

COUNCIL AGENDA	
Date: <u>April 24, 2017</u>	Item: <u>7</u>



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

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COUNCIL REPORT

Date:	April 5, 2017
From:	Matthew Roddis, Manager of Urban Design and Current Planning David Hawkins, Manager of Community Planning and Sustainability
Subject:	Marine Drive Local Area Plan and Design Guidelines
File:	2517-06-01-2017

RECOMMENDATION

THAT:

1. Opportunities for consultation on the proposed Official Community Plan amendment, with persons, organizations, and authorities, as outlined in the report from the Manager of Urban Design and Current Planning and the Manager of Community Planning and Sustainability dated April 5, 2017, be endorsed as sufficient consultation for purposes of section 475 of the *Local Government Act*;
2. Proposed "Official Community Plan Bylaw No. 4360, 2004, Amendment Bylaw No. 4937, 2017" be read a first time; and
3. Proposed "Official Community Plan Bylaw No. 4360, 2004, Amendment Bylaw No. 4937, 2017" be presented at a public hearing on June 5, 2017 at 6:00 p.m. in the Municipal Hall Council Chamber, and that statutory notice be given of the scheduled public hearing.

1.0 Purpose

On November 29, 2016 Council referred the Marine Drive Context Study to staff to provide specific measures to determine appropriate development parameters, to clarify that the Marine Drive Context Study is a Local Area Plan, and to formalize it as an amendment to the Official Community Plan (OCP) for consideration.

This report responds to that direction. Its purpose is to:

- present specific land use and urban design measures to guide development in the form of a draft Local Area Plan and Design Guidelines for the Marine Drive area;
- outline the proposed bylaw consideration process; and
- recommend that the proposed implementing bylaw (**Appendix A**) be read a first time, and that June 5, 2017 be set as the date for a public hearing.

2.0 Legislation/Bylaw/Policy

Provincial Legislation

The Official Community Plan (OCP) must include statements and map designations for the area covered by the plan pursuant to section 473 of the *Local Government Act* (LGA). Relevant sections pertaining to the proposed Local Area Plan and Design Guidelines include statements providing for:

- the location, amount, type and density of residential development required to meet anticipated housing needs over a period of at least five years;
- the approximate location, amount and type of present and proposed commercial and recreational land uses;
- the approximate location of and phasing of any major road, sewer and water systems;
- the approximate location and type of present and proposed public facilities, including parks; and
- other matters that may, in respect of any plan, be required or authorized by the minister.

In addition to such statements, an OCP must include housing policies of the municipality respecting affordable housing, rental housing and special needs housing. Further, an OCP must include targets for the reduction of greenhouse gas emissions in the area covered by the plan, and policies and actions of the municipality proposed with respect to achieving those targets. Lastly, the proposed OCP amendment is consistent with the Regional Growth Strategy. The existing Regional Context Statement will be updated as required as part of the future revised OCP.

Section 475 of the LGA requires consultation on the proposed bylaw and section 477 requires that a public hearing be held on the proposed OCP amendment.

Official Community Plan

A bylaw amendment is required to implement the proposed plan and guidelines and to include them as part of the OCP.

Zoning Bylaw

The lands within the proposed plan area are zoned pursuant to "Zoning Bylaw No. 4662, 2010."

3.0 Background

3.1 Previous Decisions

At the November 29, 2016 Council meeting Council passed the following motions:

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THAT the revised Marine Drive Context Study and Guidelines, Summary of Engagement Process and Findings, and Full Transcript of Public Comments (attached as Appendices A, B and C respectively to the report dated November 9, 2016) be received for information.

THAT this matter be referred back to staff:

1. for clarification and specificity on the measures that would be used to determine appropriate parameters for development;
2. to clarify that this is a local area plan or equivalent, under the Official Community Plan, that applies to those areas over which the District has control; and
3. to recommend a process for the approval of such local area plan that is consistent with approval of a portion of the Official Community Plan; a public hearing or equivalent to that.

At the June 20, 2016 Council meeting Council passed the following motion:

THAT the Marine Drive Context Study (attached as Appendix A to the report dated June 1, 2016) be received for information and for public comment.”

3.2 History

The review of development applications and preparation of the proposed plan and guidelines spans a five year history. Three development applications were submitted from 2012 to 2016, all within what became the focus of a context study for the Marine Drive area. The Marine Drive Context Study was prepared from 2015 to 2016. After significant community input and Council consideration and direction, the context study evolved into what is set to be the first Local Area Plan for the District as part of the ongoing OCP review.

Development Applications (2012 to 2016)

1. **752 Marine Drive (former White Spot site):** an application for a mixed use commercial and residential development was received on December 14, 2012. Since that time, the proposal has undergone significant community consultation and considerations by Council, the Design Review Committee (DRC), and the public at various District-led events including:
 - o Council considered the proposal and directed community consultation take place at two meetings held on April 22, 2013 and July 22, 2013;
 - o Council considered progress of the public consultation and provided direction on next steps at its meeting on July 7, 2014;

- Council received a revised proposal and considered suggestions regarding the required OCP amendments and a summary of next steps at its October 6, 2014 meeting;
- The District held five Open House public meetings on the application ranging in dates from September 2013 to February 2015;
- Two online public surveys were held about the application, the first in the fall of 2013 and the second in the winter of 2015;
- Public displays of the proposal were shown in the atrium of the West Vancouver Community Centre in January and February 2014;
- The Design Review Committee (DRC) considered the proposal at five separate meetings from March 2014 to January 2015; and
- Council tabled the outcome of the consultation process and directed that further information be provided at its April 13, 2015 meeting.

After Council tabled the consultation for the proposal, staff was directed to undertake a contextual analysis (i.e. the Marine Drive Context Study) for this area through the OCP review process.

2. **303 Marine Drive (Earls Site):** an application for a residential development was received on June 4, 2015. The application was placed on 'hold' pending the outcome of the Marine Drive Context Study.
3. **660 Clyde Avenue and 657 & 675 Marine Drive:** an application for a residential development was received on June 8, 2016. The application was placed on 'hold' pending the outcome of the Marine Drive Context Study.

Marine Drive Context Study (2015 to 2016)

Following Council direction, the District prepared the Marine Drive Context Study to better understand how the area around Taylor Way and Marine Drive is changing, including developments planned at Park Royal Mall on Squamish Nation leased land and the Lions Gate Town Centre in North Vancouver. The study sought to examine how the area is evolving, how the three active development sites noted above will fit within this context, and how they will contribute to a cohesive vision for the multi-jurisdictional area.

The public engagement program was completed during the fall of 2016 and staff presented the consultation results and an updated draft study to Council and the community at the November 29, 2016 Council meeting.

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Marine Drive Local Area Plan and Design Guidelines (2016 to 2017)

At the November 29, 2016 Council meeting, Council directed that the Marine Drive Context Study be clarified, that specific measures be included within the plan that would determine appropriate parameters for development, that the study be formalized into a Local Area Plan (LAP), and that the process for considering the plan as part of an OCP amendment be outlined.

Since that time, staff has revised the study and formalized it as the Marine Drive Local Area Plan and Design Guidelines for Council's consideration. A proposed implementing bylaw (**Appendix A**) has been prepared. The proposed plan and guidelines, which contains land use policies and guidelines for the built forms and public realm, are intended to guide development within the area over an approximate 20 year horizon. The plan will be adopted as part of the proposed OCP amendment and it directly relates and responds to the extensive community and Council consultations undertaken on both the context study and the relevant public inputs received through the 752 Marine Drive development proposal.

4.0 Analysis

4.1 Discussion

The proposed bylaw presents a Local Area Plan and Design Guidelines for the easternmost portion of Marine Drive. It includes planning objectives, urban design principles, land use policies (use and density), guidelines for both the built form (height, massing, form, etc.) and the public realm (connections, landscaping, etc.). It also includes policies with respect to transportation and parking, and community amenities to be delivered through the development process. As such, it is a comprehensive planning document that articulates a vision for how this area is anticipated to change over an approximate 20 year horizon.

The Local Area Plan provides the planning framework, land use policies and guidelines for the Marine Drive area around Taylor Way, establishes the expectations surrounding the delivery of community amenities related to the impacts of new development, recognizes that the area is ideally located within a transportation corridor that supports transit, and strengthens connections to community amenities.

This vision builds upon existing conditions and assets (e.g. frequent transit, natural features, commercial services) and responds to existing or approved development patterns (e.g. West Royal Towers, approved development in North Vancouver) to provide a coordinated and cohesive framework for improvements. Implementation of the plan will complement existing assets in the area and lead to a vibrant, transit-rich, walkable community, providing a diversity of much needed housing types and the amenities to support a complete community.

As described in Section 3.2 of this report, significant planning, development review, and engagement has occurred over the last five years regarding this unique area of the District. Most recently, significant additional work has been undertaken to understand how lands in West Vancouver's jurisdiction can relate and can respond to existing and proposed land uses and developments on adjacent lands within North Vancouver District's and Squamish Nation's jurisdictions. Our neighbouring jurisdictions provide the immediate context to West Vancouver's lands and a significant degree of information sharing accompanied the preparation of the plan and guidelines. This technical analysis and the community engagement process are described in more detail in the Background Report attached as **Appendix B**.

The Local Area Plan and Design Guidelines were prepared under Council direction as part of the ongoing review of the District's OCP. As part of this ongoing review, significant recent progress has also been made towards two Council priorities that the plan and guidelines seek to implement: housing and sustainability. As referenced in Section 2.0 above, providing for residential development, including rental and supportive housing, and establishing policies for greenhouse gas reductions, are also both legislative requirements of an OCP.

Housing Diversity and Affordability

Housing affordability and diversity have been identified as key issues for West Vancouver residents for a decade and more. In response to the growing concern, Council directed that a series of "housing strategies"¹ be used to inform housing policy, area planning processes, and development applications. The Marine Drive Local Area Plan and Design Guidelines present specific and measurable steps towards implementing a number of these strategies including:

- Protecting and expanding rental and supportive units;
- Providing bonus density for affordable, rental, or supportive housing in centres and corridors;
- Reducing parking requirements for developments that include affordable, rental, seniors or supportive housing in close proximity to frequent transit, amenities and services;
- Identifying opportunities for a range of housing types (including townhouses, apartments, and mixed use) when preparing local area plans; and
- Encouraging residential uses above commercial uses in centres and corridors.

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The plan includes an objective on housing diversity and policies to support the provision of density for rental and/or supportive housing, given the study area's proximity to transit, services and amenities. This increased density also enables the provision of a variety of unit types appropriate for West Vancouver's demographics with the greatest housing needs: downsizing seniors, working professionals and young families.

Sustainability

Transit oriented developments, and the multifamily buildings and transportation options they feature, are also important components of sustainability and GHG reduction strategies. West Vancouver adopted a "Community Energy and Emissions Plan" (CEE Plan) in October 2016, aimed at reducing the District's greenhouse gas emissions by 40% of 2010 levels by 2040. Developed by a Working Group through a citizen-led planning process, the CEE Plan includes strategic directions that focus on the integration of land use, transportation and energy planning.

The Marine Drive Local Area Plan and Design Guidelines are a significant implementation opportunity for the CEE Plan and advance a number of its key strategic directions. These include:

- Activating existing villages with new developments of similar scales that features a strong public realm and infrastructure to support transportation choice, particularly walking and cycling.
- Facilitating high demand, low supply "missing middle" housing options, notably located in close proximity to current and future frequent/rapid transit stations (e.g. Park Royal), that employ highly efficient thermal, passive or low carbon heating systems or renewable heating systems.
- Supporting the expansion of high speed, high frequency transit infrastructure through appropriate land uses, engineering and urban design plans.
- Enabling car sharing through multifamily developments, parking allowances and reductions in locations that serve as destinations, and requiring electric vehicle charging infrastructure in new buildings.

The plan builds accordingly on the area's existing and planned low GHG intensive transportation options, notably through recently announced transit improvements (the introduction of rapid transit service with a new Marine Drive B-Line or Better Bus) and upgrades to the pedestrian and cycling networks (completion of the Spirit Trail).

The Proposed Bylaw Amendment (Appendix A)

Overview

Significant existing OCP policy has been incorporated as the foundation to the Local Area Plan and Design Guidelines. Such policy, supporting mixed-use development in commercial areas, rental housing, and sustainable transportation, has been in place since the 2004 OCP was adopted. More specific policy regarding the “gateway” function of Park Royal and the evolving residential, riverfront setting of Clyde Avenue has also been in place since that time.

However, existing OCP policy is fragmented and dispersed across various policy chapters as well as a separate guidelines section. It also lacks sufficient clarity to provide certainty to Council, the community, or the development industry on what to expect. A fundamental goal of the planning process leading to the preparation of the Local Area Plan and Design Guidelines was to analyze and articulate how existing policy “lands” in this area.

The plan and guidelines clarify and strengthen existing policy to establish a more comprehensive framework for development expectations in the area. This is achieved through the exporting of existing language within the OCP to the proposed plan, and then enhancing it with supporting language and illustrations to add specificity, clarity and direction for how the area will grow and change over time. Text, maps, illustrations, and diagrams are all provided in one integrated document to articulate a vision and manage change in this area. Where required, maps have been updated in the bylaw to reflect the plan.

If adopted, the plan and guidelines will provide considerable certainty about the future of this area. All developments proposed within the plan’s boundaries will be assessed against the policies and guidelines through their individual detailed review process. The adoption of this plan would not in itself signal a blanket approval of any given development, as each proposal must stand on its own merit and respond accordingly to expectations set out in the plan. The plan would serve as a guide and a material input in such consideration of development.

Bylaw Amendment

The intent of the proposed bylaw is to implement the Marine Drive Local Area Plan and Design Guidelines. The amendment achieves this by attaching it as an appendix to the OCP. As part of the OCP, it will have the same force and effect as all other OCP policies, objectives, guidelines and development permit areas. As a revised OCP is brought forward (anticipated 2018), this LAP and future LAPs will be integrated into a reformatted OCP to form a comprehensive section of the plan.

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The amending bylaw introduces the new OCP policies and guidelines while retaining the existing OCP policies and guidelines that are still relevant. This has been achieved by deleting or updating policy sections, guidelines and maps and reinserting them as a cohesive area-specific plan. Policies and development permit areas would be deleted from the OCP to then be updated and incorporated back into the OCP as a LAP. It is necessary to technically delete policies and guidelines from the main body of the OCP that are being incorporated into the LAP in order to avoid redundancies and potential conflicts. This approach also allows for location-specific policies and guidelines to be organized in one place.

The proposed bylaw amendment:

- moves the applicable “Local Economy” policies to the LAP;
- amends the “Built Form & Neighbourhood Character” section to:
 - update the key designation maps for residential and commercial developments to clearly show the lands subject to the LAP;
 - incorporate sites that are within existing development permit areas into a new development permit area within the LAP;
 - incorporate the policy and development permit area designation for the Park Royal area to the LAP, and
 - incorporate the applicable policies for the Clyde Avenue East of Taylor Way to the LAP,
- incorporates relevant “Built Form Guidelines” for Park Royal to the LAP;
- clarifies what lands will remain within in the “Clyde Avenue East of Taylor Way” development permit area in the OCP and what lands on Clyde Avenue will become a part of the development permit area within the LAP;
- adds the Marine Drive Local Area Plan and Design Guidelines to the OCP; and
- appropriately amends the Table of Contents of the OCP.

The LAP clearly sets out that all lands within its boundaries are subject to the plan, its policies and objectives. The LAP also clearly identifies and designates all lands as a Development Permit Area, and establishes what could be exempted, aligned with other multifamily and commercial development permit areas and the *Local Government Act*.

4.2 Sustainability

As described above, the plan and guidelines are compatible with the recently adopted CEE Plan's directions for mitigating and adapting to climate change by meeting housing needs through sustainably designed buildings located in transit-served, walkable villages. A significant sustainable planning opportunity exists within the area. Managed growth can be accommodated in a way that reduces reliance on the car (and its associated greenhouse gas emissions) and increases housing diversity and affordability (and hence social sustainability).

5.0 The Process of Bylaw Consideration

5.1 Consultation on the OCP Amendment

Section 475 of the *Local Government Act* requires that one or more opportunities be provided for appropriate consultation with persons, organizations, and authorities Council considers will be affected by an OCP amendment.

Community consultation that directly informed the proposed Local Area Plan and Design Guidelines is summarized in section 5.4 below.

5.2 Consideration of the OCP Amendment

Section 477 of the *Local Government Act* requires that, after first reading and before a public hearing on an OCP amendment, Council must consider the plan (or an amendment to the plan) in conjunction with its financial plan and any waste management plan that is applicable in the municipality.

Financial Implications

The financial plan is both the long term capital plan and operating budget for the District. The LAP will provide direction and clarity on growth and development within the area, and future development, if approved by Council, will likely contribute to the District's amenity reserve account(s) to contribute to the financial capacity for future amenity projects, as determined by Council. Further, it is anticipated that any required infrastructure costs imposed by development in the Marine Drive area would be fully borne by the project developer. Therefore, the proposed LAP, if approved, is aligned with the District Financial Plan and future development applications would be reconciled with the Financial Plan.

Regional Waste Management Plans

The proposed OCP amendment, to facilitate the creation of the plan, has been reviewed by the Director of Engineering and Transportation in conjunction with the Regional Waste Management Plan and the amendment is consistent with the plan.

The Bylaw Reading and Public Hearing Process

Following the first reading of the bylaw and scheduling a public hearing by Council, District staff will give notification of the public hearing consistent with District policy and legislated requirements. At the public hearing, Council provides for those who consider they are affected by the proposed amending bylaw to make written and/or oral representations to Council.

After the closure of the public hearing (on the same day or a different day) Council may give second and third reading to the bylaw. After second and third readings of the bylaw and at a subsequent Council meeting, Council may adopt the bylaw.

5.3 Conditions Precedent to Adoption – Not applicable.

5.4 Public Engagement and Outreach

Significant public review and input regarding development applications has occurred dating back to 2012, as described in Section 3.2 of this report. More recent public engagement accompanied and directly informed the preparation of the plan and guidelines. After receiving Council direction to take the original context study out for “public comment” in June 2016, a full public engagement program was conducted that allowed citizens to provide comprehensive feedback and for it to be recorded in the public’s “own words”. Each aspect of the engagement program received strong interest and participation, as documented in the 90 page verbatim transcript of the entire engagement program that was provided to Council at the November 29, 2016 Council meeting.

The full Background Report of community engagement is attached as **Appendix B** and is summarized below:

Web Portal:

- The Marine Drive Context Study webpage had over 850 unique views and over 1,110 total views between the launch of the public engagement program to the close of the community survey.
- The Marine Drive Context Study webpage was the second highest viewed “Council Priorities” web page, responsible for almost 50% of the total page views for the “Council Priorities” section of the website during the public engagement process.
- Ewest and westvancouverITE newsletter emails publicizing the Context Study, engagement events and survey were sent to over 600 subscribers.
- A dedicated webpage, staff phone number and email address for the Marine Drive Context Study allowed citizens make enquires or provide feedback directly to staff.

Two Roundtable Discussions:

- Held Tuesday, September 27, 2016 and Thursday, September 29, 2016 at the West Vancouver Seniors' Activity Centre.
- Advanced registration was required: area stakeholders received invitations and had spaces reserved, newspaper and web ads informed the larger community.
- Each session was limited to 25 participants (two tables of approximately 12 people) to allow for greater dialogue and participation, and included interactive activities. Each session was fully subscribed (46 total attendees), and no citizens that wanted to attend were turned away.
- Sessions included a presentation from staff and facilitated dialogues that were recorded by a transcriber on a flipchart.

Two Open Houses:

- Held Thursday, October 6 and Wednesday, October 12, 2016 at St. Anthony's Elementary School at Christ the Redeemer Church. An accessible venue located just outside of the study area.
- A set of display boards presented the Context Study and included interactive and "dotmocracy" boards.
- Well over 100 attendees were able to read and respond to the feedback provided by other citizens on the interactive boards, and engage in conversations with fellow citizens and staff.
- 125 different sticky-note comments were provided and transcribed.
- Hard copies of the community survey were available for attendees to complete during the event.

Community Survey:

- westvancouverITE survey open from September 26 to October 21, 2016.
- 329 total responses made it the fourth most responded to survey on westvancouverITE at time of polling.
- Survey was promoted through ads in the North Shore News, on the District website and through email newsletters (ewest and westvancouverITE) and social media postings.

Key findings from the engagement process revealed strong overall support for the context study's proposed objectives and principles, but concern was raised over road congestion and building height.

Responding to Concerns:

The attached plan confirms the objectives and principles, while responding to key areas of community concern, as summarized below:

Transportation

Significant research was conducted and presented to Council regarding existing transportation conditions and best practices. These are included in the Background Report (**Appendix B**). Key findings of the research describe:

- Recent completed improvements to movement along Marine Drive (e.g. bus lanes and priority signals, queue jumpers, real-time counter flow and replacement of the Capilano Bridge);
- Proposed initiatives to improve the vehicular network (e.g. the North Shore Trade Area Study western extension of the Lower Level Road);
- Recent improvements to achieve frequent transit (a bus every 15 minutes or less, seven days a week) service to Vancouver and across the North Shore, and impacts on ridership (e.g. five million annual transit trips from Park Royal to Vancouver);
- Actual data on bridgehead traffic and quantifiable research on mode share, vehicle kilometres travelled, and transportation behaviours as they relate to land use planning and urban design strategies;
- Commitment to rapid transit service in the North Shore Area Transit Plan (2012) and Mayors' Plan (reconfirmed and funding approved in 2016), and the ongoing Marine Main Frequent Transit Corridor Study (with staff from Translink, MetroVancouver, the three North Shore municipalities, Squamish Nation, and Ministry of Transportation and Infrastructure) to guide transit implementation and design along the corridor;
- Recent and proposed expansions to the active transportation network for pedestrians and cyclists (e.g. the connector between the Capilano Pacific Trail and Spirit Trail behind the West Royal Towers and extending the Spirit Trail over the War Dance Bridge); and
- Congestion management, physical health, and greenhouse gas reduction benefits of focusing growth in mixed-use areas with transportation options to reduce car traffic as residents are able to access shops, services, amenities and employment on foot, bike, or transit.

The plan and guidelines include a specific section on Transportation outlining a range of measures, such as:

- requirements for traffic impact assessments;
- residential parking reductions to minimize car ownership;

- inclusion of features such as EV charging and bike storage in developments;
- removal of existing driveways onto Marine Drive;
- specific improvements for non-vehicular modes (e.g. Spirit Trail; linkages to the river and park; transit user comfort); and
- provisions for additional rights-of-way to support transportation improvements along Marine Drive.

Height

Concerns around building height have also been addressed, through a significant reduction in proposed building heights. Extensive technical design analysis was conducted to respond to concerns raised (e.g. view sheds from key public vantage points), while still respecting sound urban design principles of arranging built forms to contribute to a cohesive yet diverse skyline that responds to adjacent contexts.

Additional specificity around appropriate parameters for development in this regard have been provided, including:

- Reduction in proposed building heights of 50% (from up to 30 storeys at 752 Marine Drive down to 12-14 storeys; and from up to 15 storeys at the land assembly at 660 Clyde Avenue down to 6-8 storeys);
- Additional details and illustrations regarding view sheds, use of open space, and transitions in scale;
- Clarifications and illustrations regarding anticipated heights and the proposed overall design scheme;
- Strengthening of built form expectations, such as:
 - greater analysis and response to context, views, and expression;
 - emphasis of the need for transitions between scales, particularly around existing developments; and
 - excellence in sustainability through design and performance.

In summary, the Marine Drive Local Area Plan and Design Guidelines have responded to public input with clear and appropriate development control measures. This engagement program to date is one component of the review process for any actual development. It does not replace the site-specific public hearing and notification requirements that form part of the development process; however it has informed the preparation of the plan and guidelines that would guide such site-specific development review.

5.5 Other Communication, Consultation, and Research

Significant research and information sharing informed the plan and guidelines. DWV staff has conferred with staff members of the District of North Vancouver and Squamish First Nation during the preparation of the context study that formed the LAP. The Marine Drive corridor is also currently the subject of a study, coordinated by Metro Vancouver and TransLink, involving staff representatives from the three North Shore municipalities, the Squamish First Nation, and the Ministry of Transportation and Infrastructure, being undertaken to guide the design of rapid transit along this corridor. Staff will also continue to work with the Ministry of Transportation and Infrastructure on improving the functionality of the provincial highway. As part of consultations on the OCP amendment prior to the public hearing, the LAP will be referred to the District of North Vancouver, Squamish First Nation and the Province.

6.0 Options

6.1 Recommended Option

Council give first reading to the proposed bylaw and set the date for a public hearing.

This is the recommended option as the bylaw's content has been reviewed by the public during District-led consultations and responds to Council's direction to prepare a draft Local Area Plan for bylaw consideration that clarifies and provides specific development measures. Scheduling a public hearing will give the public the formal opportunity to make representations on the proposed bylaw.

6.2 Considered Options

- a) Give first reading to the proposed bylaw and set the date for a public hearing; or
- b) Give first reading to the proposed bylaw and set an alternative date (to be specified) for a public hearing; or
- c) Defer consideration pending the receipt of additional information (to be specified) be provided and available to assist in consideration of the proposed bylaw; or
- d) Reject the bylaw.

These are the presented options should Council wish to give first reading to the bylaw and set a date for a public hearing, or set an alternative public hearing date, defer consideration, or reject the bylaw.

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7.0 Conclusion

The proposed Marine Drive Local Area Plan and Guidelines would establish the framework for development review within a complex planning area that contains multiple jurisdictional interests, existing and planned higher density buildings, natural assets, essential community links, and multi-modal transportation networks. Cohesively managing change and growth to meet housing and sustainability goals is proactive and strategic, and a legislative requirement of an OCP. The plan and guidelines provide clarity and direction for development and set the expectations against which development proposals can be evaluated. Staff recommends the implementing bylaw be scheduled for a public hearing to allow the public the formal opportunity to make representations to Council on the proposed plan and guidelines.

Author:


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Concur:


Ray Fung, Director of Engineering and Transportation

Concur:


Anne Mooi, Director of Parks, Culture and Community Services

Concur:


Isabel Gordon, Director of Financial Services

Appendices:

- A. Proposed "Official Community Plan Bylaw No. 4360, 2004, Amendment Bylaw No. 4937, 2017" (the Marine Drive Local Area Plan and Design Guidelines is attached as Schedule "D" to the proposed bylaw)
- B. Marine Drive Local Area Plan and Design Guidelines Background Report



District of West Vancouver

APPENDIX **A**

**Official Community Plan Bylaw No. 4360, 2004,
Amendment Bylaw No. 4937, 2017**
(Marine Drive Local Area Plan and Design Guidelines)

Effective Date:

District of West Vancouver

**Official Community Plan Bylaw No. 4360, 2004,
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Official Community Plan Bylaw No. 4360, 2004, Amendment Bylaw No. 4937, 2017

A bylaw to amend the Official Community Plan.

Previous amendments: Amendment bylaws 4433, 4492, 4534, 4543, 4567, 4541, 4612, 4625, 4643, 4676, 4619, 4694, 4724, 4756, 4768, 4783, 4771, 4797, and 4897.

WHEREAS the Council of The Corporation of the District of West Vancouver deems it expedient to provide for an amendment to the Official Community Plan to implement the Marine Drive Local Area Plan and Design Guidelines;

NOW THEREFORE, the Council of The Corporation of the District of West Vancouver enacts as follows:

Part 1 Citation

- 1.1 This bylaw may be cited as Official Community Plan Bylaw No. 4360, 2004, Amendment Bylaw No. 4937, 2017.

Part 2 Severability

- 2.1 If a portion of this bylaw is held invalid by a Court of competent jurisdiction, then the invalid portion must be severed and the remainder of this bylaw is deemed to have been adopted without the severed section, subsection, paragraph, subparagraph, clause or phrase.

Part 3 Amends Policy Section 1 [Local Economy]

- 3.1 Schedule A to Official Community Plan Bylaw No. 4360, 2004 is amended as follows:
 - 3.1.1 By deleting the third, fourth, and fifth sub-policy bullet points in Policy LE 1 that read:
 - (a) "Support development that enhances Park Royal's gateway location and minimizes generation of increased peak hour traffic;"

- (b) “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;” and
- (c) “Encourage the provision of commercial entertainment facilities at Park Royal.”

Part 4 Amends Policy Section 4 [Built Form & Neighbourhood Character]

4.1 Schedule A to Official Community Plan Bylaw No. 4360, 2004 is amended as follows:

- 4.1.2 By replacing the “Residential Area Designations” key map and replacing it with the map as shown on **Schedule A** attached to this bylaw;
- 4.1.3 By amending “Development Permit Area Designation BF-B 8” that identifies “Other Multiple Family Sites” by deleting the multiple family site described as “Klahanie Park, Lot 2 District Lot 790 Plan VAP 23186” from this Development Permit Area;
- 4.1.4 By deleting Policy BF-C 7 “Park Royal Shopping Centre” in its entirety;
- 4.1.5 By deleting “Development Permit Area Designation BF-C7” in its entirety, including the “Category, Conditions, Objectives, Guidelines Schedule and Exemption” chart and the illustrative photographs;
- 4.1.6 By amending “Development Permit Area Designation BF-C 8” that identifies “Local Commercial Areas” by deleting the local commercial site described as “303 Marine Drive (Lot 15 DL 790 Pl. 4918)” from this Development Permit Area;
- 4.1.7 By replacing the “Commercial Development Permit Area Designations” key map and replacing it with the map as shown on **Schedule B** attached to this bylaw; and
- 4.1.8 By amending Policy BF-D 2 “Clyde Avenue East of Taylor Way” by deleting the first bulleted sub-policy that reads:

- (a) “Consider options for rezoning the parking lot on the northeast corner of Clyde and Taylor Way for development in exchange for providing permanent public vehicular access across Taylor Way.”

