

Appendix B

Attachments for item 10.1
provided under separate cover



w e s t b a n k



APPLICATION FOR REZONING : REVISED 10 JUNE 2015

SEWELL'S LANDING AT HORSESHOE BAY



B C C O N D O S . N E T





Perspective view towards
Horseshoe Bay from townhouses
CONCEPT OVERVIEW





Perspective view looking
east over Horseshoe Bay

CONCEPT OVERVIEW





Photograph of the Sentla Residence,
West Vancouver by Merrick Architecture

ARCHITECTURAL CHARACTER



BC CONDOS.NET



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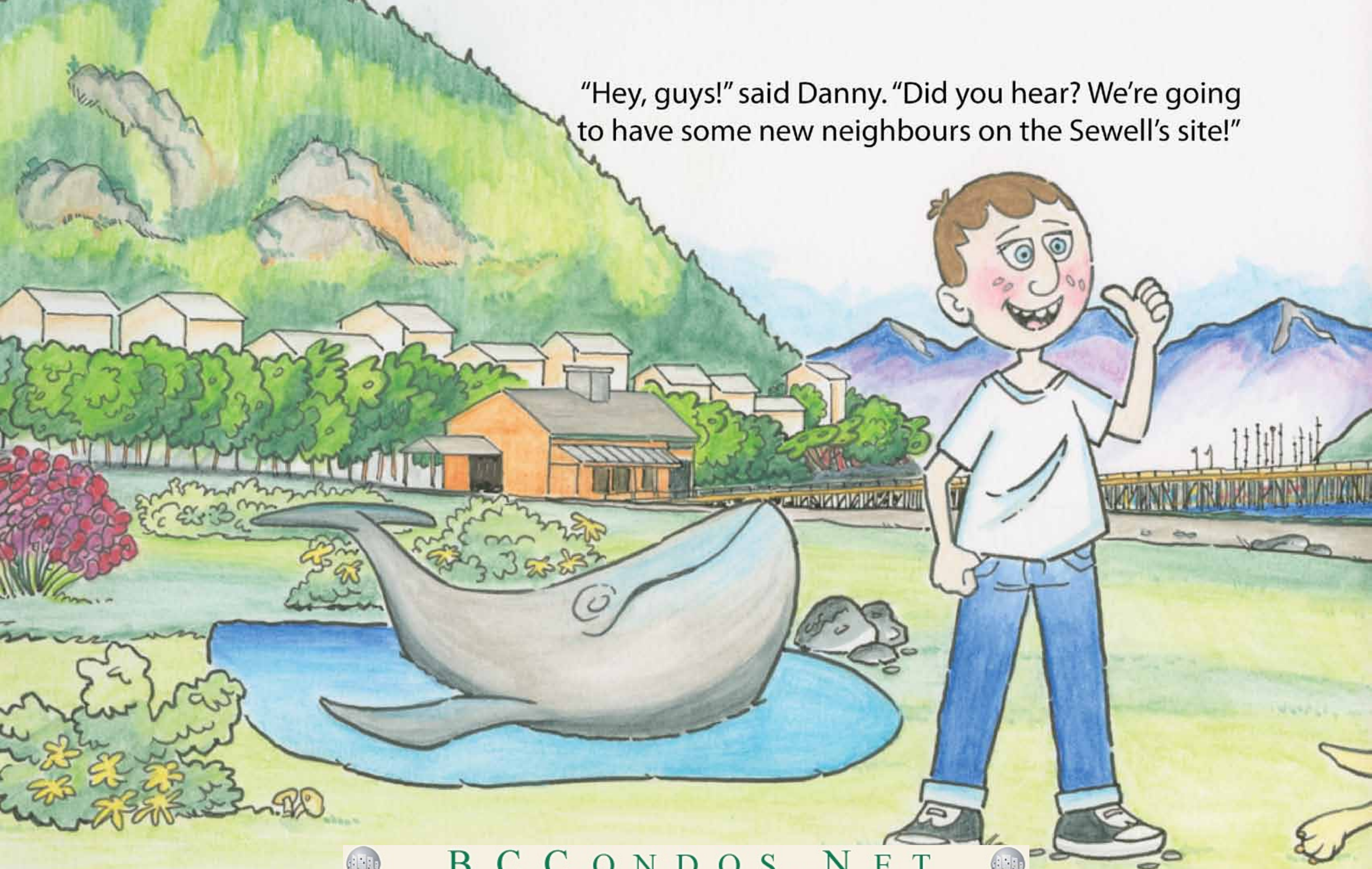
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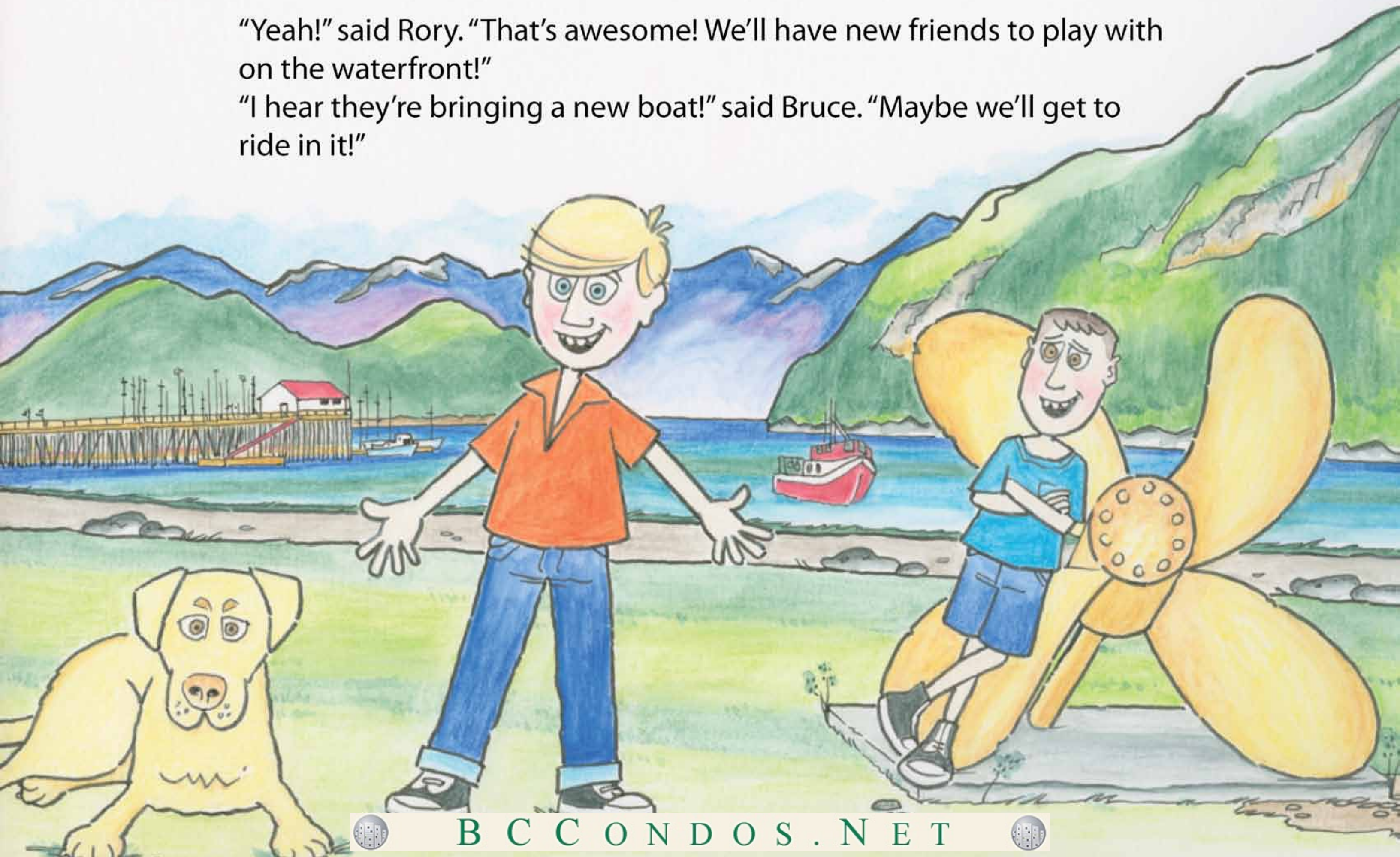


"Hey, guys!" said Danny. "Did you hear? We're going to have some new neighbours on the Sewell's site!"



"Yeah!" said Rory. "That's awesome! We'll have new friends to play with on the waterfront!"

"I hear they're bringing a new boat!" said Bruce. "Maybe we'll get to ride in it!"



HORSESHOE BAY

DISTRICT OF WEST VANCOUVER

CITY OF NORTH VANCOUVER

UBC

CITY OF VANCOUVER



<
Schematic map of Metro
Vancouver showing both the
District of West Vancouver
and the neighbourhood of
Horseshoe Bay

>
Photograph of Sewell's Marina
from Horseshoe Bay

01. WHERE WE ARE: HORSESHOE BAY



B C C O N D O S . N E T





Photograph of Horseshoe Bay looking north.
Tyee Point shown at left.

HORSESHOE BAY CONTEXT





LOCAL

Locality and place characterize the Bay. It is known for a celebration of home, warmth, and a spectacular coastal lifestyle



COMMUNITY

People choose to make Horseshoe Bay their home, building on an existing sense of community and celebrating this unique part of West Vancouver that exemplifies life on the West Coast

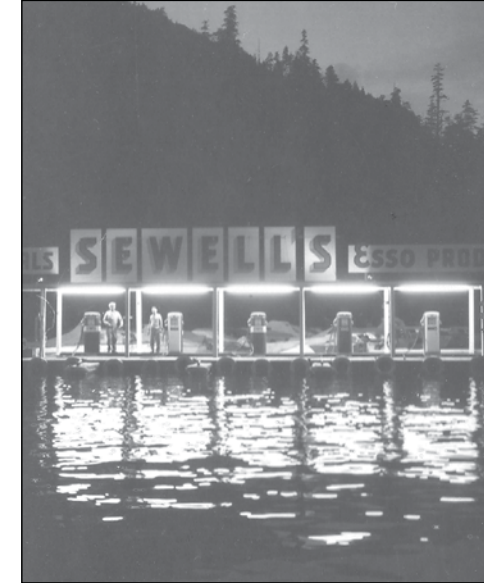
The character of Horseshoe Bay is defined by geography and narrated by the lives of people who have made it their home for generations.



WATERFRONT

An active, purposeful, and working waterfront marries steep glacial valleys and the Pacific Ocean. The site bridges two regionally-defining elements: forested granite mountains and richly deep blue water.

Humble, practical, and daily harbour activities engage all five senses and remind that the Bay was settled as a working deep-water port, at a point of converging pathways and natural features. Year round vitality is critical to its future.



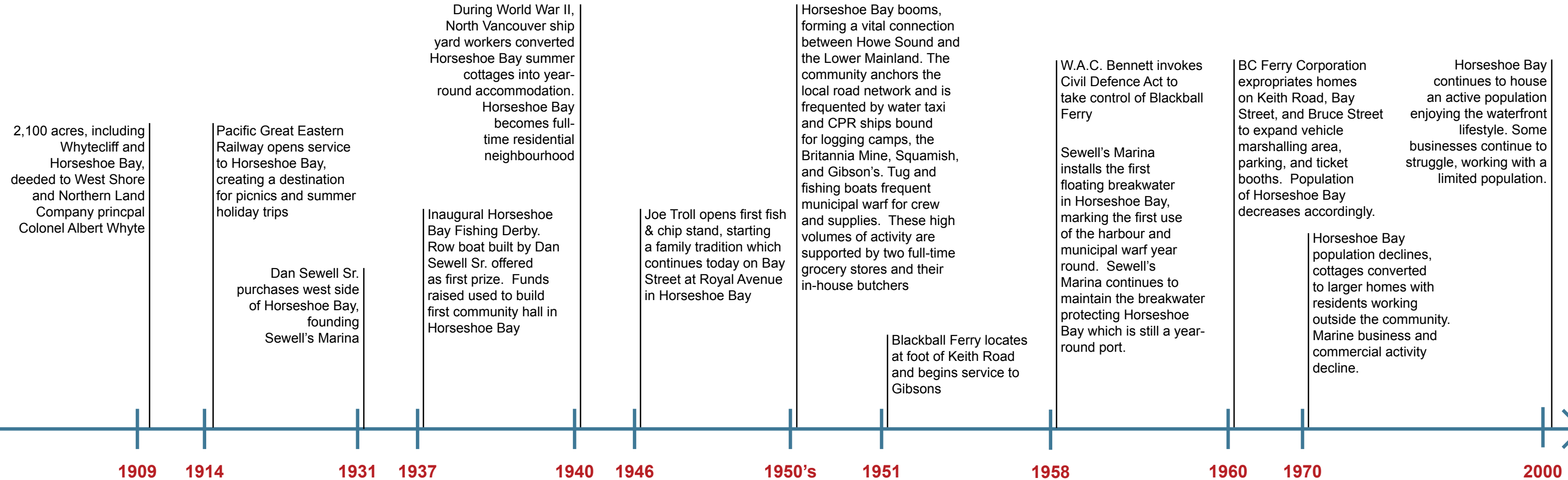
CONTINUITY

The Marina site is an embodiment of Horseshoe Bay's past and future. Sewell's Marina has operated here for 85 years and that continuity forms a central characteristic of the proposal. Respect for uninterrupted maritime activity is key to life in this corner of the Bay; Sewell's Marina and all water uses will not change as part of the proposal. The opportunity to live in close proximity to this working waterfront sets this site apart in Vancouver.



WEST COAST

Humanized West Coast architecture is a dominant influence in Horseshoe Bay, drawing from the Modernist history of West Vancouver.



Whytecliff Lodge in Horseshoe Bay, c. 1948



Sewell's Marina, c. 1946



Sewell's Marina c. 1955



Installation of floating breakwater c. 1958



Concrete breakwater at Sewell's Marina, c. 1970

HISTORY OF HORSESHOE BAY



Kevin Breckman

President & Skipper
Sea Dragon Dive Charters

"We have been running Scuba charters out of Horseshoe Bay which I consider a seaside jewel for 10 years. The proposed development will keep the feel of the seaside jewel, accentuating the water environment. I must say we feel privilege to be one of the commercial companies located in Horseshoe Bay with the great diving of Howe Sound minutes away. The increase in commercial space means there is an opportunity for our dive business, the additional levels of parking will help the local business, the mix of housing, the seaside paths and revitalization of the marina - it just doesn't get any better; and to think I can live here!"



Gary Troll

Owner,
Troll's Family Businesses
since 1946

"This project is so wonderful; everyone is excited. We need these homes and the people to support the businesses; we are doing what we can with events like Taste of the Bay; but we need more. Paul Merrick has utilized the existing property in such a positive way, with limited view impacts, andit just works. Build as much as you can - it looks so good! People can downsize, families can move in, all of it is good. And most important it maintains family tradition of contributing to Horseshoe Bay and West Vancouver. Let's get this going."



Liz Byrd

Visioning Committee, Former
Councillor, Member of Western
Residents Assoc.

"It's the awakening of Horseshoe Bay - isn't it! What I like is you are actually building in sympathy with the landscape. Wonderful addition to building our community."



Dr. Vim Hofmeyr

Docs on the Bay
Family Practice

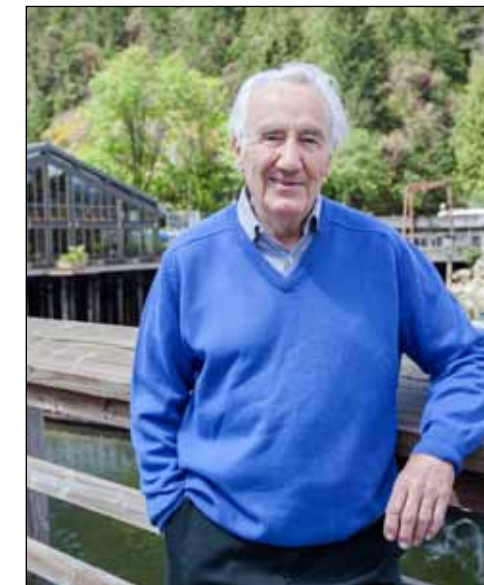
"The Merrick concept for the marina property is just what the Doctor ordered. It will bring the population back to healthy levels, help the school system, help the business community and I hope create enough demand to encourage more services, maybe a pharmacy or perhaps even a medical lab. Horseshoe Bay needs this project and the Sewell site is the perfect place to build density."



Christine McPhee

Resident, Business Owner,
Member Visioning Committee

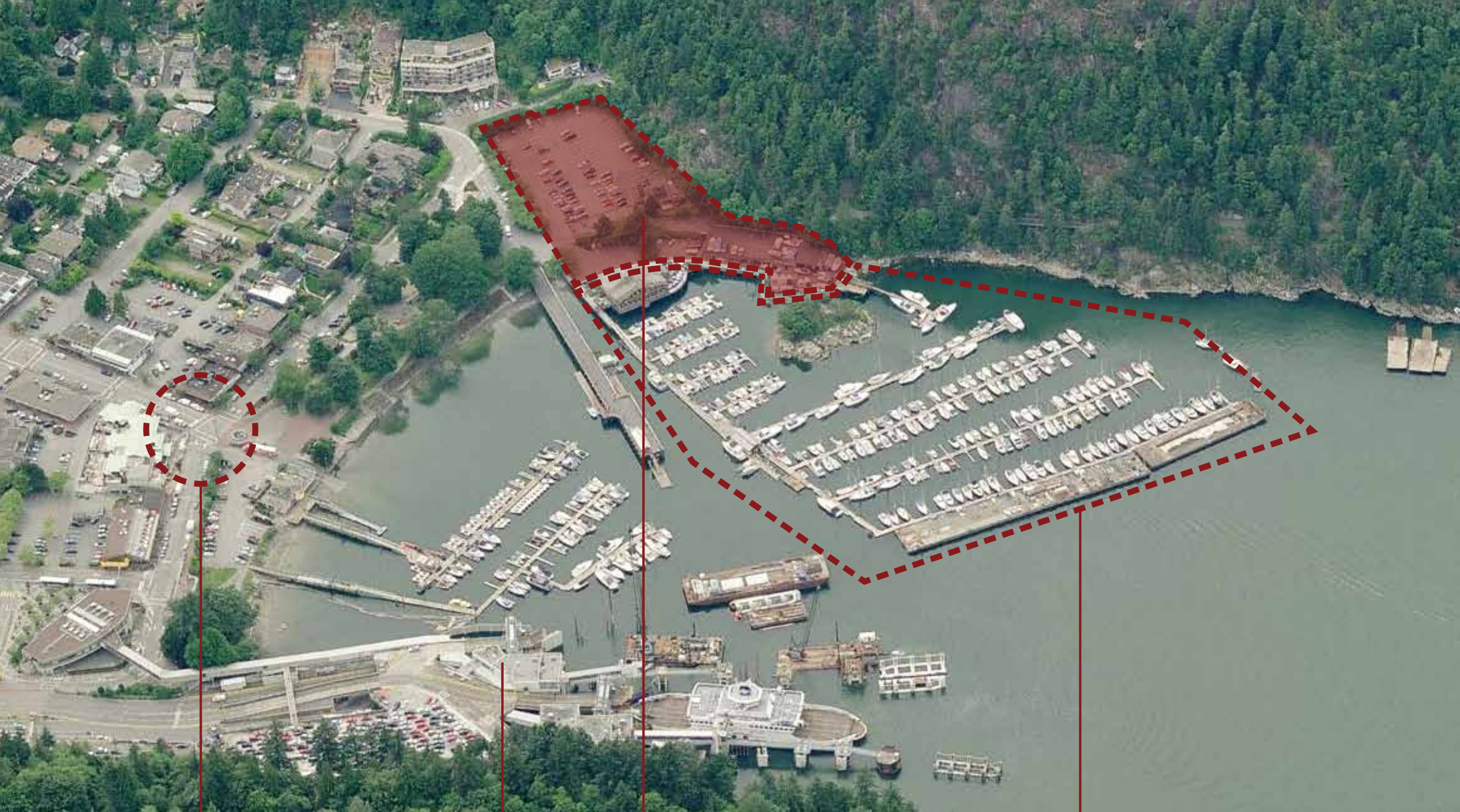
"I wholeheartedly support the Sewell's project. Having been involved in the process from the very beginning, it has the trademark Sewell integrity and forward thinking that bodes well for the future of Horseshoe Bay and its constituents."



Dave Patrick

Resident, Retired Business Owner
Chair, Western Residents Assoc.

"Recently, a former Mayor expressed to me that Horseshoe Bay is looking tired - the last major revitalization was in 1986. This project will rejuvenate Horseshoe Bay or revitalize or whatever word you want to use - this will be the spark plug that gets it going. The Merrick design looks good and replaces a big parking lot with homes, gardens - vitality. It will bring more commerce to the Bay which, is badly needed and for new and different business to move into the Bay."



