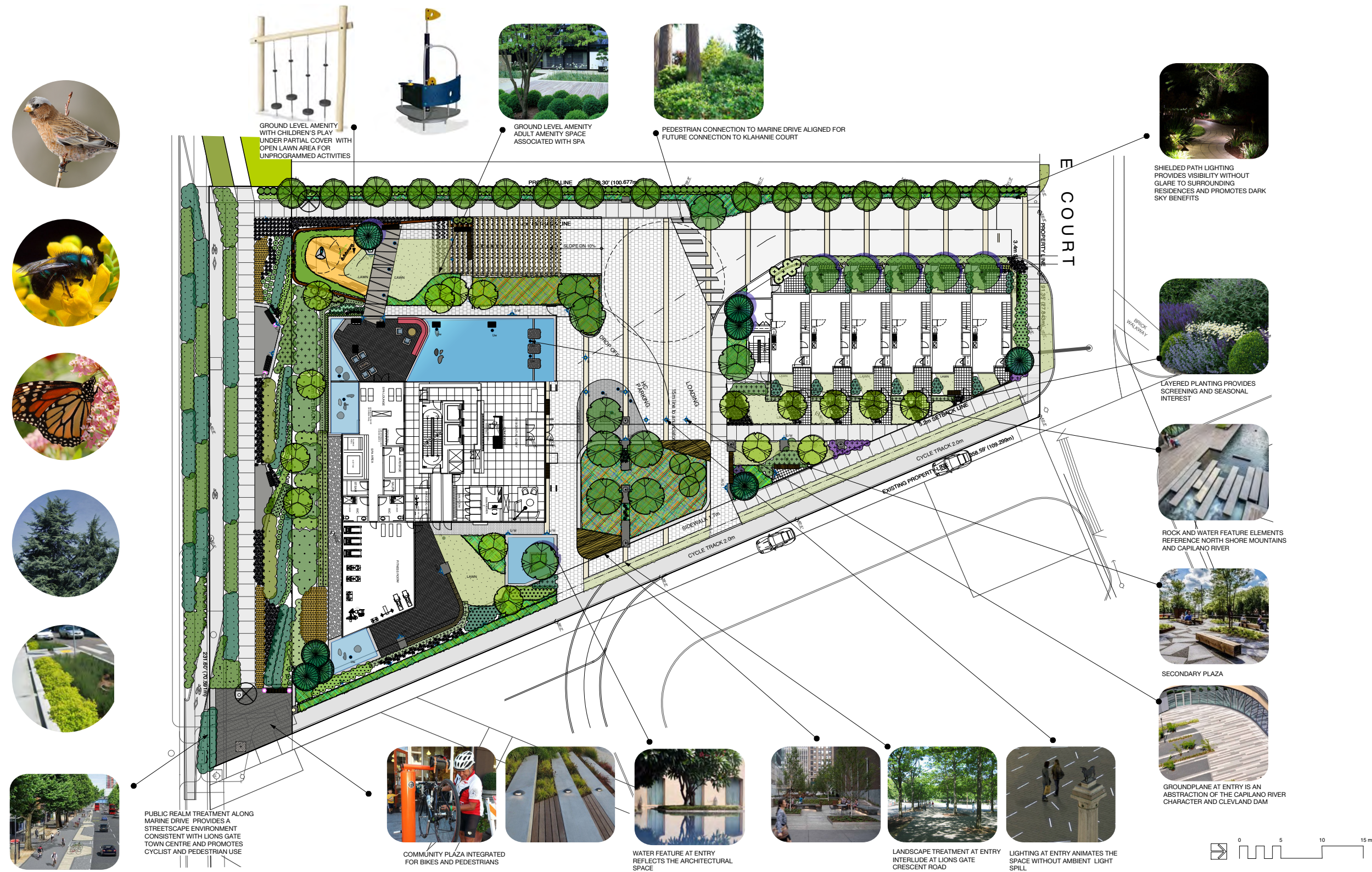


FALL



WINTER







**Sustainability Strategy**

**Overview**

303 Marine Drive will be a sustainably built development, reducing environmental impact and benefitting people. In support of the Province and District of West Vancouver’s commitment to making building’s net-zero energy ready by 2032, the project will align with Step 2 energy requirements of the BC Energy Step Code for the high-rise portion and Passive House Certification for the Townhouses. In addition, the project also aims at targeting LEED Gold Certification. The project is currently registered under the Canada Green Building Council’s (CaGBC) Leadership in Energy and Environmental Design Canada New Construction v2009 (LEED Canada NC 2009) system.

**Site Sustainability**

The project is located on a previously developed site within walking distance of Park Royal Shopping Centre, Capilano Pacific Trail, and several parks including Klahanie, Norgate, and Ambleside. The site is adjacent to several bus routes offering frequent services to downtown Vancouver and throughout the area, further encouraging low-carbon transportation. Supporting active transportation is a highlight of the project, with secured bicycle storage for residents and visitors on-site. The project is in close proximity to established cycling routes that connect to downtown Vancouver, West Vancouver and other neighbourhoods.

To minimize impacts on the surrounding area, Erosion & Sedimentation Control measures will be implemented and monitored during construction to meet all the relevant local standards. A stormwater management plan will also be developed and implemented during construction, reducing pollution and impact on local stormwater infrastructure. The project is in a developed area

of West Vancouver that is seeing a significant amount of new development and will aim to reduce light pollution through appropriate strategies, benefiting local ecosystem and human health.

**Social Sustainability**

The development will incorporate strategies that benefit human health and wellbeing. Optimized indoor air quality is of strong importance and strategies include: low-emitting materials, and a comprehensive indoor air management plan during construction. A green cleaning policy will also be part of the operations and maintenance of the project.



Image 2 - Children playing (www.pexels.com)