4.1.9 By amending Policy BF-D 3 “Clyde Avenue East of Taylor Way” by deleting the fourth bulleted sub-policy that reads:

- (a) “Provide for the transfer of development potential within the area by considering rezoning applications in the following circumstances:
 - (i) from the service station site on the N/E corner Taylor Way and Marine Drive, if that property were converted to an attractive, permanent landscaped feature to screen the parking structure and beautify the entrance to the Municipality, and
 - (ii) from the primary heritage listed site at 660 Clyde Avenue, subject to its designation as a heritage building.”

Part 5 Deletes Built Form Guidelines BF- C 7 for Park Royal Shopping Centre

5.1 Schedule A to the Official Community Plan Bylaw No. 4360, 2004 is amended as follows:

- 5.1.10 By deleting “Guidelines BF-C 7” for “Park Royal Shopping Centre” in their entirety.

Part 6 Amends Built Form Guidelines BF- D-4 for Clyde Avenue East of Taylor Way

6.1 Schedule A to the Official Community Plan Bylaw No. 4360, 2004 is amended as follows:

- 6.1.11 By replacing the “Clyde Avenue East of Taylor Way Development Permit Area Designation Map BF-D 4” as shown in “Guidelines BF-D 4” for the Clyde Avenue Area with the map shown on **Schedule C** to this bylaw.

Part 7 Adds the Marine Drive Local Area Plan and Design Guidelines

- 7.1 Schedule A to the Official Community Plan Bylaw No. 4360, 2004 is amended as follows:
- 7.1.12 By adding the "Marine Drive Local Area Plan and Design Guidelines", as Appendix A to "Official Community Plan Bylaw No. 4360, 2004" attached as **Schedule D** to this bylaw.

Part 8 Amends the Table of Contents

- 8.1 Schedule A to the Official Community Plan Bylaw No. 4360, 2004 is amended as follows:
- 8.1.13 The "Table of Contents" is amended accordingly.

Schedules

- Schedule A – Residential Area Designations Key Map
- Schedule B – Commercial Development Permit Area Designations Key Map
- Schedule C – Clyde Avenue Area East of Taylor Way Development Permit Area Designation Map BF-D 4
- Schedule D – Marine Drive Local Area Plan and Design Guidelines

READ A FIRST TIME on

PUBLICATION OF NOTICE OF PUBLIC HEARING on

PUBLIC HEARING HELD on

READ A SECOND TIME on

READ A THIRD TIME on

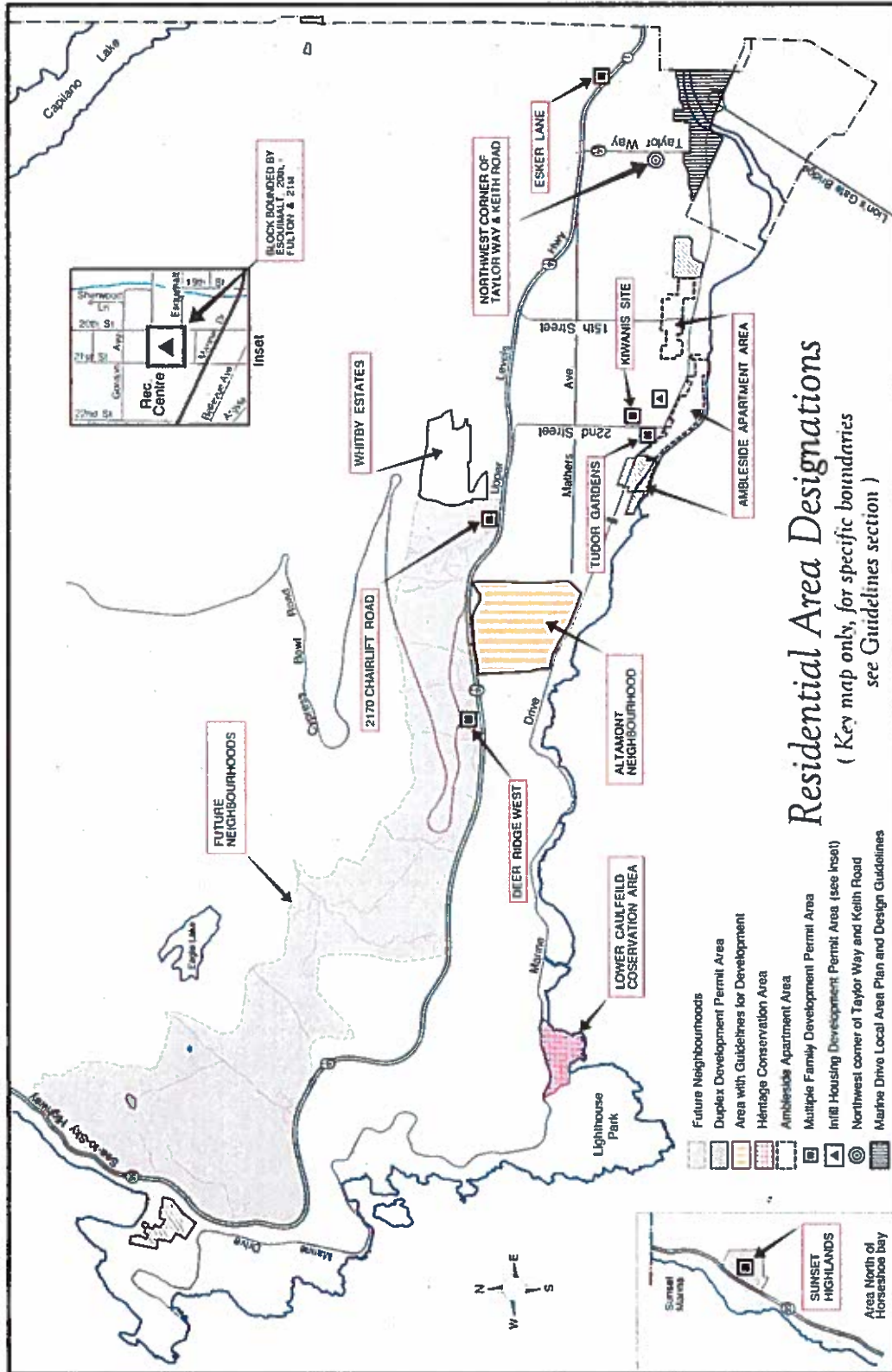
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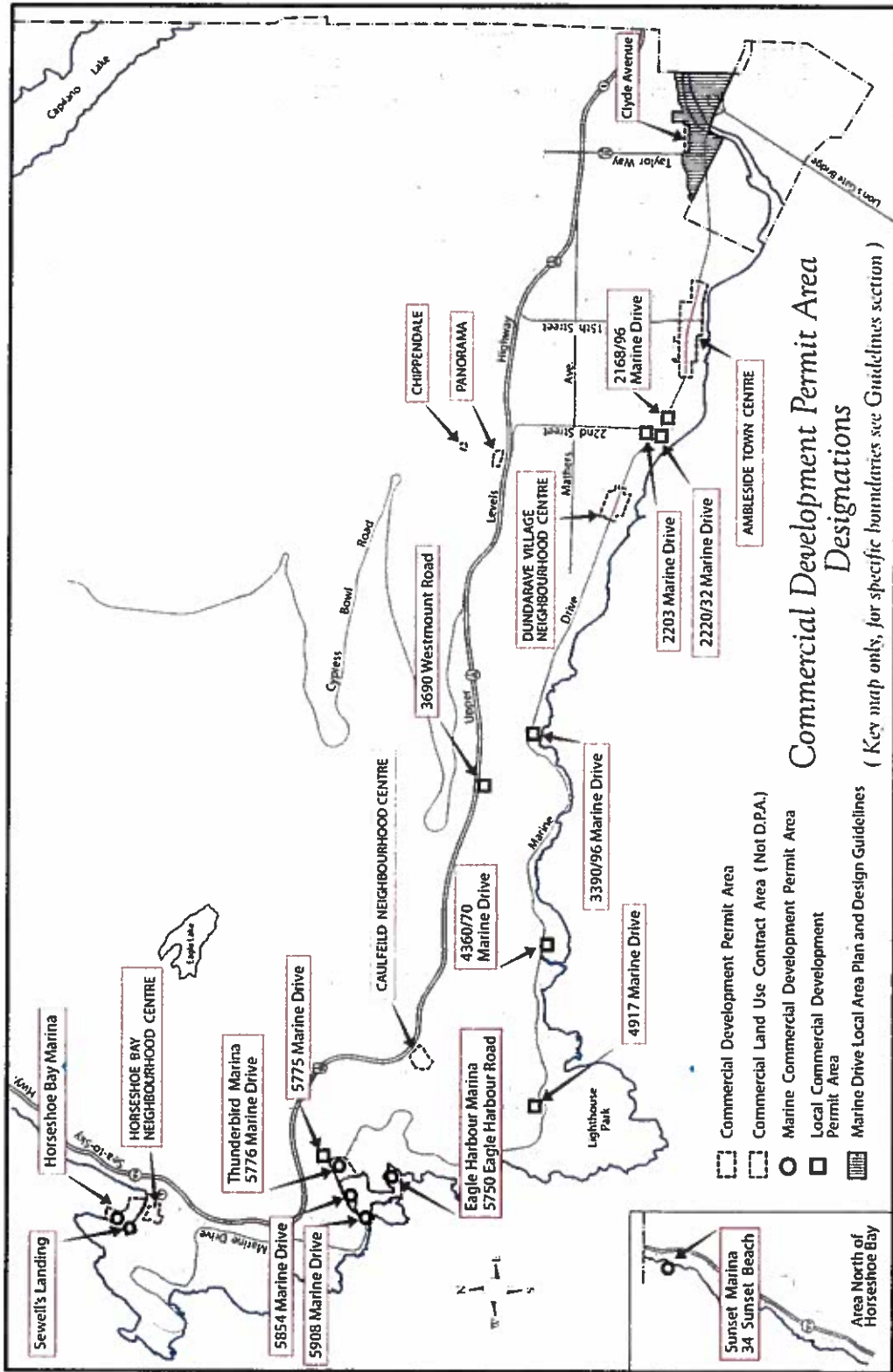
Mayor

Municipal Clerk

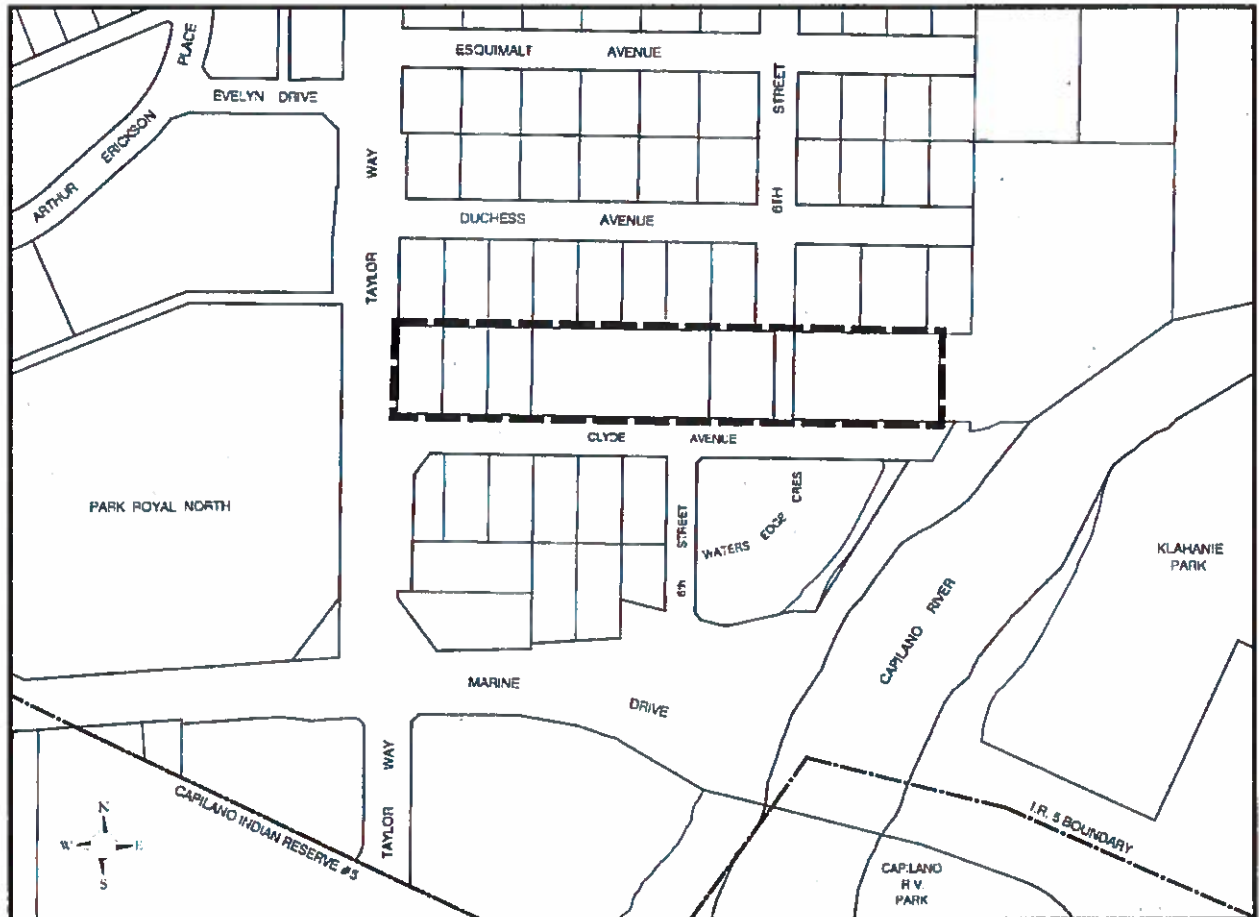
Schedule A Residential Area Designations Key Map



Schedule B Commercial Development Permit Area Designations Key Map



Schedule C Clyde Avenue East of Taylor Way Development Permit Area Designation Map BF-D 4



Schedule D
Marine Drive Local Area Plan and Design Guidelines

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SCHEDULE D

Official Community Plan Bylaw No. 4360, 2007
Amendment Bylaw No. 4937, 2017

Marine Drive Local Area Plan and Design Guidelines

April 2017

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Figure 1.1 Local Area Plan in context

1.0 Introduction

1.1 Purpose

A Local Area Plan (LAP) provides policy for a geographic area where a more detailed level of planning at a neighbourhood scale is required to guide land use change and development. Design Guidelines (DG) provide direction for the form, height, massing and character of new buildings as well as the public spaces and landscaping between.

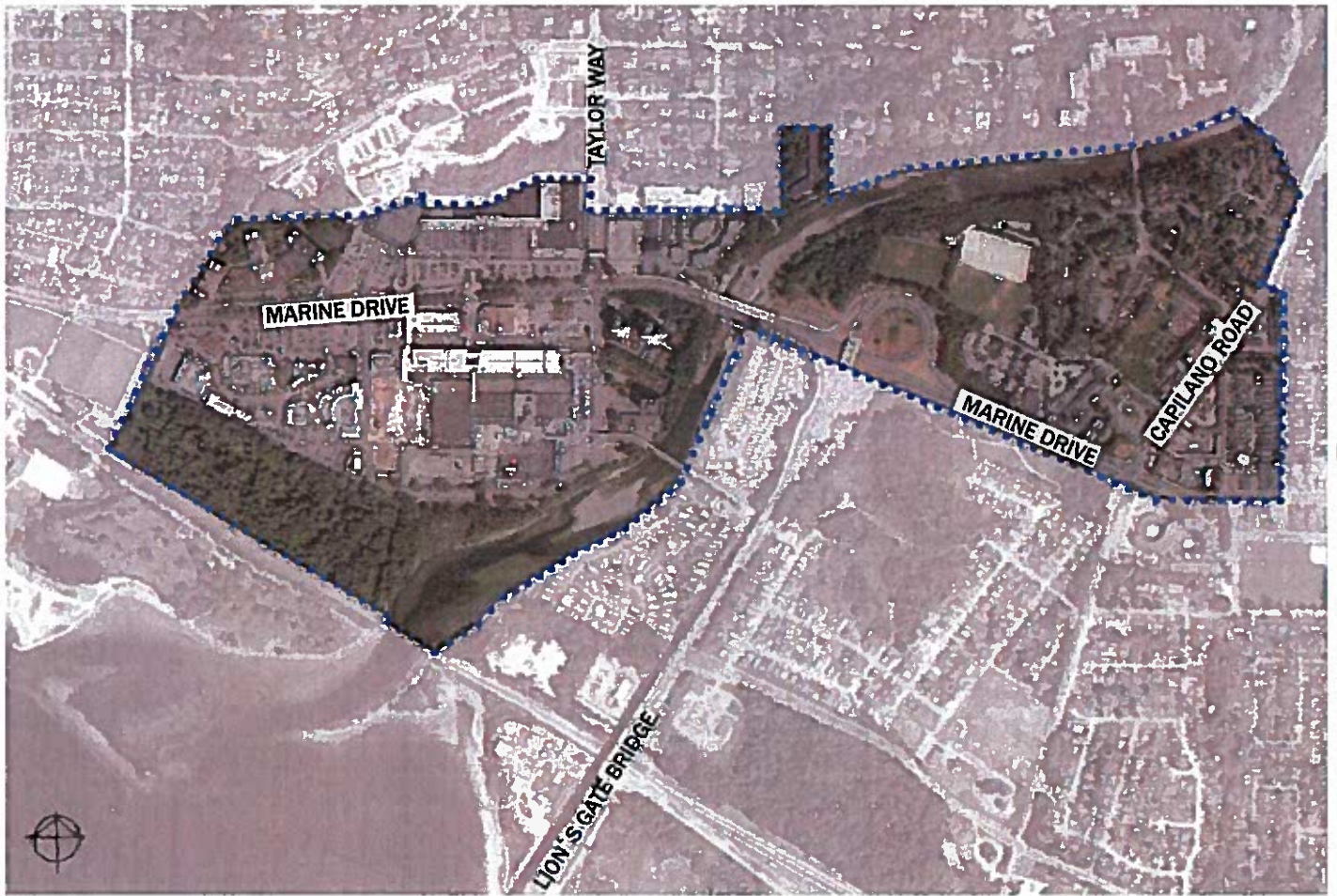
Together they articulate an overall planning and urban design framework to guide future decisions over an approximate 20-year horizon related to land use, built form, urban design, public realm improvements, community amenities, transit integration, and transportation systems.

The Marine Drive LAP and Guidelines is intended to provide Council and staff with the context necessary to evaluate 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 plan is to:

- » Describe the existing and emerging context of the Marine Drive corridor around Lions Gate Bridge and Park Royal, including lands beyond DWV's jurisdiction;
- » Situate DWV lands and anticipated redevelopment within this multi-jurisdictional context; and
- » Provide policy and guidelines to review development applications within the study area's boundaries, and under DWV's jurisdiction.

As the area develops, it is expected to become two vibrant, mixed-use centres that include a variety of local and destination services, support high-quality transit, and feature key public realm investments and community amenities making them complete places to live, work, and play. These two centres, referred to as the Park Royal - Clyde Avenue Sub-Area and Lions Gate - Klahanie Sub-Area are described in more detail in Section 1.2 with land use policy and guidelines presented in Section 3 of the plan.



 local area plan boundary

Figure 1.2 - Local Area Plan area

1.2 Study Area

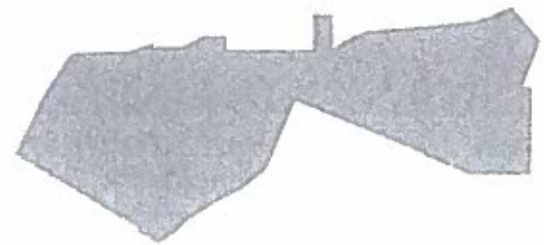
To provide the necessary land use and transportation context, a broad study area has informed the development of this plan. The study area is focused on lands around the Lions Gate Bridge, extending east and west from the bridgehead to include sites adjacent to and along Marine Drive. The corridor is 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 Lions 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.

Lions Gate Sub-Area: To the east, a high density mixed-use centre is being developed around the intersection of Capilano Road and Marine Drive in accordance with the District of North Vancouver's (DNV) Lions Gate Town Centre Plan. This defines the multijurisdictional context for the easternmost edge of DWV and the study boundary.

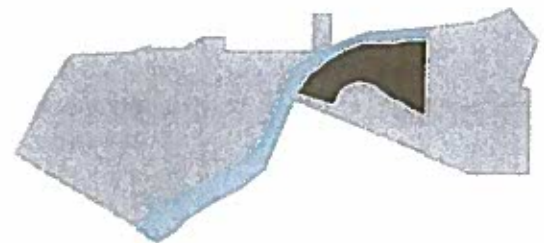
Park Royal – Clyde Avenue Sub-Area: To the west, the study extends to the Park Royal Shopping Centre, an expanding destination retail and shopping experience set amidst an outdoor and landscaped pedestrian environment. The majority of the shopping centre south of Marine Drive is located on leased Squamish Nation lands, which provides the multijurisdictional context for the westernmost portion of the area.

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 the study area to provide useful context and to promote coordinated development towards a more cohesive vision for this shared corridor.

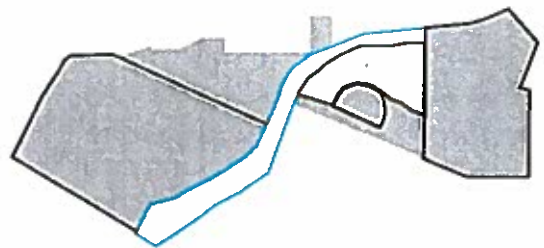
While extensive development is anticipated in neighbouring jurisdictions, given existing land uses, commercial lease arrangements, ownership and age of current structures, only a handful of DWV sites within the study area are expected to be redeveloped over this plan's approximate 20 year horizon. These sites are examined in more detail in each of the sub-area sections. The directions in this plan are applicable should additional DWV sites come forward for redevelopment and would be used to inform the review of development applications and/or subsequent area planning. This plan is a living document that requires updating as the realities of land use, neighbourhood needs, and expectations change over time.



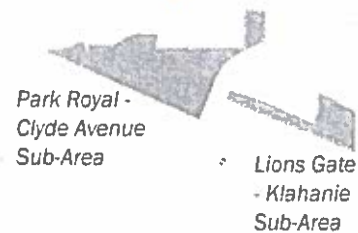
Overall Marine Drive LAP boundary



Two significant open space features define the LAP area - Klahanie Park and the Capilano River



A large portion of the LAP context is on Squamish Nation land or within the boundary of the DNV (and therefore outside the jurisdiction of the DWV), or part of road infrastructure



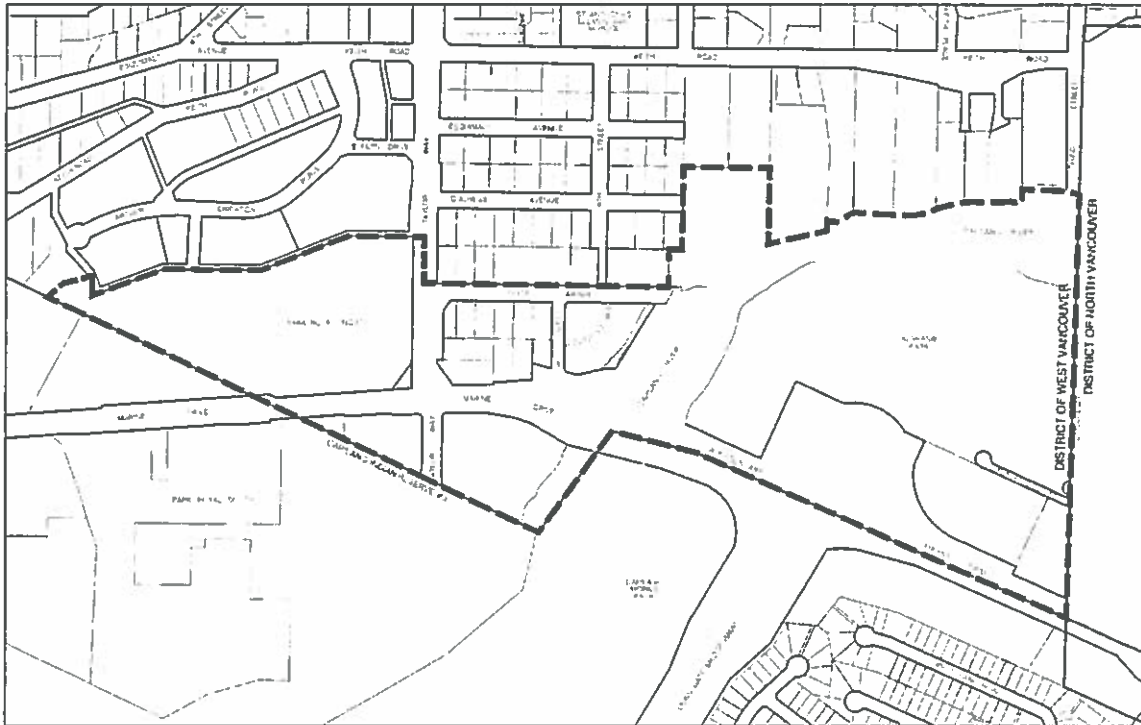
Resultant development area and effective LAP area, divided between the two sub areas

Figure 1.3 - Effective LAP area when significant natur and jurisdictional boundaries are remove

1.3 Development Permit Area Designation and Interpretation

All lands within the Marine Drive Local Area Plan and Design Guidelines and illustrated by the Marine Drive Local Area Plan and Design Guidelines Map 1.4 are designated as a Development Permit Area.

Marine Drive Local Area Plan Development Permit Area	Category	Local Government Act s. 488 (1)(d) and (f)
	Conditions	The development permit area designation is warranted to ensure that buildings are well designed, crafted, articulated, constructed with high quality materials and respond to the contextual circumstances of the Marine Drive area.
	Objectives	<p>Planning Objectives and Land Use Objectives are outlined in section 2.2 of the Plan, and are summarized below:</p> <ul style="list-style-type: none"> • reinforce the two urban centres focused around the Taylor Way intersection and the other associated with the Lions Gate Town Centre; • connecting the dots to facilitate pedestrian movement; • engage with the natural environment; • views and legibility from key public vantage points; • respond to context within the plan area, and beyond that of the jurisdiction of the DWV; • connect to Park Royal mall with emphasis on pedestrian movement; • meet housing objectives; • secure appropriate amenities; and • minimize trip generation.
	Guidelines	Planning Sub-Area Design Guidelines shall apply.
	Exemption Development may be exempt from the requirement for a Development Permit if the proposal:	<ul style="list-style-type: none"> i. does not involve the construction of any new buildings or structures, or ii. is for a renovation or a small addition that is considered to have no material change to the external appearance of the premises, meets all requirements of the Zoning Bylaw conforms to the Planning Sub-Area Design Guidelines.



Map 1.4 - Marine Drive Local Area Plan and Design Guidelines

This Local Area Plan and Design Guidelines provide a framework for Council, staff, developers and the public to guide consideration of development proposals and public works.

All plans, drawings and sketches are conceptual in nature and are intended to illustrate possible outcomes of the plan's directions. The boundaries and locations of any symbols or areas shown on a figure are approximate only and shall be interpreted as such. They are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries, such as the Capilano River, the municipal boundary, or property lines.

Unless otherwise specified, quantities and numerical standards within language, figures, drawings or diagrams are to be interpreted as general. Anticipated densities and heights are provided as ranges. Precise regulations and prescriptions will be determined in the detailed design stage and through other regulatory documents such as the Zoning Bylaw or Development Permits.

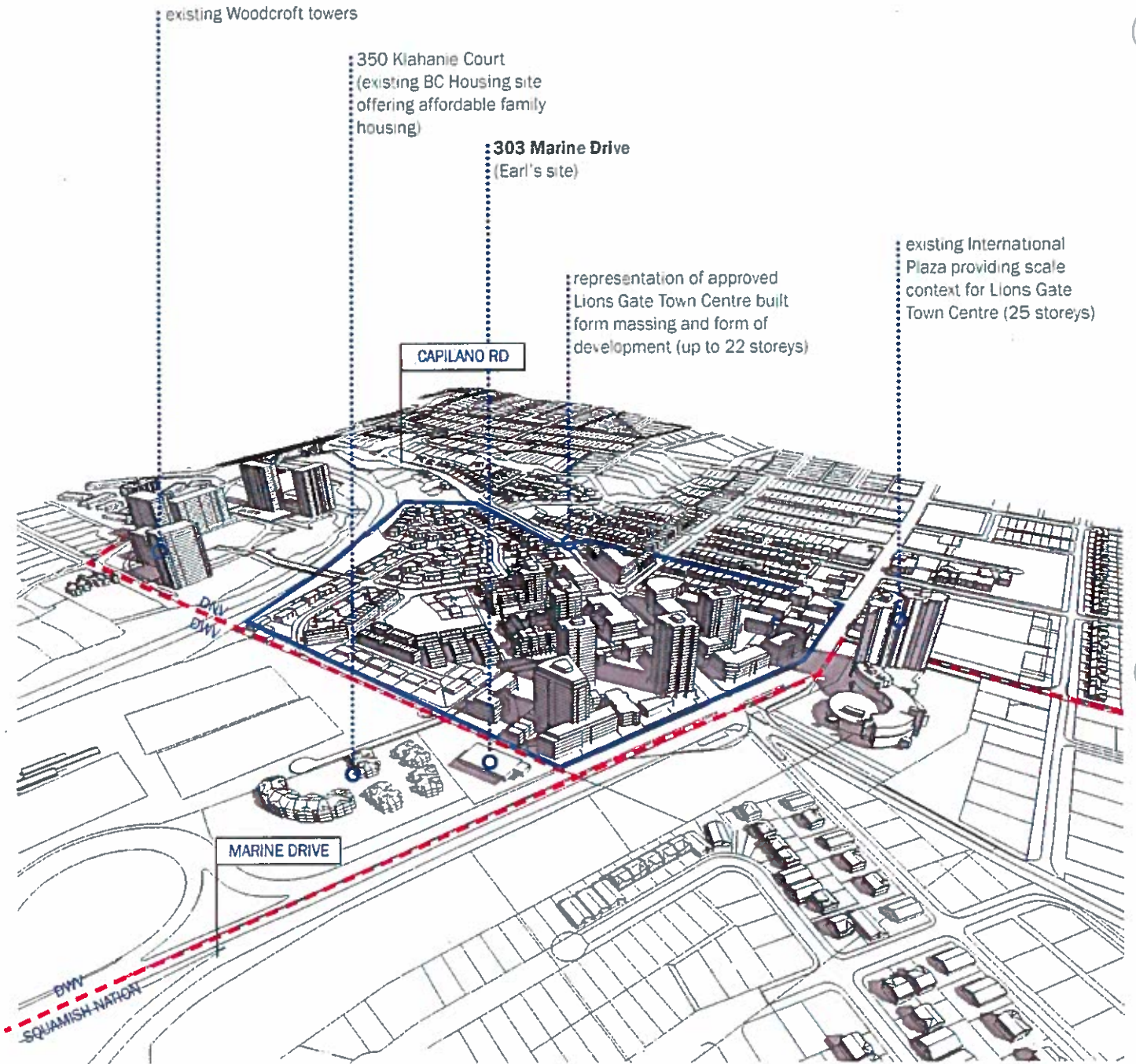


Figure 2.1 - Eastern Planning Context view from the southwest

2.0 Planning Framework

2.1 Multijurisdictional Context



Lions Gate - Klahanie 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 descend 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 adjacent to DNV's Lions Gate Town Centre: 303 Marine Drive (current Earl's restaurant) and 350 Klahanie Court (current BC Housing site). As illustrated in Figure 2.1, the scale of these DWV sites (currently one to three storeys) is considerably lower than the emerging context.