HORSESHOE BAY VILLAGE CENTRE

FERRY TERMINAL

UPLAND REZONING SITE

SEWELL'S MARINA
MARINE/COMMERCIAL PROPERTY BOUNDARY

SITE OVERVIEW





<<
Barge Loading at
Sewell's Marina
Spring 2015

<
Barge Unloading at
Sewell's Marina
Spring 2015

>
Float renewal in process
Sewell's Marina
Spring 2015

>>
Barge Unloading at
Sewell's Marina
Spring 2015

>>>
Water crane at Sewell's Marina
Spring 2014





<<<

Dan Sewell aboard a vintage
Sewell's Marina "Clinker" boat
built in the 1940s by
the Sewell family.
Horseshoe Bay, May 2008

<<

Khlahoose Lodge,
Merrick Architecture

<

Woodwards Redevelopment
Vancouver, BC
Westbank

>

Photograph of bustling
Horseshoe Bay with the Sewell
Marina visible at left.
c. 1950

02. WHO WE ARE: PROJECT TEAM



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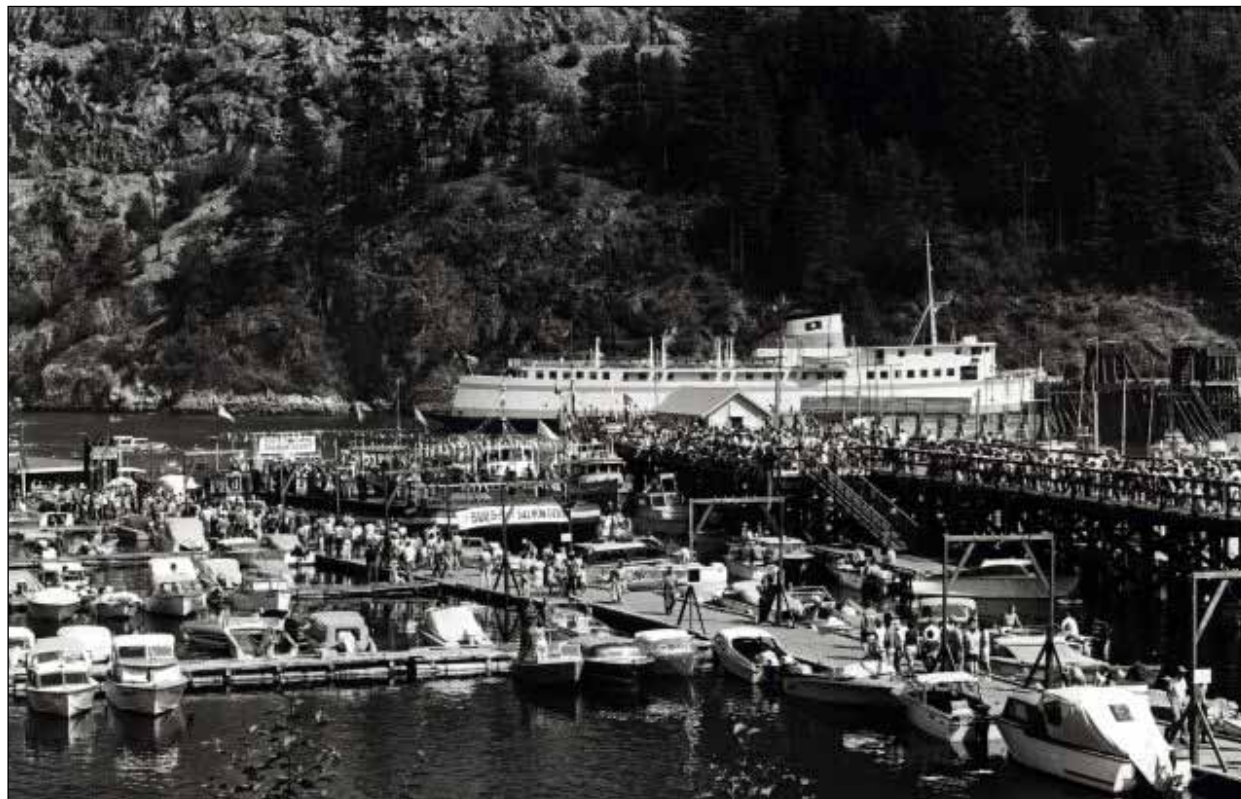


<
Dan Sewell Sr. fishing
with Bing Crosby
1940
Horseshoe Bay, BC

<<
Fishing Derby,
Horseshoe Bay

>>
Blackball Ferry docked
at Horseshoe Bay
c. 1950

>
First Sewell's Marina c.
1923
Horseshoe Bay



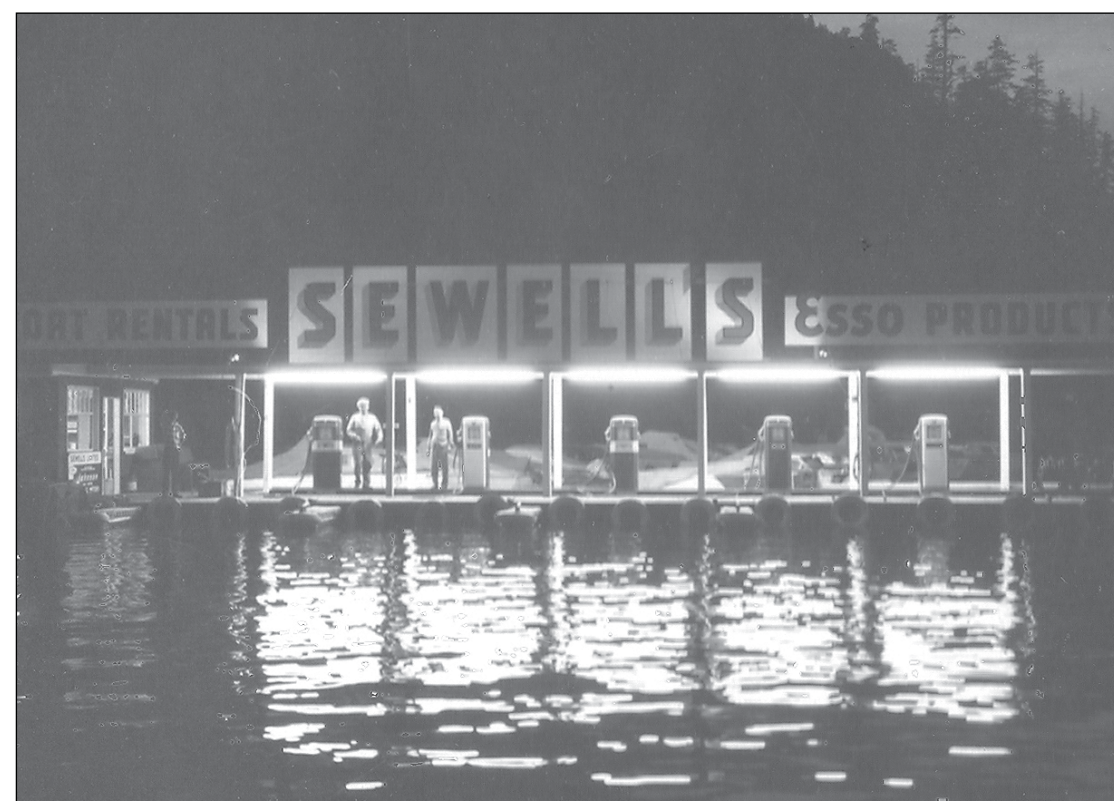


<
 “A Taste of the Bay”
 Annual community food event
 in which the Sewell family ac-
 tively participates.

<<
 Visitors to the Sewell family
 boat rental business
 Horseshoe Bay

>>
 Dan Sewell aboard a vintage
 Sewell’s Marina “Clinker” boat
 built in the 1940s by
 the Sewell family.
 Horseshoe Bay, May 2008

>
 Sewell’s fuel dock c. 1970
 Horseshoe Bay



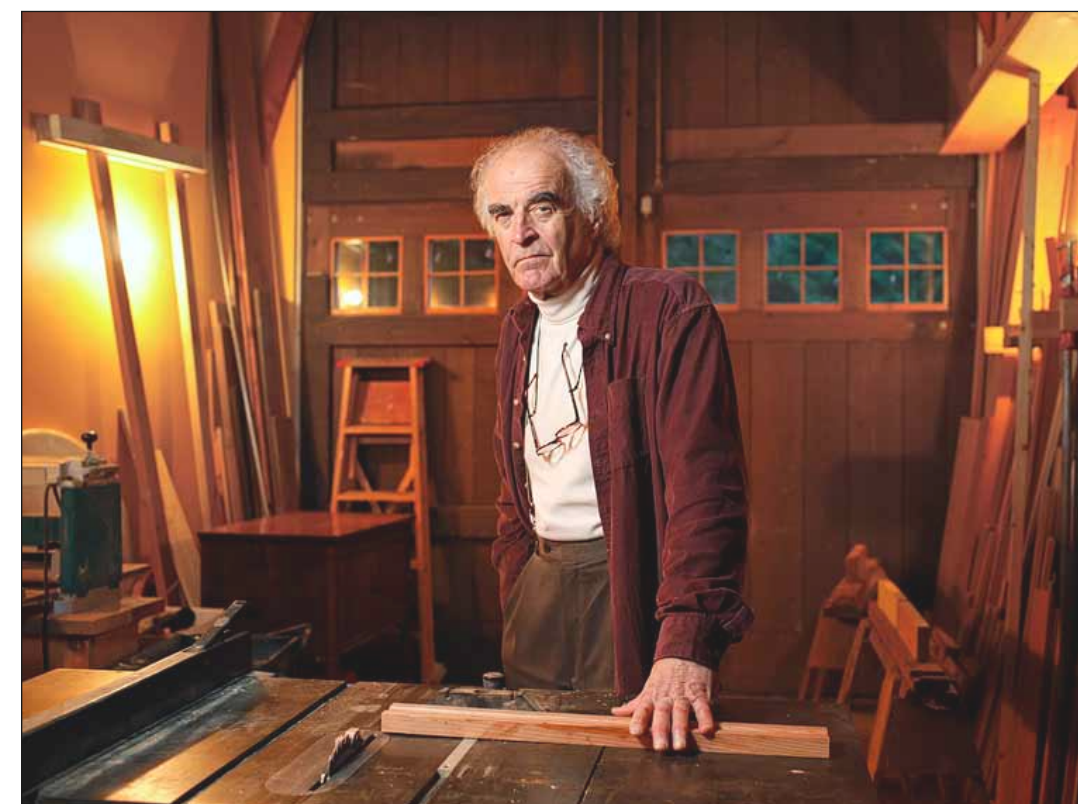


<<
Riverway Golf Clubhouse
Burnaby, BC
by Merrick Architecture
2012

<
Hollyburn Centre
West Vancouver, BC
by Merrick Architecture
2010

>
Sentla Residence
West Vancouver, BC
by Merrick Architecture
2009

>>
Paul Merrick
Founder, Merrick Architecture



PAUL MERRICK AND MERRICK ARCHITECTURE

>>>
6th and Fir
Vancouver, BC
by Westbank
2012

>>
Shangri-La Vancouver
Vancouver BC
by Westbank
2006

>
Fairmont Pacific Rim
Vancouver BC
by Westbank
2012



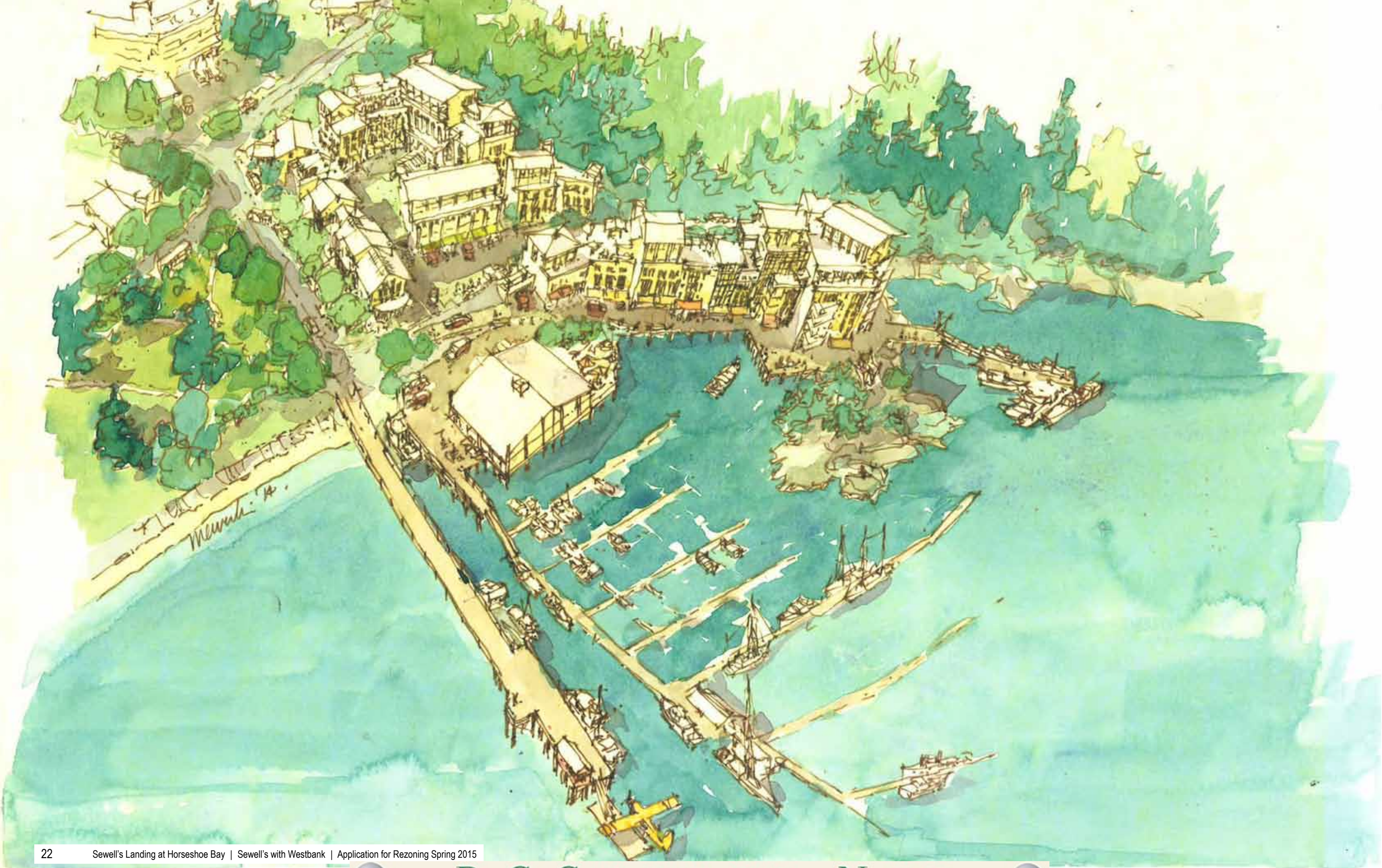
<<
Woodward's Redevelopment
by Westbank
Downtown Vancouver
2008

<
Courtyard at Woodward's
by Westbank
Downtown Vancouver
2009



BCCONDOS.NET





<
Watercolour sketch by Paul
Merrick illustrating the concept
in aerial perspective
2014

>
Image showing flowering cherry
trees along Nelson Avenue at
Sewell's Marina
Spring 2015

A project that is harmonious with the land, and
enhances the working and recreational waterfront,
ensuring the continuation of the Sewell's Marina legacy.

03.WHAT WE ENVISION



B C C O N D O S . N E T





Photograph looking north to
Madrona Island and Horseshoe Bay

SITE CONTEXT



April 30, 2015

For 85 years the Sewell family’s enterprises in Horseshoe Bay have been among the most significant contributors to the life, vitality, and economic prowess of the community.

These enterprises focused largely on providing water-borne recreational services – and for many decades included also a General Store – always a key focus of any local area community.

And Horseshoe Bay is a community. Although part of West Vancouver, its unique geography and orientation has meant it has always had a sense of being distinguished – a place in its own right – a community within a community. Though it has struggled through many recent decades with accommodating regional transportation links in the form of ferry services, these facilities have for some time now reached a mature state, consolidated on the eastern edge of the Bay.

The balance of the basin has evolved as a residential community with a range of commercial service, including Sewell’s, serving both the local area and a range of regional users.

Latterly, Sewell’s facilities have focused on marinas and recreational boaters’ services, which generate of course a need for a significant amount of parking – on the upland site.

This is a proposal to substantially increase the level of contribution that this site can make to the community – retaining the marina parking, but underground, and adding residential uses, incorporating some commercial facilities designed to retain what marine services want to remain, and adding others intended to extend and compliment, rather than compete with, existing commerce in the Bay.

This site lies in the uppermost North-Westerly corner of the Horseshoe Bay basin, and has the interesting characteristics of good access to light and South facing sun, while at the same time enjoying glorious views up Howe sound to the North.

The site backs on the very steep wooded terrain of the sizable hill to the North West (at the end of which is Madrona Ridge), so has the benefit of any shadows cast north from the site falling only on woodland. The higher buildings, ranging between 5 and 10 levels, are all along this North side mountain edge. The concept is seen generally as an extension of the village nature of the Horseshoe Bay community. It is seen as not a single large edifice, but a congregation of smaller building elements, beginning on the Nelson Street frontage with townhome elements having a scale consistent with the very fine texture of this street as it climbs up the western edge of the basins.

The existing cherry trees lining the street (planted by the Sewell’s some decades ago) will remain and edge a new pedestrian way at the West, most public side of the street.

At the bottom end of Nelson street, just before the public dock begins, the site will be accessed just as it is now – first with a ramp to the existing Boathouse restaurant (which will remain), then to the first level of parking access – servicing restaurant and marina users and some of the residents, and on to the water’s edge quay.

This quay will remain a public thoroughfare accessing dockside services, a new public bridge to the foreshore island, and resident’s amenity space at the far end. Adjacent to this, a second point of entrance will occur (essentially where the existing parking entrance now is) – providing access to a village-scaled public “piazza”, a place to gather and enjoy the harbour outlook, edged by commercial services, incorporating some short term parking, and accessing both the second level of underground parking and a laneway connection to the entrances to the residences on the waterfront, and Madrona Ridge beyond.

This public space will be flanked on the West by a small building of three units per floor – four stories over commercial – North of which is a similar increment of four units per level, 6-7 levels.

About halfway up the Nelson street frontage, roughly opposite the end of Bay Street, a third point of entry will provide level access to the fourth parking level, some short term surface spots, and access to the building entrances, at this and the next level. Here these building elements surround a landscaped courtyard, or quadrangle, from which access to the entrances to these buildings is gained. It is edged with outdoor garden terraces for the ground floor units.

Virtually all of the residential units in this proposal are double sided through-units – gaining light on both sides, through natural cross ventilation, and waterfront views on one side and mountain forest or park views on another.

Homes are accessed by either a stair or elevator between each pair, or by external walkways from a common elevator.

Building elements terminate vertically in either flat roof landscaped outdoor terraces, or in some cases, low pitched sloping roofs, in reference to the predominately pitched roof dwellings that comprise the rest of Horseshoe Bay.

Landscape and groundscape will be treated essentially like a European village, with cobbled or textured stone in the piazza, irregular stone paving in larger pieces on the pathways, a grassed common in the upper quadrangle, and selected specimen trees edging or as a focus in the urban spaces.

The waterfront quay will be surfaced in interlocking pavers, and the small island will be left absolutely natural, with a small viewing terrace suspended over the ground cover in the swale between the two outcroppings.

Altogether the new project will extend the fabric of the Horseshoe Bay community, supporting approximately 170 new households, and extend the public foreshore by 400’.



Paul Merrick

B.Arch., Retired Architect AIBC
AAA, FRAIC, RCA
Design Consultant



1. PUBLIC BENEFIT

The Community Amenity Contribution (CAC) is envisioned to be in-kind, housed on site, and include:

1. Opportunity to partner with local association to create a museum of Horseshoe Bay's maritime history
2. Restoration and enhancement of natural habitat on rock islands adjacent to the site which will continue the public waterfront pathway network from adjacent park

2. HARMONIOUS ARCHITECTURE

Paul Merrick's vision for a West Coast village stepping from hillside to ocean is a specific response to West Vancouver's terrain. The separate buildings, each with their particular massing, continue the Horseshoe Bay tradition of plurality of structures rather than consolidation. By employing a distinctive interpretation of West Coast Modern architecture, the scheme also reflects the tradition of cottage buildings throughout Horseshoe Bay.

3. RESIDENTIAL AMENITY

The Residential Amenity will house a heritage motor vessel serving as a centrepiece for resident social activities. It will form a beacon on the Bay pedestrian network and reinforce the uniquely West Coast connection to the ocean.

4. COMMUNITY CONNECTION

By connecting and expanding the public waterfront walkway along the site and out to Madrona Island, the proposal will enable greater enjoyment of the Bay views and a more direct engagement with local marine ecosystems. Much like Habitat Island in Vancouver's False Creek, the restored and enhanced island will connect the natural with the urban for mutual benefit.

5. REALIZING SITE POTENTIAL

Realizing the full potential of a waterfront site in Horseshoe Bay is a primary focus of the project. The site is currently a surface parking lot, is under-used for much of the year and does not enhance the community or adjacent park. Relocating the marina parking underground and increasing capacity from 190 to 220 stalls will support the marina use, allow for diversity of land uses, and create a new accessible pedestrianized ground plane





PUBLIC BENEFITS

6. SMALL-SCALE COMMERCIAL

Small scale, at-grade commercial uses along a portion of Nelson Street will bookend the park and complete the Bay Street public realm. The diversity of commercial opportunities will offer support to marine uses as well as the existing Boathouse restaurant as a destination along the waterfront.

7. LAYERED USES

Layering of residential, commercial, and marine uses will ensure coexistence for future generations. Marine commercial functions will be supported in the proposal and will supplement general local commercial uses serving all residents and the public.

8. SEAMLESS OPEN SPACES

In keeping with the West Coast character, the ground plane of each building will be integrated with the terrace levels which then seamlessly flow to adjacent streets. Through careful management of the landscape, universal access will be supported and a lively and diverse community reinforced.