Each owner will have control over their thermal and lighting environment through the implementation of occupant controls in each regularly occupied space. Daylighting and views to the outside will also be maximized.

The project includes an on-site fitness facility for residents, and health and wellness center. An indoor-outdoor family friendly area will provide safe access to a play area for children. The inclusion of a water feature on-site is a biophilic design strategy and will benefit the residents, visitors and passers-by through visual and auditory connections to nature.

The project will promote compact living and will provide housing alternatives for West Vancouver residents looking to downsize and stay in the community, as well as housing options for young families wishing to make West Vancouver their home. Residents will enjoy a close connection with the outdoors, natural light, inspiring views, and a range of amenities that promote health and wellbeing.



Image 1 - Capilano Pacific Trail (https://www.vancouvertrails.com/trails/capilano-pacific-trail/)

Prepared by Light House Sustainable Building Centre  
Joanne Sawatzky  
Director, Green Building

April 9, 2018

and as low as 15kWh/m2y for the townhomes. The design approach for both the tower and townhomes will prioritize the reduction of overall energy loads by means of a high-performance building envelope, energy efficient HVAC, domestic hot water, lighting systems, and air tightness.

The project will reduce water consumption by incorporating water efficient fixtures throughout the development. Outdoor water conservation strategies will include water conscious landscaping incorporating drought-tolerant planting, efficient irrigation, and onsite storm water management.

Following best practices, demolition and construction waste will be diverted from landfill, where possible. For the residents, easily accessible dedicated areas for the collection and storage of materials for recycling will be centrally located within the building with dedicated space for the collection of paper, cardboard, glass, plastics, metals, and organics.

Materials will be selected for the project based on their durability, functionality, aesthetics and environmental footprint.

Sustainability Strategy for Rezoning/Development Permit Application for 303 Marine Drive,  
West Vancouver, BC

Prepared by Light House Sustainable Building Centre  
Joanne Sawatzky  
Director, Green Building Services

March 28, 2018









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# Architectural & Landscape Drawings