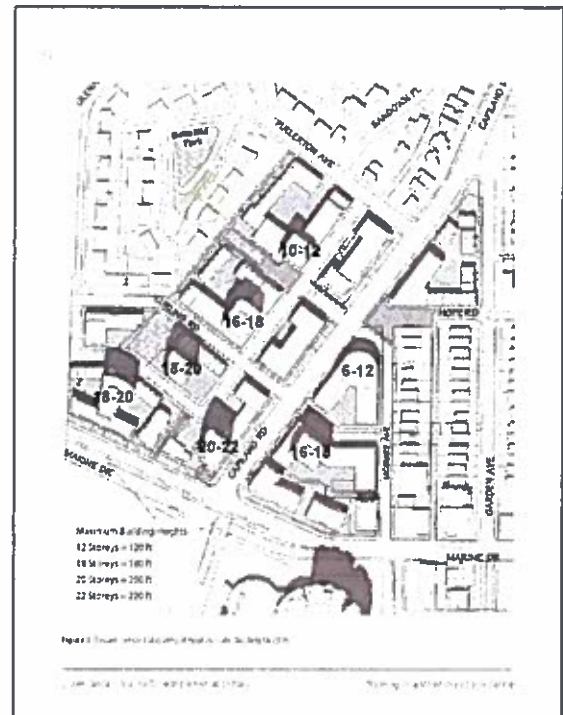


Figure 2.2 - Lions Gate Town Centre concept plan (formerly the Lower Capilano Marine Village)

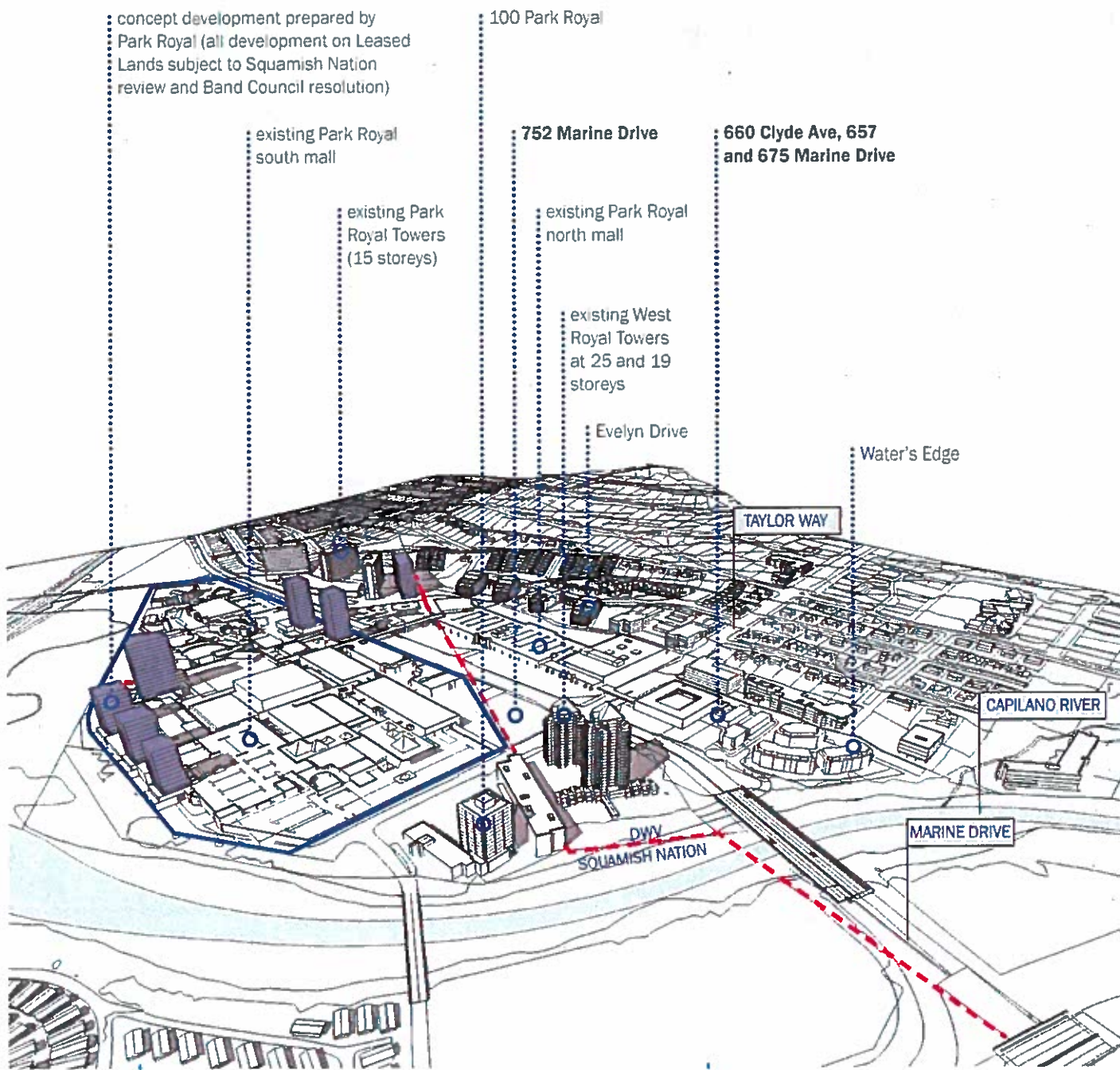


Figure 2.3 - Western Planning Context view from the southeast



Park Royal - Clyde Avenue 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 created a development concept that includes 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 buildings 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 90'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.

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. The assembled site at 660 Clyde, 657 and 675 Marine Drive are partially vacant but also include an important Hollingsworth-Downs designed heritage resource at 660 Clyde Avenue.

2.2 Planning Objectives and Land Use Concept

The planning objectives respond to the multijurisdictional context, the area's transportation systems and opportunities, and its natural features and assets. They build upon existing District policies and priorities (e.g. housing, sustainability) and reinforce planning best practices. The Land Use Concept (Figure 2.4) illustrates the broader vision of two defined mixed use centres separated by natural features, yet connected by green links, active transportation networks and a shared transit corridor.

Objectives of the Local Area Plan are:

- » **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 in future development, and tied 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. As well, residents in this location can 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 and seek to minimize required residential vehicle parking.

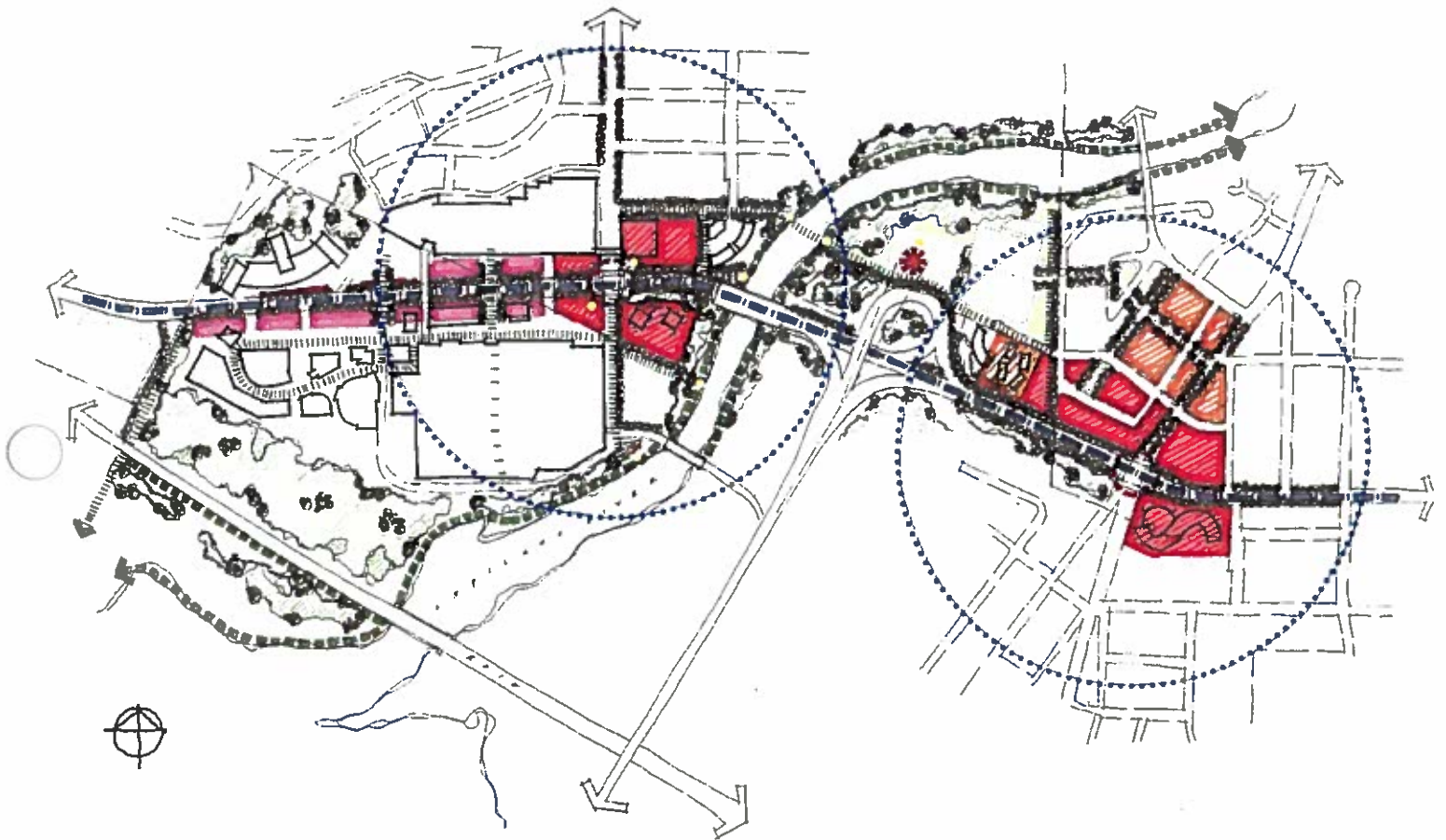











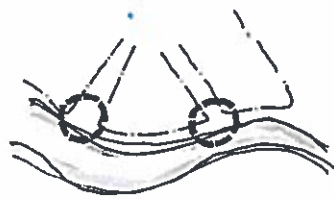
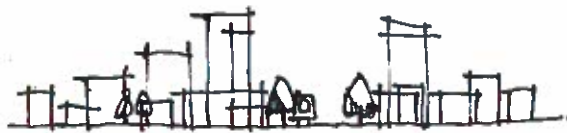
Figure 2.4 - Land Use Concept illustrating two urban centres linked by open space and green connections, and supported by transit

- | | | | |
|---|--|---|--|
|  | primary focus of development marking urban centre |  | opportunity for special nodes |
|  | secondary focus of development supporting urban centre |  | pedestrian desire lines |
|  | existing and potential future street fronting retail |  | opportunity for improved pedestrian routes |
|  | Special opportunity to mark arrival to West Vancouver |  | multi-modal transportation infrastructure |
| | |  | urban centre (5 minute walkshed) |

2.3 Design Principles

The urban design principles for the plan area build on a contextual analysis and the inclusion of the planning objectives to 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.

As with the planning objectives, these principles are not specific to either sub-area, but rather provide overall guidance for projects being considered in the District's jurisdiction. 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 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

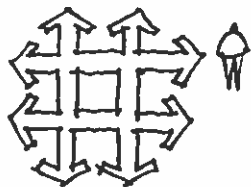
Development should respond to existing frequent (and planned rapid) transit service through transit-oriented design principles (TOD) and transportation demand management (TDM) strategies. This could include reducing resident parking requirements (to lower car ownership and use in this neighbourhood), 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.

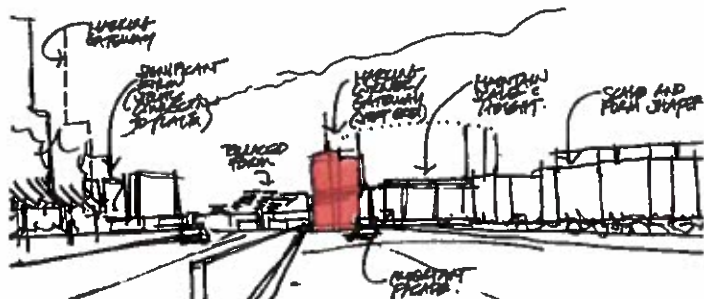
Hierarchy

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.



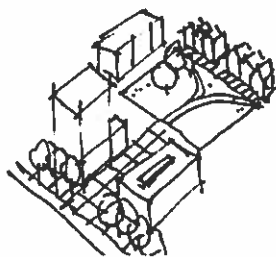
Pedestrian Continuity

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.



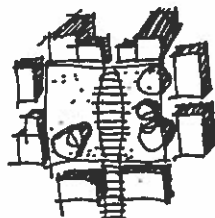
Express the Gateway

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.



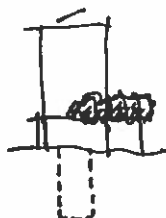
Complete Communities

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.



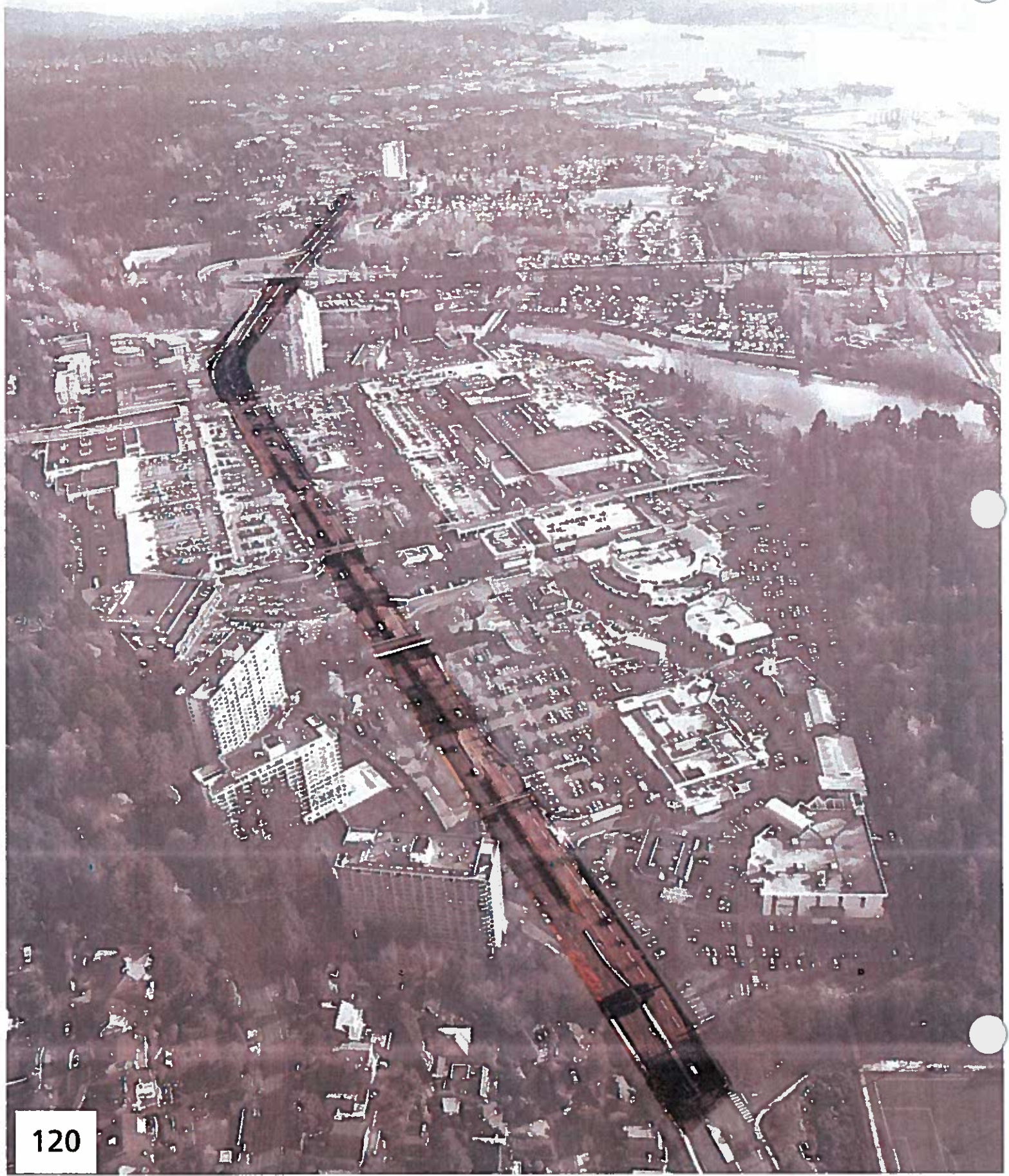
Public Space, Public Life

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

Environmentally sensitive buildings use less energy. Whether through connectivity to district energy or by reducing building energy use, high performance buildings should promote environmental design features.



3.0 Planning Sub-Area Land Use Policies and Design Guidelines

This section outlines land use policies and design guidelines for each of the designated sub-areas. Within each sub-area, policy addressing land use is presented first with built form design guidelines presented for both the general sub-area and more specifically for the sites anticipated for redevelopment. Public realm and open space guidelines, which include direction for all aspects of the public realm including streetscape, pedestrian connections, plazas, new open space opportunities, and potential public art locations are also presented in a similar manner. For the Park Royal - Clyde Avenue Sub-Area, guidelines are further focused around Park Royal and Clyde Avenue east of Taylor Way specifically.

The public realm strategy for the Marine Drive streetscape has been designed to tie the entire planning area together in a cohesive and connected way, yet still allow for local conditions and context to be reflected. As a strategy that applies to the entire area, it is presented first with distinct sub-area policies and guidelines outlined in subsequent sections of the plan.

3.1 Marine Drive Public Realm Strategy

In addition to the quality and contribution of new development, the character of the street environment plays a key role in the success of a walkable neighbourhood. The streetscape - all the elements contained within the street from the face of one building to the face of the building opposite - allows for continuity across the plan-area while providing for the opportunity for locally relevant and special features to be recognized. This plan considers how both the treatment of the ground plane (e.g. sidewalk design, bike lane integration, street trees) and the corresponding building use and design contribute to the quality and character of Marine Drive.

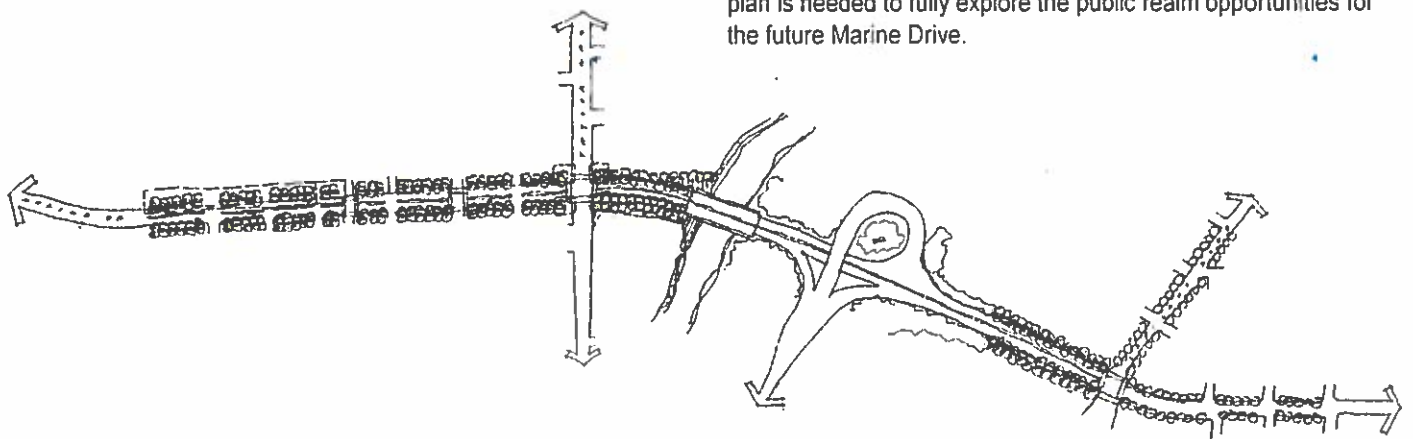
The following strategy helps guide the evolving character of Marine Drive, establishing a framework for a future public realm plan for the area. Three general street typologies are suggested for Marine Drive:

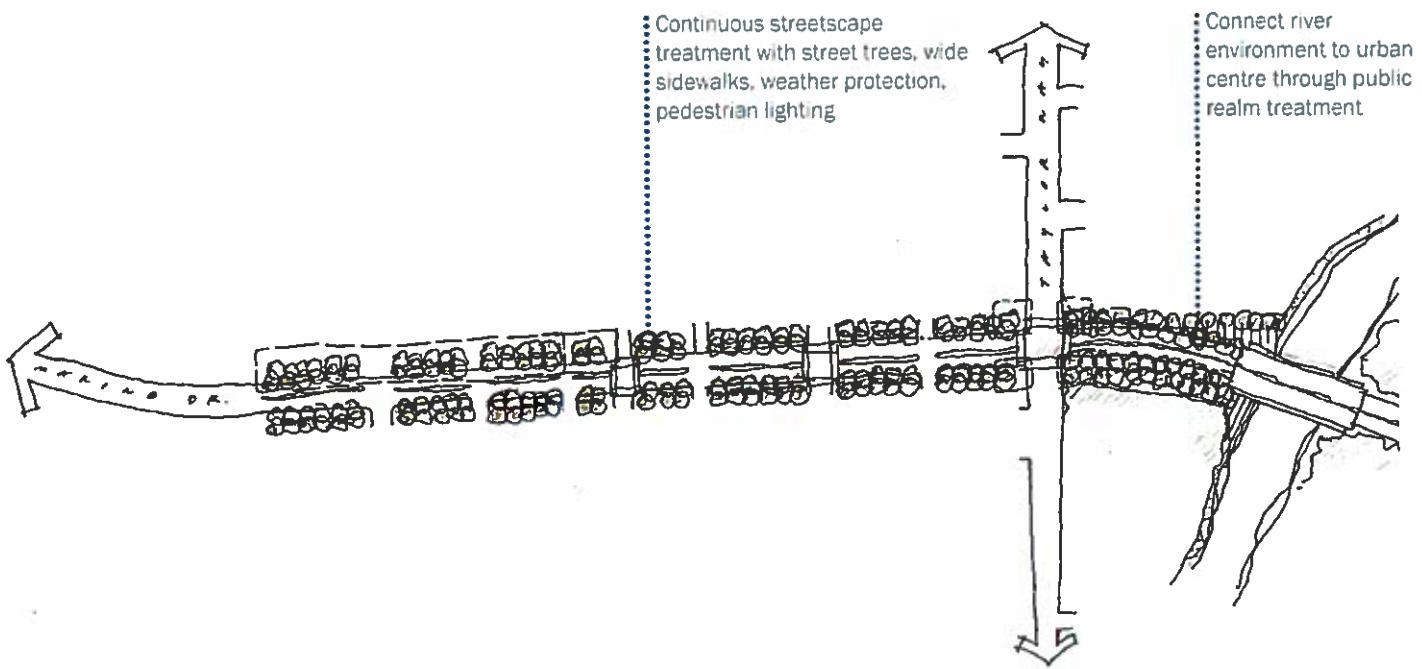
Urban. Urban street environment with hardscaping and wide sidewalks, street trees, and active ground-level uses located immediately adjacent to the sidewalk, forming a strong and vibrant edge to the street.

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.

Figure 3.1 illustrates the planned approach. Within each of the streetscape typologies, ideas are presented to help guide the evolving character of Marine Drive. A comprehensive public realm plan is needed to fully explore the public realm opportunities for the future Marine Drive.





URBAN

GREEN

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

Improve street environment for pedestrians and support transit and cycling infrastructure

Create pedestrian nodes (with seating, public art, landscape features) along Marine Drive to encourage social interaction

Maintain and enhance crosswalks to encourage pedestrian mobility

Incorporate public art into public space design

Encourage ground-floor retail that engages with pedestrian realm of Marine Drive (i.e. front doors, transparent shop fronts)

Continuous weather protection

Pedestrian-scaled building blocks that encourage pedestrian movement

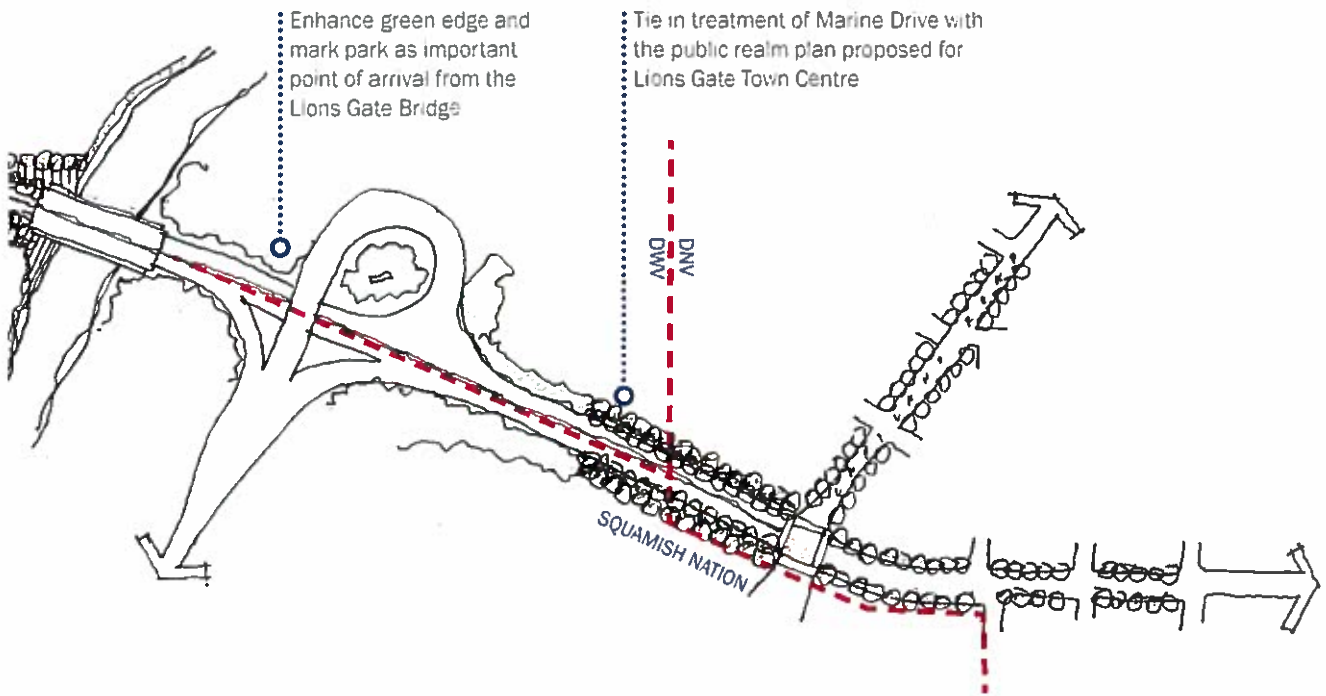
Introduce public space with new development where possible

Wayfinding and signage to reflect proximity to river and provide access points

Improve street environment for pedestrians and support transit and cycling infrastructure

Residential uses at-grade to help animate the street with front doors and porches addressing the sidewalk

Introduce public space at corner of Taylor Way and Marine Drive, connected to an enhanced riverfront walk



TRANSITION

URBAN

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

Figure 3.1 - Conceptual framework for the Marine Drive public

3.2 Lions Gate - Klahanie Sub-Area

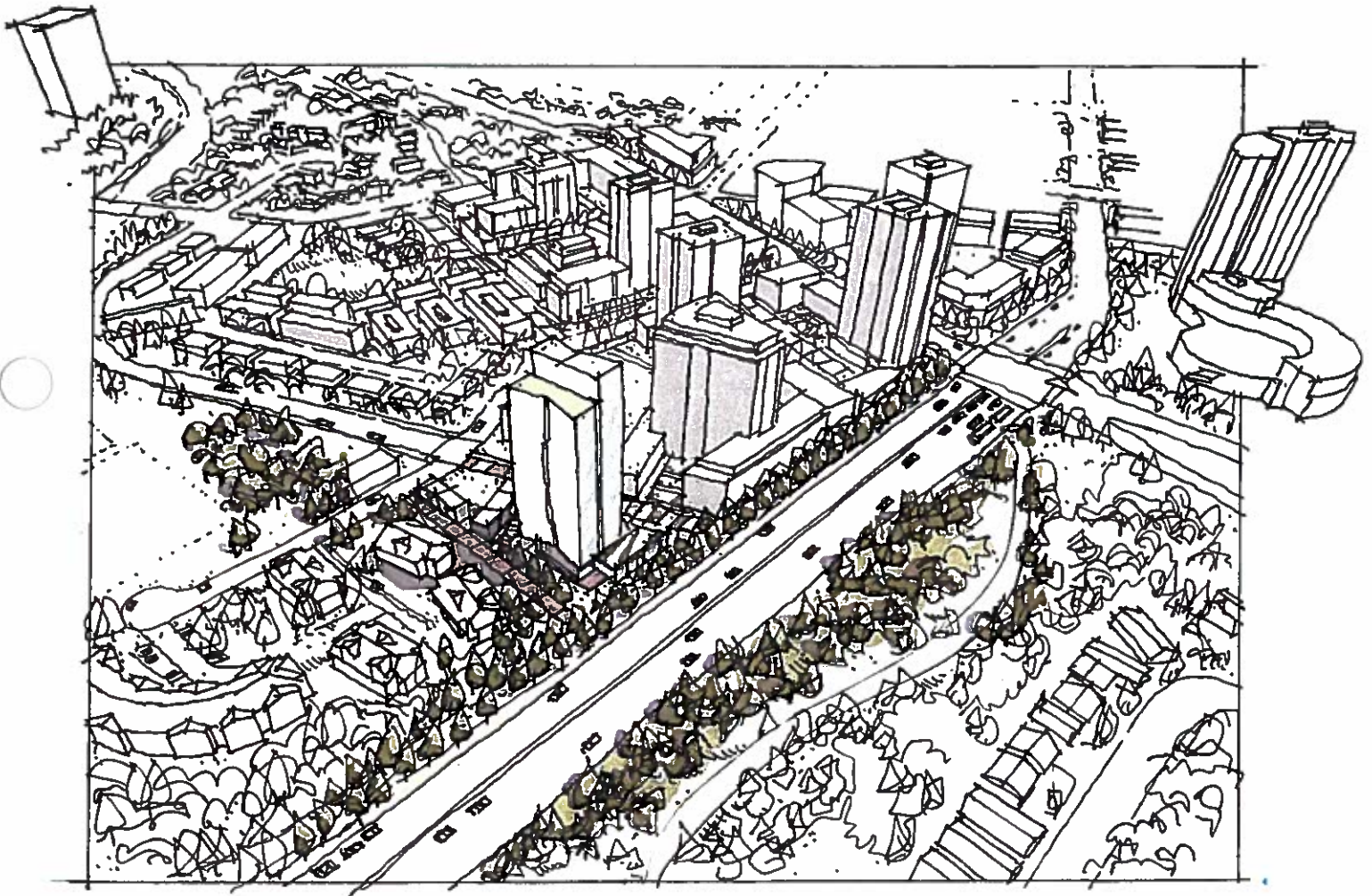


Figure 3.2 - Artist impression of a potential build out of the Lions Gate - Klahanie Sub-Area

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.