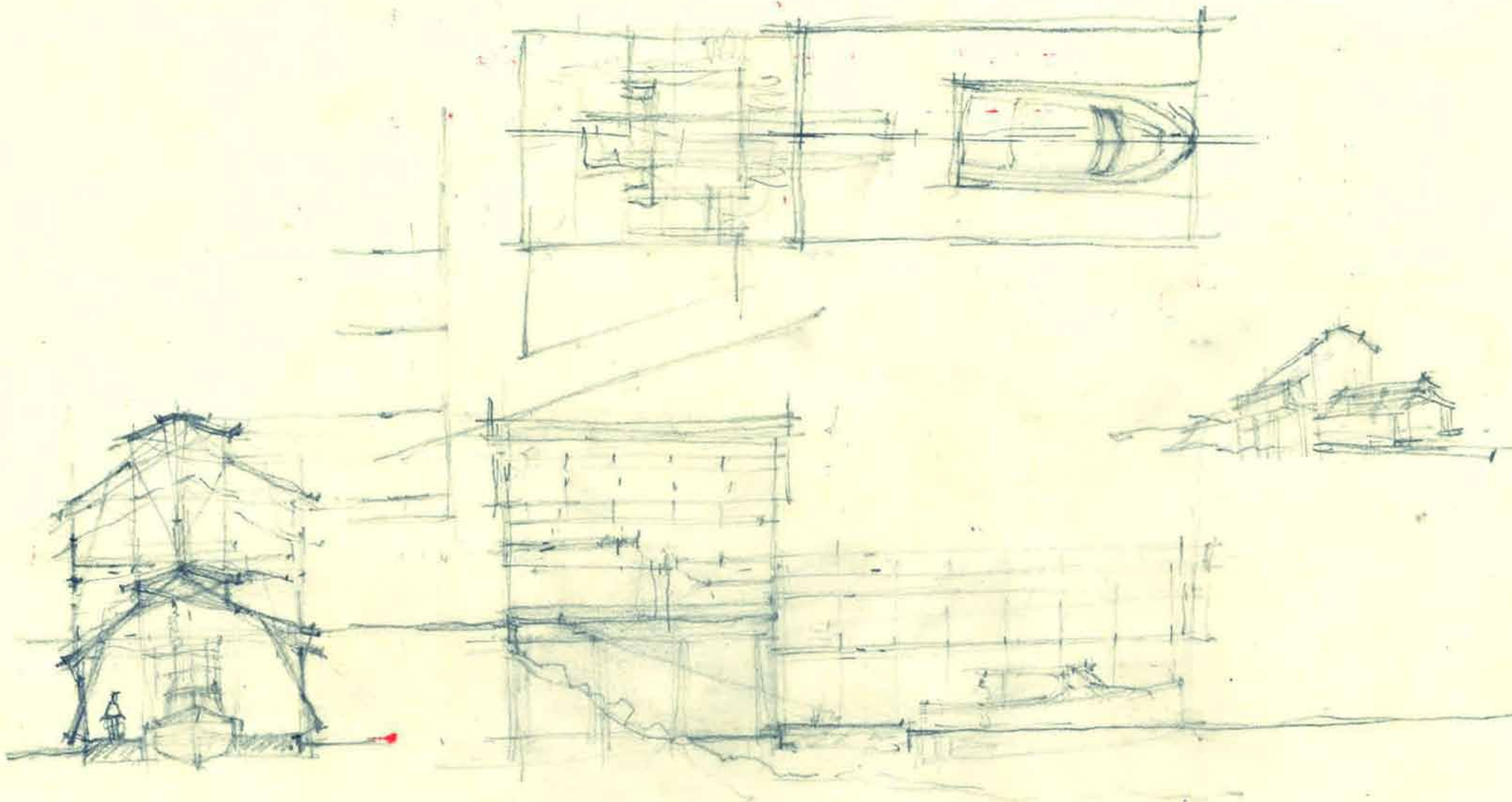
9. ENVIRONMENTAL STEWARDSHIP

The project proposes a holistic approach to sustainable design and will complement the local environment in the following ways:

- Encourage downsizing from single-family detached housing to a mixed use community with shared services.
- Source energy from a geo-exchange loop for heating and cooling.
- Optimize the sheltering of West Coast roof overhangs and of insulated wall area. Much of the glazing will naturally face towards the mountains and water, further reducing the need for cooling.
- Integrate operable windows, doors, and through-unit plans to make cross ventilation available for residents for fresh air and natural cooling.
- Supplement conventional road delivery of construction materials with barging and water delivery.

- Support recreational and commuting cyclists with bike racks and commercial opportunities. Horseshoe Bay is an established destination for competitive cyclists on training rides and the Bay waterfront is highly used in the summer months by a wide variety of cyclists.
- Feature locally-sourced wood in the project.
- Include facilities for non-motorized boating including paddle-boarding and kayaking.

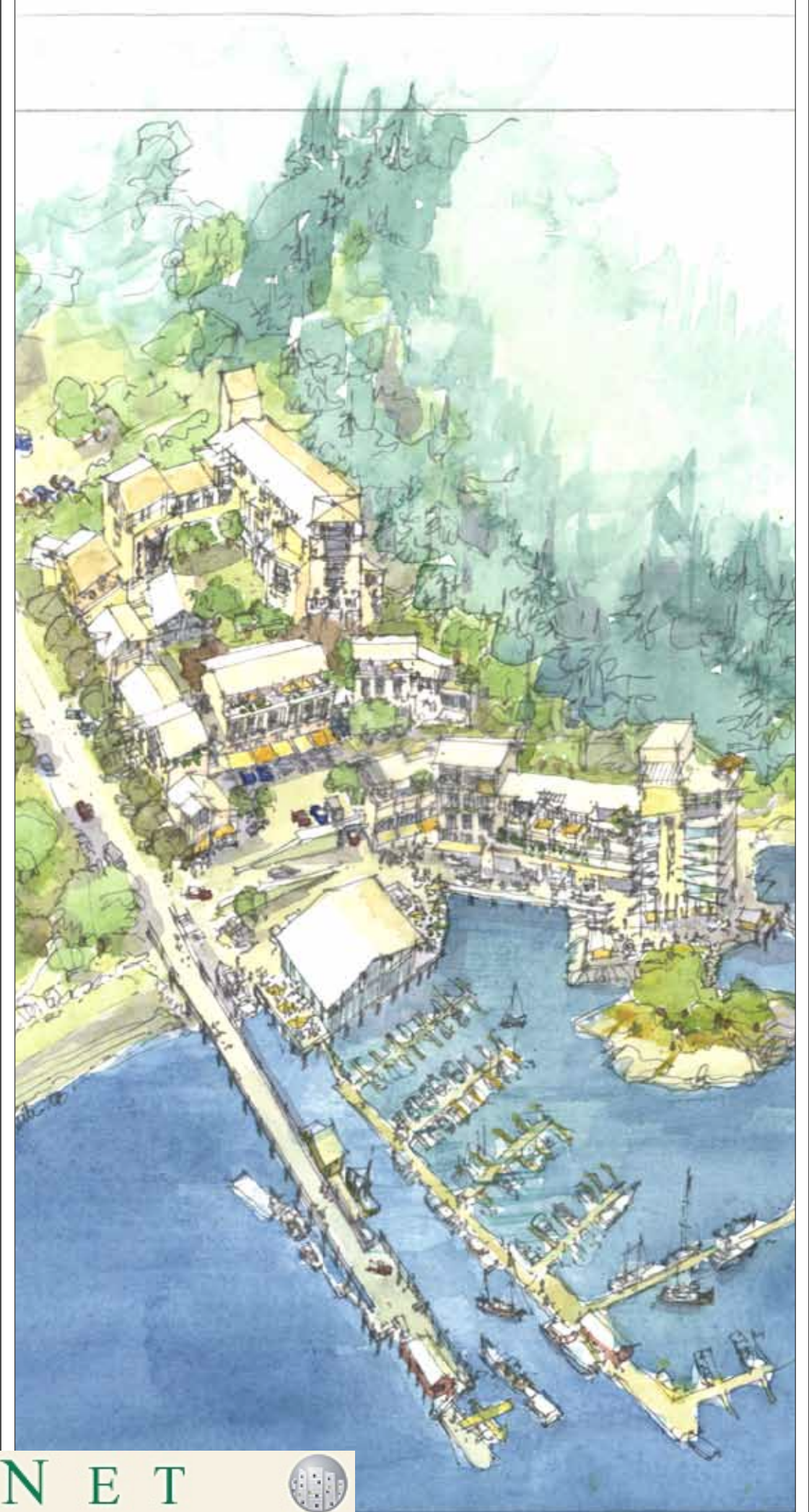




<
Watercolour hand sketch by
Paul Merrick showing proposed
residential amenity building
at Horseshoe Bay
Spring 2015

>
Watercolour sketch by Paul
Merrick, shown at public open
house in October 2009

01. ART AND ARCHITECTURE



B C C O N D O S . N E T



Top (L+R): The Amalfi Coast and Portofino, Italy



Bottom (L+R): Cinque Terre, Italy

MASSING INSPIRATION: COASTAL VILLAGES

Arthur Erickson



Ron Thom



Fred Hollingsworth



Ned Pratt





PROPOSAL

View towards Sewell's Marina
from Horseshoe Bay - Spring 2009

PEDESTRIAN VIEWS



PROPOSAL

View towards Sewell's Marina
along Bay Street - Spring 2015

PEDESTRIAN VIEWS



B C C O N D O S . N E T





PROPOSAL

View towards Sewell's Marina
along Nelson Avenue - Spring 2015

PEDESTRIAN VIEWS





PROPOSAL

View towards Sewell's Marina
from waterfront park - Spring 2015

PEDESTRIAN VIEWS



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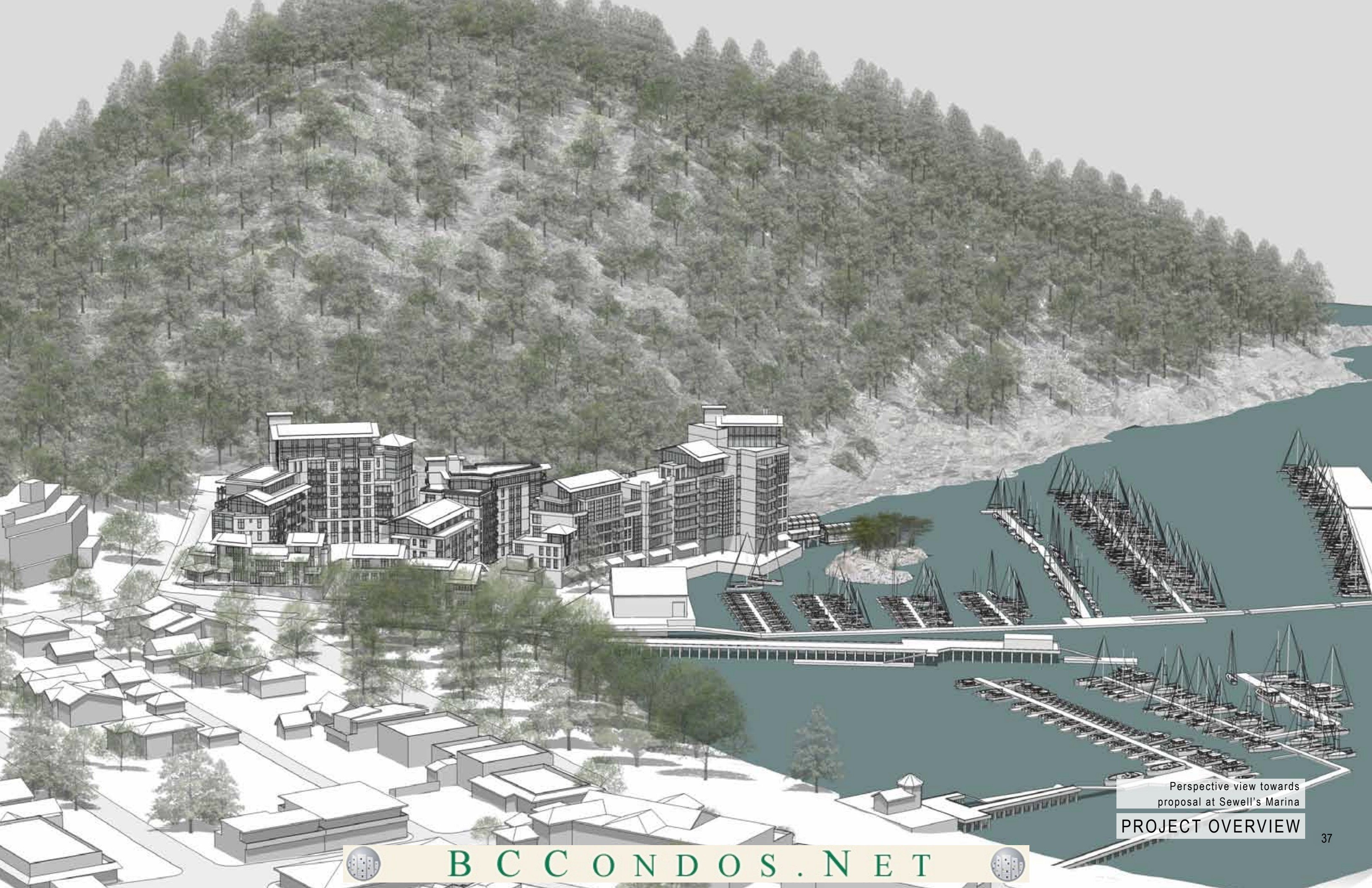




Perspective view towards
proposal at Sewell's Marina

PROJECT OVERVIEW





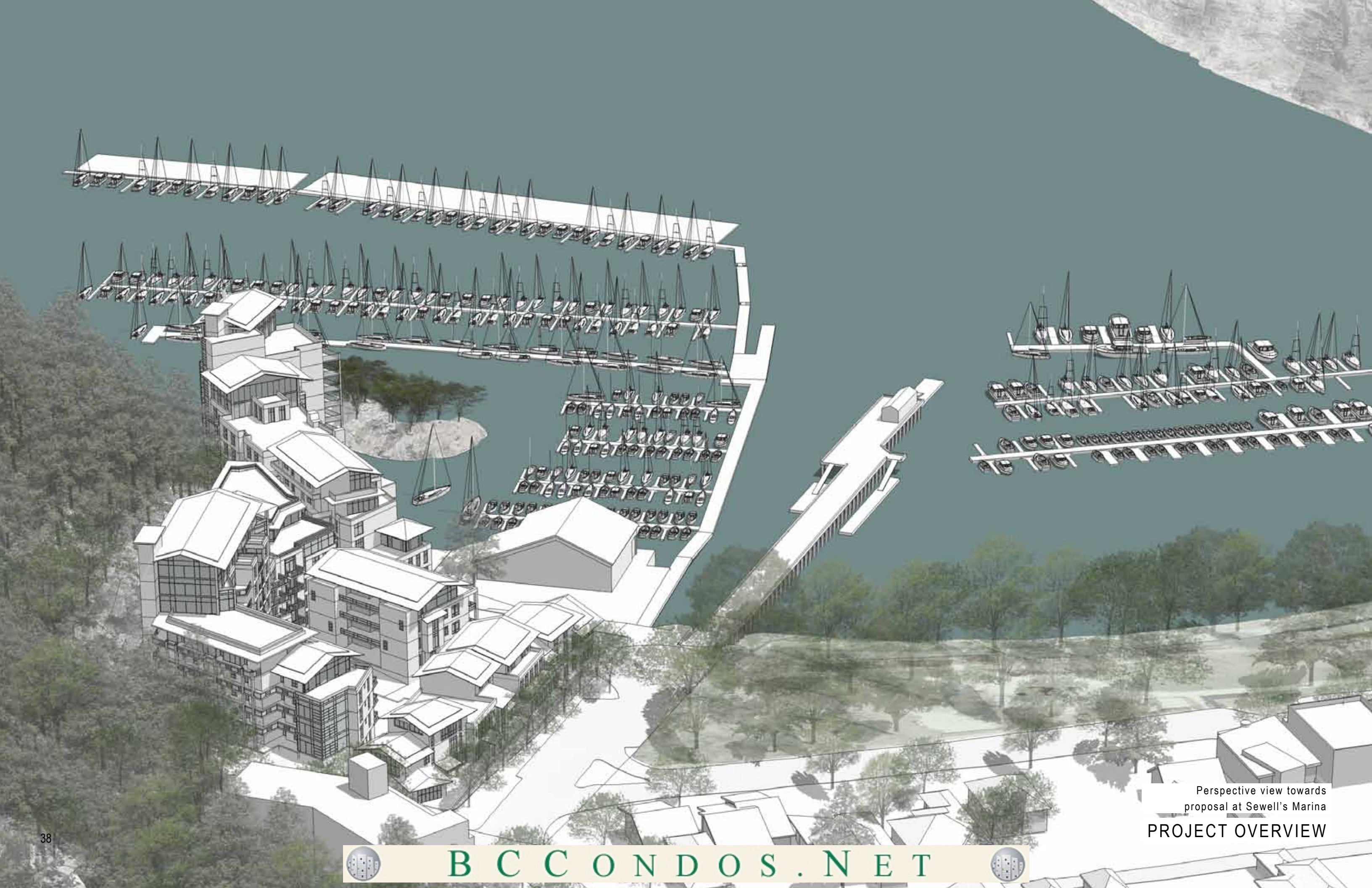
Perspective view towards
proposal at Sewell's Marina

PROJECT OVERVIEW



BCCONDOS.NET





Perspective view towards
proposal at Sewell's Marina
PROJECT OVERVIEW





Perspective view towards
proposal at Sewell's Marina

PROJECT OVERVIEW



B C C O N D O S . N E T





Perspective view looking south over
waterfront boardwalk at Sewell's Landing

PROJECT OVERVIEW





Perspective view looking north over
courtyard and marine retail

PROJECT OVERVIEW



B C C O N D O S . N E T





Perspective view looking north
towards residential courtyard

PROJECT OVERVIEW





Perspective view looking
east along Bay Street

PROJECT OVERVIEW



B C C O N D O S . N E T







COLOUR AND MATERIALS INSPIRATION



B C C O N D O S . N E T



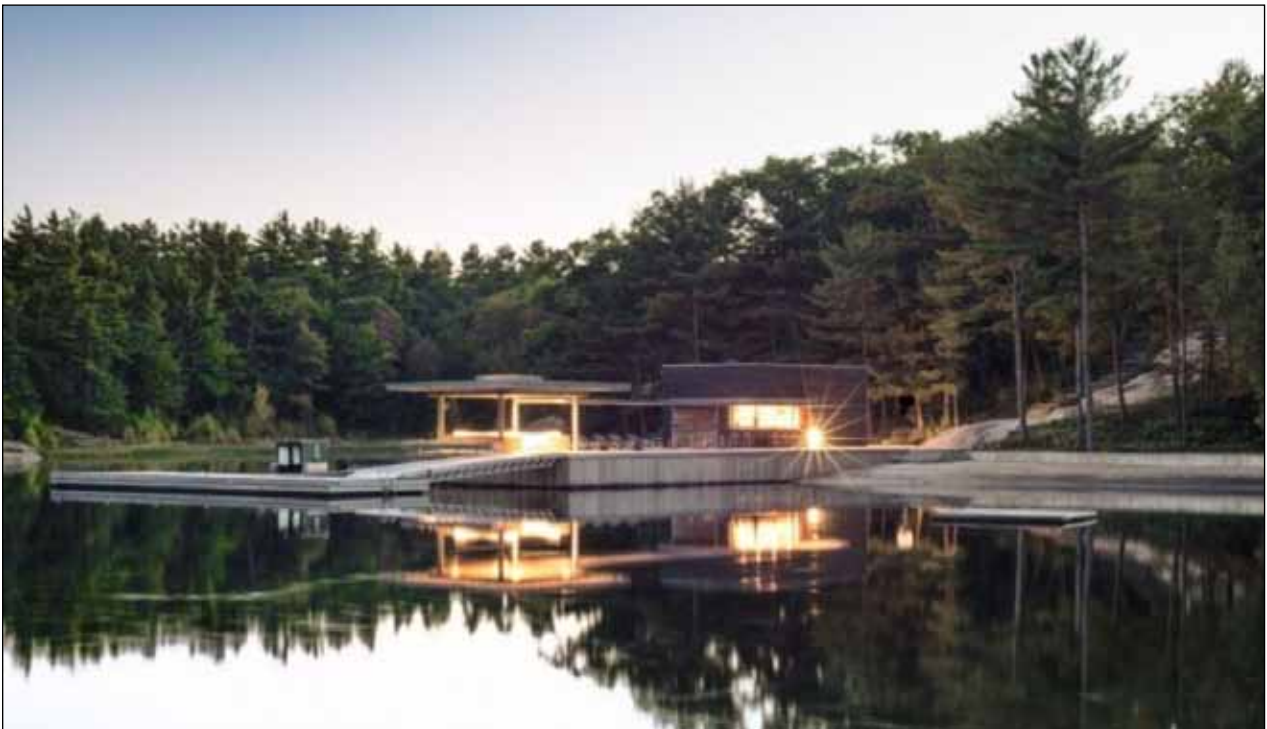
Guertin Boatport
Storm Bay, Ontario
5468796 Architecture



John M.S. Lecky UBC Boathouse
Richmond, British Columbia
Larry McFarland Architects



