

CONCEPT OPTIONS OVERVIEW

PLEASE NOTE

The following two concept options focus on the public realm and open space frameworks. Architectural illustrations describe overall form and height and not an architectural intent. Please refer to the appendix for architectural precedents.



Northlands Village Green



The Boulevard

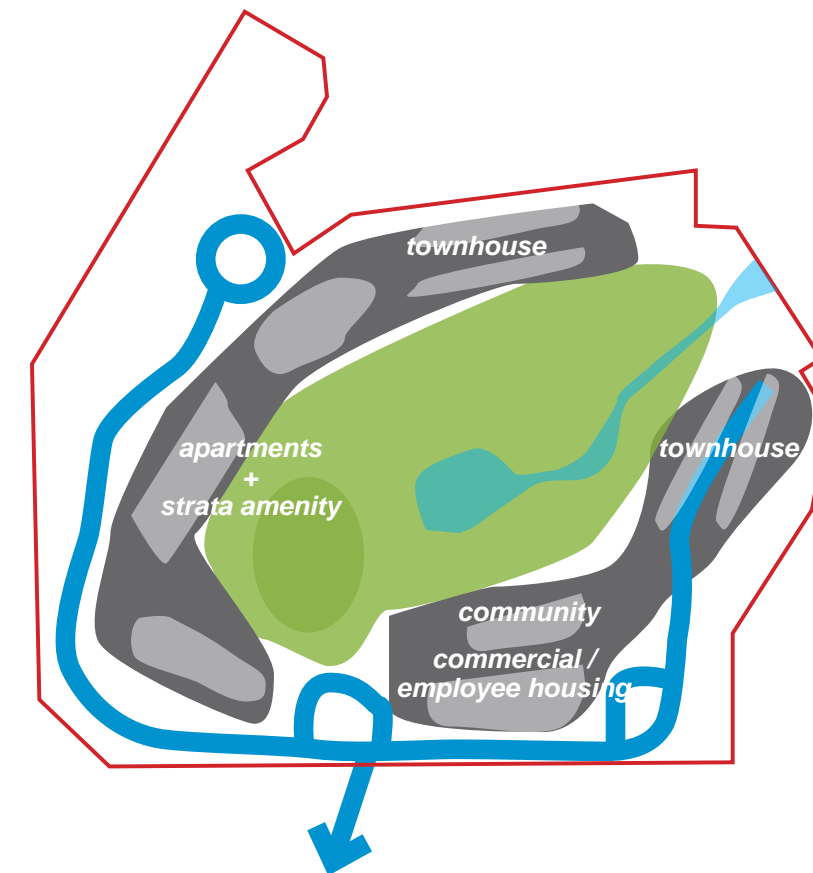


Northlands Village Green

Northlands Village Green emphasizes a generous car-free, public open space for residents, visitors and the Whistler community. The space combines a meadow, knoll, pond, activity nodes and riparian planting. It is a green “bridge” between surrounding natural spaces and the network waterways flowing through Whistler Village.

“Organic” streets/mews around the west edge of the site optimize tree retention, provide access to underground parking and ensure the centre of the site is car free.

A community hub and plaza mixing employee housing, commercial/retail and community uses complete this neighbourhood.



OVERVIEW OF NORTHLANDS VILLAGE GREEN OPTION



The Boulevard

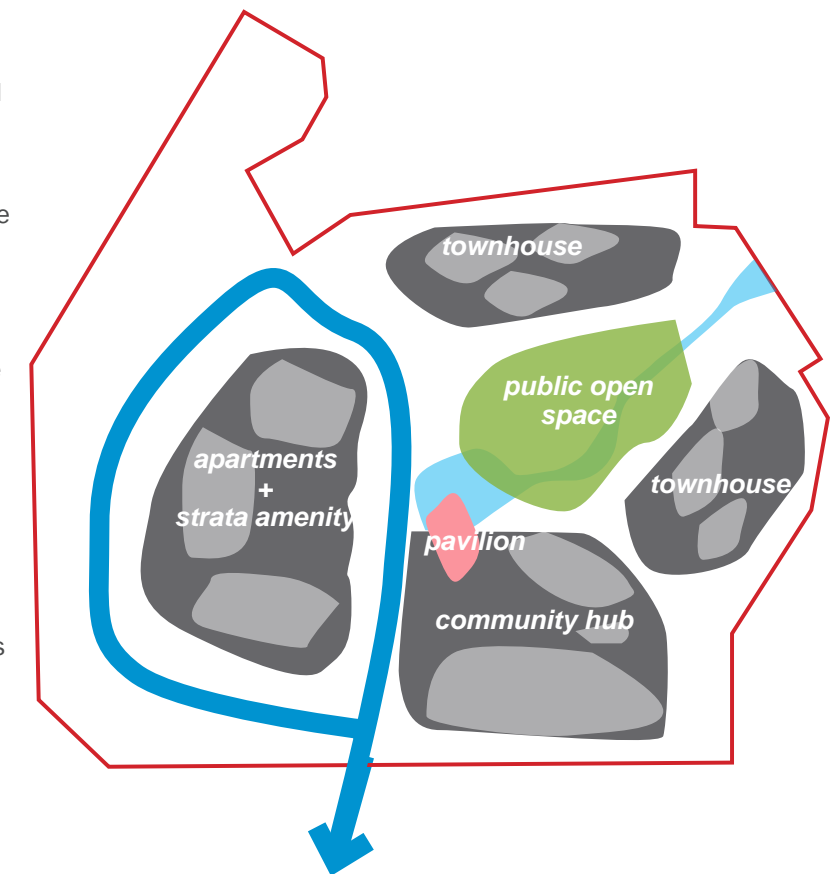
The Boulevard arranges building enclaves and uses around a central open space and a landmark community amenity building.