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 affordability.

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.

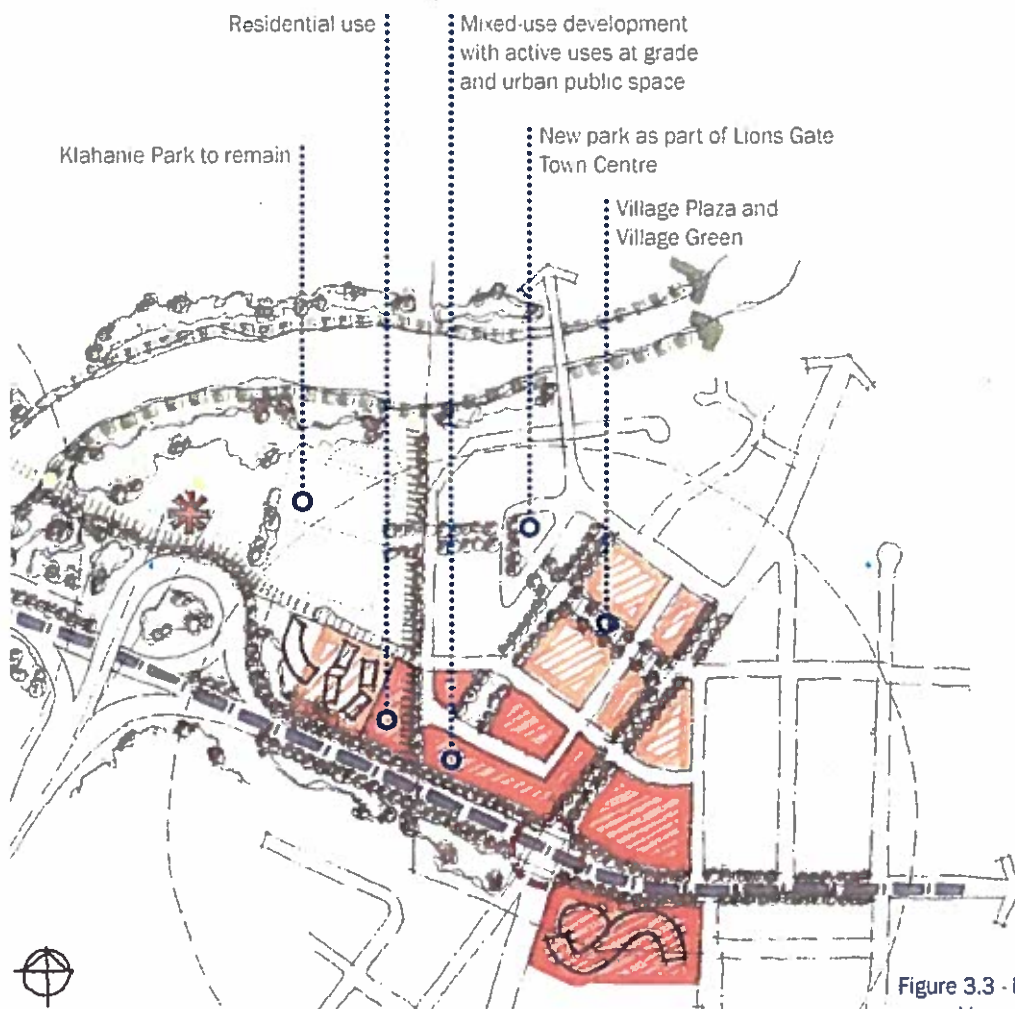


Figure 3.3 - Land Use Concept
Lions Gate - Klahanie St

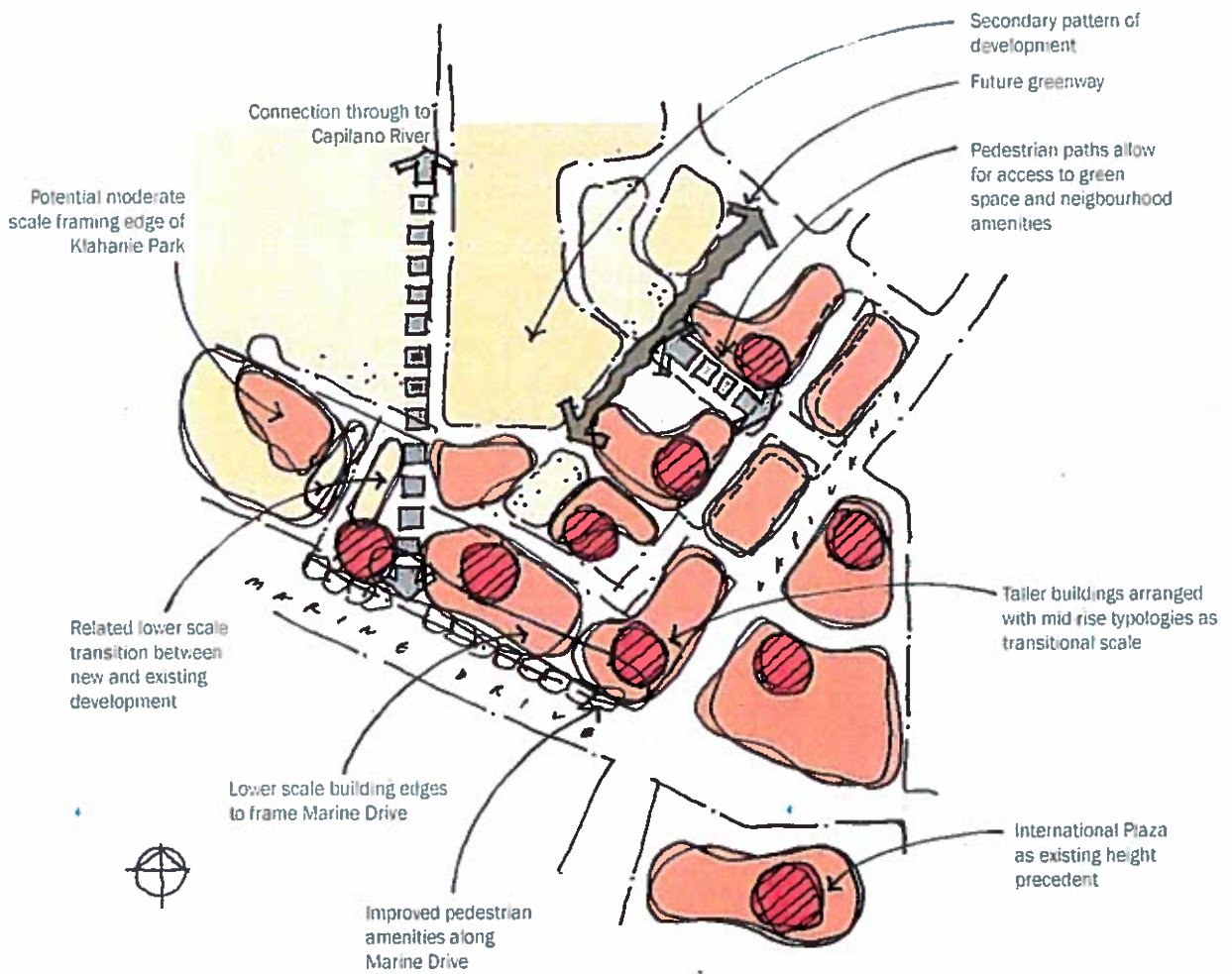


Figure 3.4 - Diagram illustrating organization of taller and lower buildings and general public realm intent proposed as part of the Lions Gate - Klahanie Sub-Area and Lions Gate Town

3.2.2 Built Form Design Guidelines

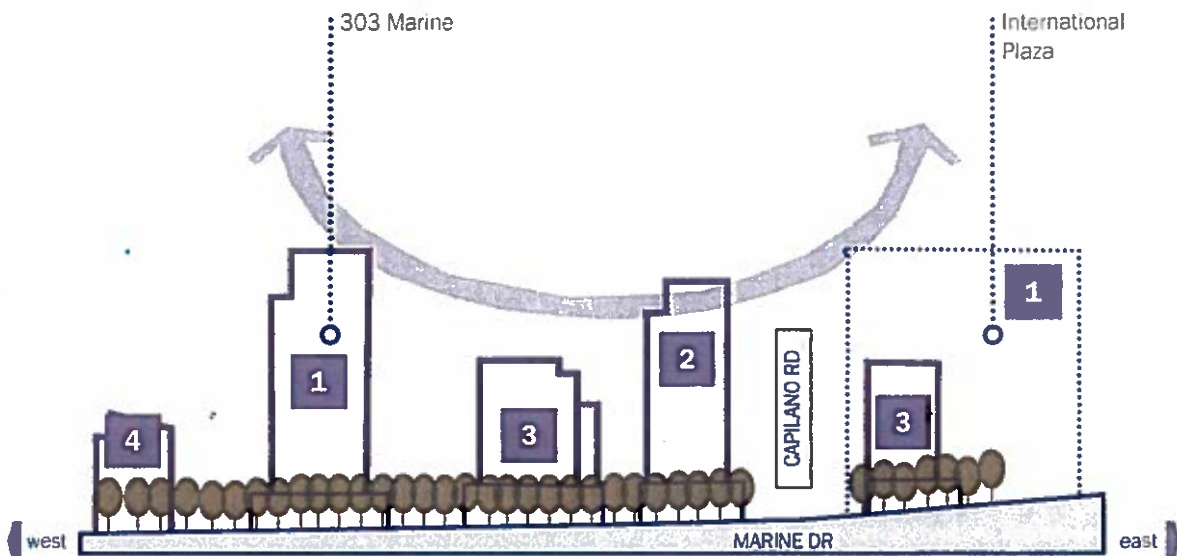
The design intent for the Lions Gate - Klahanie sub-area is for the DWV sites to participate as part of North Vancouver's emerging urban centre focused at Capilano Road and Marine Drive. As such, the built form should be compatible with the approved pattern of development envisioned there. Ultimately, 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 lower 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 the Lions Gate Town Centre with taller buildings acting as 'bookends'.

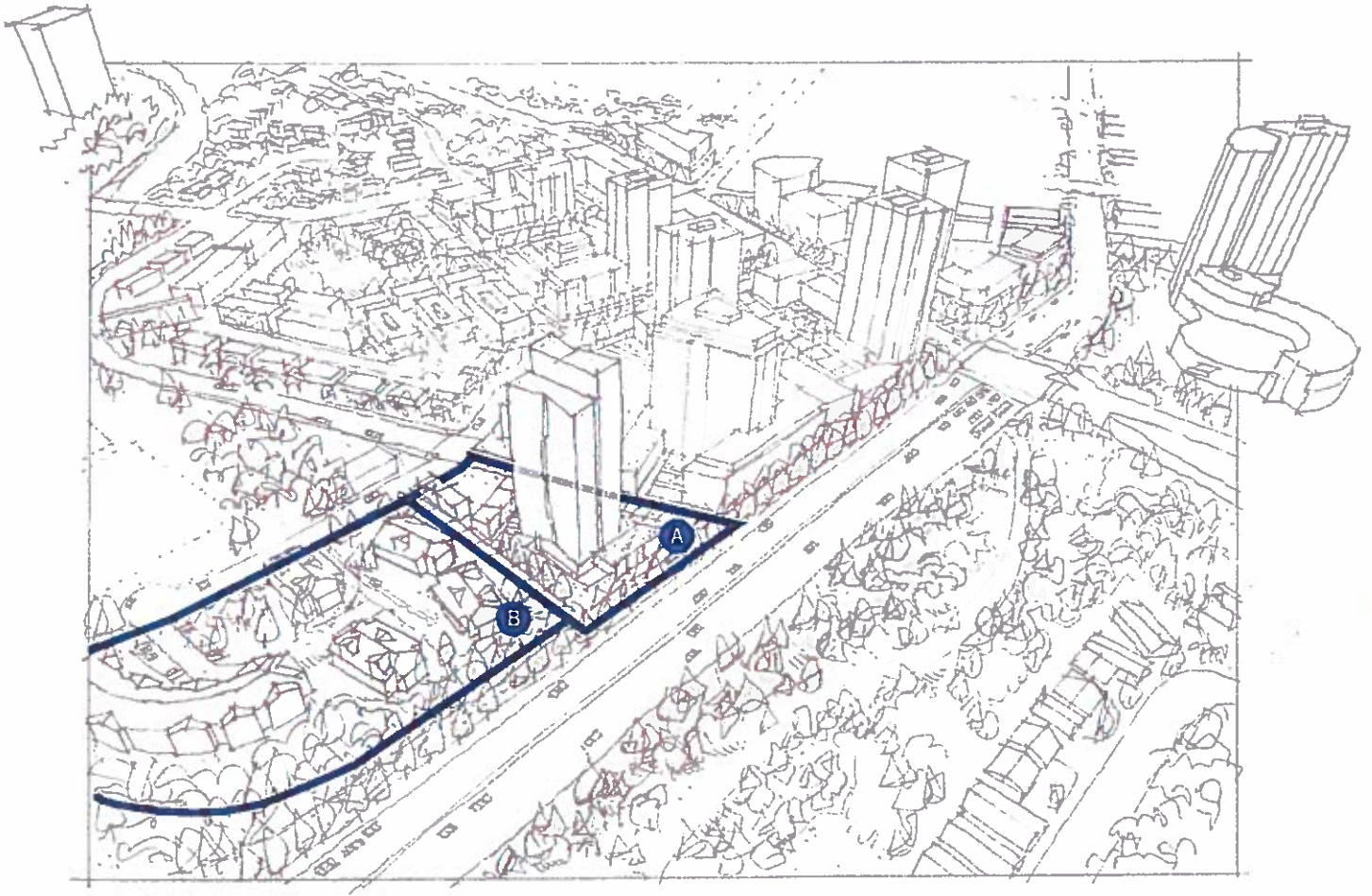


Figure 3.6 - Artist impression illustrating the urban design consideration for the Lions Gate - Klahanie Sub-Area

General Sub-Area

The built form for sites within DWV's jurisdiction should be of high quality and sensitive to existing and emerging neighbourhood context, and should be consistent with the following general guidelines:

Building Massing

- Vary building mass to minimize apparent scale.
- Address the compatibility of scale between new buildings and existing adjacent buildings.
- Use building mass to emphasize the entrance to buildings, entries should be visible, clearly articulated, and accessible.
- Avoid long, continuous roof lines.
- Design buildings to minimize shading on public space and to strengthen the definition of adjacent open space.
- Site and screen garage entrances, mechanical equipment and garbage bins, to minimize visual and acoustical impacts on adjacent properties and the streetscape.

Architectural Expression

- The design and expression of new buildings should reinforce a sense of place and reflect a well-considered and consistent design approach.
- 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.
- Encourage the use of high quality materials.
- Architectural detailing to be in keeping with the character of the building and landscape.
- Integrate roof top mechanical equipment into the design and massing of the upper floors.

Liveability

- Provide access to outdoor living space for each unit.
- Encourage residential buildings which incorporate adaptable design.

A 303 Marine Drive

The built form for the site at 303 Marine Drive should be consistent with the following guidelines:

- A single, slender tower with small floorplates of up to 7,500 square feet to mark the western edge of the town centre.
- The tower should be aligned with Marine Drive and respond to the eastward viewshed.
- 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).
- 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.
- A lower-scale building expression fronting Marine Drive should reinforce the mixed-use node at Capilano Road and Marine Drive.
- A transitional scale, such as townhouses, should be provided to the BC Housing site to the west.
- Massing and materials should reflect a coordinated architectural idea with the massing organized to mitigate the overall scale of the tower.
- View and shadowing impact analyses should be conducted as part of development review.
- Excellence in sustainable design and energy efficiency performance standards should be achieved.

B 380 Klahanie Court (BC Housing)

The built form for the BC Housing site should be consistent with the following guidelines:

- At a scale that mediates between the taller buildings in the core and the lower forms of development on the periphery, and is reflective of the height relationship illustrated in Figure 3.5.
- Development should respond to and complement the tower and mid-rise typology of the Town Centre, and include transitional scale (such as townhouses) towards the eastern edge of the site in response to redevelopment of 303 Marine Drive.

3.2.3 Public Realm and Open Space Guidelines

The public realm vision for the Lions Gate - Klahanie sub-area is to complement the variety of land uses and proposed built form with improved access to open spaces and a rich public realm that works to provide a more integrated and vibrant centre. Enhanced pedestrian connections to the commercial core, Klahanie Park, amenities, and transit will support a more complete and sustainable community.

The public realm and open space design should be consistent with the following general guidelines:

- Integrate landscape features and elements with the adjacent streetscape.
- Use established vegetation where feasible to provide a mature and varied appearance upon construction completion.
- Avoid landscaping elements that inhibit pedestrian or barrier free access along sidewalks or towards buildings.
- Consider the use of roof spaces for roof gardens and common areas.
- Minimize glare and light spill to surrounding properties through design and siting of exterior lighting.
- Enhance the quality of the streetscape through an integration with the building design.
- Encourage open space amenities, such as ground level courtyards.
- Link ground level entries and open spaces to adjacent streets, sidewalks and pathways.
- Design the landscape and building as a single composition, with strong physical and visual connections between interior common spaces and the outdoors.
- Locate utility wires underground where economically feasible.

303 Marine Drive

The public realm for 303 Marine Drive should be consistent with the following guidelines:

- 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.
- Secondary connection to provide buffer between the site and existing BC Housing site.
- 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.
- Dedicated land as part of development to share in the completion of Lions Gate Crescent.
- Broader, area-wide improvements to the pedestrian environment to facilitate access to services, amenities, natural assets, and transit.

3.3 Park Royal - Clyde Avenue Sub-Area

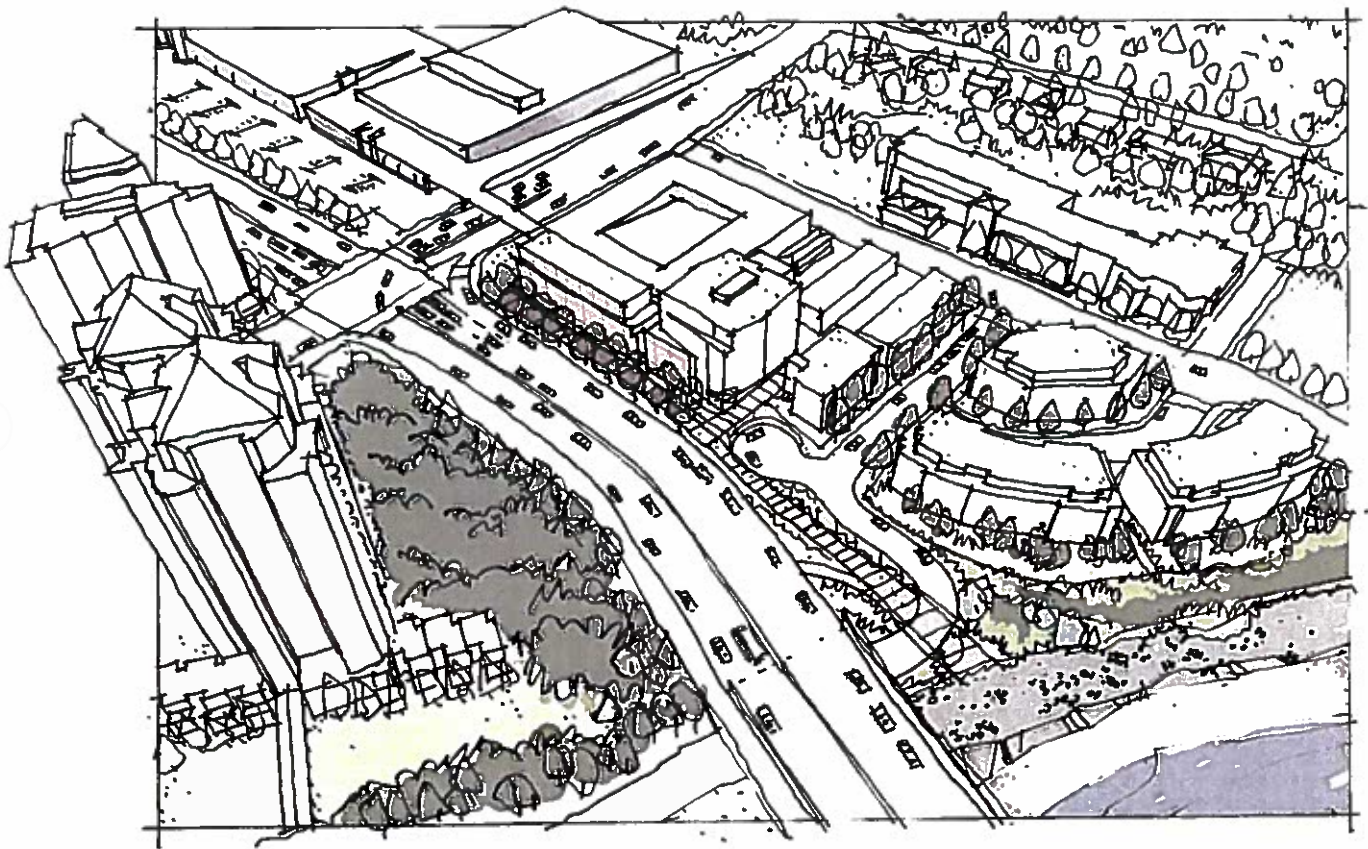


Figure 3.7 - Artist impression of a potential build out of the Park Royal - Clyde Avenue Sub-Area

The Park Royal-Clyde Avenue Sub-Area is envisioned as a mixed-use, transit-oriented, vibrant urban centre at the gateway to the District of West Vancouver. Land use within the District's jurisdiction should support the transition of the Park Royal mall from a regional shopping centre into a more complete community with housing and amenities, while enhancing the mall's function as an employment and service hub.

Existing policy adopted in 2004 is maintained for Clyde Avenue east of Taylor Way, in order to support the evolution of this area towards a primarily residential neighbourhood in a landscaped setting adjacent to Capilano River.

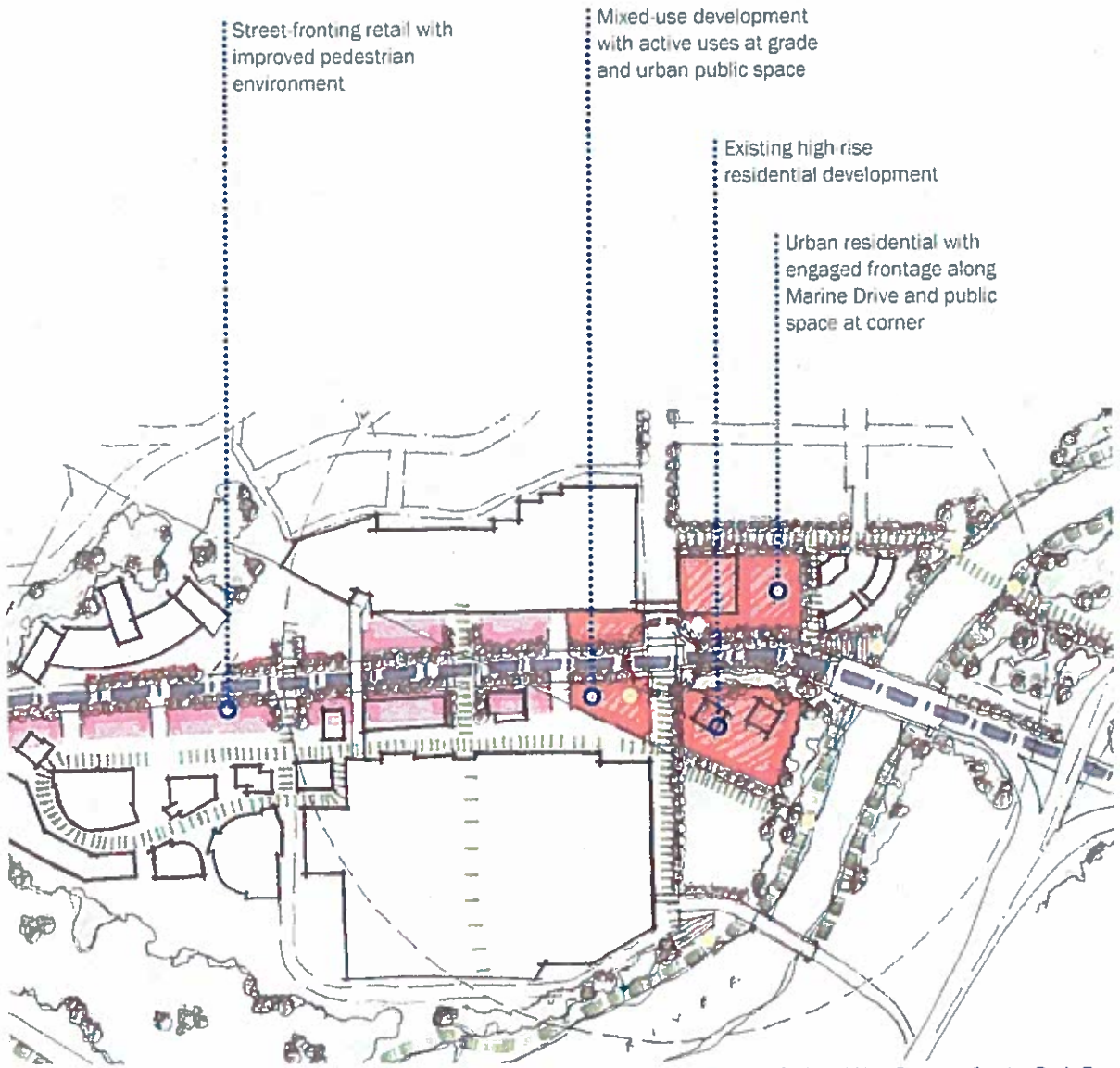


Figure 3.8 - Land Use Concept for the Park Royal - Clyde Avenue Sub-Area

3.3.1 Land Use Plan and Policies

Park Royal Focus

- Recognize the role of the Park Royal Shopping Centre as the eastern "gateway" to West Vancouver.
- 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.
- Encourage the provision of commercial entertainment facilities at Park Royal.
- Maintain current commercial zoning for the Park Royal North Mall site that respects existing commercial lease arrangements and parking ratios, and undertake comprehensive community planning to guide any future transition of this area.
- Change the use of the area south of Marine Drive within DWV's jurisdiction (752 Marine Drive) from large format commercial to mixed-use to support the urban centre, meet housing objectives and minimize vehicle traffic generation.
 - » Integrate commercial use at grade with existing commercial development, to animate street-level public space, and improve transit user experience
 - » Incorporate a child care facility to support working families in proximity to major employment hubs (the mall and downtown Vancouver)
 - » Include the significant provision of rental and/or supportive residential units
 - » Permit redevelopment inclusive of all uses and amenities up to 2.0 – 2.25 FAR gross calculated across the entirety of the site (DWV and the adjoining Squamish First Nation parcel)

Clyde Avenue East of Taylor Way Focus

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 with street oriented commercial uses at grade, commercial office buildings, hotels and specialized residential facilities.