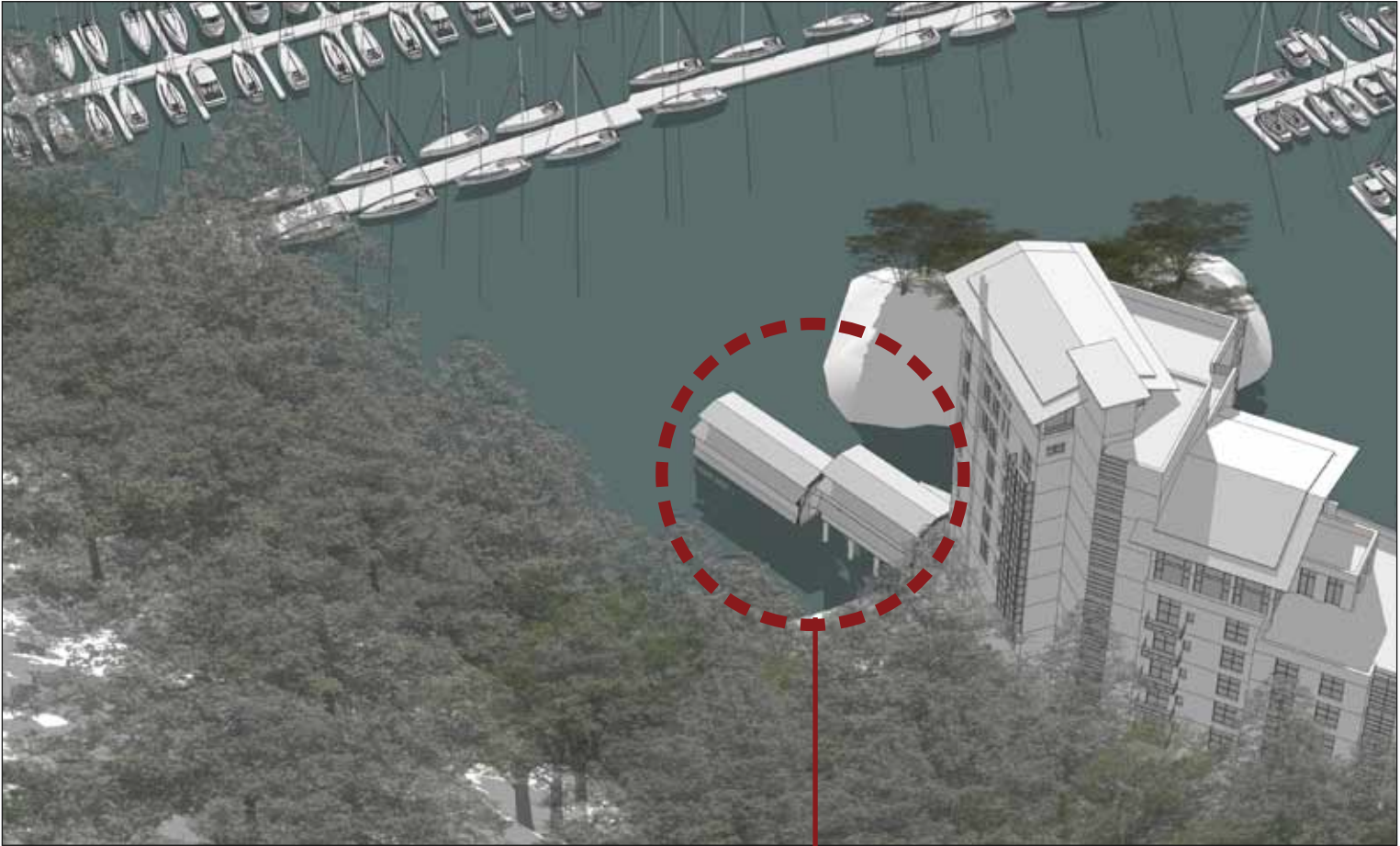
Interior of Maligne Lake Boathouse
Jasper National Park, Alberta



AMENITY INSPIRATION: CANADIAN BOATHOUSES

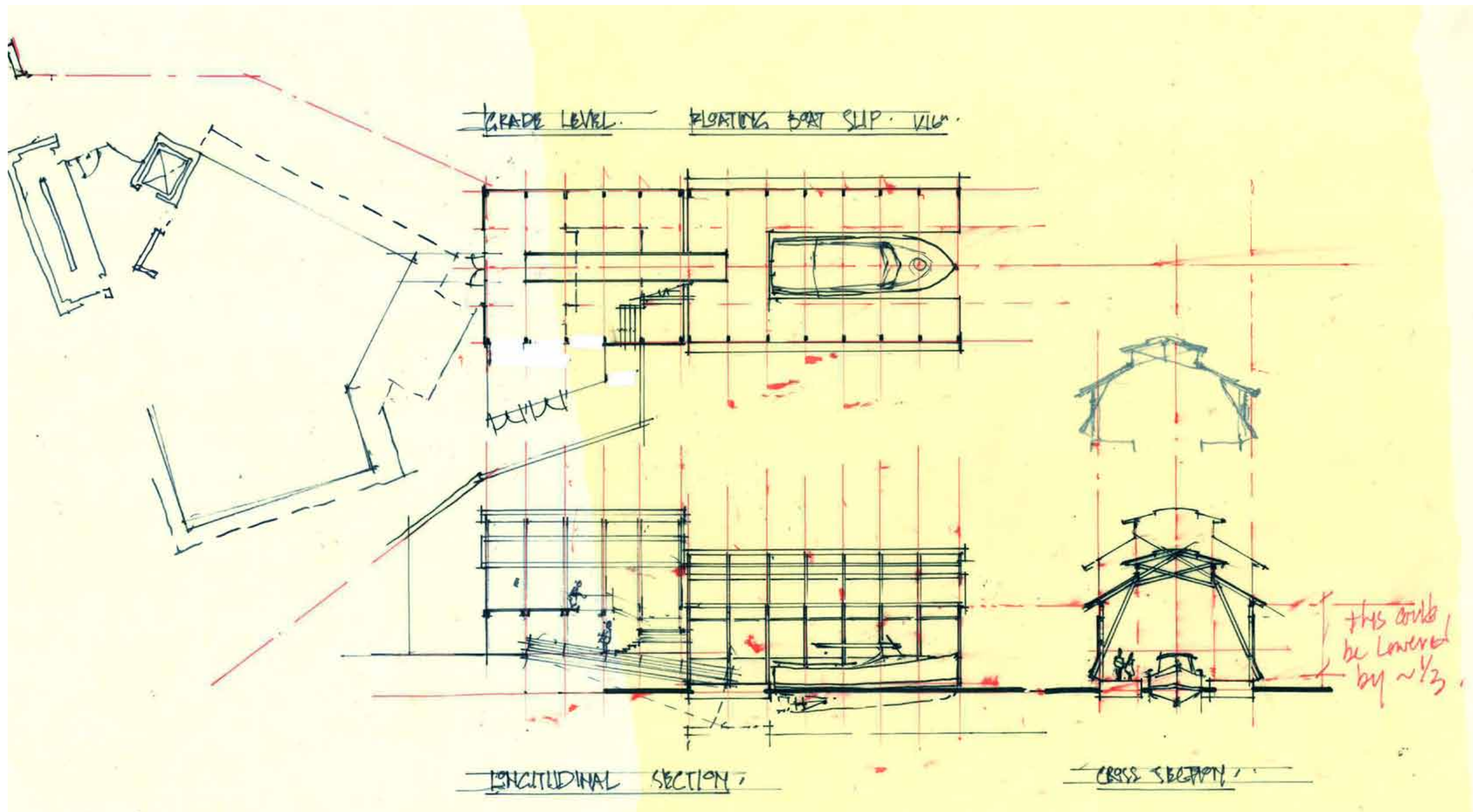


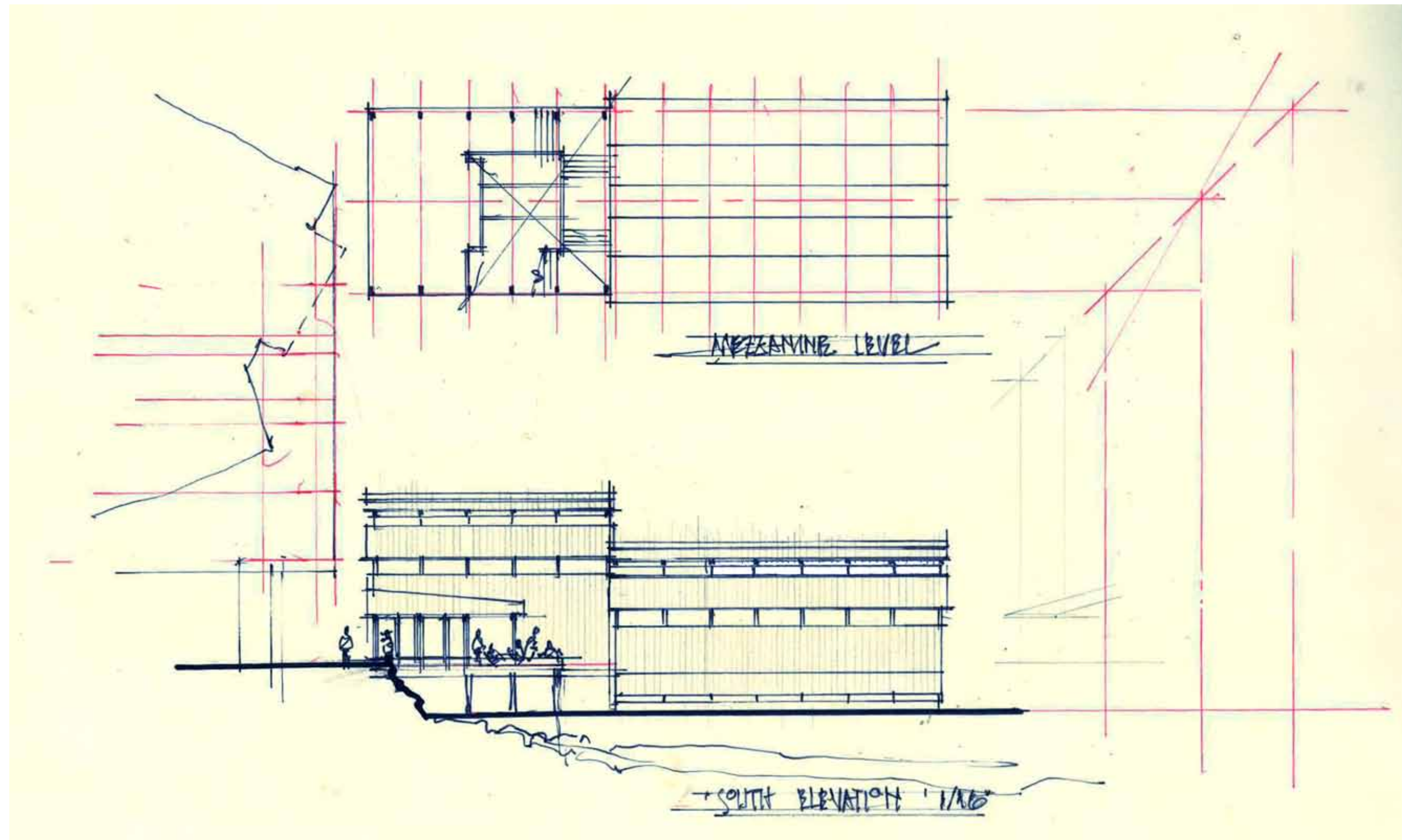
Residential Amenity Building seen from the slips at Sewell's Marina



RESIDENTIAL AMENITY BUILDING

Residential Amenity Building seen from Madrona Ridge







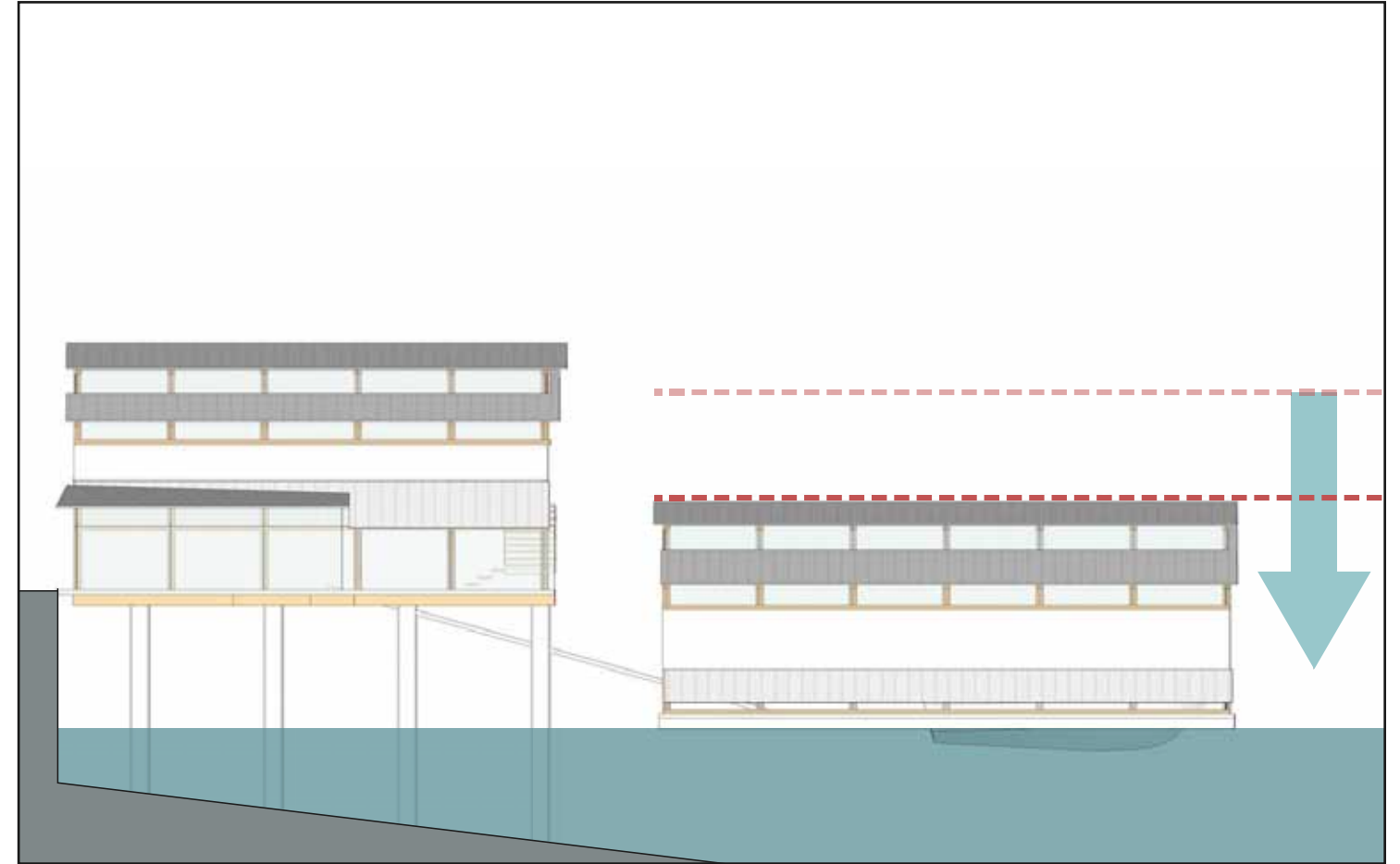
Residential Amenity Building
Long Section



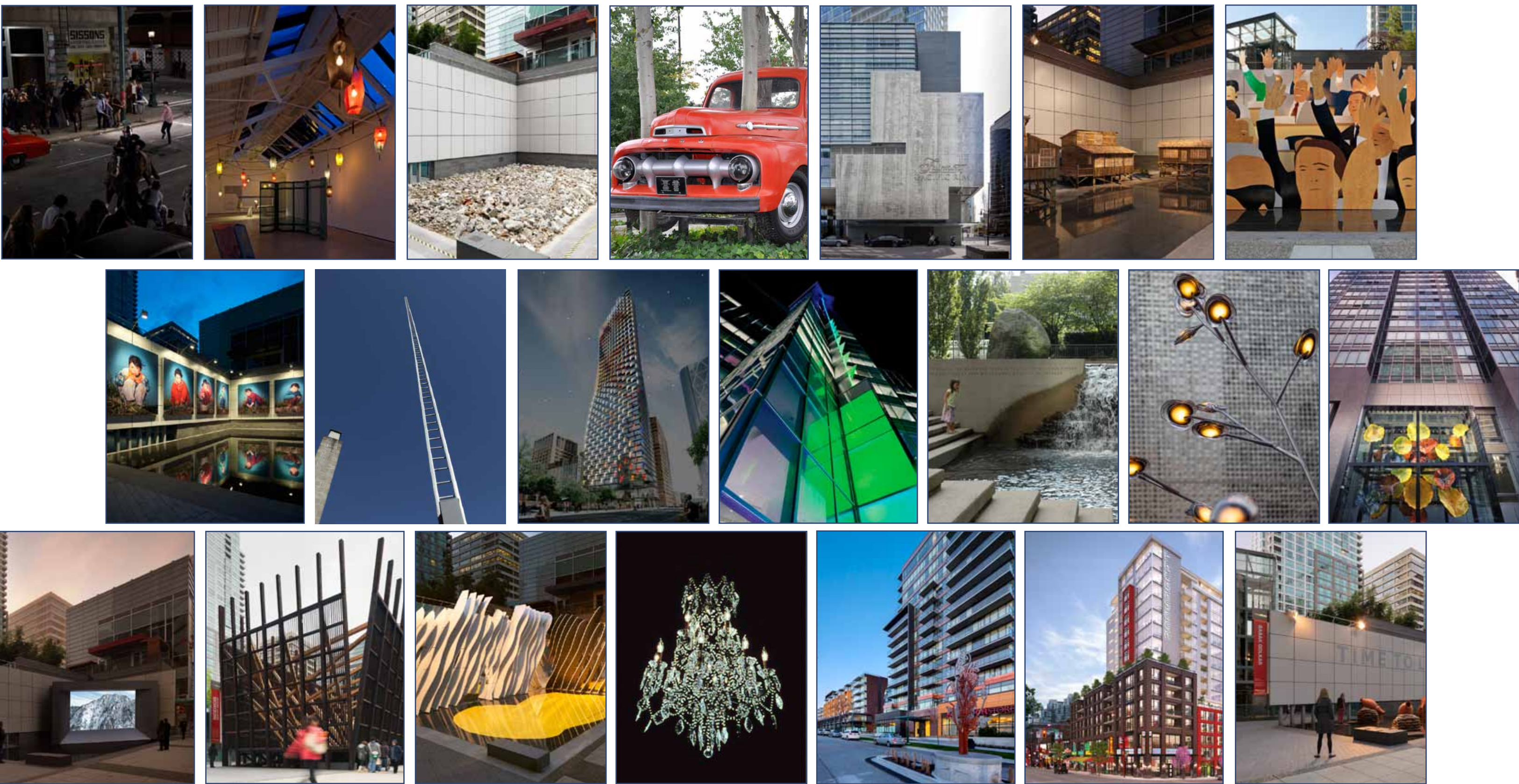
Residential Amenity Building
Front Elevation



Residential Amenity Building
at HIGH TIDE



Residential Amenity Building
at LOW TIDE





Example of columnar shadow-casting lighting in public spaces



Example of columnar decorative lighting



Example of suspended public space lighting





<
Canada Day celebrations at
Vancouver's Granville Island.
The public space at the Island
serves as an inspiration
for mixed uses at Sewell's
Landing.

>
Indigenous planting on
Madronas Island at
Sewell's Marina
Spring 2015

06. LANDSCAPE AND PUBLIC REALM



LANDSCAPE CONCEPT

SEWELL'S LANDING IS PERCHED ON THE EDGE OF THE RUGGED COASTLINE OF HORSESHOE BAY. FROM THE WATER'S EDGE, THE LANDSCAPE GENTLY TERRACES UP TO THE SLOPE AT THE BASE OF AN ARBUTUS COVERED MOUNTAIN. THE LANDSCAPE IS A ROBUST CONTEMPORARY MODERN EXPRESSION, TAKING INSPIRATION FROM THE RUGGED IMMEDIATE ECOLOGY AND INDUSTRIAL MARINE HISTORY OF SEWELL'S MARINA.

EACH PLATEAU IS EXPRESSED AS PUBLIC SPACE THAT PRIVILEGES THE PEDESTRIAN, YET ACCOMMODATES VEHICULAR TRAFFIC. THE WATERFRONT PLATEAU IS COMPRISED OF A WOOD BOARDWALK ACTIVATED WITH SEATING, ZONES OF NATIVE PLANTING, TABLES AND CHAIRS, AND RETAIL SIGNAGE. THE WOOD DECK PAVING DIRECTION ARTICULATES DIFFERENT ZONES OF OCCUPATION, FROM AN ACTIVE OUTDOOR RESTAURANT ZONE, TO AN ACTIVE WATERFRONT PROMENADE PUNCTUATED AT THE END BY A MORE INTIMATE SEATING AREA ADJACENT TO THE BOATHOUSE AND FOCUSED ON THE WILD LANDSCAPE OF A SMALL OFFSHORE ISLAND. THE ISLAND ECOLOGY WILL BE RESTORED THROUGH SOIL AMELIORATION AND PLANTED WITH HEALTHY YOUNGER NATIVE PLANTINGS. A VERY LIGHT, MODEST PATIO WILL HOVER OVER THE LANDSCAPE ON THE ISLAND, CONNECTED WITH A SUBTLE PATHWAY, AND BRIDGE TO THE BOARDWALK.

THE SECOND PLATEAU IS AN URBAN PLAZA SURROUNDED BY RETAIL THAT FEEDS INTO A NARROWER SHARED VEHICULAR-PEDESTRIAN LANE CONNECTING TO RESIDENTIAL AND A VEHICULAR LANE BEYOND THE SITE. LINEAR STRIATIONS OF STONE PAVERS LEAD TO STAGGERED STONE STEPS THAT INTEGRATE WITH NATIVE PLANTINGS TO MEDIATE THE GRADE CHANGES BETWEEN TERRACES. PLANTINGS AND BRIGHTLY COLOURED TABLES, CHAIRS AND UMBRELLAS HELP TO ACTIVATE THE EDGES OF PLAZA.

THE THIRD TERRACE IS PRIMARILY A VEHICULAR LANE THAT ACCESSES THE PARKING GARAGE. THE GROUND PLANE IS COVERED WITH STONE AND CONCRETE PAVERS IN A STRIATED LINEAL PATTERN. AFTER THE PARKING GARAGE, LARGE STONE SLABS STEP DOWN THE SLOPE, INTEGRATING PLANTING IN BETWEEN.