This concept provides a variety of public and semi-public open spaces as townhouse courtyards, a Granville Island inspired hub, apartment/amenity courtyard and a generous public green open space.

A shared street/mews along the west edge of the site introduces a “formal” geometry, defining the apartment/strata amenity enclave.

The mixed use community hub combines employee housing, commercial/retail and community uses.

A green Boulevard separates and defines the enclaves and increases the exposure and visibility of this new neighbourhood.



OVERVIEW OF THE BOULEVARD OPTION

PEDESTRIAN AND CYCLING NETWORKS

Northlands Village Green

The proposed cycling and pedestrian networks link to the Valley Trail and the proposed enhanced pedestrian and bike connections between Lorimer Rd and the new development.

Cyclists travel through the site on perimeter mews and local streets.

The site plan includes a fine grained walking network with a variety of routes through and around the site including a "loop" around the pond.

- Above Grade Bike Parking /Charging/ Workshop
- Pedestrian Path
- Pedestrian & Cycling Route
- Existing Valley Trail



The Boulevard

The proposed cycling and pedestrian networks link to the Valley Trail and proposed enhanced pedestrian and bike connections along Northlands between Lorimer Rd and new development.

Cyclists can travel through the site on a dedicated bike path along the west side of the property or on the other local shared streets.

The site plan includes a fine grained walking network with a variety of routes through and around the site including a "loop around the pond". A pathway from the southeast to the northwest corner anticipates a desire line for walking through the site towards the valley trail along the highway.

- Above Grade Bike Parking /Charging/ Workshop
- Pedestrian Path
- Pedestrian & Cycling Route
- Existing Valley Trail



VEHICULAR NETWORK

Northlands Village Green

Vehicular traffic is located around the edges of the site to reduce the impact of traffic on the central open space.

A turn-around/drop-off at the terminus of Northlands Boulevard provides a gateway to the site with views into and across the central open space.

A turn-around/drop-off is located in the southeast corner to support the mixed use hub and daycare.

- Underground Parking
- Mews Road
- Fire Truck Access / Single Families
- U/G Access



The Boulevard

The centre road is a distinguishing feature of this option. It serves to separate and define the enclaves, increase the visibility of the central space and increase accessibility.

The mews along the west edge and the central road are designed with centre medians with trees to reinforce the curving street geometry, and provides a strong sense of arrival and movement through the site.

- Underground Parking
- Mews Road
- Fire Truck Access / Single Families
- U/G Access



OVERVIEW

BUILDING TYPOLOGIES AND HEIGHT

Both concept options provide approximately 300 residential units (apartment and townhome) consisting of 837 bed units. 42 Bed units of employee rental housing are proposed in the mixed use building.

Northlands Village Green

Two level units are proposed at the base of the apartment buildings to provide ground oriented family sized units and develop a “front door network” with “eyes” on the public space across the site.

Building typologies and height respond to the context - with townhouses around the north and east edges to respect the Montebello neighbours - and taller buildings along the west edge where the density will not impact existing neighbours.

The south edge will orient units towards the existing neighbours oriented to a common public path.

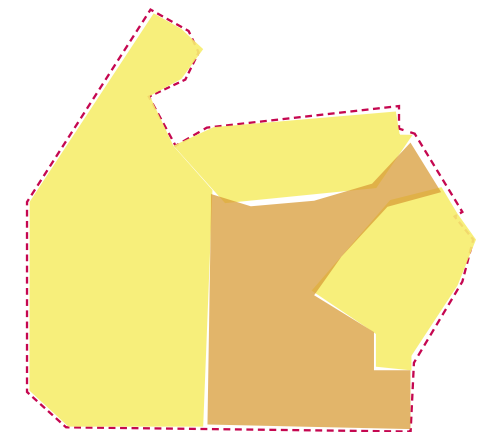
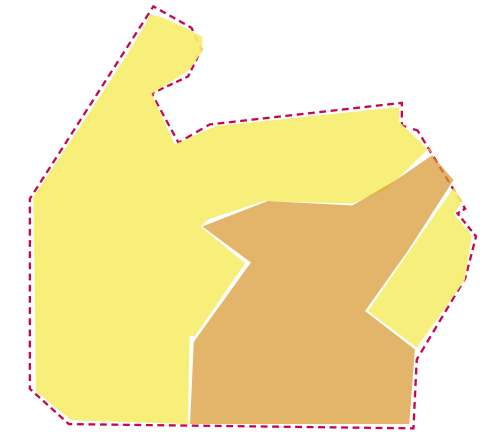
Locating buildings closer to the periphery of the site supports the central idea of maximizing a car free central open green space.