- Consider options for rezoning the parking lot on the northeast corner of Clyde and Taylor Way for development in exchange for providing permanent public vehicular access across Taylor Way.
- Require that any redevelopment contribute to improvements within the Clyde Avenue and 6th Street road allowances to reduce the amount of paved surfaces, create a park like streetscape and enhance pedestrian connections to the riverfront walkway.

Provide incentives 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.

- Provide for consideration of redevelopment of the existing hotel on a larger, more flexible site, possibly including the relocation of 6th Street.
- Allow for a density of development with an FAR of up to:
 - » 1.75 on properties of 20,000 sq. ft. or greater, and
 - » 1.00 on smaller properties.
 - » A density bonus of up to 0.25 FAR may be considered for proposals that provide seniors' care services, rental accommodations, public parkland, community use facilities (for example, child or adult daycare) or assisted and congregate care housing, subject to the registration of specific restrictions on title that will ensure retention of such use over the long term.
- Provide for the transfer of development potential within the area by considering rezoning applications in the following circumstances:
 - » from the service station site on the N/E corner Taylor Way and Marine Drive, if that property were converted to an attractive, permanent landscaped feature to screen the parking structure and beautify the entrance to the Municipality, and
 - » from the primary heritage listed site at 660 Clyde Avenue, subject to its designation as a heritage bi

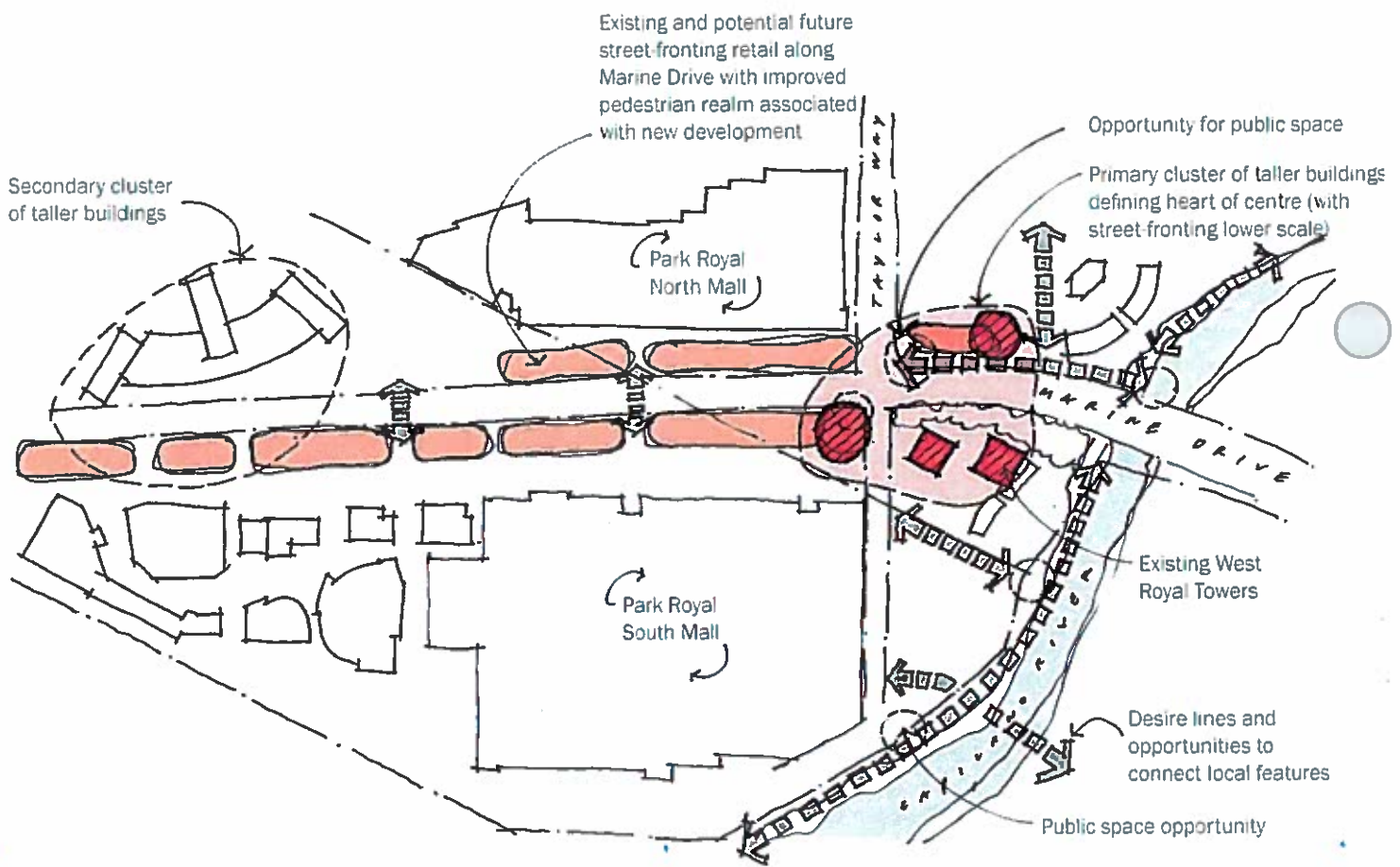


Figure 3.9 - Diagram illustrating organization of taller and lower buildings and general public realm intent proposed around the Park Royal - Clyde Avenue Sub-Area

3.3.2 Built Form Design Guidelines

The design intent for the Park Royal - Clyde Avenue sub-area is to mark the gateway to West Vancouver and to complement the evolution of Park Royal Shopping Centre into a mixed-use urban centre. A varied and complementary village skyline, centred at the intersection of Taylor Way and Marine Drive, defers in scale to the existing West Royal Towers. Park Royal North should enhance the existing character of the shopping centre, noting that limited redevelopment is anticipated in the near term due to commercial zoning and lease arrangements. From Marine Drive, the scale of buildings should transition to meet the low-rise forms along Clyde Avenue. The diagram below represents the general built form and open space arrangement as well as the connections that define the Clyde Avenue sub-area.

The built form guidelines respond to existing buildings and established public view corridors. The design intent is to contrast new buildings to the scale and siting of the West Royal Towers. Building heights should cascade in approximately 6-storey increments: West Royal Towers (25 and 19 storeys), 752 Marine Drive (12-14 storeys) and 660 Clyde Avenue/657/675 Marine Drive (6-8 storeys). This direction is informed by an urban design analysis finding:

- The bulky appearance of West Royal Towers is due to both the floorplate dimensions and that there are no similarly scaled structures in the area;
- New, complementary buildings built at a lesser scale will help create a cogent centre;
- Variations in building height result in a “family” of structures that create a dynamic and interesting skyline;
- Mid-rise buildings transition between existing low- and high-rise forms, creating open space at grade and responding in character to surrounding uses and natural features;
- Building siting and height respond to and frame significant public views looking down Taylor Way and along Marine Drive.

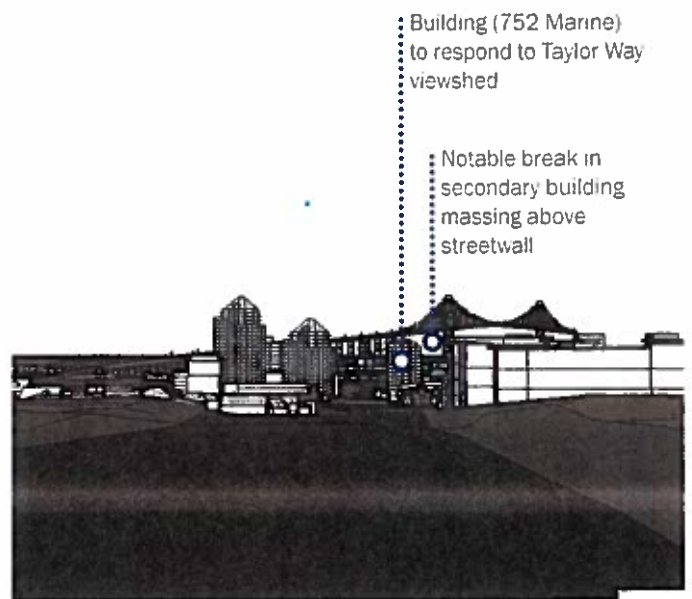
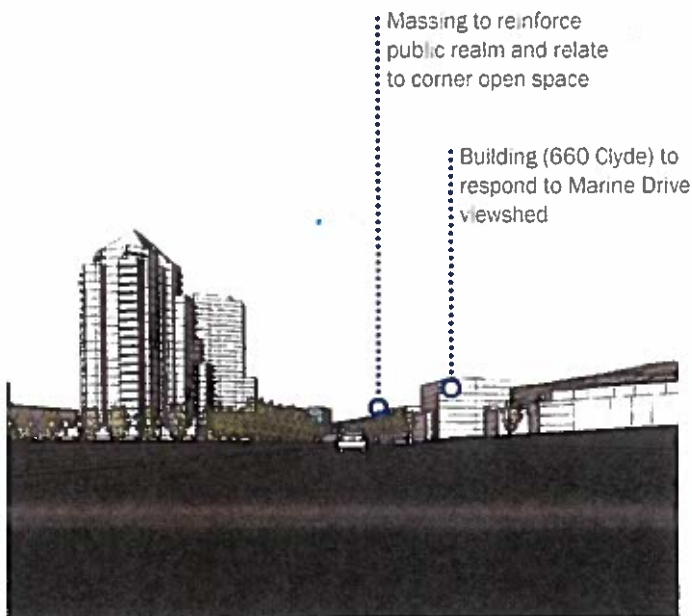


Figure 3.10 - Viewshed studies inf proposed rr

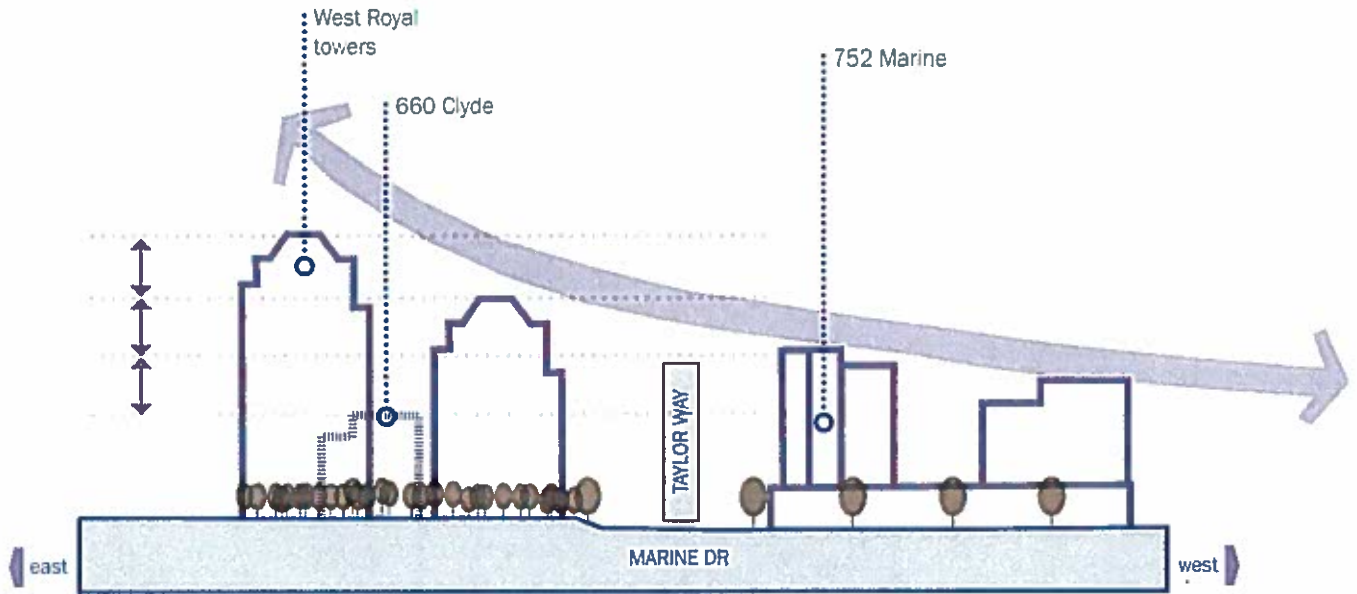


Figure 3.11 - Diagrammatic elevation along Marine Drive illustrating the hierarchy of buildings anticipated for the Taylor / Marine intersection

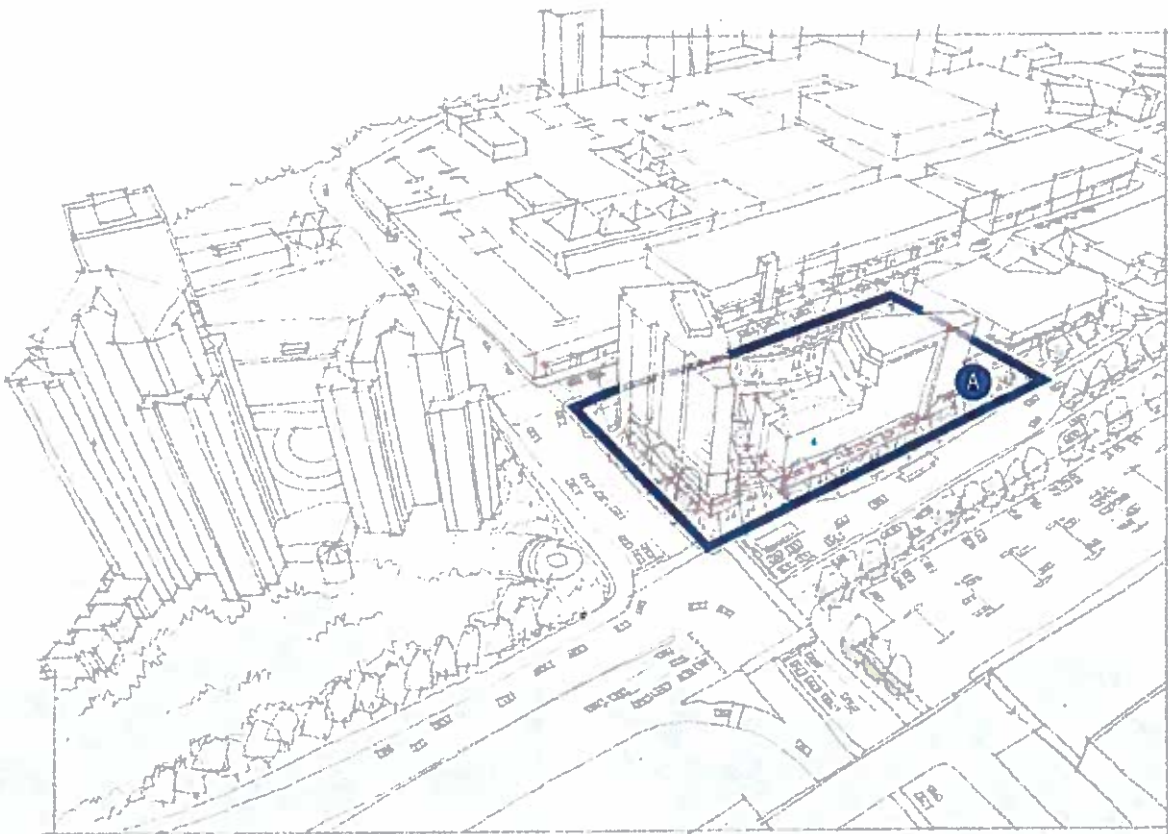


Figure 3.12 - Artist impression illustrating the urban design considerations for 752 Marine within the Park Royal - Clyde Avenue Sub Area

General Sub-Area: Park Royal Focus

The built form for sites within DWV's jurisdiction should be of high quality and sensitive to existing and emerging neighbourhood context, and should be consistent with the following general guidelines:

- Enhance the appearance of Park Royal as a regional retail and service oriented shopping centre.
- Strengthen its role as the gateway to West Vancouver.
- Encourage a unique shopping district character for Park Royal.

Building Massing

- Take into account views from Marine Drive and Taylor Way in the exterior design of all buildings in their siting, massing and finish.

Architectural Expression

- Create a distinctive building and site design to augment the shopping district character.
- Encourage a variety of commercial unit sizes and frontages to provide economic flexibility and visual interest along the street frontages. Where street frontages are particularly long, the building should be detailed to break up the apparent length with the use of columns or other architectural features.
- Establish quality design through detailing, building articulation and choice of materials.
- Discourage unarticulated blank or solid walls visible from the street.
- Site and screen loading areas, mechanical equipment and garbage bins to minimize visual and acoustical impacts on adjacent properties and the streetscape.

Liveability

- Encourage a pedestrian friendly character.
- Enhance pedestrian connections throughout the shopping area, to the Capilano River, to Ambleside and to existing and future residential areas.
- Encourage the provision of integrated public art that is in keeping with the setting, building and landscaping.
- Encourage high performance "green building" design.
- Provide outdoor seating and landscaping to enhance public enjoyment of the outdoors.
- Provide convenient, continuous or semi-continuous weather protection through overhangs, awnings and canopies.
- Provide signage that is coherent, unobtrusive, and projects an inviting image.

A 752 Marine Drive

The built form for the area south of Marine Drive within DWV's jurisdiction at 752 Marine Drive should be consistent with the following guidelines:

- Mark the south side of the Marine Drive and Taylor Way intersection with a primary mid-rise building (of 12-14 storeys) that responds to the corner, and a secondary mid-rise form with lower massing that responds to Marine Drive, and creates a varied skyline.
- Building massing and expression to help shape public space including connections to and from Marine Drive, and between the corner and open space that relates to - and benefits from - southern exposure.
- Encourage forms distinct from, but complementary to, existing buildings with the West Royal Towers having the greatest visual presence.
- Orient principal flatiron building along Taylor Way with secondary mid-rise building providing a strong presence on Marine Drive.
- Complete a view and shadowing impact analyses as part of development review.
- Reinforce Marine Drive axis and respond to the Burrard Inlet viewshed with particular consideration given to the view of the Lions Gate Bridge from the intersection of Taylor Way Keith Road.

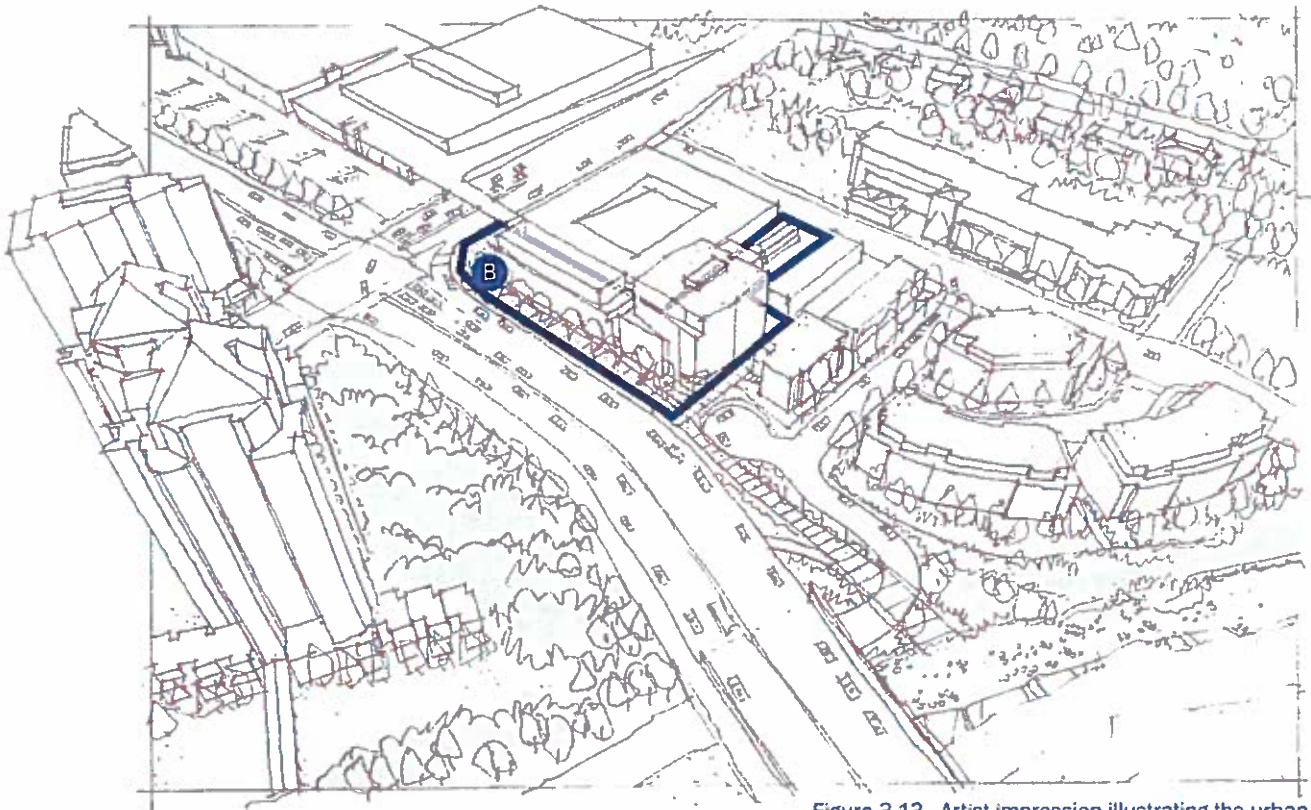


Figure 3.13 - Artist impression illustrating the urban design considerations for 660 Clyde, 657 and 675 Marine within the Park Royal - Clyde Avenue Sub-Area

General Sub-Area: Clyde Avenue East of Taylor Way Focus

Building Massing

- Reinforce the character of this area as a low- to mid-rise environment (e.g. 4-8 storeys) with scale focused towards the intersection.
- Situate buildings within a landscaped setting.
- Step back from the street, floors above the second storey, and introduce planters, exterior balconies, and building articulation to create interest and complement the landscaped character.
- Recognize the potential contribution of building massing, design and character to the gateway image of West Vancouver.

Architectural Expression

- Create an overall appearance of a mixed commercial and residential area within a landscaped setting.
- Provide sufficiently detailed, site-specific information to evaluate the appropriate siting, height, scale, massing and treatment of development in consideration of the potential impacts on the character of the street, the riverside setting and adjacent residential areas.
- Orient building entrances to face the street with high visibility and pedestrian accessibility.
- Consider the impact on privacy of adjacent homes on the north side of Clyde Avenue. Outdoor patios and balconies should generally be south facing.
- Site and screen loading areas, mechanical equipment and garbage bins, within the building, to minimize visual and acoustical impacts on adjacent properties and the streetscape.
- Provide signage compatible with a mixed-use area and designed to fit and complement buildings.

Liveability

- Provide for a separation and screening of buildings from existing housing to the north by retention and enhancement of the forested bank parallel to Clyde Avenue. Review their massing, scale, and orientation to minimize impact on views, privacy and the bank.
- Bury utility wires underground where economically feasible
- Encourage high performance or "green" buildings.
- Design pedestrian scale ground floor spaces oriented to Clyde Avenue.

B 660 Clyde Avenue, 657 and 675 Marine Drive

The built form for the area north of Marine Drive at 660 Clyde Avenue, 657 and 675 Marine Drive should be consistent with the following guidelines:

- Provide for a modest increase (6-8 storeys) in height to:
 - » Mediate between the scale of buildings on the north and south sides of Marine Drive and respond to the emerging character of the centre
 - » Enable the provision of open space and screening on the northeast corner of Taylor Way and Marine Drive, and the retention of the heritage structure at 660 Clyde Avenue
 - » Respond to the shift in the Marine Drive alignment at Taylor Way through massing, placement and expression of vertical circulation, and use of materials
 - » Provide variety in building height and form with a series of building volumes comprised of midrise elements oriented towards Marine Drive, framing the connection between Taylor Way intersection and the Capilano River
- Complete a view and shadowing impact analyses as part of development review.

3.3.3 Public Realm and Open Space Guidelines

The Park Royal-Clyde Avenue Sub-Area public realm should complement the mix of commercial and residential uses that comprise this area. It should improve access to existing amenities and open spaces, highlight new, signature public spaces, and feature art and landscaping to mark the gateway to West Vancouver. Enhanced pedestrian connections between proposed developments, the Spirit Trail, Capilano River and services at Park Royal Mall should result in a cohesive urban centre that extends across the Marine Drive and Taylor Way intersection.

Park Royal

Public realm and landscape design should generally:

- Provide clearly defined, barrier-free access along sidewalks and walkways to building entrances. Street furniture, merchandise displays and landscaping are encouraged but should not inhibit pedestrian or barrier free access along sidewalks or into buildings.
- Minimize glare and light trespass from the exterior of buildings to surrounding properties.
- Subdue signage illumination.
- Coordinate the design of on-site spaces accessible to the public with the pedestrian realm along streets and around intersections to create notable public amenities.
- Reflect the urban centre context and incorporate public art and landscaping where feasible, particularly at the Taylor Way/Marine Drive intersection.
- Create an active and appropriately scaled streetwall, including weather protection and wide sidewalks, to encourage pedestrian movement and transit use along Marine Drive.
- Facilitate neighbourhood-wide improvements to improve access to services, amenities and transit.

752 Marine Drive

The public realm for 752 Marine Drive should be consistent with the following guidelines:

- A public plaza of significant size, located on the interior of the site and oriented to take advantage of southern sun exposure, with active uses at its edge.
- Public connection that visually and physically connects the northeast corner of the site to the plaza, and to public spaces further across the intersection, to recognize the prominence the corner has on the public realm.
- Generous sidewalks that reflect the urban character of Marine Drive and provide space for street trees and other public realm amenities to make a comfortable environment for pedestrians and transit users.
- Public art in locations that reflects its importance and contributes to the sense of place.

Clyde Avenue East of Taylor Way

Public realm and landscape design should generally:

- Create an overall park like character for the landscape treatment.
- Encourage public access connections between Capilano River and Taylor Way through the use of landscape treatments.
- Retain the bank on the north side of Clyde Avenue in a forested, natural state to provide separation of mixed commercial / residential development from the low density residential area to the north. A geo-technical report addressing the potential impact of a proposed development on the stability of the bank and groundwater flows should be provided.
- Maintain and restore the edge adjacent to the Capilano River walkway in a natural state. Impervious paved surfaces, fencing or walls directly adjacent to the walkway should be minimized.
- Provide useable common open space.
- Locate the common area landscaped open space in a courtyard, side yard or rear yard depending on the building configuration.
- Incorporate landscape elements in and around the entire site with planting beds, planters, hanging baskets, and pots located at the ground level.
- Provide a cohesive pattern of concrete or brick paving for pedestrian walkways.
- Minimize retaining walls visible from the street. Where unavoidable, retaining walls should be constructed or faced with natural materials such as rock or heavily screened with landscaping.
- Design landscaping to minimize potential view impacts.
- Minimize exterior lighting glare and light spill to surrounding properties.
- Coordinate the design of on-site spaces accessible to the public with the pedestrian realm along streets and around intersections to create notable public amenities.
- Reflect the urban centre context and incorporate public art and landscaping where feasible, particularly at the Taylor Way/ Marine Drive intersection.
- Extend the riverfront experience into the neighbourhood centre through a public realm strategy defining an east/west connection connecting Capilano River to Taylor Way with a public space near the Taylor Way/Marine Drive intersection.
- Pursue a connection over the Capilano River between Clyde Avenue and Klahanie Park, prioritizing pedestrian and cycling movement and access.
- Address the existing parkade edge with vertical landscape or hardscape elements to screen it from the planned public space.
- Create an active and appropriately scaled streetwall, including weather protection and wide sidewalks, to encourage pedestrian movement and transit use along Marine Drive.
- Facilitate neighbourhood-wide improvements to improve access to services, amenities and transit.

660 Clyde Avenue, 657 and 675 Marine Drive

The public realm for 660 Clyde Avenue, 657 and 675 Marine Drive should be consistent with the following guidelines:

- A public open space oriented towards the intersection of Taylor Way and Marine Drive that provides a contrasting environment in an area lacking urban space.
- Public open space designed to encourage pedestrian use and benefitting from adjacent residential uses that engage with and contribute to the success of the public space.
- Vertical landscaping or hardscape elements to help screen the existing parkade from the open space at the corner.
- A notable and enhanced public walkway adjacent to Marine Drive that connects the new public open space with the Capilano River and draws from the character of the river environment.
- Public art in locations that reflects its importance and contribute to the sense of place.

4.0 Community Amenities

New developments provided for in the Marine Drive plan will deliver community amenities related to the impacts of new development. The value of the amenity will be proportional to the increased potential under the LAP in comparison to that under existing zoning. District policy defines a range of appropriate amenities. These include housing affordability and diversity, childcare and cultural facilities, heritage preservation, public art, and public space, parks and environment. In accordance with District bylaws, community amenities are in addition to the required infrastructure improvements and enhanced public realm along all frontages of the development.

The principal amenity focus will be the delivery of housing affordability and diversity. This will ensure that the Marine Drive housing stock continues to meet the needs of the range of District residents including families with children, working professionals, youth and seniors. This commitment is supported by the availability of community resources and services in the area including the transit network, parks and riverfront noted in this plan, as well as a new community centre under construction in the adjacent Lions Gate Town Centre neighbourhood. Public realm improvements will enhance access to these local assets and will be coordinated by the Design Guidelines and Streetscape Strategy included in this plan.

In order to offset the impact of new development and further the creation of a complete community, community amenity contributions will be applied to deliver:

- Rental and/or supportive housing units in this flat and transit accessible location;
- A childcare facility proximate to existing employment hubs;
- Improved existing and planned public trails, including connections to Capilano River, and spaces, including Klahanie Park;
- The North Shore Spirit Trail crossing from Park Royal to Welch Street;
- Heritage conservation of the Hollingsworth-Down designed building at 660 Clyde Avenue;
- Other in-kind or cash-in-lieu contributions identified and offered through the detailed development application review process.

5.0 Transportation

The Marine Drive area is ideally located for transportation access to the District and wider region. Its placement along a current frequent transit—and future rapid transit—network as well as the multi-use North Shore Spirit Trail supports good accessibility to jobs, shopping and recreation. Pedestrian and cycling use is further encouraged by the relatively flat terrain and existing park, trail, and riverfront amenities.