THE FOURTH TERRACE IS A SOFTSCAPE OF RESIDENTIAL OPEN SPACE. A RECTANGULAR LAWN PROVIDES A SOFTSCAPE FOR INFORMAL RESIDENTIAL ACTIVITIES- SUNNING, PLAYING AND CONTEMPLATING NATURE. ALONG THE NORTH SIDE OF THE LAWN EXTENDS A STEPPED WOODEN SEATWALL. TREES AND NATIVE PLANTS STEP DOWN THE SLOPE TO THE PLATEAU BELOW.

SUSTAINABILITY

THE LANDSCAPE SURROUNDING THE SEWELL'S SITE IS RICH AND RUGGED AND INCLUDES AN ARBUTUS COVERED MOUNTAINSIDE AND RELATIVELY UNTOUCHED ISLAND ADJACENT TO THE WATERFRONT. THE PROJECT WILL BE DESIGNED TO LEED GOLD. THE TEAM IS ALSO EXPLORING THE POTENTIAL FOR THE ISLAND COMPONENT OF THE PLAN TO ACHIEVE LIVING BUILDING CHALLENGE DESIGNATION.

THE EXISTING LANDSCAPE IS A BROWNFIELD SITE, DOMINATED BY ASPHALT AND CONCRETE. THE LANDSCAPE DESIGN PROVIDES GENEROUS LANDSCAPING AND EXCEEDS THE NUMBER OF EXISTING TREES ON SITE. THE OVERALL LANDSCAPE PLAN INCLUDES A RICH PALLETTE OF NATIVE AND ADAPTED PLANTS CAREFULLY SELECTED TO MINIMIZE WATER CONSUMPTION AND TO ENHANCE THE EXISTING AESTHETIC OF THE COASTAL AND MOUNTAINSIDE ECOLOGY. LIGHTING WILL BE SUBTLE AND DOWNCAST TO PROTECT THE NIGHT SKY, AND SOLAR POWERED WHERE APPROPRIATE.

STORMWATER ON SITE WILL BE COLLECTED IN A CISTERN FOR REUSE AS IRRIGATION. WHERE POSSIBLE, WATER WILL BE DAYLIT TO CELEBRATE THE PROCESS OF RAIN RETURNING TO THE SEA, AND WILL BE INFILTRATED WHERE POSSIBLE ON THE SITE TO MINIMIZE PEAK FLOW.

THE SUSTAINABILITY STRATEGY WILL INCLUDE FORESHORE REVITALIZATION THAT WILL PROVIDE HABITAT GAIN THROUGH RIPRAP EXTENSION OR HABITAT BUILDING WITH SEAWEED AND FISH FRIENDLY MATERIALS AND SCALES. A SEA LADDER MAY BE INCORPORATED TO PROVIDE HABITAT TO A MULTITUDE OF MARINE SPECIES. THE BRIDGE TO THE ISLAND WILL MAINTAIN 60 PERCENT PERMEABILITY TO AVOID TOO MUCH SHADOWING OVER THE WATER. THE ISLAND PLANTING WILL BE ENHANCED WITH SELECTIVE NATIVE SPECIES, AND THE SOILS WILL BE AMELIORATED. SUBTLE LIGHTING WILL BE INCORPORATED ONTO THE ISLAND TO ENSURE LIGHT POLLUTION IS CONTROLLED.



LANDSCAPE NARRATIVE

SEWELL'S LANDING



B C C O N D O S . N E T





LANDSCAPE PLAN



SEWELL'S LANDING



B C C O N D O S . N E T





PEDESTRIANS ZONES



VEHICULAR CIRCULATION

DIAGRAMS



SEWELL'S LANDING



B C C O N D O S . N E T



RESIDENTIAL
GARDENS

RESIDENTIAL
PLAZA

COMMERCIAL
PLAZA

WATERFRONT

MADRONA
ISLAND

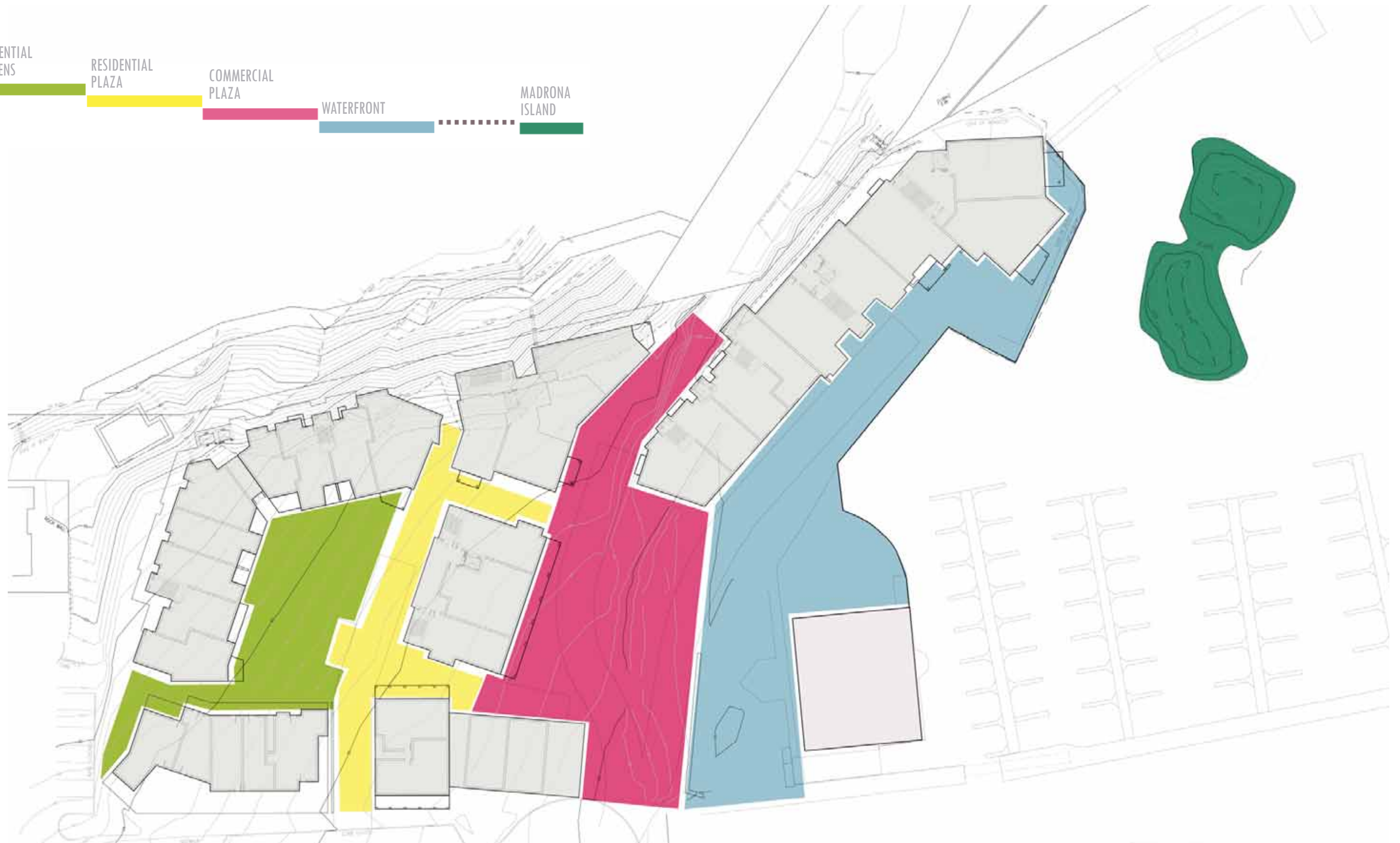


DIAGRAM - LEVELS

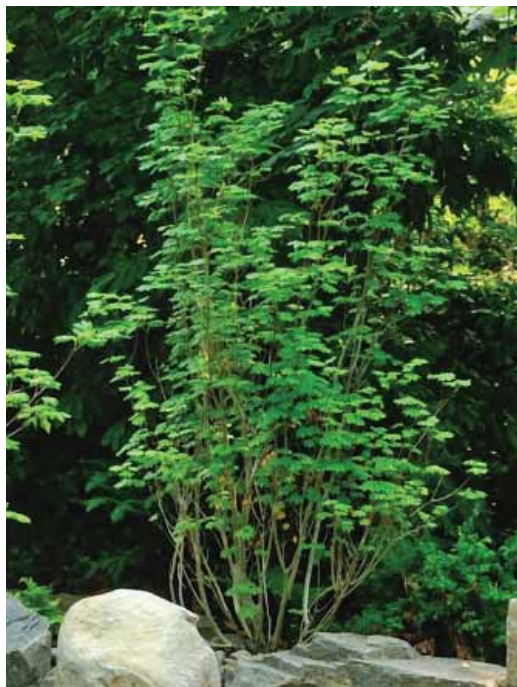


SEWELL'S LANDING



BC CONDOS.NET





Vine Maple



Saskatoon



Arbutus



Arbutus



Shore Pine



Manzanita



Oregon Grape



Salal



Philadelphus lewisii Mock Orange



Orange Honeysuckle



Evergreen Huckleberry



Wild Ginger



Ostrich Fern



Maidenhair Fern



Sweetscented Bedstraw

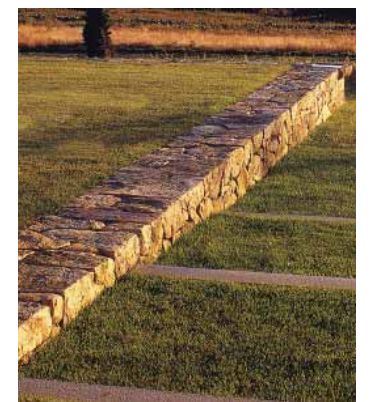
PLANTING PALETTE

SEWELL'S LANDING

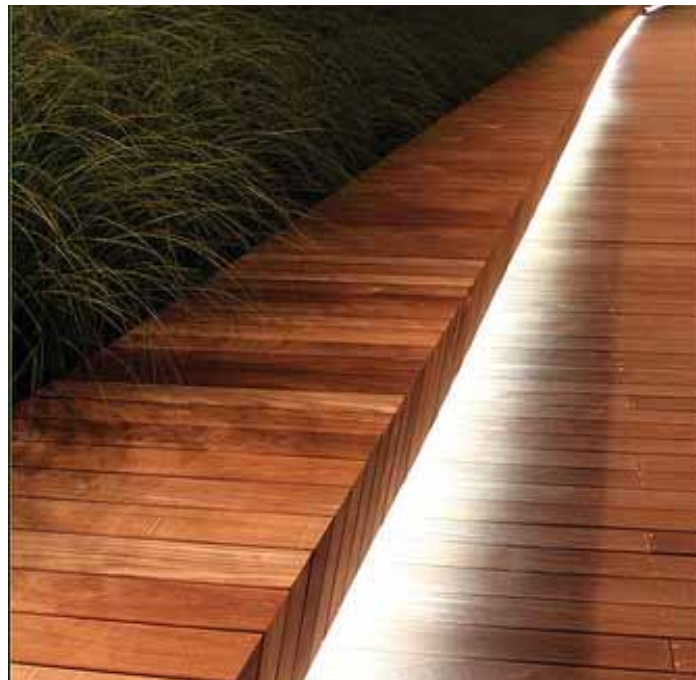
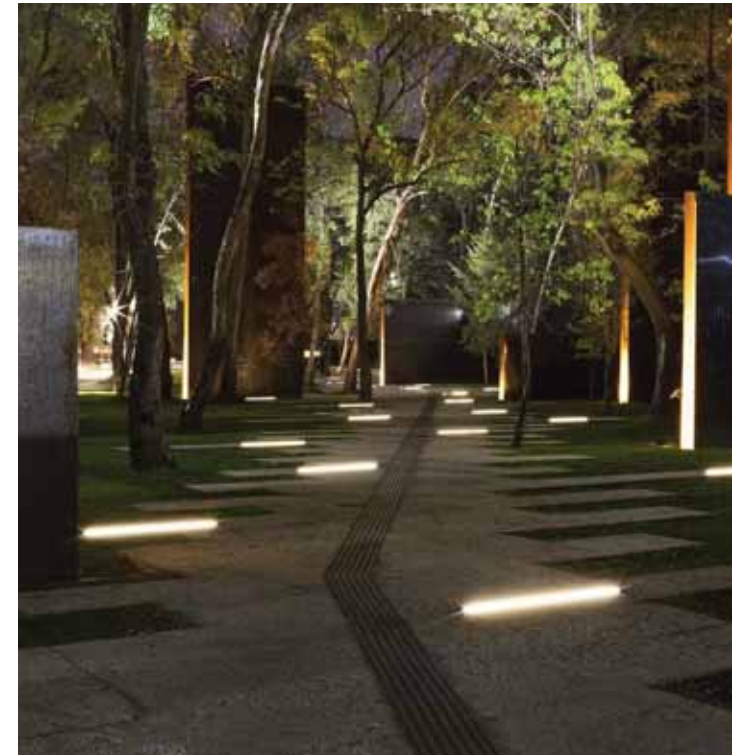