PRIMARY OPEN SPACES

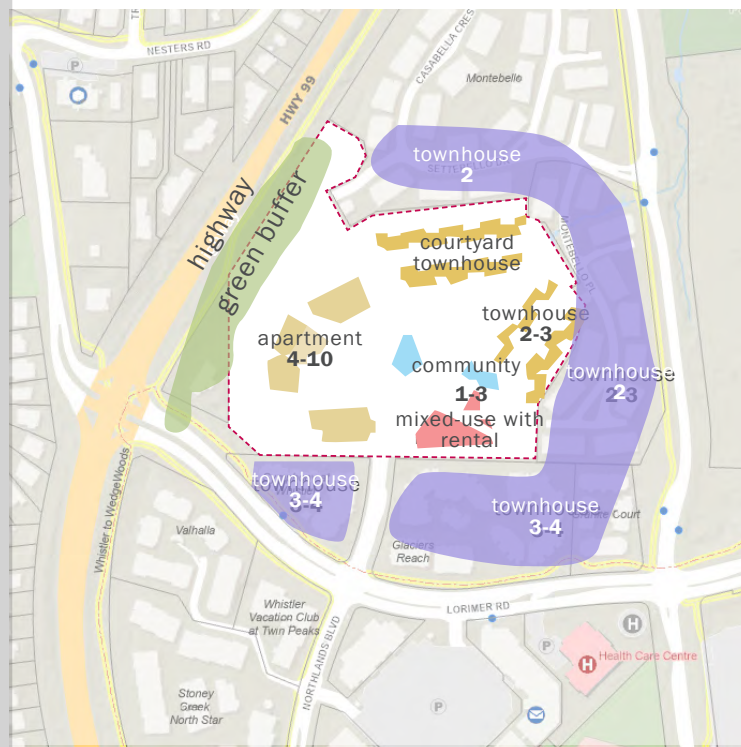
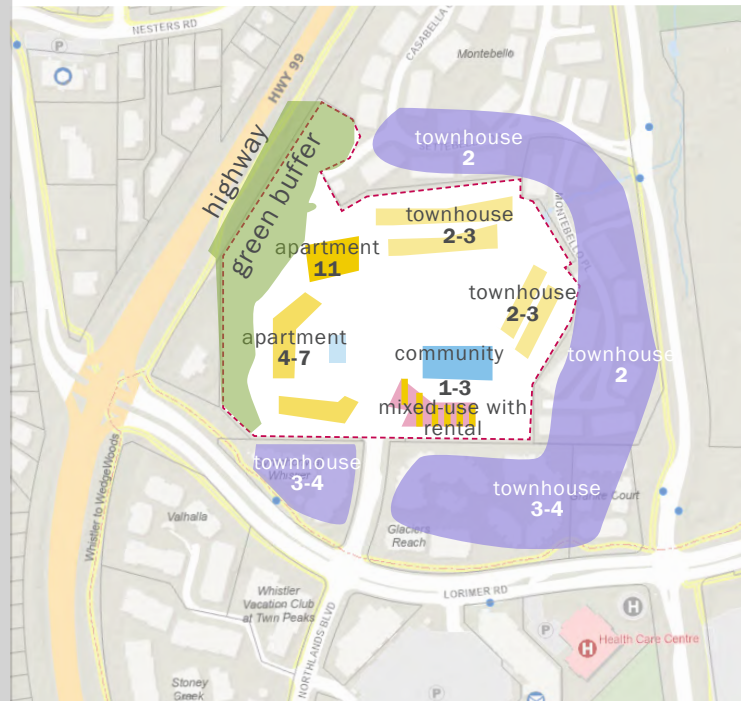


- places for public art, play and gathering
- green buffer
- natural open spaces
- plaza and community hub

PUBLIC AND PRIVATE REALMS



- RMOW / public space
- strata / private space



The Boulevard

The townhouses are designed with courtyards including private and shared outdoor spaces where residents can socialize. The heights are consistent with Montebello.

The apartments are arranged in increasing height from south to north which avoids impacts of shadow and privacy on existing neighbours.

The community hub mixes a 3 storey mixed use building including employee rental with small, “kiosk” style buildings “surrounded” by the plaza. This Granville Island influenced approach emphasizing views between buildings to a natural space would be a unique addition to the Whistler fabric and public realm.