The reduction of minimum parking standards will support a number of initiatives. It will promote the alternative transportation methods noted above while minimizing the number of new single passenger vehicles that contribute to road congestion. It will also support housing affordability given the substantial cost of underground or structured parking provision in multifamily buildings, and will encourage access to car share in the District. Further restrictions to driveway access onto Marine Drive support alternative transportation as a means to improve circulation and access for existing and future residents. Parking reductions may also reduce massing and improve liveability of new buildings by supporting enhanced landscaping, site permeability and continuity of ground level dwellings and retail.

Transportation policies for the Marine Drive LAP include:

- Avoid conflicts between pedestrian and vehicular movement and ensure site circulation is accessible to persons with disabilities.
- Combine driveway access wherever possible.
- Anticipate and plan for right-of-way dedication for transportation improvements as part of site design.
- Remove existing driveways onto Marine Drive to enhance vehicular flow to the Lions Gate Bridge on-ramp.
- Require a Transportation Impact Assessment that compares the traffic impact of proposed development with that generated under current development.
- Contribute improvements to the Park Royal-Welch Street Bridge to complete the Spirit Trail.
- Support for Transport Canada's North Shore Trade Area Study (2008), which proposed the extension of the Low Level Road from North Vancouver across the Capilano River to create an east-west bypass to the Lions Gate Bridge (Figure 5.1)
- Strengthen bike network infrastructure to improve connectivity to surrounding bike routes, including those within adjacent jurisdictions.

- Encourage the use of alternative transportation modes by providing bicycle storage for residential uses and end trip destination facilities in commercial buildings to encourage alternative modes of employee commuting
- Locate parking underground to maximize ground level open spaces for landscape elements and treatments. Where a building has ground level parking, screen the parking from public streets and neighbouring properties with the use of landscape treatments. Improve natural drainage, and highlight pedestrian routes in ground level parking areas.
- Design underground parking for commercial uses to be readily accessible to customers. If there is a residential component to the building, commercial parking should be separate from secured residential parking areas.
- Encourage garage entries that provide a visually appealing entrance from the street with the use of planters or trellis structures.
- Reduce residential vehicle parking requirements to approximately 1.25 stalls per unit and approximately 0.75 stalls per unit for purpose-built rental units
- Encourage the use of electric vehicles by providing plug-ins for electric vehicles and sizing electrical rooms with sufficient space to accommodate the future electrification of all parking spaces.

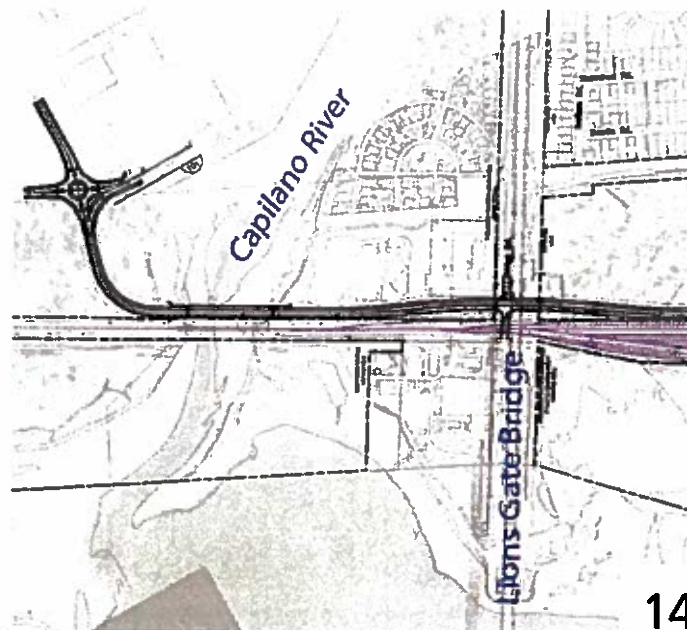


Figure 5.1 - Proposed western lower level route extension to Marin

6.0 Administration

The Marine Drive Local Area Plan and Design Guidelines is a long-term planning document. It is intended to shape future development in support of the plan's vision, describing the expected land uses, built form, public realm and community amenities to be delivered. Although the plan will be implemented incrementally as individual projects proceed, these projects will be situated within a coordinated consideration of the area as a whole. The policies and guidelines in this document create this framework to ensure a cohesive and attractive vision for the area is realized for existing and future residents alike. As such, they should be considered the principal resource in the review of any proposed developments in this area and will be a material consideration in the approvals process.

The plan and guidelines are a tool for Council, staff, the community, and developers to guide change and establish expectations for development in the planning area. However, the plan and guidelines do not constitute approval for any given project on any given site. Site-specific development approval results only after the full technical consideration at a site-specific level - including environmental, structural and infrastructural - completed through the development application review process as part of an application for rezoning, subdivision or development permit approval. Recognizing the specificity of individual sites, the policies and guidelines in this document structure the opportunity for each application to be considered on its own merit. A certain amount of flexibility and discretion is implicit in determining this merit, in light of the overall intent of the concepts set forward in the plan's policies and guidelines.

Monitoring and evaluation play a critical role in the implementation of any plan. The Marine Drive Local Area Plan and Design Guidelines was prepared as part of a broader review of the District's Official Community Plan (OCP). Monitoring and evaluation will therefore be situated within the broader context of OCP implementation. It is recognized that both the local plan and guidelines, and the broader OCP they form part of, are "living documents" that may need to be updated as the realities of land use, community needs, and expectations change over time. Within a 5-10 year timeframe, the District will report back on development under the Marine Drive Local Area Plan and Design Guidelines to date to assess the effectiveness of the plan.


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APPENDIX B

Marine Drive Local Area Plan and Design Guidelines Background Report

April 2017

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Figure 1.1 - Study area context

1.0 Introduction

1.1 Purpose

This background report has been prepared to accompany the Marine Drive Local Area Plan and Design Guidelines (the LAP) and provide context and background information. This plan is the first of five Local Area Plans that are anticipated to be included in District of West Vancouver's updated Official Community Plan (OCP).

The LAP started as a Context Study of the Marine Drive corridor around Park Royal, which was clarified as a Local Area Plan and Design Guidelines in response to Council direction and community input. The planning process included a review of 2004 OCP policies, comprehensive urban design and planning analysis, research into planning best practices and public consultation. The Plan articulates an overall planning and urban design framework for the eastern portion of the Marine Drive corridor, at the gateway to the District of West Vancouver (DWV), and is key to implementing existing District priorities around housing diversity and affordability, and energy and greenhouse gas (GHG) reductions.

1.2 History

Planning work and analysis has been underway for this section of the Marine Drive Corridor since 2012 when the District received a development application at 752 Marine Drive. This application went through planning and design review, public consultation and multiple revisions prior to 2015 when Council requested additional information and analysis to allow for this and other applications in the plan area to be considered within their unique multijurisdictional context. The contextual planning study for the Marine Drive corridor (Park Royal Area) was then endorsed as part of the OCP Review.

The accompanying LAP has been prepared to meet legislated requirements for OCPs. The Province establishes legislative authority and requirements pertaining to municipal OCPs through the Local Government Act (LGA). The LGA stipulates that an OCP "is a statement of objectives and policies to guide decisions on planning and land use management". There are a number of

elements an OCP must address including: the approximate location, amount, type and density of residential development required to meet anticipated housing needs, and policies respecting affordable housing, rental housing and special needs housing. OCPs must also include targets for the reduction of GHG emissions in the area covered by the plan, and policies and actions proposed by the local government to achieve these targets. Further context regarding the District's housing, transportation and sustainability priorities is provided in Section 2.

The LAP covers an approximate 20-year planning horizon. Though much development is anticipated in neighbouring jurisdictions, factors including existing land uses, commercial lease arrangements, ownership, and the age of current structures means that only a handful of DWV sites within the plan area are expected to redevelop over the 20-year planning horizon.



study area boundary

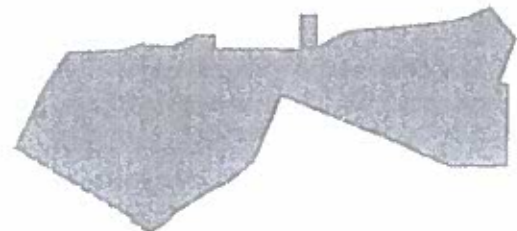
Figure 1.2 Study area

1.2 Study Area

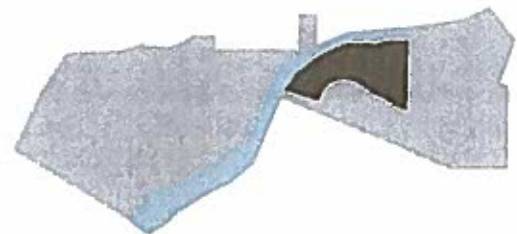
The study area is focused on lands around the Lions Gate Bridge, extending east and west from the bridgehead to include sites adjacent to and along Marine Drive. The corridor is a busy thoroughfare serving as a major connector between the neighbouring communities of West Vancouver, the Squamish Nation, and North Vancouver, as well as the primary access to the Lions Gate Bridge and Vancouver beyond. The area's most important natural feature, the Capilano River, bisects the plan 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. The study area has been split into two sub-areas to acknowledge the different jurisdictions and contexts on either side of the Lions Gate bridgehead.

In the Lions Gate - Klahanie sub-area, 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. The Park Royal - Clyde Avenue sub-area extends to the Park Royal Shopping Centre, an expanding destination retail and shopping experience set amidst an outdoor, walkable, pedestrian environment. The majority of Park Royal South and Park Royal Village are located on Squamish First Nation leased lands, which provide the planning context for the westernmost portion of the study area.

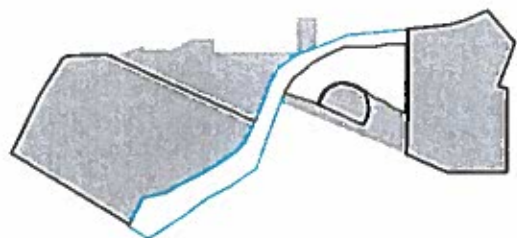
Most of the land identified in the study area is outside the jurisdiction of the DWV. While the DWV has no authority over these lands, they were included in the study area to provide useful and coordinated context for the future development of all lands across this shared corridor.



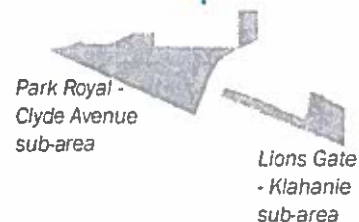
Overall study area



Two significant open space features define the study area - Klahanie Park and the Capilano River



A large portion of the study area is on Squamish Nation land or within the boundary of the DNV (and therefore outside the jurisdiction of the DWV), or part of road infrastructure



Resultant development area and effective study area, divided between the Park Royal - Clyde Avenue and Lions Gate - Klahanie sub-areas

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

1.3 2004 Official Community Plan

Though the LAP has been prepared as part of the ongoing OCP Review, it followed a unique process requiring interjurisdictional information sharing and broader analysis. As most of the lands within the study area are outside of the DWV's jurisdiction, a significant amount of the planning context has been established.

At the same time, the 2004 OCP provides a significant body of policy direction for this wider area. A key element in the process was to assess how current OCP policy directions could be applied "on the ground". Excerpts of relevant policy directions 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].



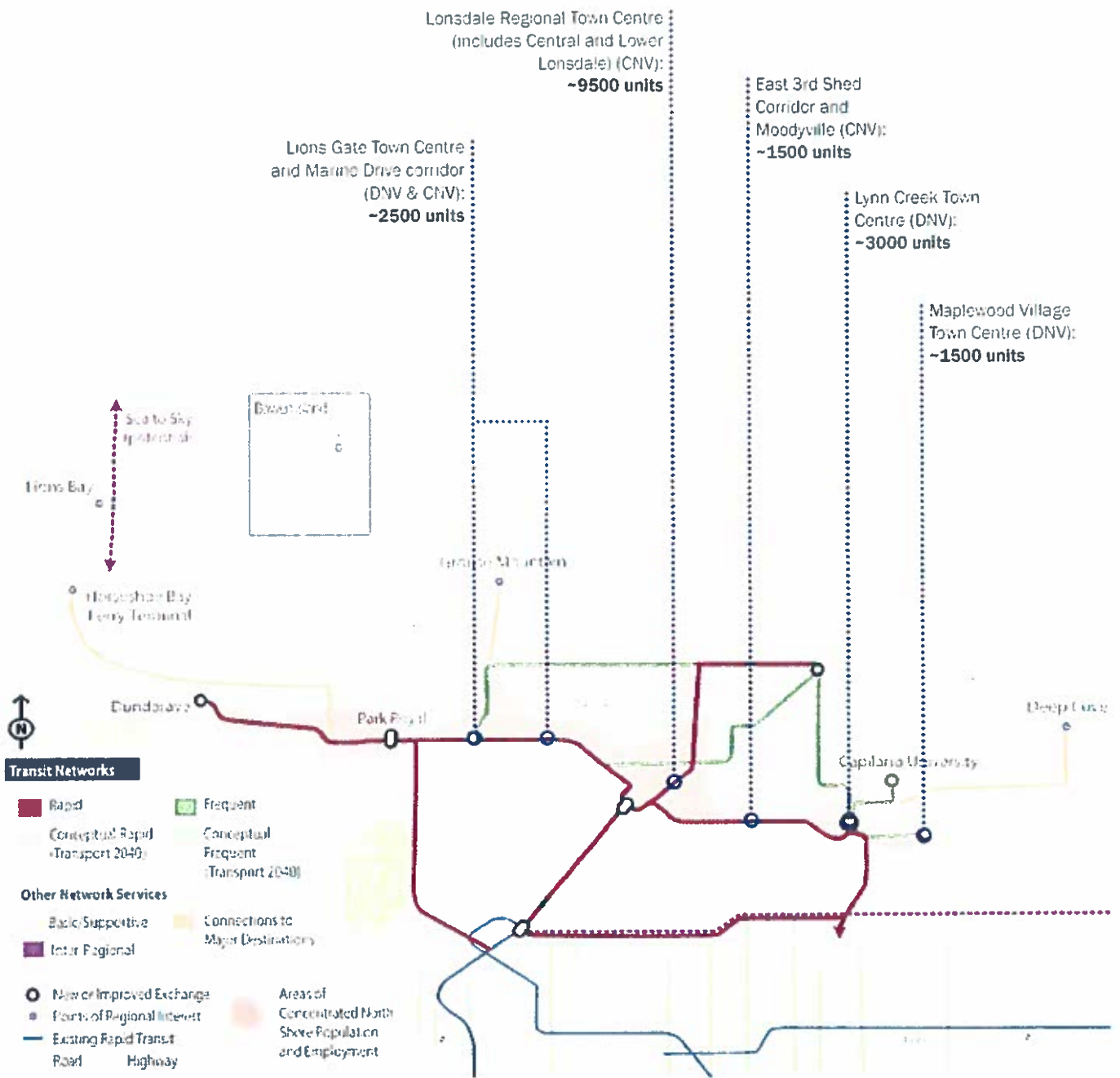


Figure 2.1 - North Shore Area Transit Plan 2040 Vision with municipal growth estimates added

2.0 Context

2.1 Regional and Sub-Regional Growth Management Context

Marine Drive is one of two east-west connections on the North Shore and a key structural component of the growth management framework for Metro Vancouver and each North Shore municipality. When looking to the future of the study area it is important to understand planned growth along the corridor and the conditions that support it. In particular the Marine Drive corridor provides opportunities and commitments for rapid transit, amenities and services, both existing and planned.

The study area is situated within a broader growth management framework as part of Metro Vancouver's Regional Growth Strategy (RGS). This strategy provides guidance for accommodating growth in transit-oriented 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. The Squamish Nation's 2004 Capilano Master Plan also identifies this area (in part) for economic development.

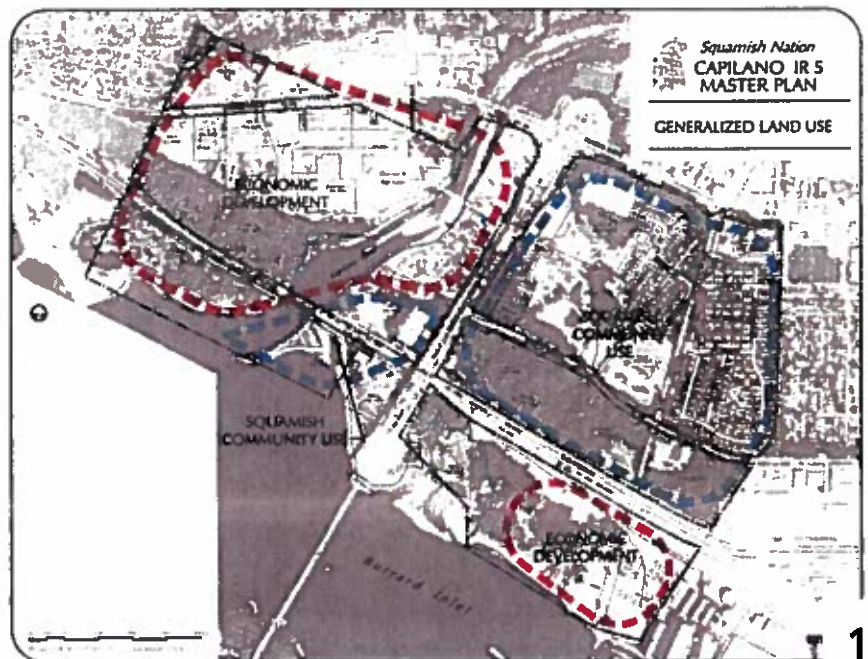


Figure 2.2 - The 2004 Squamish Nation's Capilano IR 5 Master Plan identifies a preferred land use plan for their jurisdiction

Population Age Profile, West Vancouver

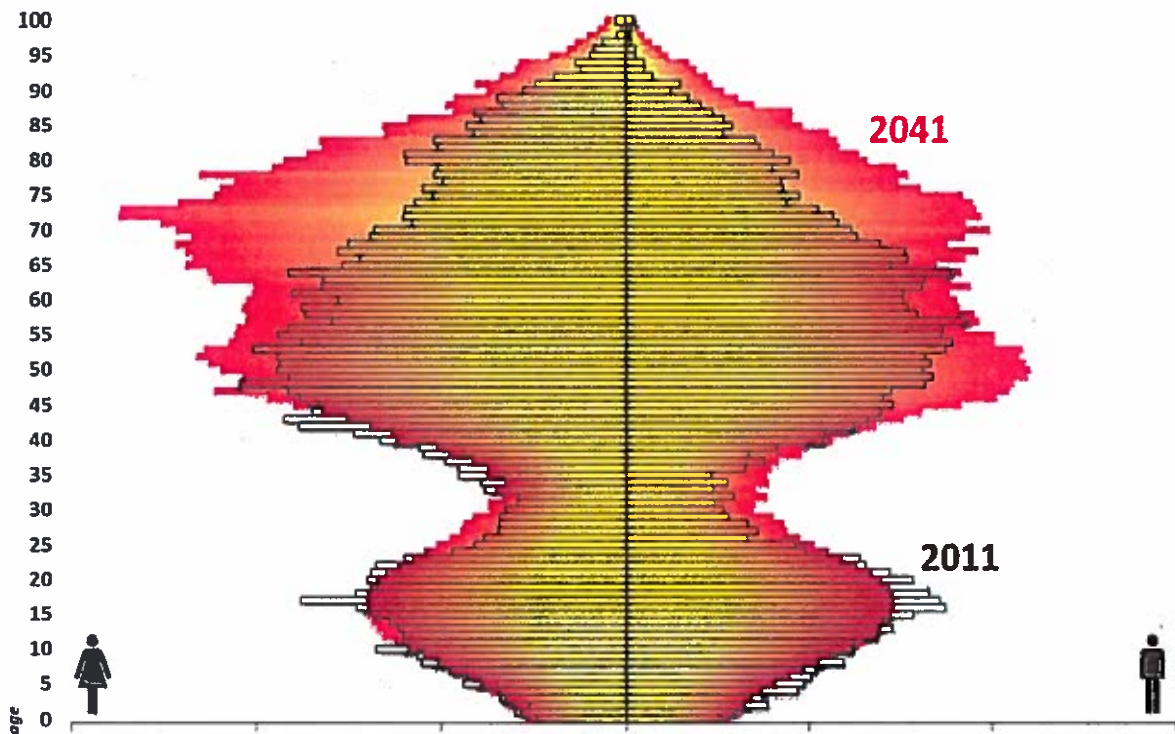


Figure 2.3 - District of West Vancouver population projections by age cohort 2011 - 2041

2.2 Housing Context

In addition to considering the plan area's multijurisdictional context, the LAP also responds to the LGA OCP requirements and West Vancouver's local needs, particularly those related to housing. These include the approximate location, amount, type and density of residential development anticipated to meet future housing needs and policies for affordable, rental and supportive housing.

Housing is also connected to energy use, which relates to the OCP's required GHG emission targets and reduction strategies. The connection between housing, transportation and energy use features prominently in the growth management framework of the RGS that supports accommodating growth in transit-oriented centres and corridors. This can create housing choice through a range of multi-family developments that provide a variety of unit types and sizes, sufficient densities to support rapid or frequent transit and high-performance buildings that reduce energy use. These are typically mixed-use developments, which allow for additional energy reductions as residents are able to access employment opportunities and services using active transportation (walking or cycling). The "Sustainability Context" section further describes how the LAP supports these energy and GHG emissions reduction objectives.

Understanding West Vancouver's demographic profile into the future, and the community's associated housing needs, provides further meaningful context for the LAP. A recent demographic study commissioned as part of the OCP review forecasts that the aging trend West Vancouver has experienced over the past several decades will accelerate, and that the number of youth will continue to decline.

- These current and projected demographics have implications for the community's housing needs, and not responding to these needs translates to a community where seniors have few options to downsize locally and relocate out of the community, while young families and adults are priced out of the community they grew up in and are unable to return to West Vancouver. The inability to find suitable and affordable housing also means that local employees have longer commute times and there is reduced generational and economic diversity throughout the community.

In brief, there is a need for housing options for:

- Downsizers and seniors as the population ages;
- Working professionals and young families for a balanced demographic.

Housing affordability and diversity have been identified as key issues for West Vancouver residents for a decade and more. In response to the growing concern, Council directed that a series of "housing strategies" that address housing affordability and diversity be used to inform housing policy, area planning processes, and development applications. The LAP takes measurable steps towards implementing a number of these strategies including:

- Protecting and expanding rental and supportive units;
- Providing bonus density for affordable, rental, or supportive housing in centres and corridors;
- Reducing parking requirements for developments that include affordable, rental, seniors or supportive housing in close proximity to frequent transit, amenities and services;
- Identifying opportunities for a range of housing types (including townhouses, apartments, and mixed use) when preparing local area plans;
- Encouraging residential uses above commercial uses in centres and corridors.

The LAP includes a Planning Objective on housing diversity that supports providing density for affordable or rental housing, given the study area's proximity to transit, services and amenities. This increased density can also support the provision of a variety of unit types and sizes appropriate for West Vancouver's demographics with the greatest housing need: downsizing seniors, working professionals and young families. The LAP's land use policies and built form guidelines provide further details to support the provision of increased housing options within the study area.

2.3 Transportation Context

Transportation and associated issues of congestion are acknowledged as key challenges in this area, situated as it is along a major east-west North Shore connection, and a major north-south connection between downtown Vancouver and the Upper Levels Highway and the Sea to Sky corridor beyond. The coordination of the transportation network across this corridor is important and requires collaboration from the Province's Ministry of Transportation and Infrastructure (MOTI), which oversees Taylor Way and the highway; and TransLink which oversees the provision of public transit. Other agencies also impact transportation through this corridor, including BC Ferries and municipalities along the Sea to Sky Corridor. Recent multi-agency transportation plans focus on all facets of the transportation network: improving movement of vehicular traffic; increasing public transit services; and expanding active transportation infrastructure.

The LAP includes a multi-modal approach to transportation within the plan area. It includes Planning Objectives and Urban Design Principles focused on transit-supportive development, complete communities, minimizing trip generation and active transportation infrastructure. This creates a transportation system that provides residents with a number of options while reducing vehicle congestion by reducing the number of single-occupant vehicles from the road and improving the overall efficiency of the transportation network. Directions for transportation improvements provide additional detail and specificity regarding elements like parking ratios for new developments, right-of-way dedications and required improvements to pedestrian and cycling infrastructure. Given the transportation pressures along the Marine Drive corridor and the intersection at Marine Drive and Taylor Way, it is key that the LAP take advantage of one of the best opportunities for transit supportive development within the DWV.

2.3.1 Vehicular Traffic

The road network within the plan area is also multijurisdictional, with MOTI responsible for Taylor Way and the Highway (including the Lions Gate Bridge) and the DNV responsible for Marine Drive along the eastern portion of the plan area. Vehicular traffic in this area has long been acknowledged as an issue and was a prominent topic during the public consultation phase of the planning process.

When looking at vehicular traffic through the plan area there are some factors unique to the DWV that must be considered:

- 75% of the District's workforce commutes into West Vancouver and a similar percentage of workers commute out of the District each day (2011 Census);
- Between 2006 and 2011 other municipalities saw a decrease in the number of commuters as their local workforces increased;
- This shift did not happen in West Vancouver as the number of commuters remained relatively unchanged between 2006-2011;
- ~1,000 school age children also commute to West Vancouver daily as the result of limited family-friendly housing options in the community.

In other words, a significant amount of traffic in the study area is generated by workers and school traffic. These traffic patterns have remained consistent in West Vancouver and the lack of diverse housing options in the District is a contributing factor to traffic congestion.



Figure 2.4 - Marine Drive and Taylor Way intersection looking north



Figure 2.5 - Public Transit: Example of queue jump bus lane

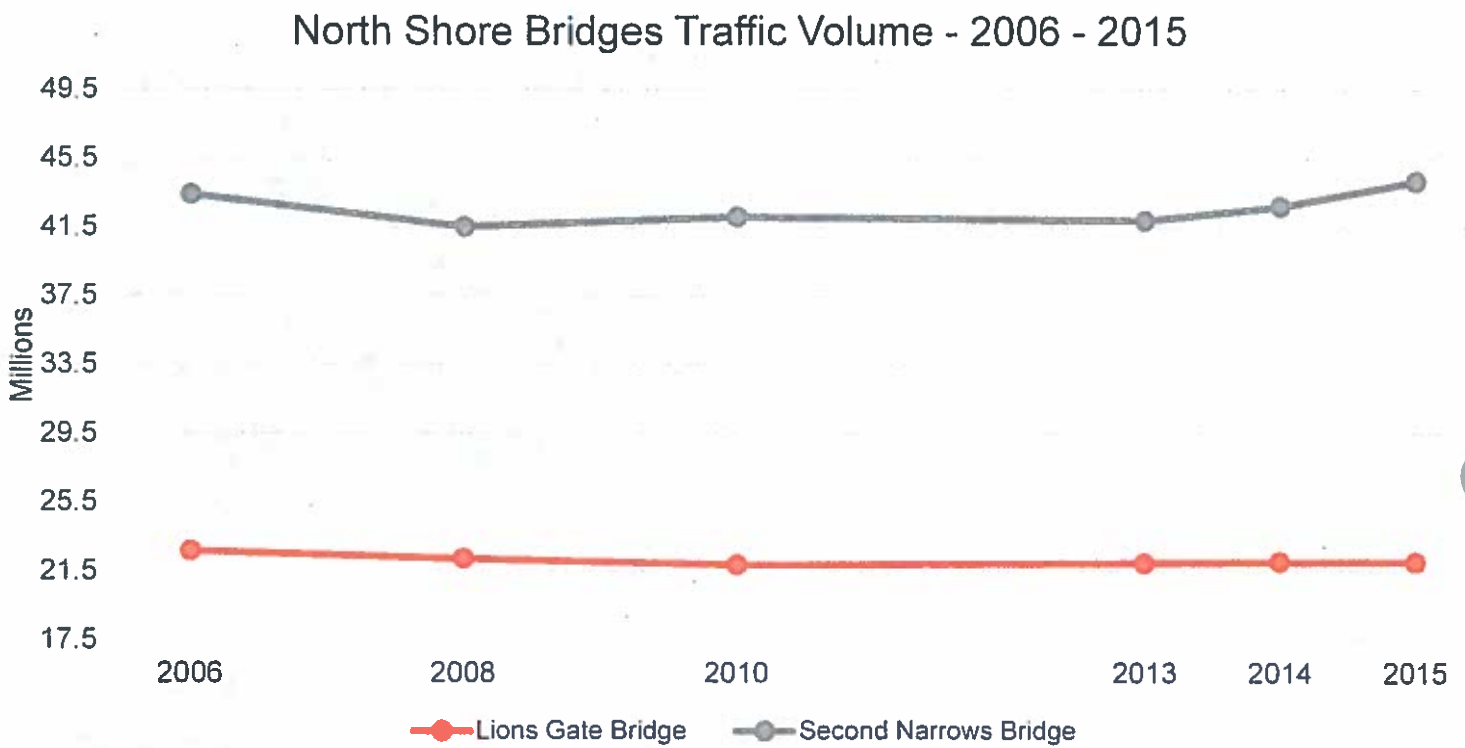


Figure 2.6 - Traffic volumes on the Lions Gate and Second Narrows Bridges 2006 - 2015

Another likely impact on traffic within the study area is the significant growth that has occurred through the Sea-to-Sky corridor. Working age residents (over 60% of residents in Squamish are between 24 and 65) continue to seek more affordable housing options throughout this corridor and subsequently face longer commutes that run through the DWV.

The LAP views the provision of housing options in locations that have frequent or rapid transit and are close to employment centres as an important component to address these contributing factors to traffic congestion through the study area.