BC CONDOS.NET





MATERIALS PALETTE
SFWFII'S LANDING





INSPIRATION - WEST COAST MODERN ARCHITECTURE



SEWELL'S LANDING



BCCONDOS.NET





INSPIRATION - INDUSTRIAL MARINA

SEWELL'S LANDING





Open lawn



Planting hanging over walls



Pathways



Green terraces



Informal Stairs

UPPER LEVEL - RESIDENTIAL GARDENS & PLAZA



SEWELL'S LANDING



BCCONDOS.NET



ROW to Private Residence

Building Entry Plaza

Speciality Lighting

Seating

Shared Pedestrian / Vehicular Lane

Informal Stairs through Planting

Shared Pedestrian / Vehicular Plaza

Parking

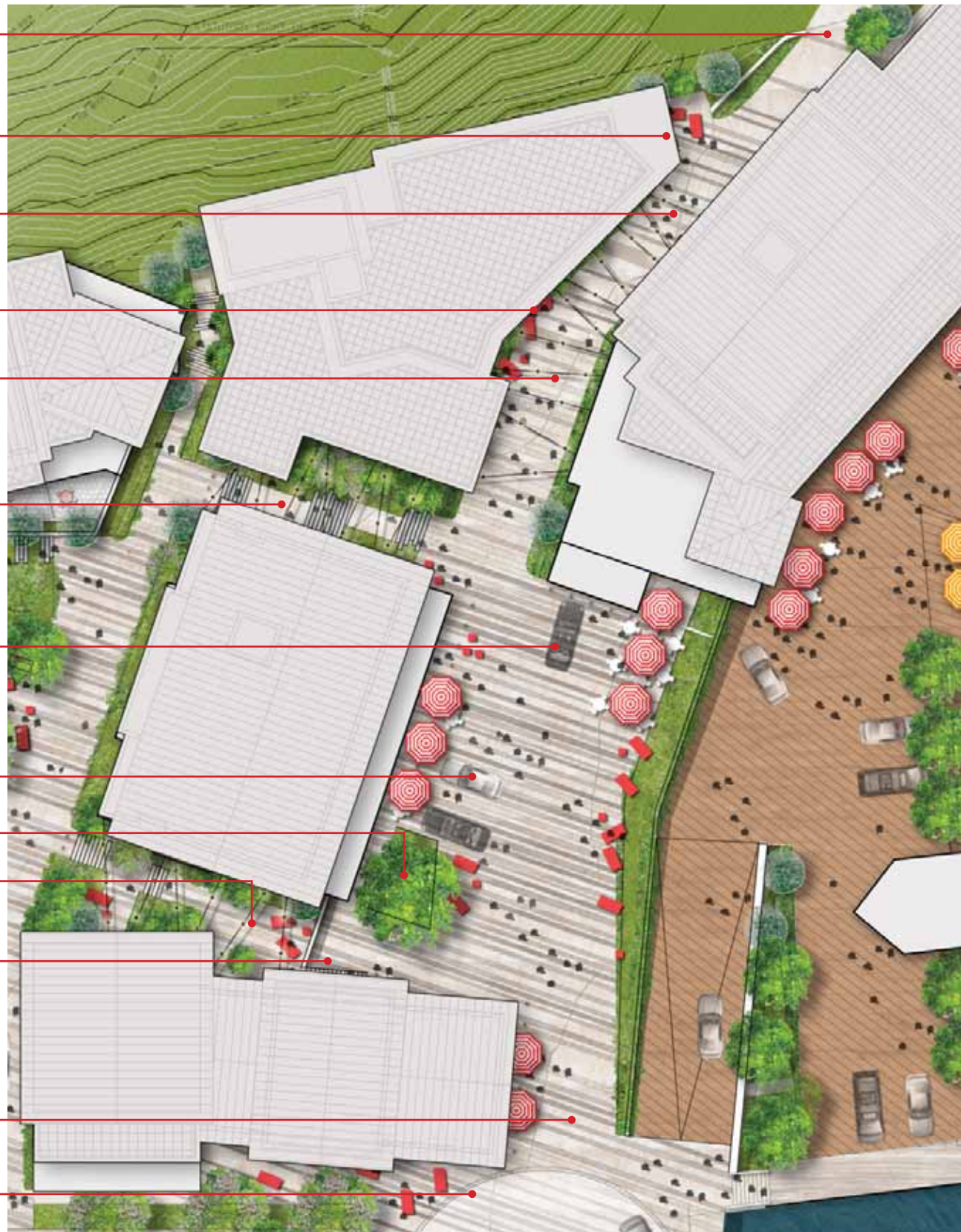
Specimen Tree

Building Entry Plaza

Parking Garage Entry

Lower Level Entry

Patio



Stone Paving



Metal Planters



Shared Vehicular / Pedestrian space



Informal seating



Fish Monger Patio



Stone Paving / Planting

LOWER LEVEL - COMMERCIAL PLAZA

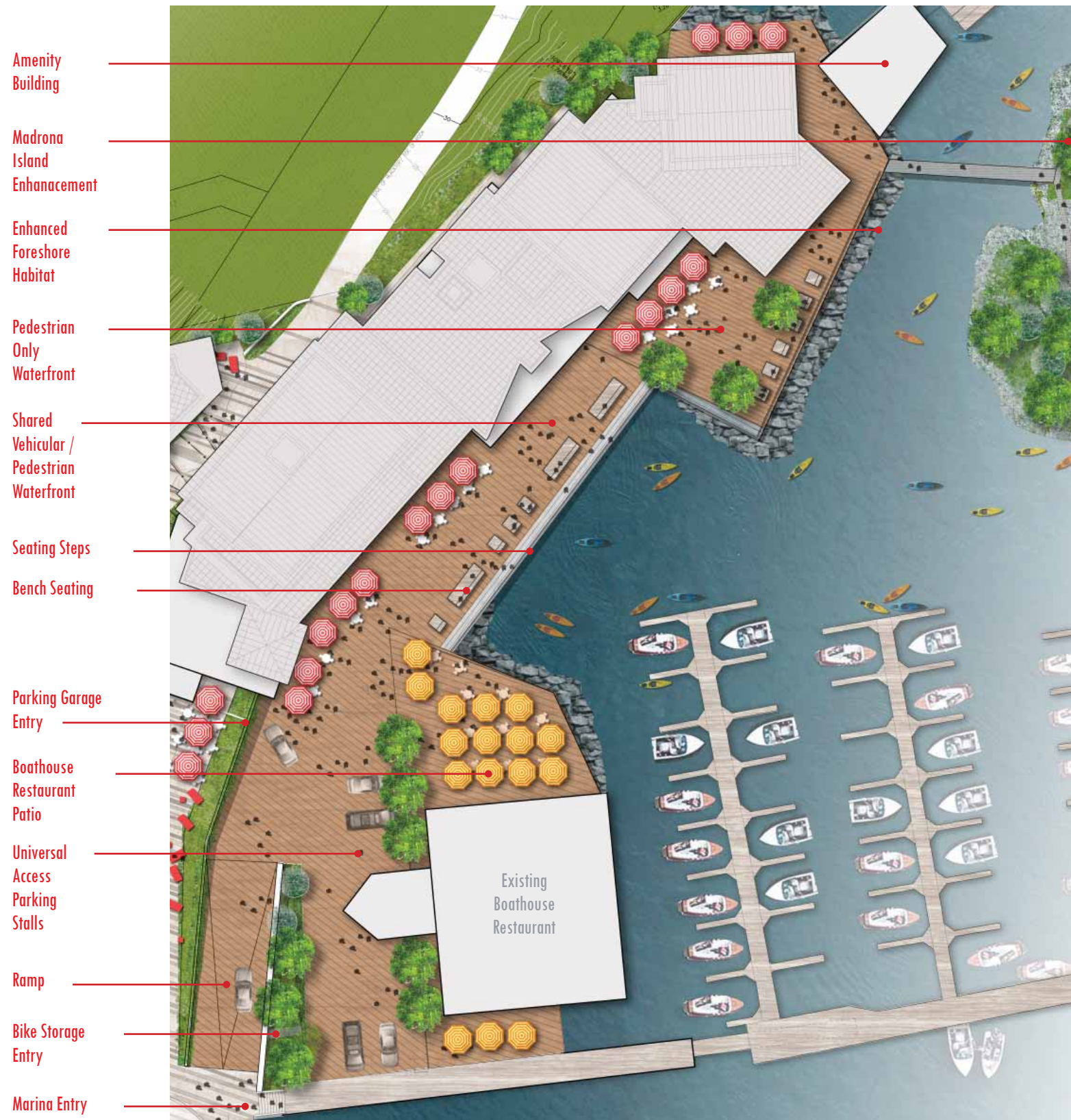


SEWELL'S LANDING



B C C O N D O S . N E T





Mixed Use waterfront



A place to pause



Seating



Kayak Launch



Relaxing / Soaking up the Sun



Seating and Access to the Water

LOWER LEVEL - WATERFRONT

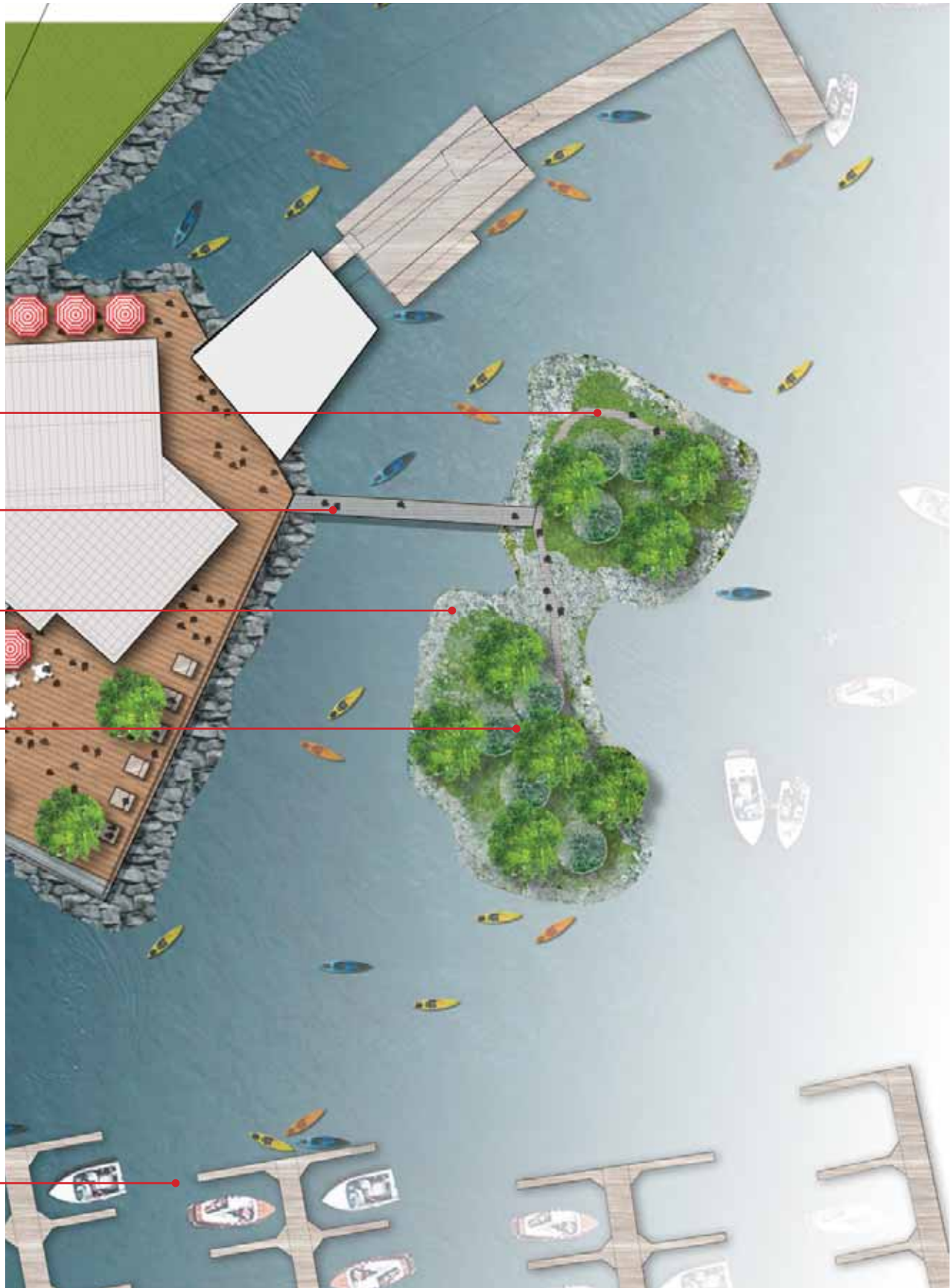


SEWELL'S LANDING



BC CONDOS.NET





Informal
Path
- Minimal Impact

Pedestrian
Bridge

Enhanced
Foreshore
Habitat

Existing
Vegetation

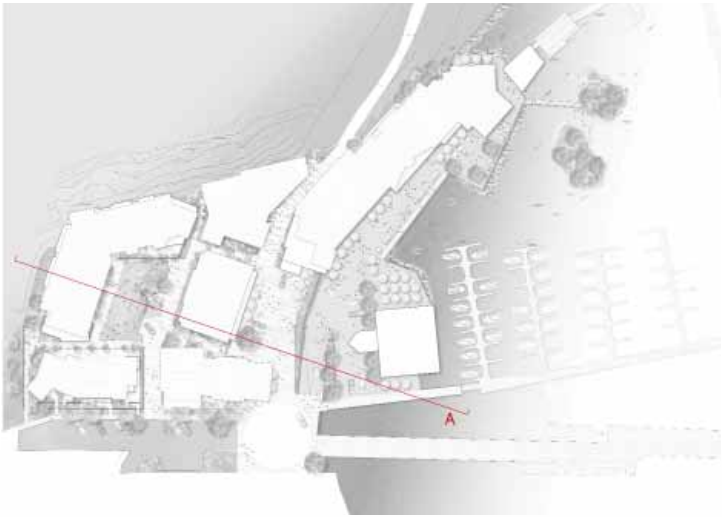
Marina Entry



MADRONA ISLAND

SEWELL'S LANDING





SECTION A-A'



SECTIONS



SEWELL'S LANDING



B C C O N D O S . N E T



SECTION B-B'

KEY PLAN



SECTIONS

SEWELL'S LANDING



SECTION C-C'

KEY PLAN



WATERFRONT PROMENADE

BRIDGE

MADRONA ISLAND

SECTIONS



SEWELL'S LANDING



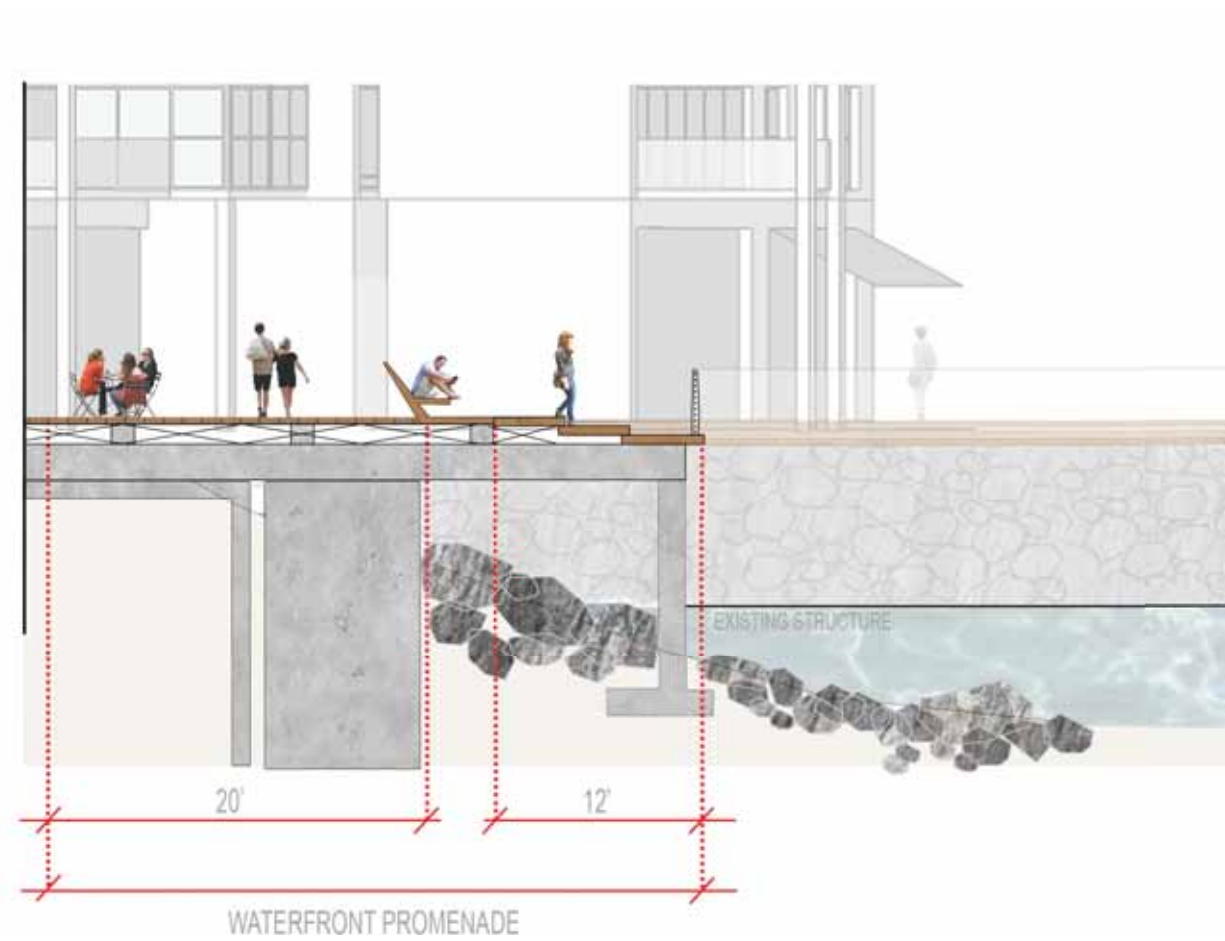
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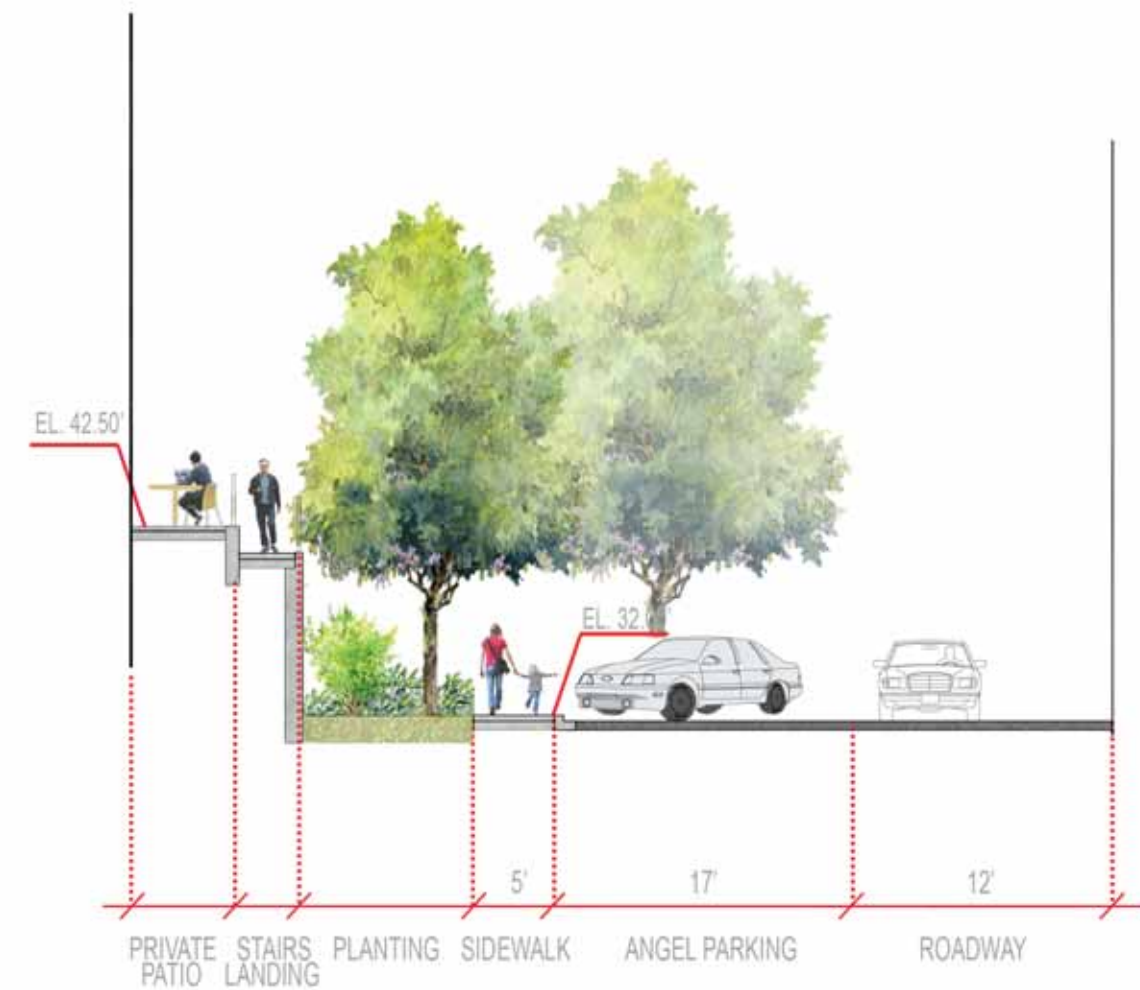
KEY PLAN



SECTION D-D'



SECTION E-E'



SEWELL'S LANDING



BCCONDOS.NET





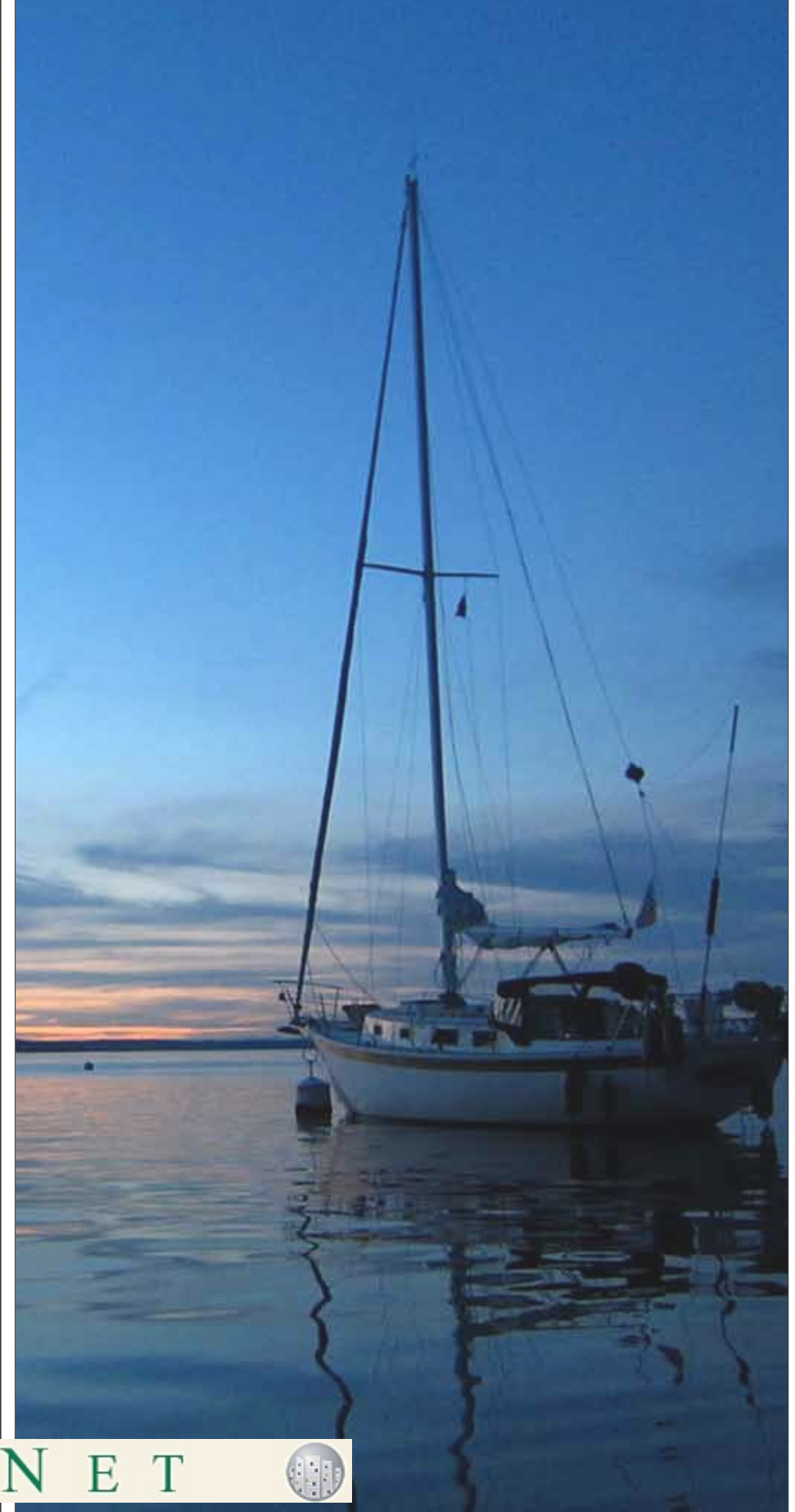
<
Megan Sewell paddle boarding
in Horseshoe Bay

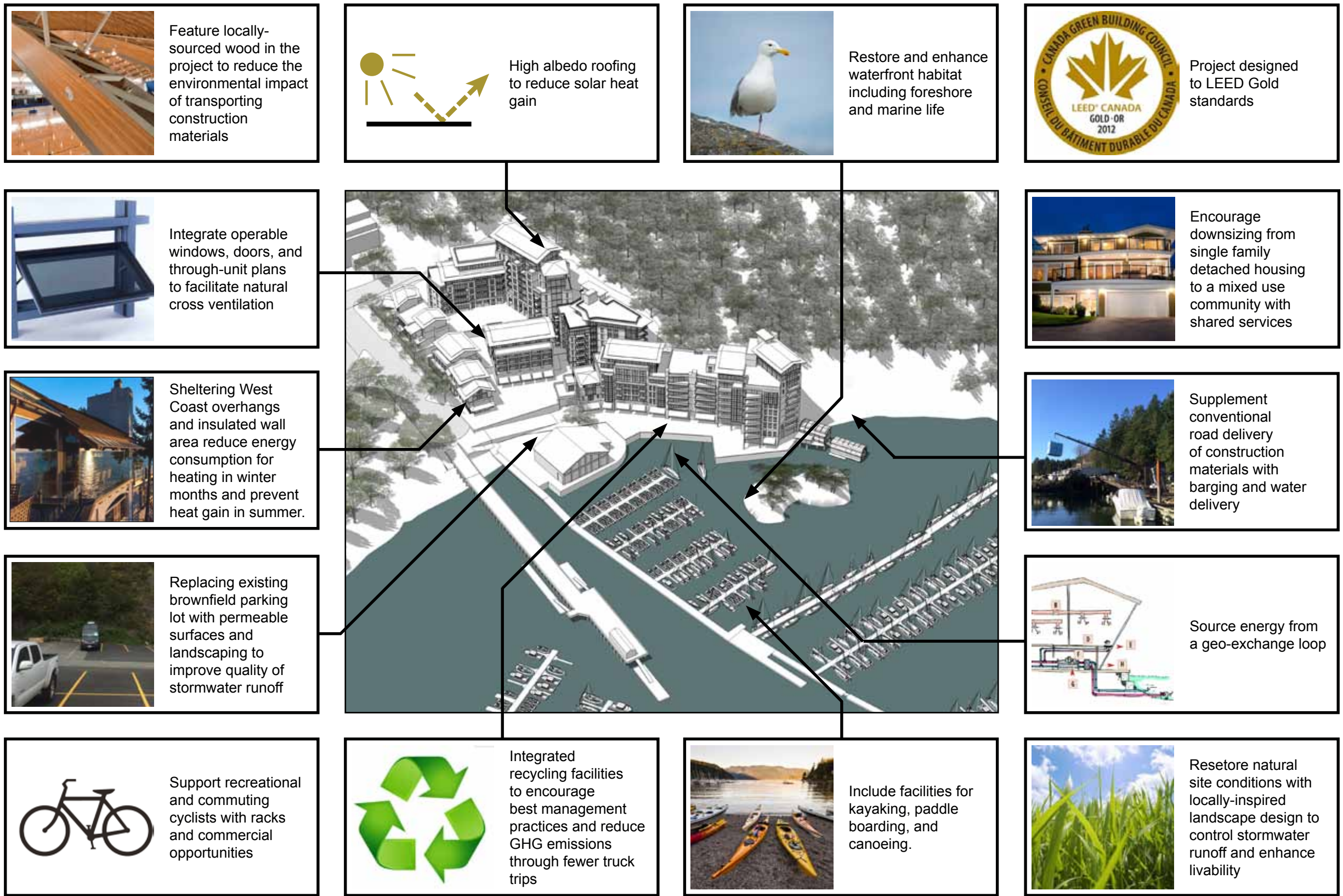
>
Sailboat at sunset outside
Horseshoe Bay

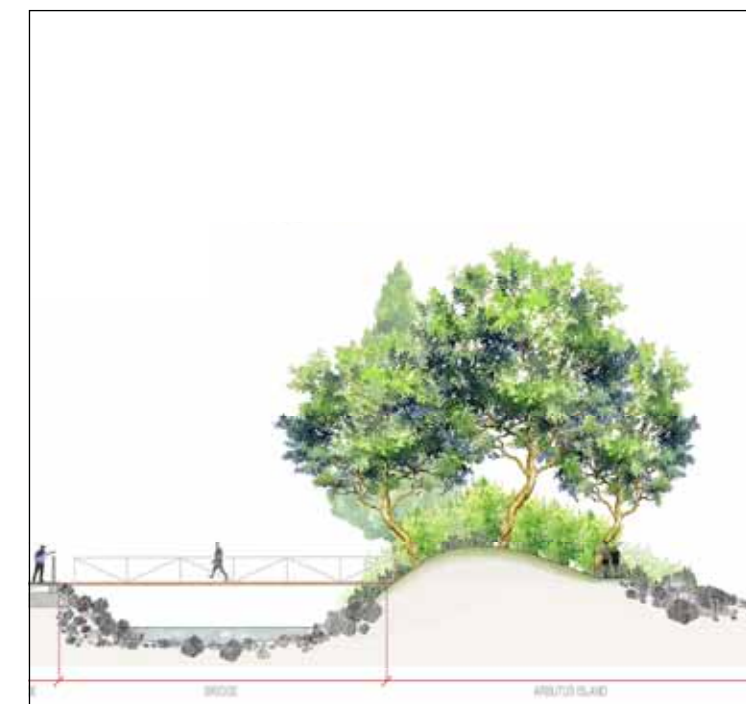
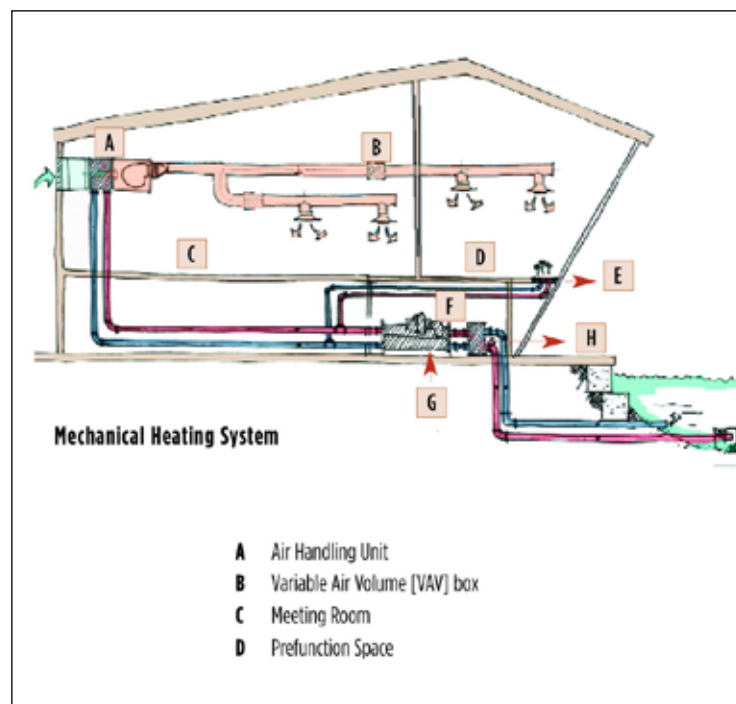
08. SUSTAINABLE DESIGN + WATERFRONT IMPROVEMENT



B C C O N D O S . N E T







GEOEXCHANGE

- Sewell's Landing will supplement conventional energy production with environmentally-friendly geexchange sources of heating and cooling.
- Tapping into natural energy sources surrounding the project is anticipated to reduce greenhouse gas emissions by 70%

BOARDWALK AND INFRASTRUCTURE

- The project will rehabilitate existing foreshore infrastructure where required and create a new public boardwalk.
- By reconstructing elements of the foreshore the project will ensure that Sewell's Marina delivers quality services into the future.
- Services and infrastructure in the foreshore region will also be assessed for their contribution to the West Vancouver shoreline initiative.

LANDSCAPE AND PUBLIC REALM

- Landscaping is divided into five distinct zones, each stepping up from the waterfront:
 - Madrona Island
 - Waterfront
 - Commercial Plaza
 - Residential Plaza
 - Residential gardens
- Improved lighting and surface materials along the boardwalk will support visitors to the Boathouse Restaurant and Madrona Island

HABITAT REGENERATION AND THE LIVING BUILDING CHALLENGE

- In addition to rehabilitating the foreshore the project seeks to protect Madrona Island in the long term.
- One strategy under consideration for the protection of Madrona Island is to pursue the Living building Challenge. Certifications are available to Landscape and Infrastructure projects which meet all 17 of the stringent imperatives of the Challenge. The Island would be the first Living Landscape to be certified in Canada.
- Enhancement of the Island could include replacement of outdated lighting with attractive, efficient fixtures powered by renewable sources.





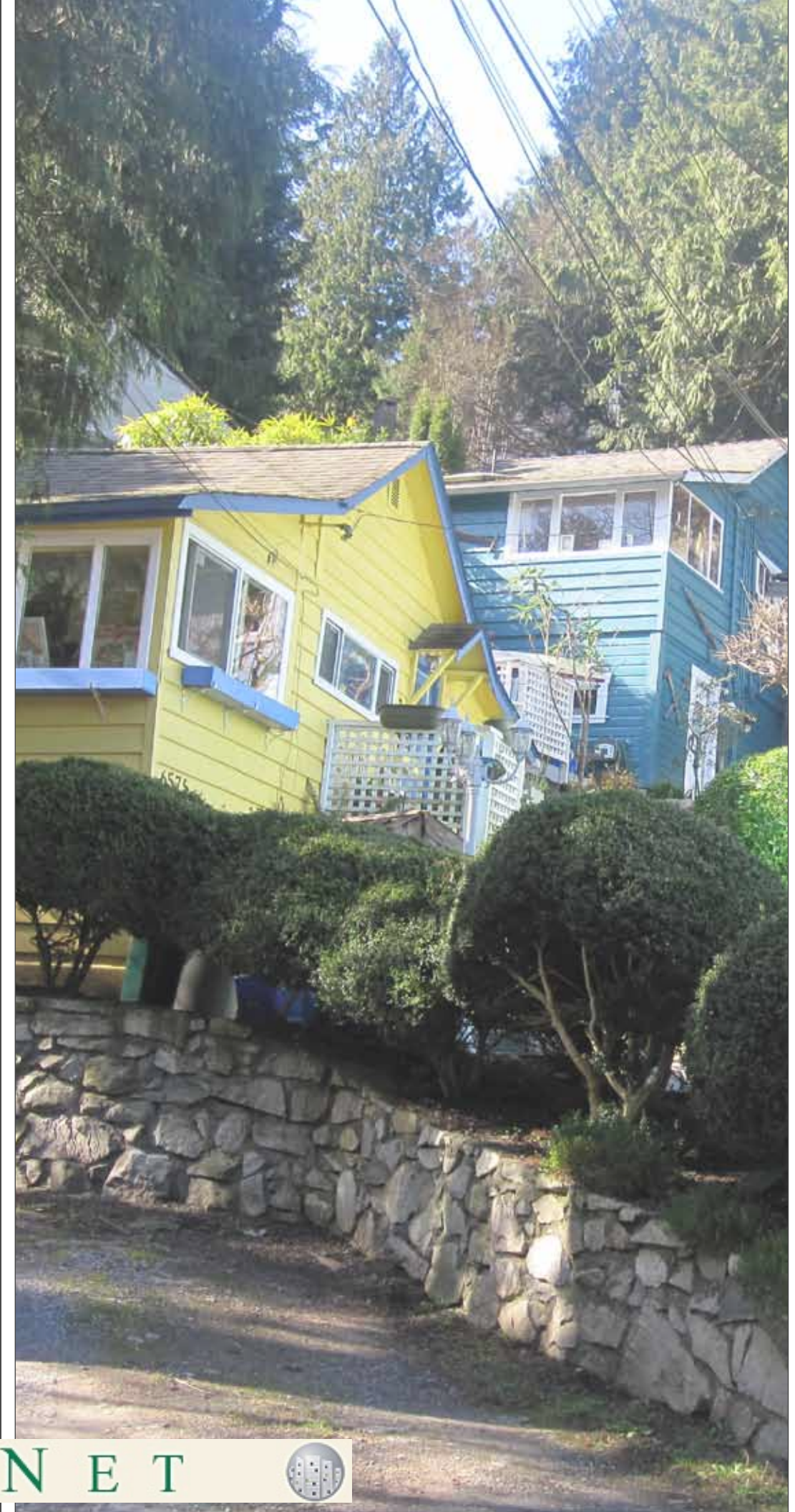
<
Community meeting,
Gleneagles Community Centre
West Vancouver
October 1, 2009

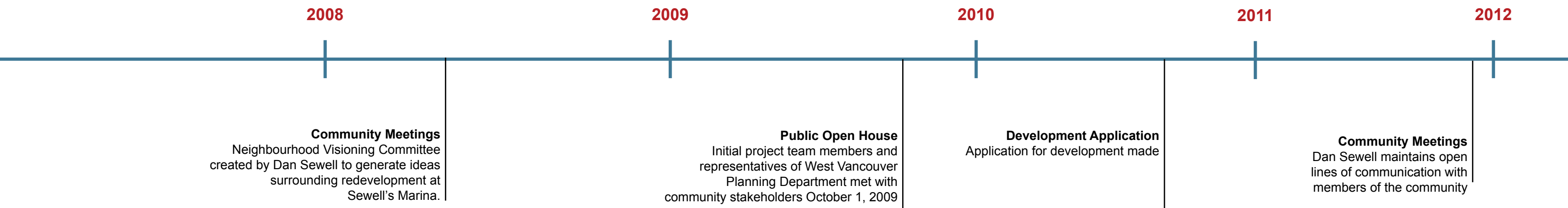
>
'The Cottages' in
Horseshoe Bay
Spring 2015

07. PUBLIC PROCESS



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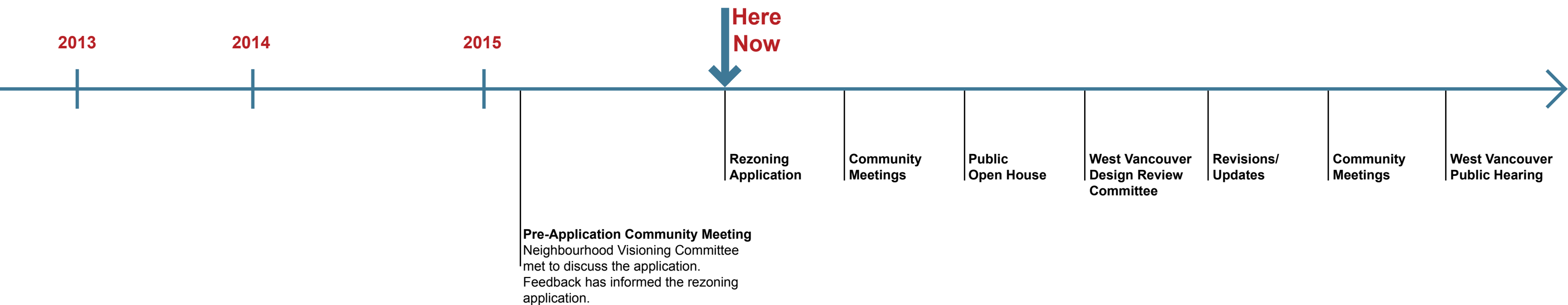
^ Community meeting, October 1 2009
Gleneagles Community Centre, West Vancouver



^ Community meeting, October 1 2009
Gleneagles Community Centre, West Vancouver



^ Community meeting, October 1 2009
Gleneagles Community Centre, West Vancouver



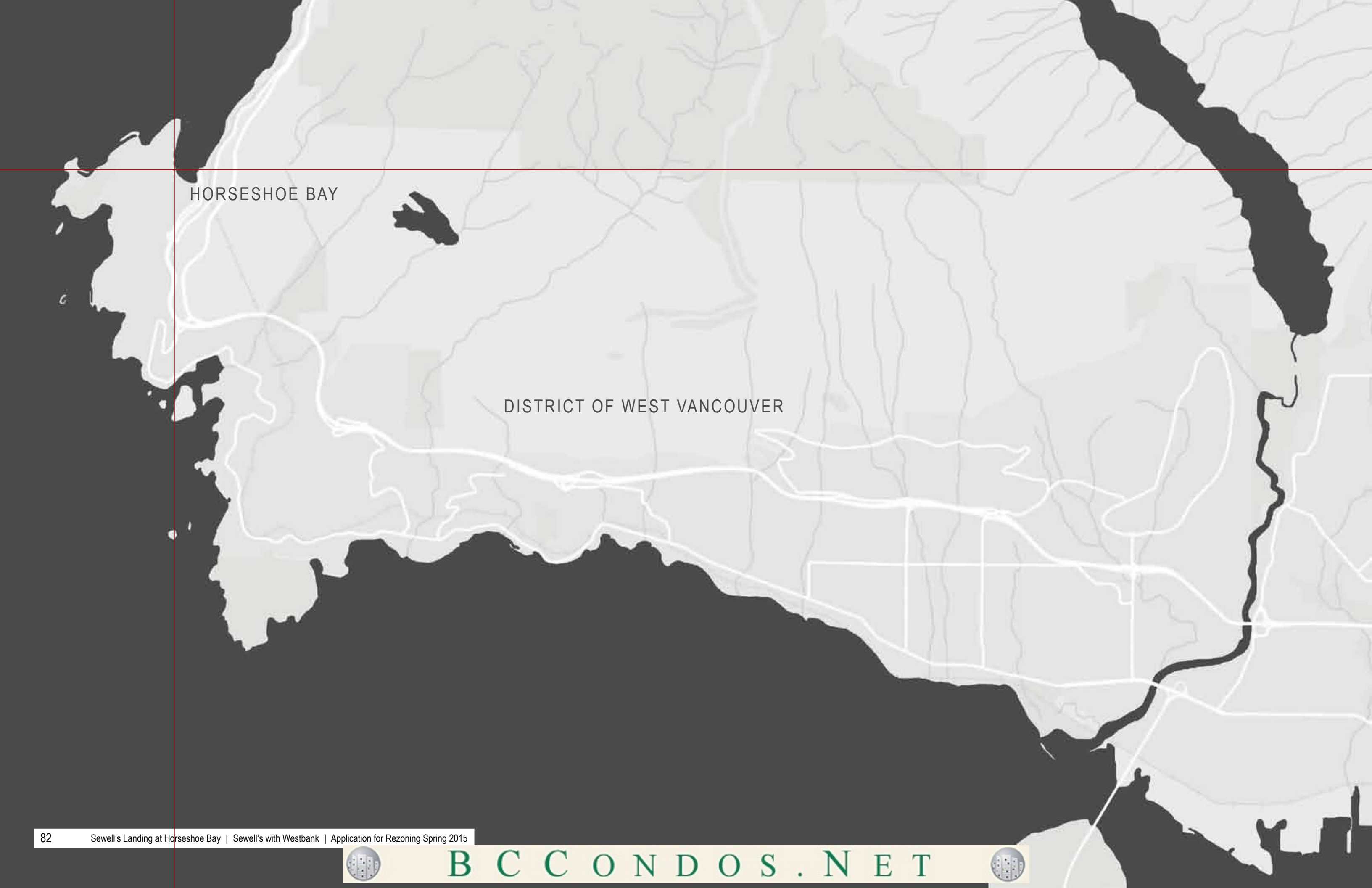
^ Community meeting, October 1 2009
Gleneagles Community Centre, West Vancouver



^ Community meeting, October 1 2009
Gleneagles Community Centre, West Vancouver



^ Community meeting, February 2 2015
The Boathouse Restaurant, Horseshoe Bay



HORSESHOE BAY

DISTRICT OF WEST VANCOUVER



<
Topographic profile of the
District of West Vancouver
Spring 2015

>
Rock and lichen on
Madrona Island at
Sewell's Marina
Spring 2015

08. DISTRICT POLICIES



RESPONSE TO OFFICIAL COMMUNITY PLAN

The development embodies a complete response to the core Planning Principles which guided the Official Community Plan (OCP). These principles “provide a guide by which to assess proposals for change and make decisions about the future of West Vancouver.”

PRINCIPLE

1. Promote a healthy community

- Through sustainable design and a unique mix of uses which promote active modes of transportation.
- Housing marine functions alongside residential and community spaces, and employing a holistic approach to the waterfront ensures that the proposal contributes positively to the community

2. Create and enhance neighbourhoods

- Through its diversity of program uses and commercial space designed to complement existing Horseshoe Bay businesses, the proposal will serve as a hub for the community.
- Residents of the development will benefit from proximity to neighbours, which is most significant for those transitioning from single family houses elsewhere in the District who wish to safely ‘age in place’.

3. Provide for a diversity of housing types

- Unlike many projects which are only market-driven, Westbank and Merrick Architecture have taken the position that the homes at Sewell’s Landing should respond to the site and context, and create additional community value in that way.
- Not only will the opportunities range from street-side townhomes to upper-level homes overlooking the ocean, but each building will also encompass a broad range of size, outlook, and corresponding level of affordability.

4. Engage citizens in civic decision making

- Working directly with both neighbours and the District throughout the schematic design has led to a sense of open dialogue and familiarity from all parties.
- A neighbourhood visioning committee of residents and business owners has been involved in all stages of the project including the initial concepts.
- The Sewells’ daily presence in Horseshoe Bay, long-standing role in the business community, and genuine excitement for positive change have laid the foundations for a positive relationship through all phases of the project.

PRINCIPLE

5. Support a vibrant and diverse local economy

- Sewell’s Marina, a multi-generational family business, embodies the essence of a vibrant local economy, and will have a continued and prominent presence in the new development.
- With the infrastructure support provided by the project the Marina and associated commercial functions will enhance the draw to members of the local community, the District, and the Vancouver region.

6. Reduce auto dependency

- The development proposes to enhance the utility and appearance of the existing parking function by promoting multi-family living and integration of uses with cars discreetly stored underground.
- Horseshoe Bay’s established cyclist culture will be accommodated with generous public spaces and small-scale commercial ventures.
- The site’s proximity to both the BC Ferries terminal and Sewell’s boat rental and moorage services and water taxi will further increase available transport options.
- Pedestrian movement will also be encouraged through connection to the Spirit Trail as it runs from Horseshoe Bay to North Vancouver.
- Bus connection and use will be supported by the increase in residents.

7. Promote environmental stewardship

- The environment will play a key role in the development through more energy-efficient buildings, use of a geo-exchange system for energy production, integrated alternative transportation options, naturally ventilated architecture which is sensitive to local conditions, and the restoration of waterfront ecology along the boardwalk and Madrona Island.

8. Take an active role in planning for the future of the region

- Horseshoe Bay is central to greater Vancouver’s relationship with Howe Sound, and developing the Sewell’s Marina site responsibly and sensitively will ensure that the community can continue this role. Pedestrian and water traffic, of varying scales, will be supported on or near the site in addition to a complete multi-family community.

POLICY:
LOCAL ECONOMY

LE1:
“Plan for a hierarchy of commercial areas that serve a variety of roles in the community.”

LE3:
“Encourage mixed commercial and residential projects in commercial centres where consistent with ongoing commercial activity.”

LE5:
“Recognize the local and regional importance of marine and resort commercial areas”

RESPONSE

- The development at Sewell’s Landing will support Horseshoe Bay’s existing role as a visitor destination through a natural integration with the Marina users and the provision of additional commercial destinations for BC Ferries passengers, park users, and local residents.
- By housing marine, commercial, and residential functions simultaneously the development will serve as a ‘bookend’ to Bay Street which currently lacks a meaningful bookend supporting public activities.
- The marine and small commercial opportunities at Sewell’s Landing will complement nearby businesses while the residential component will supplement the seasonal consumer base in Horseshoe Bay from BC Ferries and marina users.
- The development of lands adjacent to Sewell’s Marina directly supports District objectives in this regard. The development proposes to preserve and enhance existing facilities and allow for parking and other supporting infrastructure where required.
- The proposal will also support BC Ferries foot passengers with select commercial operations.
- The marina is a physical and cultural landmark in the region and the active waterfront is engrained in the Horseshoe Bay lifestyle around which the development is built.

POLICY:
HOUSING

H-5:
“Encourage mixed commercial and residential developments in.... Horseshoe Bay commercial centres, and consider mixed uses in local commercial areas.”

H10:
“support the provision of greater housing options for the District’s growing senior population.”

H12:
“encourage more energy efficient buildings that help to reduce community greenhouse gas emissions.”

RESPONSE

- The Sewell’s Landing site is both an existing local commercial area, and borders the main commercial district in Horseshoe Bay. Members of the Neighbourhood Visioning Committee, present throughout the conceptual process, are “residents, property owners, and neighbourhood organizations” and were pleased that marine services and the working waterfront will continue to be supported in the new project.
- The development also includes amenities for residents and the community in the form of a waterside amenity building and Madrona Island walkway. Collectively, these improvements will draw visitors to the Boathouse restaurant and other on-site businesses and amenities.
- Through initial conversations with neighbours, the team learned that there is a need for more affordable but high quality housing among downsizing retirees. As a result this has become a consideration in the project and a motivating factor when planning homes and building configurations for aging in place.
- The proposal will also provide for universal accessibility through terraces, at-grade entries, and elevator service.
- Like the District, the project team have taken holistic approach to sustainable design and energy performance. Through the use of innovative geo-exchange heating systems as well as roof overhangs and West Coast materials the development will seamlessly achieve a high level of environmental performance.
- The proposal will make the best possible use of its waterfront location for energy, natural ventilation of homes, and alternative transportation options.
- The decision to separate building volumes with courtyards will incorporate natural light into homes and enhance quality of life.



POLICY:
BUILT FORM AND
NEIGHBOURHOOD CHARACTER

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

RESPONSE

- The development at Sewell’s Marina will be designed to LEED Gold standards, and conform to ASHRAE 90.1 for building envelope performance. In addition to the use of local materials wherever possible, the geoexchange system used for heating and cooling will vastly reduce greenhouse gas emissions.
- The development will also employ its waterfront location for natural ventilation; refreshing coastal winds are prevalent in Horseshoe Bay and through-unit home plans will aid airflow.
- The development will also feature extensive landscaping which will aid in stormwater management and decrease solar heat gain much more effectively than the current barren asphalt parking lot.

BF-A 5:
“Promote development that fosters social interaction and involvement.”

- By distributing homes across several buildings and terracing the development, the design creates several courtyards of varying size in which residents and citizens can gather. The terraces will also be open to, and coplanar with, adjacent streets to encourage integration with the community.
- Links between the proposed waterfront promenade and amenity features and the Horseshoe Bay pedestrian paths will draw the public across the site and encourage an active, vital neighbourhood.