Another source for insight into traffic patterns within the study area and across the North Shore are traffic counts conducted by MOTI at key points within the transportation network. MOTI tracks total trips across the two North Shore bridges and trip data for the past ten years is included in Figure 2.3. The data is relatively flat from 2006 to 2013 when it increases. This traffic is not evenly distributed across the two bridges however, as traffic on the Iron Workers Memorial Bridge has increased by 1.75%, while Lions Gate Bridge traffic has actually decreased by 2.95%. These commuter traffic trends illustrate the relationship between increased traffic congestion and the increased separation between where people are able to secure appropriate housing and where they work.

The DWV has shown considerable leadership on this issue, working collaboratively with other jurisdictions and levels of government on a range of transportation projects to improve the road network in and through the plan area. Notably, these include the North Shore Trade Area Study (2008), which proposed the extension of the Low Level Road from North Vancouver across the Capilano River to create an east-west bypass to the Lions Gate Bridge. Another initiative, the Lions Gate to Highway 1 Connector Planning Study (2007), focused on options to improve functioning of the Lions Gate bridgehead. Arising from that 2007 study, a number of recommendations have already been implemented including the transit priority signal and bus only lane on Marine Drive (2011) and replacement of the Capilano Bridge (2011).

The LAP includes directions to take advantage of the opportunities presented as part of the development process to improve the functionality of the road network. These include securing additional rights-of-way, setting buildings back, improving existing infrastructure and upgrading access and egress from various sites within the plan area and Marine Drive.

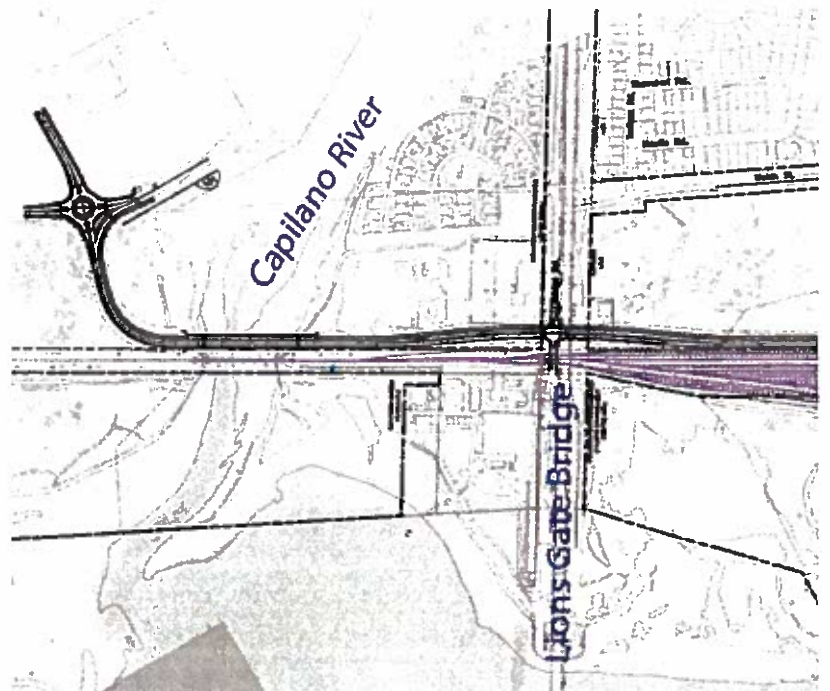


Figure 2.7 - Proposed western lower level route extension to Marine Drive would see an additional vehicular crossing parallel to the rail bridge

There are currently 10 bus routes utilizing the Park Royal exchange and connecting West Vancouver destinations across the region.

Travel times (minutes) from the Park Royal exchange to key destinations:

Lions Gate Hospital	15
Vancouver Art Gallery:	16
Orpheum Theatre:	17
Edgemont Village:	18
Queen Elizabeth Theatre:	20
Rogers Arena:	20
Capilano Suspension Bridge:	24
Lonsdale Quay:	25
English Bay:	27
Science World:	31
Capilano University:	37
Granville Island:	44
UBC:	59



Figure 2.8 - Bus routes that connect to and through the Study Area

2.3.2 Public Transport

The LAP envisions two urban centres featuring transit supportive developments that include higher-density housing to take advantage of existing frequent (and planned rapid) transit service. Increased densities can increase ridership and lead to improved transit service delivery, which is key to decreasing the use of single-occupant vehicles. Public transportation is the most efficient of all modes: buses carry 28% of passengers crossing the Lions Gate Bridge though they make up only 2% of traffic.

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). Recent transit improvements include a bus priority lane and signal eastbound on Marine Drive towards the Lions Gate Bridge and expanded Community Shuttle services to Park Royal.

In November 2016, the Translink Board and Metro Vancouver Mayors approved the first phase of Translink's "10 Year Vision", a two billion dollar investment in transit improvements throughout the region. The first phase includes the introduction of a new "B-Line or better" bus route along Marine Drive, a 10% increase in bus service across the region including five key DWV routes, a new SeaBus and improvements to Lonsdale Quay and Phibbs bus exchanges. These improvements build on the commitment to rapid transit along this corridor embedded in the North Shore Area Transit Plan (2012) and additional improvements will be forthcoming in the Vision's second phase.

To facilitate these transit improvements, Metro Vancouver and TransLink are currently coordinating a study (involving staff from the three North Shore municipalities, the Squamish Nation, and MOTI) to help guide transit service and design on this corridor. The District will continue to collaborate with TransLink and other partners to identify opportunities to expand bus transit service and explore additional modes (e.g. using the rail corridor or providing ferry service) to further improve the functionality of this corridor.

The LAP takes advantage of these improvements through the use of transit supportive development (e.g. public realm improvements that increase pedestrian safety and comfort while accessing transit service and other amenities, densities that can support car share initiatives and reduced resident parking requirements), to create two vibrant mixed-use centres where residents will be in close proximity to the best transit service in the District.

4,300,000



Annual Boardings: 4,295,000 million boardings on east-west North Shore transit routes that connect through Park Royal

4,800,000



Annual Boardings: 4,823,000 million boardings on north-south Downtown Vancouver transit routes that connect through Park Royal

15 minutes



Connections Across the North Shore: Increased to Frequent Transit Network in 2011 providing service every 15 minutes (on all days) across the North Shore

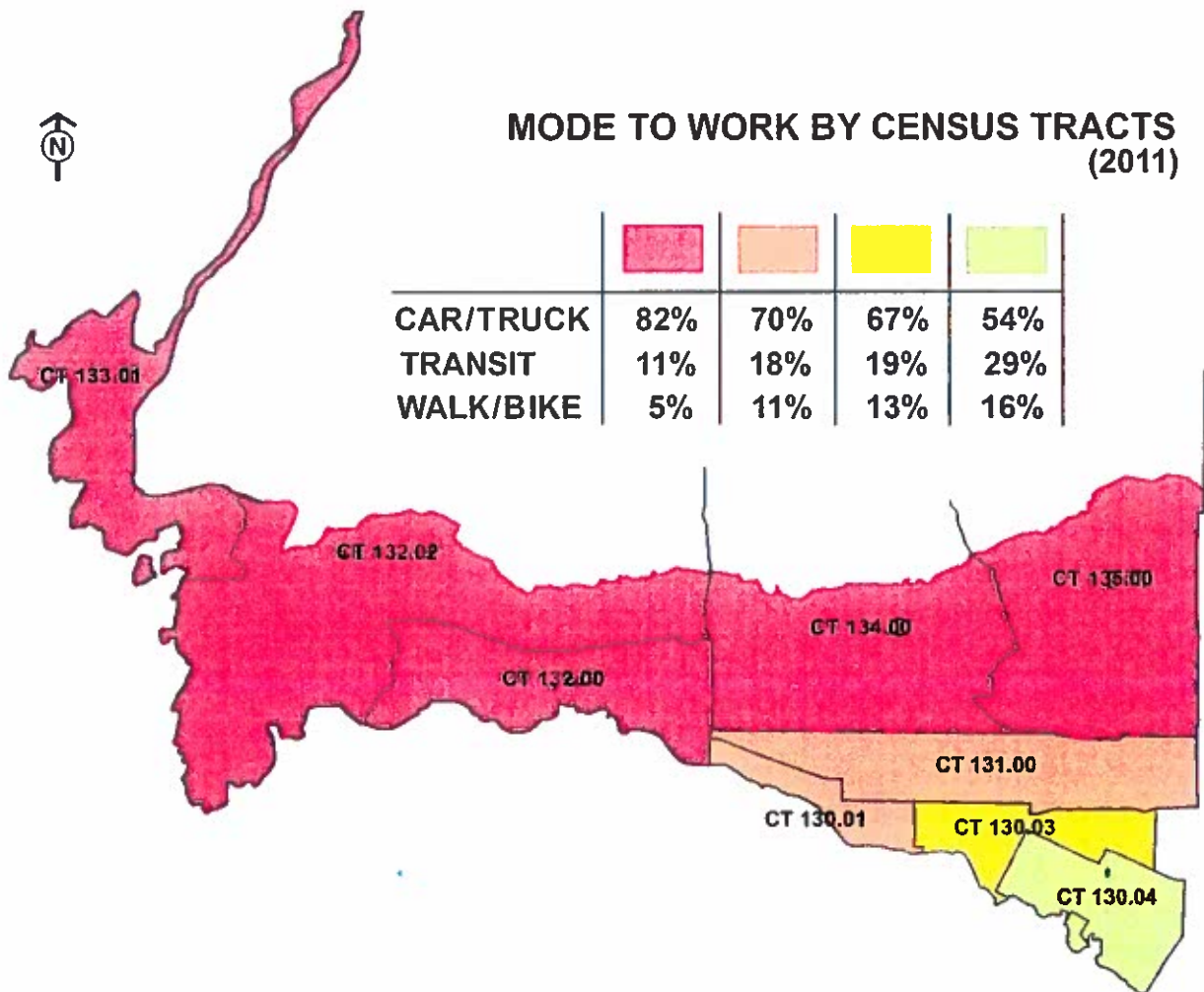


Figure 2.9 - District of West Vancouver Transportation mode to work by Census tract (2011)

2.3.3 Active Transportation

The third component of the multi-modal network is active transportation: walking and biking. These networks are key to improving connections both within the study area and across the North Shore. The study area contains an important piece of the Spirit Trail, a multi-modal pathway connecting the North Shore from Horseshoe Bay to Deep Cove. Expanded infrastructure for pedestrians and cyclists, including wider sidewalks, accessible curbs and dedicated bike lanes, increases public safety and accessibility, making these modes of transportation viable for area residents as they are able to easily access shops, services and amenities. A recent example of this is the completed bicycle trail connector between the Capilano Pacific Trail and Spirit Trail behind the West Royal Towers. The plan area is also well positioned to benefit from recent upgrades to the bike lanes on the Lions Gate Bridge and through Stanley Park, providing a safe, direct cycling route to downtown Vancouver.

The LAP includes policies around active transportation and proposes a number of additional improvements to the public realm to enhance transit users', pedestrians' and cyclists' ability to move to and through the study area. The LAP's public realm guidelines focus on opportunities for public space improvements as this is where considerable gains in active transportation can be met as sites are redeveloped. One important initiative is the completion of a key link of the Spirit Trail over the Park Royal-Welch Street Bridge. These active transportation initiatives will also support the physical health of future residents in the study area as research has shown residents of walkable areas are more active than those living in less walkable areas. This has environmental benefits as well, as residents are able to choose sustainable transportation modes that reduce energy use and GHG emissions.

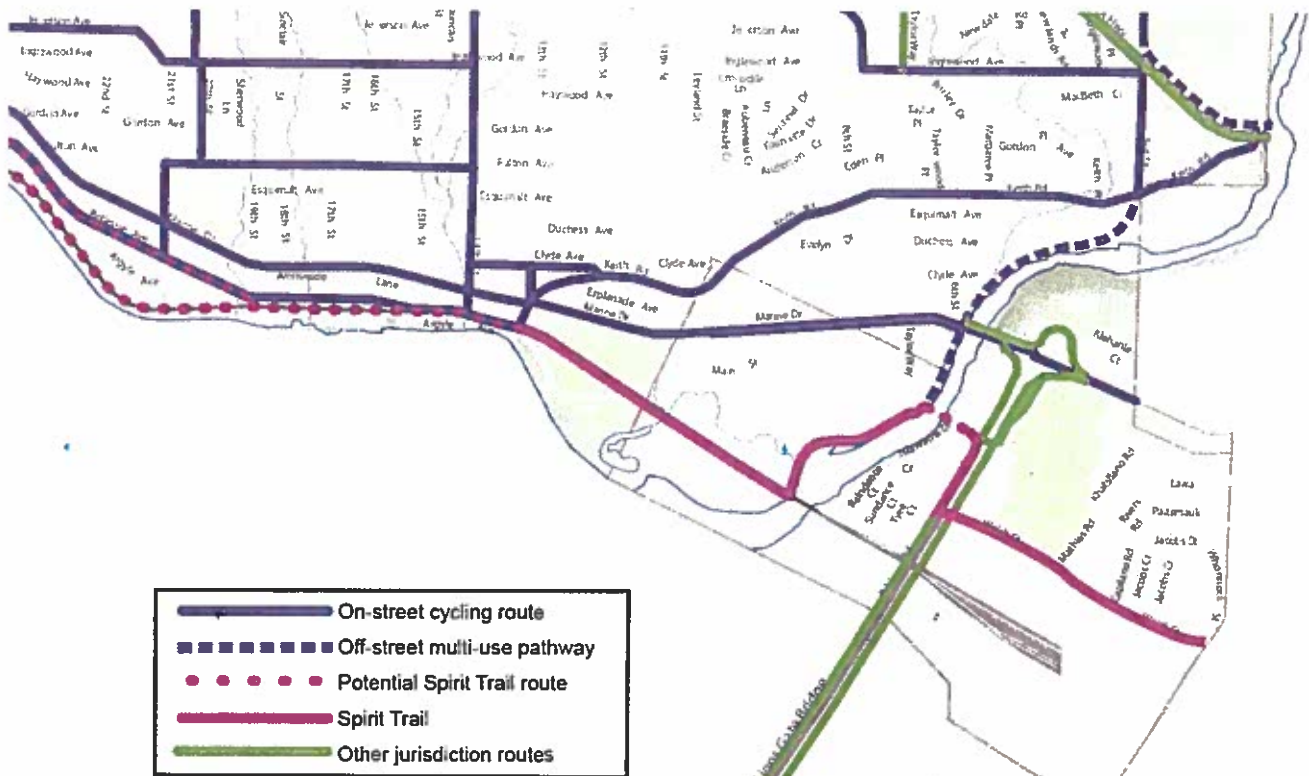


Figure 2.10 - District of West Vancouver Active Transportation Network in and around the Study Area



Figure 2.11 - Community Energy and Emissions Plan

2.4 Sustainability Context

Transit oriented developments, and the multi-family buildings and transportation options they feature, are important components of sustainability and GHG reduction strategies. West Vancouver adopted a "Community Energy and Emissions Plan" (CEE Plan) in October 2016, aimed at reducing the District's greenhouse gas emissions by 40% of 2010 levels by 2040. Developed by a Working Group through a citizen-led planning process, the CEE Plan includes strategic directions that focus on the integration of land use, transportation and energy planning, key principles of the LAP. These strategic directions target land use, buildings, and transportation, which are each responsible for a significant component of the District's community energy use and GHG emissions.

The LAP is a significant implementation opportunity for the CEE Plan and advances a number of its key strategic directions. These actions will help the DWV meet its GHG reduction targets in both the CEE Plan and the OCP. These strategic directions include:

Places and Spaces:

Activate existing walkable villages (e.g. Park Royal) with modest new residential growth of similar scales that features a strong public realm and infrastructure to support transportation choice, particularly walking and cycling.

Bricks and Mortar:

Facilitate high demand, low supply "missing middle" housing options [...] focus high-rise proximate to current and future transit/rapid transit stations (e.g. Park Royal).

Support high efficiency new apartment buildings that use thermal, passive or low carbon heating.

Enable distributed renewable heating systems in high density new apartments and commercial neighbourhoods.

Roll and Stroll:

Support the expansion of high quality, high speed, high frequency transit infrastructure through appropriate land uses, engineering and urban design plans. Rapid transit routes include Marine Drive to Downtown Vancouver and Phibbs Exchange in the District of North Vancouver.

Strengthen pedestrian infrastructure in and around walkable villages and key destinations.

Strengthen All Ages and Abilities and Better than Basic cycling infrastructure in, around and between walkable villages and key destinations.

Enable car sharing in walkable villages through multi-family residential developments, parking allowances and reductions and collaboration with locations that serve as major regional destinations, including Park Royal.

Require electric vehicle charging infrastructure in new buildings.



Figure 2.12 - CEE Plan Strategic Direct 175

Factor	Definition	Travel Impacts
Regional accessibility	Location of development relative to regional centers.	Reduces per capita vehicle mileage. Central area residents typically drive 10-30% less than at the urban fringe
Density	People or jobs per unit of land area (acre or hectare).	Reduces vehicle ownership and travel, and increases use of alternative modes. A 10% increase typically reduces VMT 0.5-1% as an isolated factor, and 1-4% including associated factors (regional accessibility, mix, etc.).
Mix	Proximity between different land uses (housing, commercial, institutional)	Tends to reduce vehicle travel and increase use of alternative modes, particularly walking. Mixed-use areas typically have 5-15% less vehicle travel.
Centeredness (centricity)	Portion of jobs in commercial centers (e.g., central business districts and town centers)	Increases use of alternative modes. Typically 30-60% of commuters to major commercial centers use alternative modes compared with 5-15% at dispersed locations
Network Connectivity	Degree that walkways and roads are connected	Tends to reduce vehicle travel and improved walkway connectivity increases non-motorized travel
Roadway design	Scale, design and management of streets	Multi-modal streets increase use of alternative modes. Traffic calming reduces VMT and increases non-motorized travel
Active transport (walking and cycling)	Quantity, quality and security of sidewalks, crosswalks, paths, and bike lanes.	Improved walking and cycling conditions tends to increase nonmotorized travel and reduce automobile travel. Residents of more walkable communities typically walk 2-4 times more and drive 5-15% less than in automobile-dependent areas.
Transit quality and accessibility	Quality of transit service and whether neighborhoods are considered transit-oriented development (TOD)	Increases ridership and reduces automobile trips. Residents of transit oriented developments tend to own 20-60% fewer vehicles, drive 20-40% fewer miles, and use alternative
Parking supply and management	Number of parking spaces per building unit or acre, and how parking is managed and priced	Tends to reduce vehicle ownership and use, and increase use of alternative modes. Cost-recovery pricing (users finance parking facilities) typically reduces automobile trips 10-30%.
Site design	Whether oriented for auto or multi-modal accessibility	Can reduce automobile trips, particularly if implemented with improvements to other modes.
Mobility management	Strategies that encourage more efficient travel activity	Tends to reduce vehicle ownership and use, and increases use of alternative modes. Impacts vary depending on conditions.
Integrated smart growth programs	Travel impacts of integrated programs that include a variety of land use management strategies	Reduces vehicle ownership and use, and increases alternative mode use. Smart growth community residents typically own 10-30% fewer vehicles, drive 20-40% less, and use alternative mode 2-10 times more than in automobile-dependent locations, and larger reductions are possible if integrated with improved regional transit and more efficient transport pricing.

Figure 2.13
<http://www.vtpi.org/landtravel.pdf>
 Literature review summarizing impacts of land use and design factors on travel choice (Victoria Transportation Policy Institute)

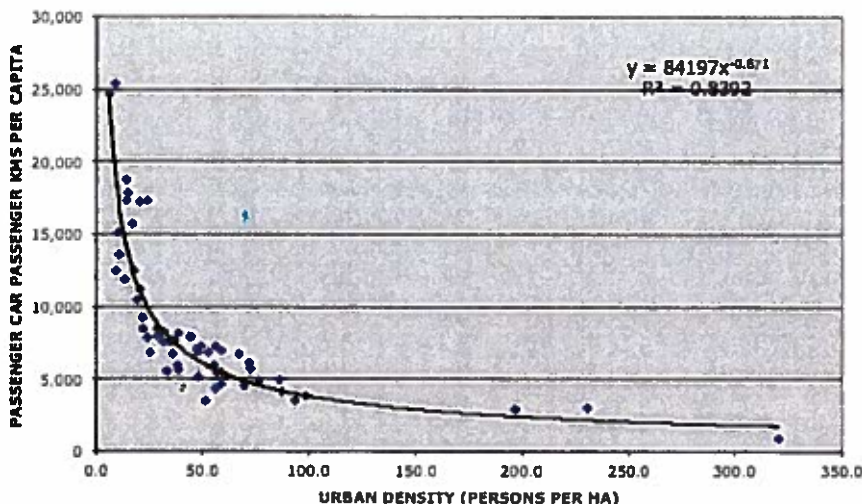
2.4.1 Land Use and Transportation Planning

The CEE Plan's strategy of energy reduction through the integration of transportation and land use planning, and the direction of new growth to areas with the best transit service, is supported by 2011 Census data on commuting patterns in the DWV. The data on transportation mode to work shows almost a 30% decrease in vehicular use and nearly a tripling in transit, walking or cycling in lands around the study area (with the best transit service, links to cycling routes and a concentration of jobs within a walking distance) compared to the more western and northern census tracts (See Figure 2.6).

The LAP builds on current conditions, which support less GHG intensive transportation options, recently announced transit improvements (the introduction of rapid transit service with a new Marine Drive B-Line Bus) and planned upgrades to the pedestrian and cycling networks (completion of the Spirit Trail). It continues to support diverse transportation options within the study area and provide residents with a range of alternatives to single-occupancy vehicles.

Recent research also confirms the positive impacts of integrating land use and transportation: Increased density can lead to significant reductions in the number of vehicle-kilometres traveled (see Figure 2.11 below), increased the number of trips with zero emissions by between 2 and 10 times and can increase walking trips by up to 20%. Walkable neighbourhoods (like the two centres proposed in the LAP) can reduce transportation-related CO₂ emissions by up to 10% by 2050.

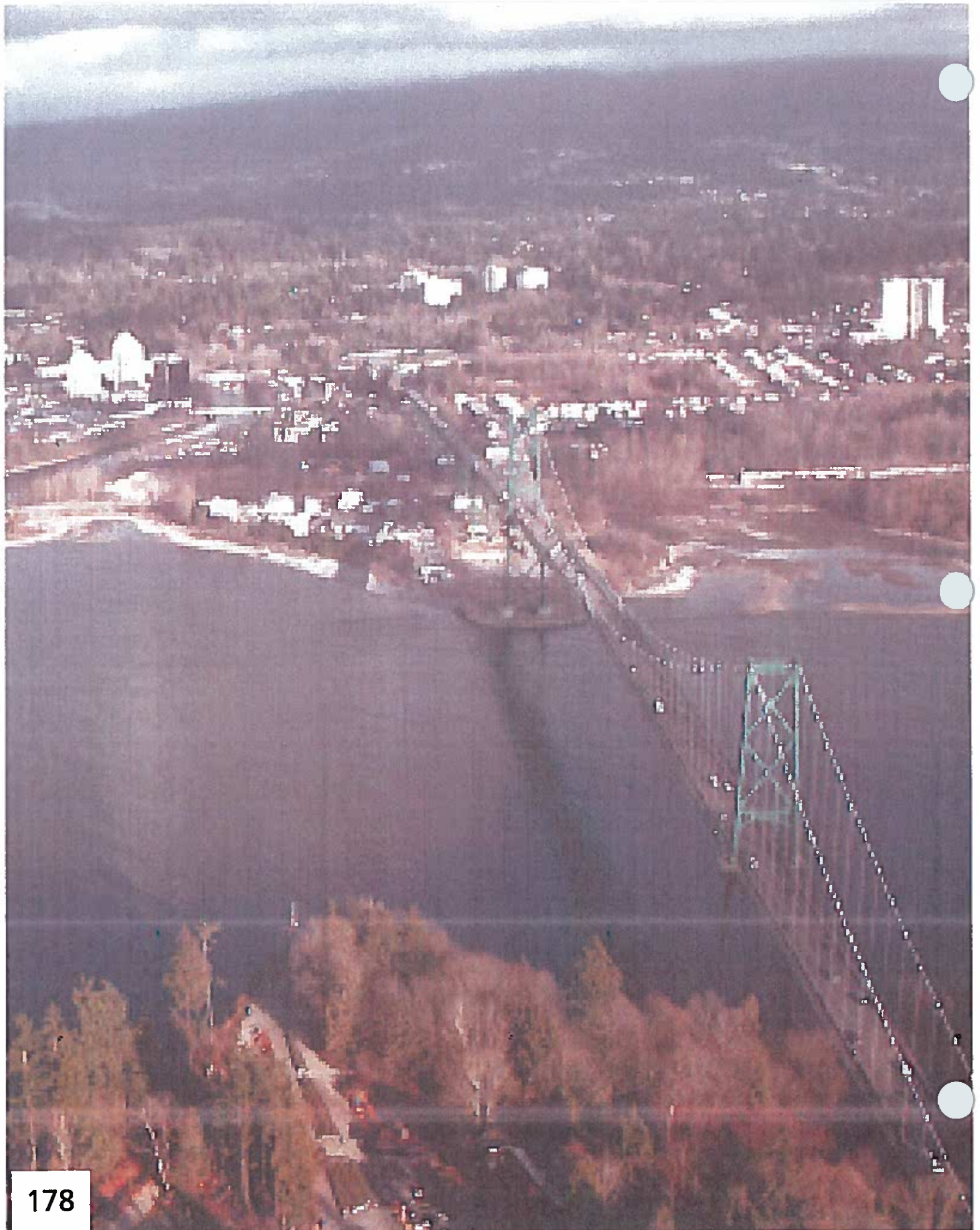
In addition to where buildings are located and how they are designed, the public realm can also impact transportation mode choice and subsequently energy use and GHG emissions. Figure 2.10 summarizes and illustrates the effects of land use and design factors on travel behaviour and the range of benefits a well-designed public realm can have on an urban centre. While actual impacts will vary depending on specific conditions, the importance of a high-quality public realm is an important component of the development process. The LAP includes public realm design guidelines that will create distinctive environments for both centres that support CEE Plan strategic directions, reduce GHG emissions and provide safe active transportation options in the study area.



Urban Density vs. Private Car Travel:
Increasing density reduces vehicle-kilometres travelled.

The graph below illustrates the negative relationship between density and per capita vehicle travel in 58 high-income cities. The relationship is statistically strong. The largest reductions result from relatively modest density increases, indicating the relatively modest land use policy changes can significantly reduce vehicle travel.

Figure 2.14 - Research by World Transport, Policy & Practice
<http://www.eco-logica.co.uk/pdf/wtp17.2.pdf>



3.0 Process

Development applications in the study area date back to 2012. Following planning and design review, public consultation and multiple revisions, Council requested additional information and analysis to allow for development applications in the study area to be considered in their unique multijurisdictional context. The Context Study was then endorsed as part of the work plan for the OCP Review and has led to the preparation of a Local Area Plan and Design Guidelines to be considered as part of an amended OCP.

3.1 Context Study

A systems analysis was conducted to further understand how different elements are connected or work together within the study area. Three key themes were revealed:

1. Natural features contrast and bisect the urban character of the centres. Park space and the Capilano River are unique to this part of West Vancouver and should be celebrated as redevelopment occurs.
2. Taller buildings already exist in each of the identified urban centres. New development will respond to 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 and cycling routes should be enhanced to be comfortable and safe, and should facilitate access to transit to support transit-oriented new development.

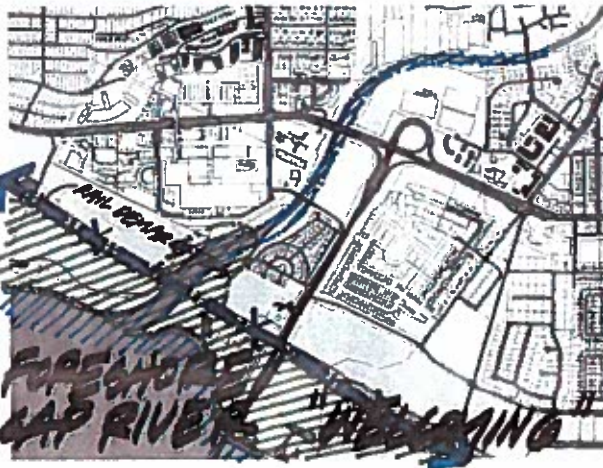
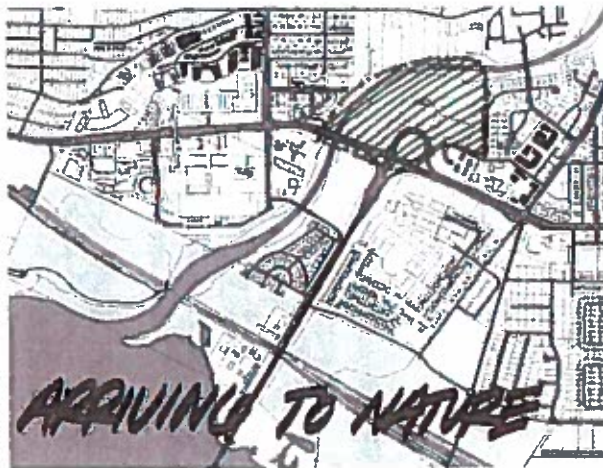
The results of the systems analysis were combined with 2004 OCP policy and planning best practices. From this a planning and design framework was developed. It introduced the concept of two defined centres separated by natural features and connected by green links focused on pedestrian mobility. From this framework a set of Planning Objectives and Urban Design Principles were established.

The final section of the Context study included directions for each sub-area that referenced land use policies and guidelines for built form, the public realm, and transportation for DWV sites. They included building height diagrams that reinforced the importance of existing viewsheds, and the overall theme of two cohesive yet distinct skylines, one in each sub-area.

The Context Study was presented to Council on June 20, 2016 where it was referred for “public comment”.

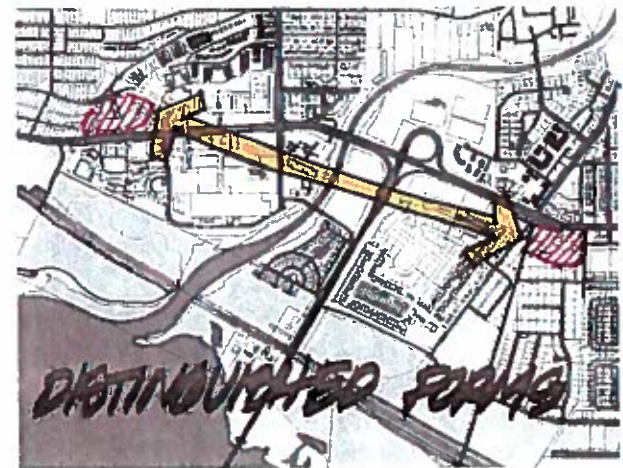
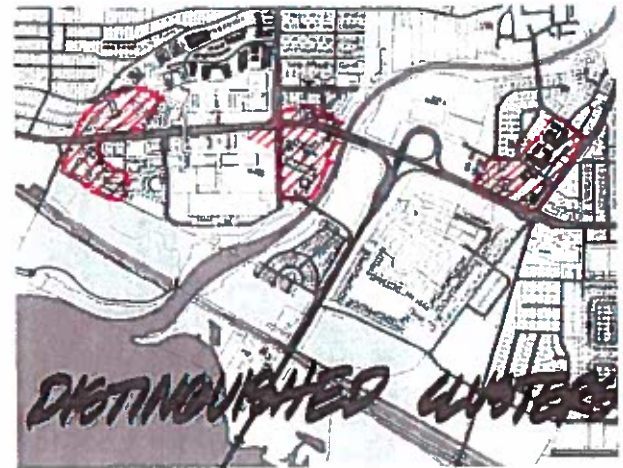
Observation Theme: Natural features

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.



Observation Theme: Built form

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 Theme: Transportation and Mobility

Smaller, human-scale blocks make pedestrians feel comfortable. 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.

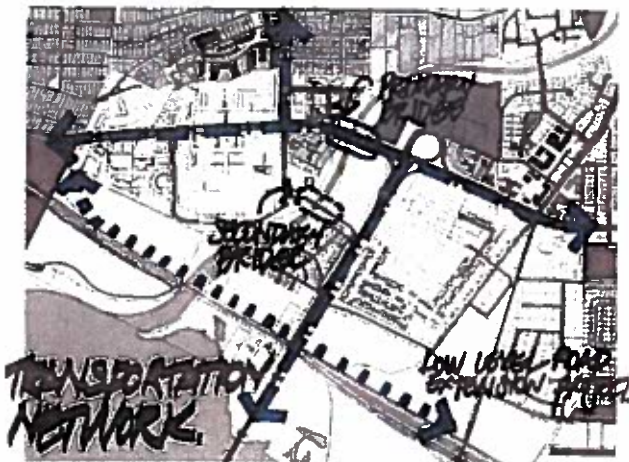
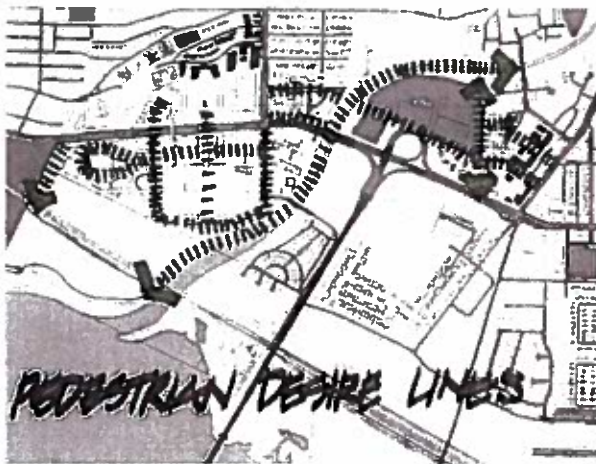


Figure 3.1. Figures from Systems Analyses

3.2 Public Engagement

The public consultation program for the Context Study was conducted between September and October of 2016 and included a range of opportunities for public participation including a web portal, roundtable discussions, open houses and a survey.

The website received over 1,100 views while the public consultation program was underway and notices about the public events and surveys were sent to over 600 citizens. The Context Study webpage was the second most viewed "Council Priorities" webpage and accounted for over 50% of all "Council Priorities" page views while the public engagement process was underway.

The two roundtable discussions were fully subscribed, with 46 participants in attendance. Each session featured facilitated table discussions that were recorded by a transcriber on a flip chart. The two open houses were attended by over 125 residents and featured interactive and "dotmocracy" boards that allowed attendees to comment directly on the Context Study. 125 different sticky-note comments were provided and included in the analysis. The survey received 329 total responses, making it the fourth most responded to survey on westvancouverITE.

The public consultation events were formatted around the three key components of the Context Study: planning context, Planning Objectives and Design Principles and directions for DWV sites. Feedback was consistent between the different modes of public engagement for each Context Study component. Transportation concerns were the most frequently cited at all events.

Comments on the contextual factors focused on transportation for all modes including traffic congestion, access and egress from the plan area, the need for additional transportation plans and the need for improvements to transit service and active transportation infrastructure.

The survey confirmed support for the Planning Objectives and Design Principles as most received between 60% – 80% support. Two Planning Objectives received less than 60% support with "Respond to context of the two Town Centres (49% agreement) and "Reinforce Park Royal and Lions Gate Town Centres" (with 53% agreement). Both of these planning principles were mainly concerned with the form of development and building height. All Design Principles were supported by over 50% of respondents. The only two objectives with less than 60% support ("Distinct Centres with clusters of taller buildings" with 52% agreement and "Hierarchy of buildings with transitions between scales" with 59% agreement) echo the results of the Planning Objectives, as these are again related to building height.



Figure 3.2 - Images from Public Consultation Events
September - October 2016

Each engagement stream also asked participants to identify any other Objectives and Principles they felt should be added to the Context Study. The most frequent suggestions were related to transportation. Other frequently cited potential objectives included support for reducing building height and additional opportunities for local employment.

The third section of the survey focused on the Planning and Urban Design Directions, asking participants whether they agreed with the proposed directions of the active development applications. The responses ranged from between 40% - 50% agreement/ disagreement for each active application.

Participants were also asked if they had additional comments regarding the development sites, and again there was consistency for each engagement stream and site with comments focused on

transportation (traffic congestion, public transit service and active transportation) and the form of development, including concerns regarding building height.

The public consultation program confirmed support for the Planning Objectives and Design Principles, and some support for the directions for the developments sites. It also indicated additional contextual information on transportation was required and that the directions for each site may need to be more responsive to concerns regarding the form of development, particularly building height. This required additional research, planning analysis and urban design to expand the Context Study through the addition of new transportation information and to reconfigure the directions for each site to ensure the optimal expression of the Planning Objectives and Urban Design Principles.

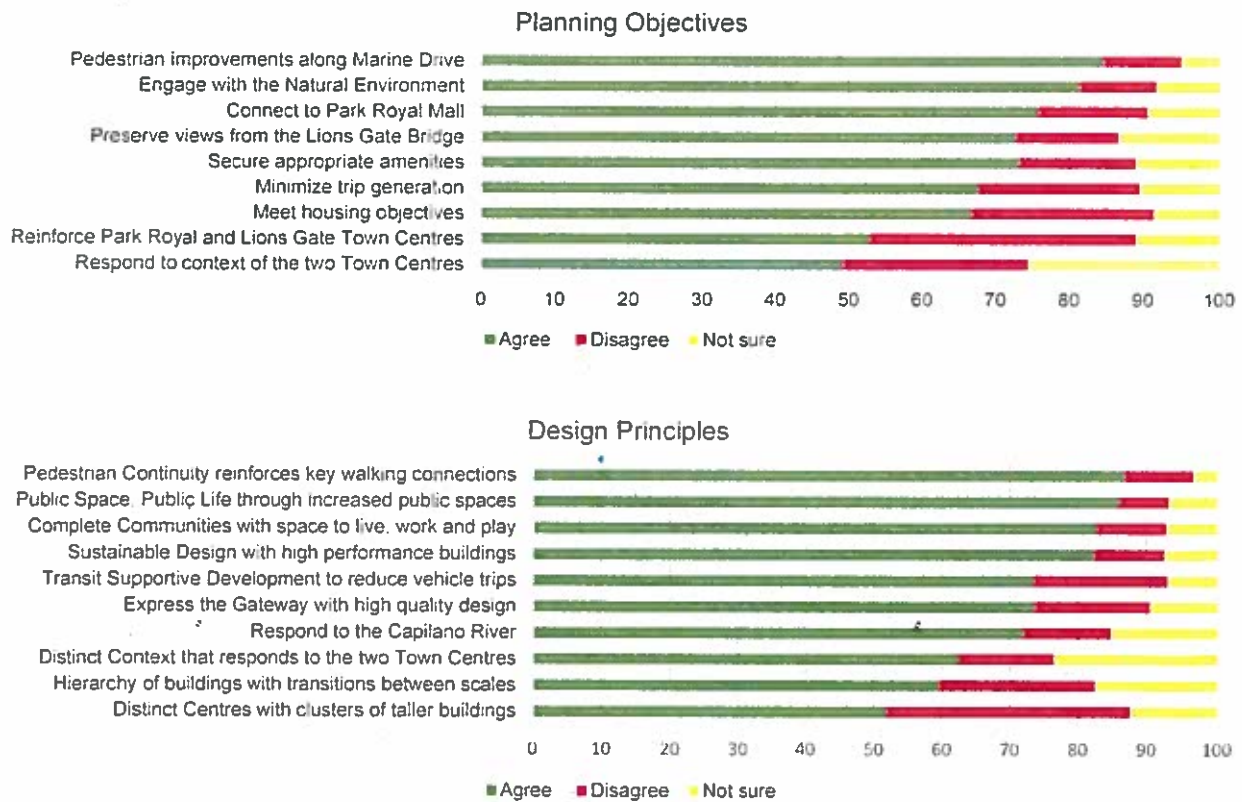


Figure 3.3 - Survey Results illustrating agreement with Planning Objectives and Design Principles

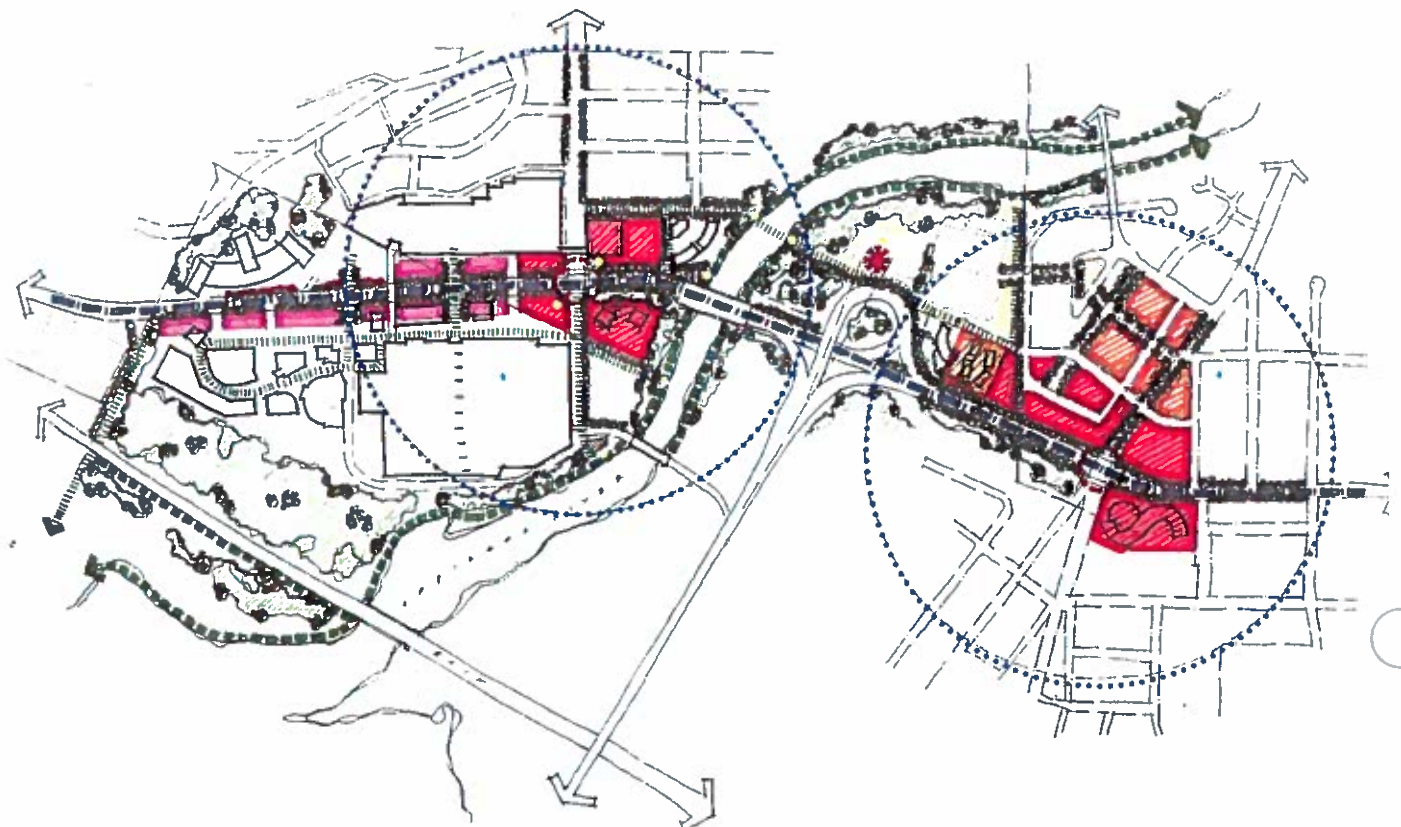
3.3 Revised Context Study

Following the public engagement program the Context Study was updated to respond to the feedback received with revisions addressing transportation, building height and more detailed directions for sites under West Vancouver's jurisdiction.

The revised Context Study included a new section on the transportation context highlighting both the various improvements that have occurred and those proposed for all modes of transportation in the plan area. New data was added to provide support for the Context Study's integration of land use and transportation planning as a traffic management strategy. The Context Study was also expanded to include a literature review highlighting the quantifiable impact of various urban design measures on travel behaviours and transportation mode share. Though the feedback received on the Planning Objectives and Urban Design Principles demonstrated clear overall support for both, there was more muted support for the objectives and principals related to the form of development and building height.

In response to these engagement findings, the revised Context Study was expanded to provide more clarity on how new buildings can be arranged to contribute to a cohesive yet diverse skyline with additional details on building form and height including:

- Additional details and illustrations regarding view-sheds, use of open space and transitions in scale; and
- Clarifications and illustrations regarding anticipated height and density ranges for each site and the proposed overall design response.



The final set of revisions expanded the Urban Design and Planning Directions into "Guidelines" and provided additional details on the review process for the active development sites including:

Strengthening transportation measures, *such as:*

- Requirements for traffic impact assessments where reduced trip-generation can be demonstrated;
- Residential parking reductions to minimize car ownership
- Removal of existing driveways onto Marine Drive;
- Specific improvements for non-vehicular transportation modes (e.g. Spirit Trail);
- Provisions for additional rights-of-way to support transportation improvements along Marine Drive.

Strengthening building form expectations, *such as:*

- Greater analysis and response to context, views and expression;
- Emphasis of the need for transitions between scales, particularly around existing development;
- Excellence in sustainability through design and performance.

Strengthening of intent for amenities and contributions, *such as:*

- Meeting significant housing affordability and diversity objectives;
- New public spaces, facilities and connections to the natural environment and heritage preservation.

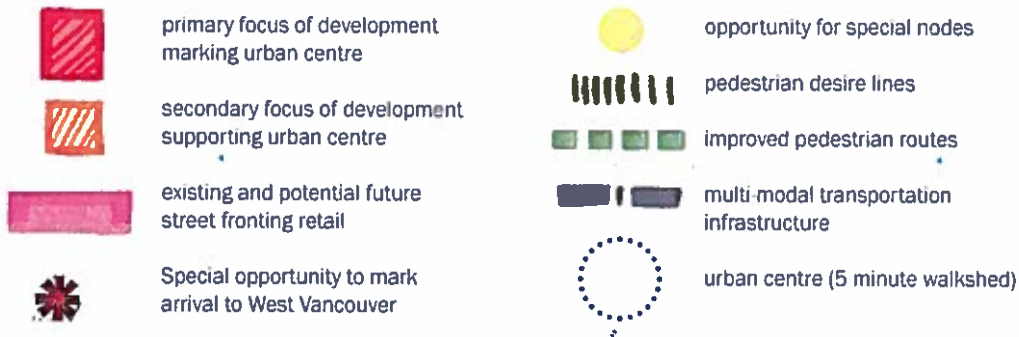


Figure 3.4 - Urban Design Framework illustrating Planning Objectives and Design Principles

3.3 Preparing the Local Area Plan and Design Guidelines

Council direction on the revised Context Study led to its clarification as a Local Area Plan and Design Guidelines that will be included as part of the Official Community Plan. The LAP includes land use policies, built form and public realm guidelines, and directions on amenities, transportation and streetscape design for all DWV sites within the study area. These sections incorporate policy directions from the 2004 OCP, along with more detailed statements intended to provide additional clarity about the types of land uses, building designs and public realm treatments appropriate for the plan area's vision of two distinct, vibrant, mixed-use centres.

In order to provide the Council requested clarification and specificity on appropriate parameters for development, additional planning and urban design analysis was required. The analysis built on the Planning Objectives and Urban Design Principles and input from the public consultation, which though generally supportive of both had more muted support for those related to building height. Additional view shed analyses were conducted to look at potential impacts caused by building height changes and to determine how these changes could still support cohesive skylines that respond to the contexts of each sub-area.

Lions Gate - Klahanie Sub-Area

The policies, guidelines and directions for the Lions Gate - Klahanie sub-area remain consistent with the Context Study and 2004 OCP Policy, with additional details provided on density, built form (including floorplate, siting, transitions and architectural expression), public realm, transportation improvements, parking ratio, and amenities, including affordable housing. The organizing principle for West Vancouver sites in this centre remains consistent with the 'bookend skyline' approach to both building scale and hierarchy that responds to existing and planned developments within the study area.

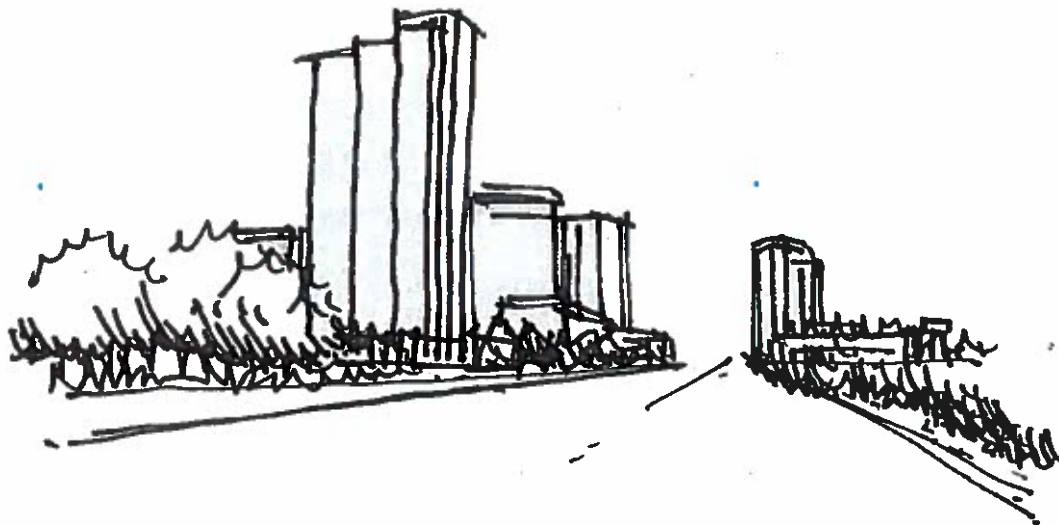


Figure 3.5 - Marine Drive viewshed within the Lions Gate - Taylor Way Sub Area

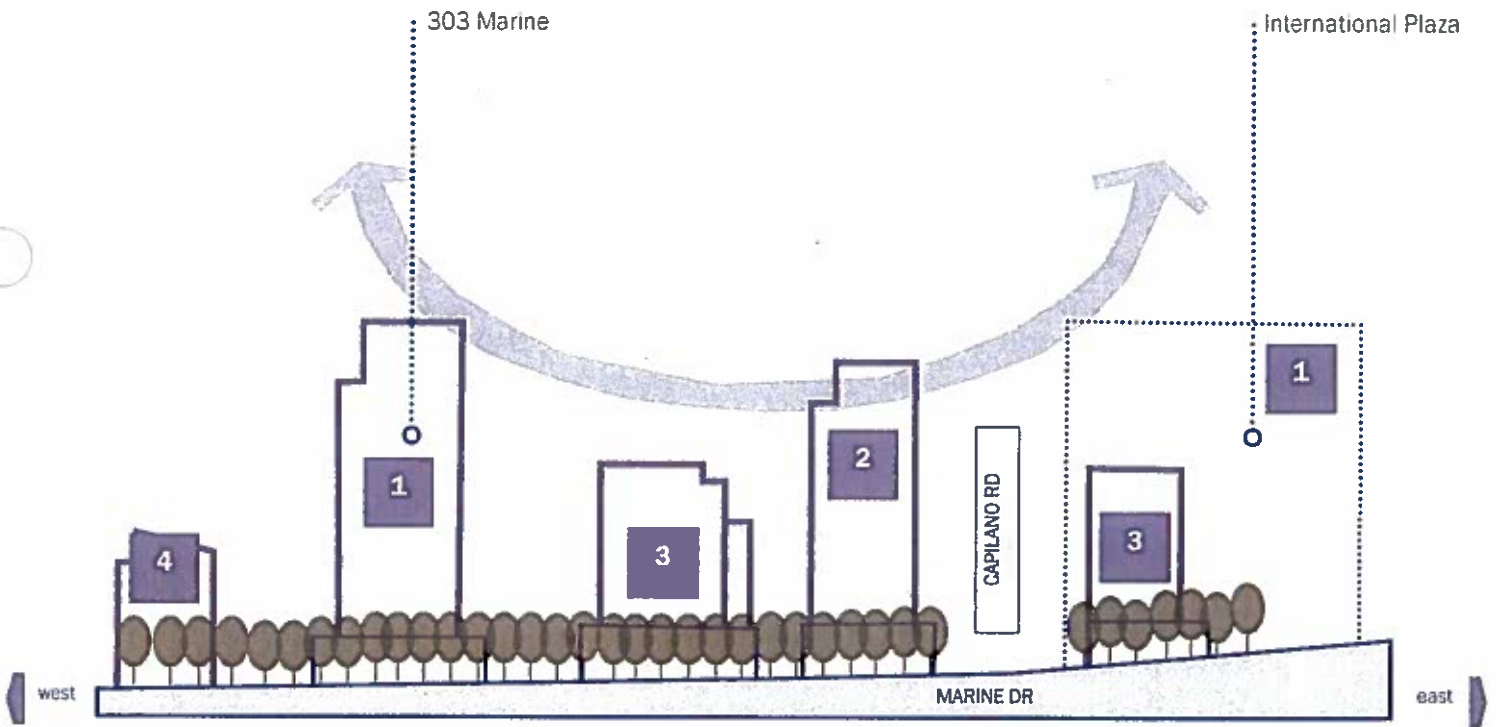


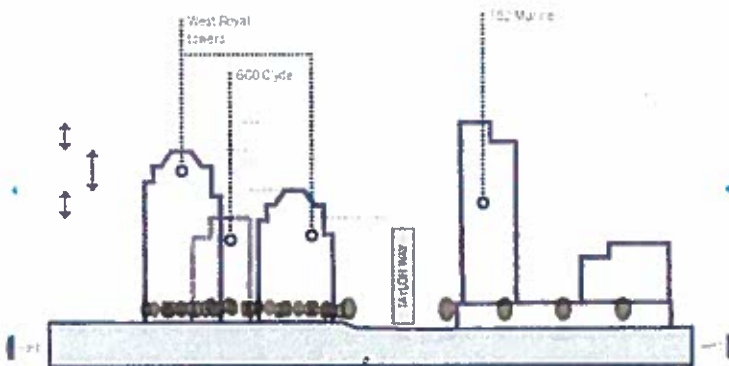
Figure 3.6 - Diagrammatic elevation along Marine Drive illustrating the hierarchy of buildings anticipated for Lions Gate Town Centre and taller buildings acting as 'bookends'

Park Royal - Clyde Avenue Sub-Area

The Park Royal - Clyde Avenue sub-area includes a number of changes to the directions first proposed by the Context Study. The planning and design analysis required to provide additional clarity and specificity for sites within this sub-area created the opportunity to further address feedback received during public consultation around building height, while remaining consistent with the Planning Objectives and Urban Design Principles and the District's housing and sustainability objectives. The majority of these changes flow from the reconfiguration of the skyline around the Marine Drive/Taylor Way intersection, which now features building heights that step down considerably on either side of the existing West Royal Towers, currently the dominant buildings in this sub-area. This change reduces building height at this intersection while still creating a dynamic skyline and a prominent gateway into the District that enhances the public viewshed from Keith Road to the Lions Gate Bridge.

The LAP has been prepared as an amending bylaw to the current OCP and its approval process will be consistent with that of an OCP amendment, which will include consideration by Council following a public hearing as required by the LGA.

Context Study



Local Area Plan and Design Guidelines

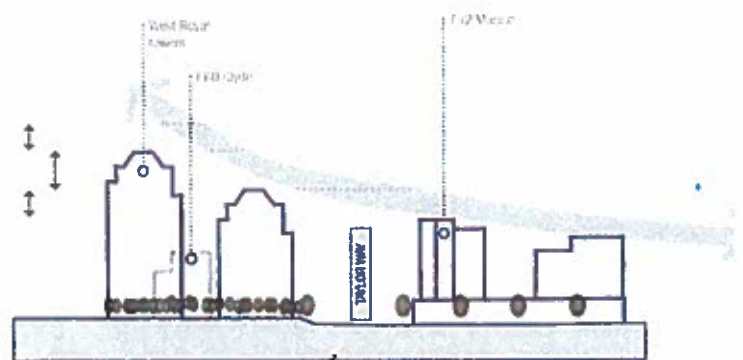
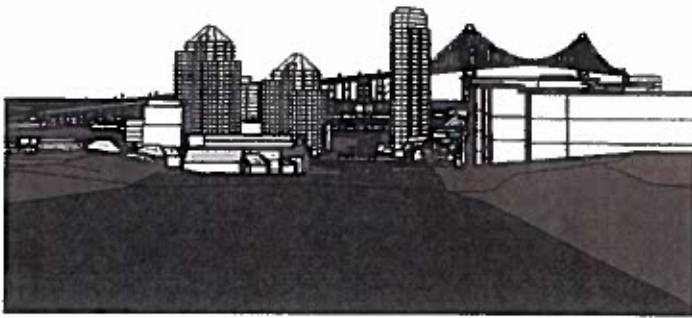


Figure 3.7 - Diagrammatic elevation along Marine Drive illustrating the hierarchy of buildings anticipated for the Park Royal - Clyde Avenue sub-area - and the evolution of the skyline around the Marine Drive/Taylor Way intersection.

Context Study



Local Area Plan and Design Guidelines

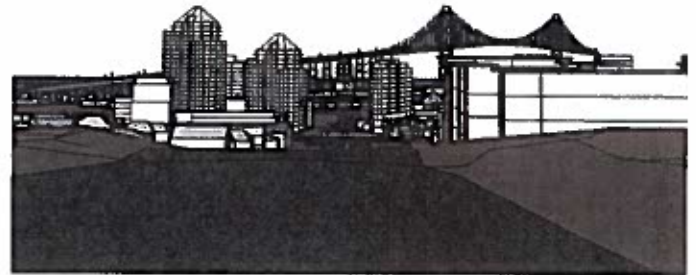
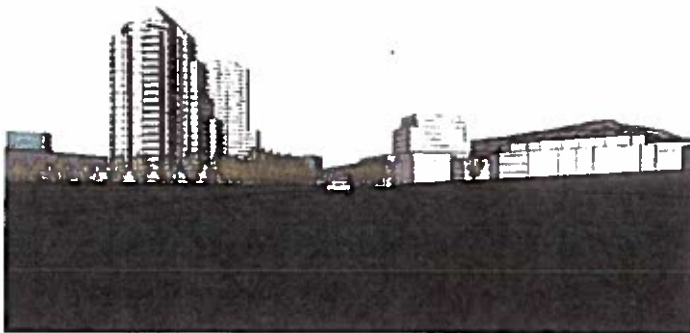


Figure 3.8 - View from Keith Road of the Park Royal - Clyde Avenue sub-area illustrating how building heights have been reduced in the Local Area Plan and Design Guidelines to enhance public views to the Lions Gate Bridge

Context Study



Local Area Plan and Design Guidelines

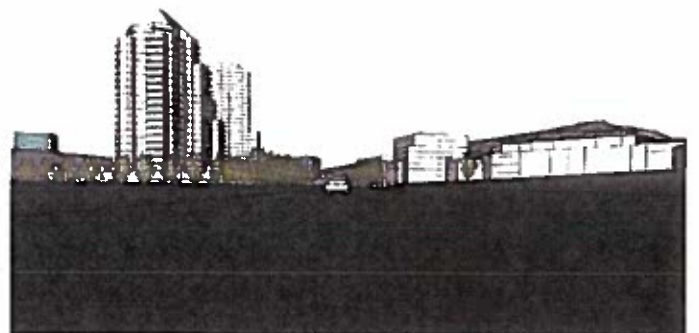


Figure 3.9 - View along Marine Drive of the Park Royal - Clyde Avenue sub-area illustrating how building heights have been reduced in the Local Area Plan and Design Guidelines to respond to the existing context and the shift in the Marine Drive alignment.


west vancouver