BF-B1:
“Preserve and enhance neighbourhood character and the character of supporting streetscapes”

- The design of Sewell’s Landing strives to knit seamlessly with both the scale and essence of Horseshoe Bay, primarily through the scaled-down townhome and small retail elements along Nelson Avenue.
- The entire project will reference a West Coast aesthetic and the texture of varied buildings will harmonize with the organic fabric of the village. The Nelson Avenue frontage is of particular significance as the ‘front door’ facing the Village and will reflect this role through scale, detailing, and significant landscaping.

BF-B2:
“Preserve and enhance the valued qualities of existing neighbourhoods”

- The multi-faceted nature of the proposal will enable it to merge with the small residential scale along Nelson Avenue while negotiating larger features such as Libby Lodge and Madrona Ridge.
- The distinctly residential quality of the buildings will complement Horseshoe Bay and form an active bookend to the pedestrian experience of Bay Street.

BF-C6:
“Promote a casual, seaside village character in the Horseshoe Bay Neighbourhood Centre.”

- Although the Sewell’s Landing site is not located within the Neighbourhood Centre, the scale of the proposal offers the opportunity to advance the goals and priorities of the broader community.
- Out of respect for the Village cadence of buildings along Nelson Avenue, the project is comprised of multiple buildings rather than a single volume.
- Through organic site planning and pedestrian-scaled features the design invites informal movement, discovery and inhabitation.

BF-C 9:
“Retain existing marinas and yacht clubs and encourage their improvement or redevelopment compatible with their waterfront and residential settings.”

- Sewell’s Landing is listed as a “designated Development Permit Area” and the proposed development will enhance and preserve Sewell’s Marina which will retain its M3 Marine zoning, retain existing moorage capacity, and receive upgraded fuel facilities.
- By incorporating parking for the marina, as well as the various commercial operations which support users, the development aims to harmonize new residents with existing and continuing functions.
- The project team has worked closely with the Sewell family through the schematic phases to ensure that the practical, long-term needs of the marina will be met by the proposed design.

POLICY:
NATURAL ENVIRONMENT

NE 3:
“Maintain, protect, and enhance the shoreline and foreshore and, where feasible, provide for public access.”

RESPONSE

- One of the defining features of the Sewell’s Marina site is its interface with the ocean and location adjacent to the foreshore. The proposal seeks to enhance the shoreline where possible and will increase the habitat potential of Madrona Island which has languished in recent years.
- The development seeks to bring visitors and residents closer to the natural features of this island through bridges and walkways perched delicately above the landscape, encouraging the indigenous Arbutus trees and other flora and fauna to flourish.

NE6:
“Recognize and manage environmentally sensitive areas.”

- Given the proximity of Sewell’s Landing to both marine and terrestrial ecology the proposal will consider both of these factors when designing interventions and planning for construction.
- The development is located entirely on lands which have formed part of Sewell’s Marina properties for generations. No untouched areas are included in the project and the team hopes to repair the natural foreshore to encourage habitat growth.

POLICY:
NATURAL ENVIRONMENT

NE8:
“Integrate storm water management practices with community planning.”

NE10:
“Encourage tree planting on streets and manage cutting and pruning of public trees to maintain the balance between preservation of the streetscape and forested public lands, and residents’ desire for access to sunlight and views.”

RESPONSE

- The absence of any existing streams on the site, and the inclusion of substantive landscaping and stormwater retention methods will absorb and ease the flow of water across the site.
- The development proposes generous landscaping along Nelson Avenue and Wolsley Street, including management of existing mature flowering cherry trees on the Nelson Avenue boulevard.
- Landscaping of the finished ground plane will include a variety of high quality materials and include both common and private garden spaces.
- Where the townhomes abut Nelson Avenue, the combination of ‘front porch’ architectural language and generously planted yard and terrace conditions will enhance the public approach towards the project from Bay Street.

POLICY:
PARKS AND OPEN SPACE

P4:
“Use greenbelts and boulevard landscapes to contribute to neighbourhood definition and character.”

P7:
“Protect the shoreline and significant environmental and cultural features.”

RESPONSE

- Being privileged to adjoin the major public park in Horseshoe Bay, the development will take care to landscape the boulevards and common areas of the Nelson Avenue frontage and create a continuous green public realm.
- The ground plane of the development will be well-defined with high quality paving surfaces and vegetation. Being coplanar with Nelson Avenue will allow for sight lines through from the park, and a welcoming neighbourhood condition.
- As part of the project’s integration with waterfront walkways and Marina infrastructure, the shoreline will be protected and enhanced for greater public benefit and long term durability. Where possible, synergies will be found between District objectives and those of the project.
- Additionally, the restoration of natural habitat on Madrona Island will increase public awareness of the waterfront ecosystems.

P8:
“Promote public access throughout the community.”

P11:
“Promote the development of a sense of ownership of parks.”

- The project proposes to enhance public waterfront access through the creation of a publicly-accessible boardwalk and bridge to adjacent Madrona Island, which will also connect to the District park and public paths across Nelson Avenue.
- Universal, unimpeded public access to the on-site spaces will also be encouraged through stepped terrace levels flush with the adjacent street.
- Through natural landscaping connections to the public park across Nelson Avenue, residents and visitors to the Sewell’s Landing development will feel connected with the community green space.
- Generous landscaping on the site will bridge the existing gap between the established trees in the waterfront park and those on Madrona Ridge.

POLICY:
COMMUNITY RECREATION

R2:
“Position community recreation so that it emphasizes community building, health, and wellness.”

RESPONSE

- The Sewell’s Landing proposal has at its core a focus on recreation and active lifestyle. Making one’s home immediately adjacent to Howe Sound and the trails, parks, and mountains surrounding the site supports a desire for work-life balance and the enjoyment of outdoor activities.
- Sewell’s Marina provides opportunities for canoeing, paddle-boarding, and kayaking and Horseshoe Bay is an established node for recreational and competitive cyclists on the North Shore.
- Additional walking and running opportunities will be available when the Spirit Trail is completed as the proposed route includes Nelson Avenue where it abuts the site.

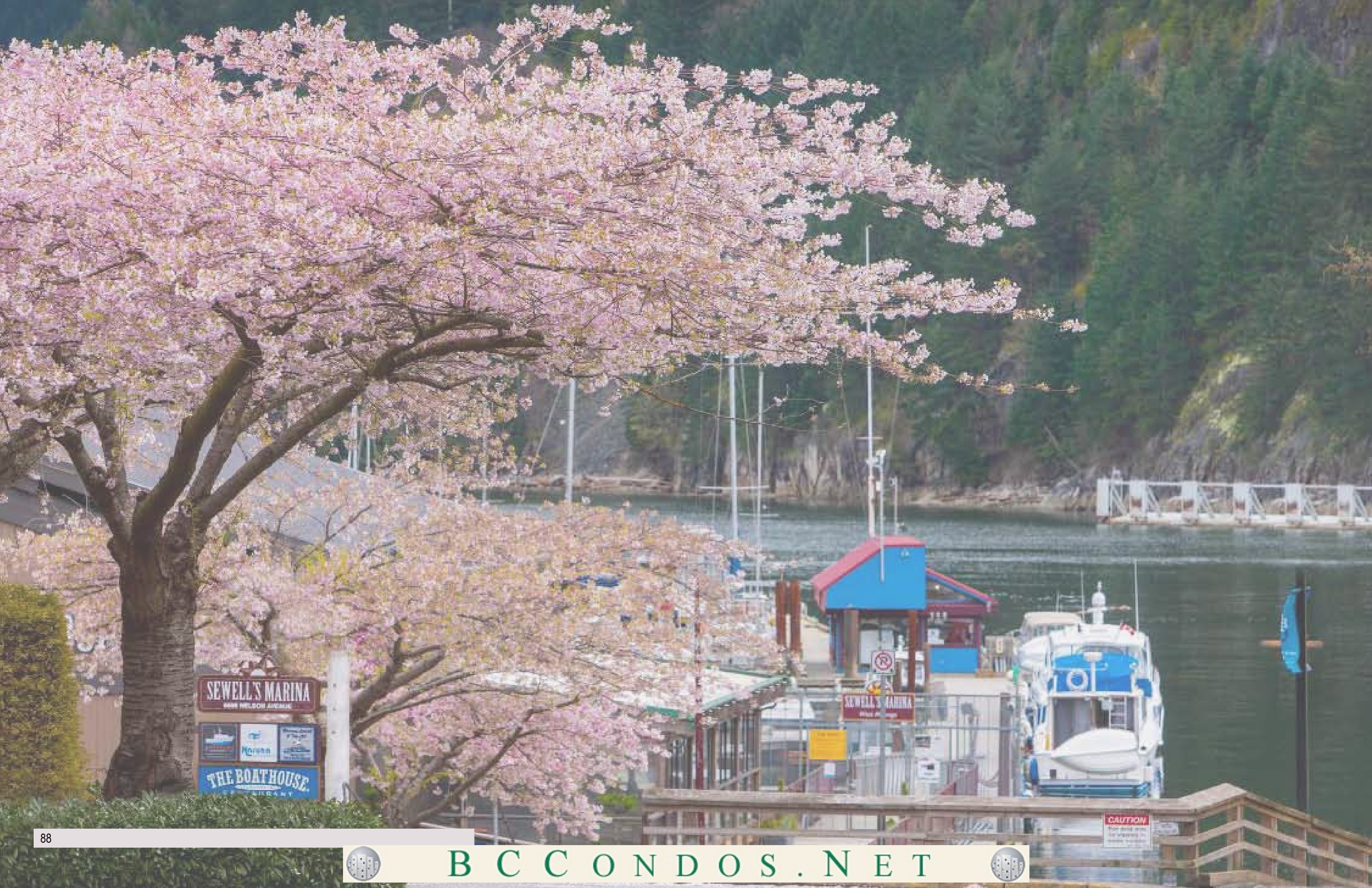
POLICY:
ARTS CULTURE LIBRARY

A4:
“Encourage the provision of public art.”

RESPONSE

- Public art will be integrated into the development through the use of atmospheric but discrete lighting which enhances the human quality of the development and re-imagines the role of art in everyday experience.
- By distributing these interpretations of light throughout the development, the design invites residents and visitors to experience non-traditional methods of artistic expression.





POLICY:
TRANSPORTATION
AND MOBILITY

T2:
“Pursue comprehensive approaches to local transportation planning, including support of sustainability principles.”

- Vehicle parking will be rucked underground and the increased population will support transit service, cycling, and boating options. Carshare opportunities are also being explored.

T3:
“Coordinate transportation infrastructure with local area planning to ensure to ensure that it contributes to and sustains neighbourhood character.”

- The Sewell’s Landing project does not propose to add any new roads and any surfaces which require paving will have integrated pedestrian and vehicular realm, similar to that of Vancouver’s Granville Island.
- The ‘front door’ of the project, along Nelson Avenue, will be planned in conjunction with the District’s park opposite with the intent of harmonizing the streetscape and decreasing the impact of vehicles.
- Walking and cycling networks will be naturally integrated with the design through extensions of the waterfront path network and barrier-free access to the interior courtyards by the public.
- Water taxi and boating options will be supported

T5:
“Enhance and expand transportation options to reduce auto dependency and associated environmental impacts.”

- With its proximity to waterfront facilities and BC Ferries terminal, the Sewell’s property inherently supports alternative marine transportation choices.
- The site also facilitates walking and cycling with proximity to the town centre in Horseshoe Bay, as well as local trails and pathways.
- The increase in population will further support transit service

POLICY:
MUNICIPAL UTILITIES

U1:
“Promote energy consciousness.”

- The proposal will be designed to LEED Gold standards, replacing a surface parking lot which is only used to capacity in peak boating season.
- Through the use of a geoexchange system, natural shading, and high performance building envelope the proposal will reduce new energy loads.

U6:
“Design storm water management and long-term flood control measures to carry out best environmental practices.”

- The use of generous landscaping will enable the development to reduce stormwater runoff and reduce loading of District systems.
- The lower levels of the buildings nearest the water have also been carefully considered in the context of District and Provincial expectations of ocean level rise, storm surge, and other conditions.
- Residential habitable space is elevated above the interim policy 4.5m elevation.

RESPONSE

U7:
“Consider neighbourhood character as well as functionality and safety in servicing.”

- Services for the new development will be located well underground and steps will be taken to manage carefully and safely the interface between the geo-exchange system and the Bay.
- Judicious use of lighting will play an artistic role on the site and is anticipated to extend to street lighting as well, while respecting the style and night sky of Horseshoe Bay.

U8:
“Minimize the amount of refuse generated and promote the reuse and recycling of waste.”

- The development will accommodate on-site recycling rooms and ease servicing from central locations.

U9:
“Ensure that development practices and approvals are in accordance with Provincial objectives and Contaminated Sites legislation to avoid public health issues or safety hazards.”

- As part of the rezoning application a soils study will evaluate the presence- if any- of any contaminants and the proposal will comply with all regulations as required.

POLICY:
GOVERNANCE

G1:
“Enhance communication between residents, businesses, organizations, and the Municipal Council.

- Dialogue with the community and District staff has been an important part of development at Sewell’s Landing.
- In addition to the Sewell family’s history in Horseshoe Bay and their continued daily presence at the Marina site the project team has undertaken formal public consultation and correspondence with District staff to ensure all parties are kept current with the goals and status of the project.

G2:
“Encourage citizen participation and input in the planning and implementation of Municipal programs and approvals.”

- The introduction of a multi-faceted project such as Sewell’s Landing to the District has already generated interest from the public and the design team has been encouraged by the community’s various ideas and viewpoints.
- Through both formal and informal conversations the team has gathered information and evolved the project to reflect the priorities and aspirations of the community.

RESPONSE

**RESPONSE TO BUILT FORM GUIDELINES
FOR NEIGHBOURHOODS:
BF-C6 HORSESHOE BAY NEIGHBOURHOOD CENTRE**

GUIDELINE:
CONTEXT AND SITE DESIGN

- a. Encourage the “maritime village” character by providing small scale retail and service oriented retail at street level and commercial and/or residential uses on upper floors.
- b. Address the compatibility of scale between new buildings and the existing adjacent buildings.
- c. Encourage accessible, pedestrian friendly uses at street level, particularly at intersections.
- d. Provide pedestrian oriented buildings with storefronts that face public sidewalks.
- e. Provide interfaces between retail, service commercial and residential areas by clearly defining the public areas from semi-public and private areas of a development.
- f. Encourage integrated public art that relates to and enhances the pedestrian experience.

RESPONSE

- The development will enhance existing small-scale maritime retail and restaurant operations, integrating modestly scaled commercial space along Nelson Avenue. Residential uses will be located variously at both ground and upper floors to add variety.
- The project decreases in scale towards Nelson Avenue and Wolsley Streets to merge with the existing Village architecture.
- By assembling townhome and small commercial uses along Nelson Avenue and terracing the site with generous landscaping and paving, the design encourages mobility and activity.
- The modest scale of the commercial spaces along Nelson Avenue will directly engage both the sidewalk and public park opposite. The marine commercial spaces located further into the site will also be universally accessible through paved and landscaped terraces.
- Private and semi-public residential areas of the development will be delineated through landscaping and architectural details which create a sense of continuity and belonging alongside the personal nature of each home.
- The exploration of art through commissioned lighting installations will add safety and interest along the street edges of the project as well as through the common areas between buildings.

GUIDELINE:
BUILDING DESIGN

- a. Consider new buildings to a maximum height of three storeys above the adjacent street level on Bay Street and two storeys for all other properties within the commercial area. Special architectural features which exceed this limit may be considered on Bay Street in order to accentuate corner developments or gateway development sites.
- b. Encourage upper storey setbacks from the street to break down the massing of the building, to maintain a low profile and provide sunlight penetration to the street.
- c. Encourage a variety of roof forms on new buildings
- d. Encourage a variety of commercial unit sizes and frontage to provide economic flexibility and visual interest along the street. Where building frontages are particularly long, the building should be detailed to break up the apparent length with the use of columns or other architectural features.

RESPONSE

- Through variations in building height the development aspires to merge with Nelson Avenue at the townhome scale while also creating a ‘bookend’ feature for Bay Street and negotiating the broad scale of Madrona Ridge at the western edge of the site.
- The upper portions of each building will step back to allow for roof terraces and carefully manage profile and massing. The separation of the project into discrete buildings will also allow light and air through the site.
- The West Coast language of the proposal includes varied roof elements, many evoking a sense of home and the primacy of exposed wood in coastal Modern architecture.
- Commercial spaces will be distributed throughout the project and as such have variety in their frontages. The marine-focused spaces near the waterfront will differ in scale and characteristics from those on Nelson Avenue but both will support residential upper storeys.

GUIDELINE:
BUILDING DESIGN

e. Encourage buildings of a pedestrian scale along the street.

f. Provide building detailing and articulation, especially at street level.

g. Discourage unarticulated blank or solid walls visible from the street.

h. Encourage high performance “green building” design.

i. Encourage upgrading of building finishes to include the use of wood siding, metal fixtures, articulated wood entry doors and glazing.

j. Provide decks, patios, and outdoor seating and eating areas.

RESPONSE

- The proposal will meet the pedestrian scale of Nelson Avenue and Wolesley streets through lower building forms and townhomes with fine-grained details. The expression of doorways and other elements will further animate the ‘front door’ at the street.
- The project decreases in scale towards Nelson Avenue and Wolesley Streets to merge with the existing Village architecture.
- The broad permeability of the site through terraced buildings and gardens will be continued with active edges at grade; core functions will be located inboard, residences will have front door entries, and commercial spaces will fully engage the public realm.
- Through a mix of high-tech geo-exchange heating and low-tech ventilation and passive building form the project will minimize its impact on the environment.
- The project team considers genuine and high quality materials to be foundational to the delivery of a successful urban intervention. The residential and commercial components will both reflect this belief in their architectural detailing.
- Management of the site slope through terracing has created multiple opportunities for outdoor living at or near grade, while the building setbacks at the upper levels will encourage residents to enjoy ocean views from roof top patios.

GUIDELINE:
BUILDING DESIGN

k. Improve rear access to and from buildings.

l. Encourage continuity of street-front elements such as awnings and commercial windows.

m. Provide convenient, semi-continuous weather protection through awnings, overhangs and canopies.

n. Provide site signage that is coherent with an inviting image.

o. Site loading areas, mechanical equipment and garbage bins to minimize visual and acoustical impacts on adjacent properties and the streetscape.

RESPONSE

- Service entrances to commercial spaces will be carefully managed to ensure that none of the landscaped, pedestrianized terraces on site abut an inactive facade.
- The marine commercial frontages along the boardwalk and waterfront will maintain a consistent design language and respond to the existing Boathouse restaurant and other businesses along Nelson Street.
- Both the townhomes along Nelson Avenue and the commercial frontages abutting the waterfront will have weather protection integrated with the architecture.
- Given the integration of residential and commercial space on site, signage will be sensitive while communicating clearly.
- Site services will be located on underground parking levels or other discreet locations. All sides of each building border the public realm so services will be managed to minimize impact.



GUIDELINE:
LANDSCAPE DESIGN

- a. Consider a nautical, seaside or maritime character.
- b. Encourage landscaping to complement the design of buildings and differentiate intended public from private spaces
- c. Encourage the use of landscape features and plant material adjacent to sidewalks, including such elements as small gardens and hanging flower baskets at store entries.
- d. Encourage the use of street furniture and merchandise displays without inhibiting pedestrian or barrier free-access to buildings along sidewalks.
- e. Provide private outdoor open space for each dwelling unit in buildings with a residential component, and minimize overlook from adjacent properties
- f. Minimize glare and light trespass from exterior lighting to surrounding properties.
- g. Subdue signage illumination.

RESPONSE TO BUILT FORM GUIDELINES
FOR NEIGHBOURHOODS:
BF-C6 HORSESHOE BAY NEIGHBOURHOOD CENTRE
(continued)

RESPONSE

- The architecture of the project will reflect its integration with Sewell’s Marina and the unique waterfront site. Through a humanized West Coast design language and organic responses to site conditions the project will intimately fit in with Horseshoe Bay.
- The landscaping will be curated in conjunction with architectural elements to reflect the specificity of the West Coast, West Vancouver, and Horseshoe Bay. Carefully considered landscaping and paving will define residential spaces and celebrate public ones.
- Particularly at the townhomes along Nelson Avenue, garden spaces and landscaping will play a role in the public face of the project. The extension of the public realm across the site through flush, paved terraces will further introduce landscaping to the street.
- The various business spaces on site will be designed to invite public interaction while easing universal access.
- Residential outdoor spaces such as terraces, balconies, and ground-level gardens will feature prominently in the design to allow views of the mountains, water, and life of Horseshoe Bay.
- Artificial lighting will be carefully managed to minimize its impact on nearby buildings and reduce urban light pollution in the environment.
- Both commercial and residential signage will be moderated at night to retain legibility but not impact the community.

GUIDELINE:
CIRCULATION / PARKING

a. Avoid conflicts between pedestrian and vehicular movement and ensure site circulation is accessible to persons with disabilities

b. Encourage convenient pedestrian movement into and within the area.

c. Encourage the use of alternative transportation modes by providing convenient, secure bicycle storage.

d. Encourage the provision of additional parking in a co-ordinated manner, as long as it does not detract from the Village's pedestrian orientation.

e. Discourage large expanses of ground level paved parking, particularly when visible from or directly adjacent to a street. Where ground level parking does exist, provide landscape features such as fencing or planting to visually break up and screen parking from public streets and neighbouring properties, improve natural drainage, and highlight pedestrian routes.

RESPONSE

- The design of paved and landscaped terraces will disperse vehicles across three access points and reduce speeds for greater pedestrian safety. Similar to Vancouver's Granville Island, using a wall-to-wall, richly paved surface free of curbs will promote universal accessibility and safety.
- The development will encourage universal access through terraces integrated with each building and permeable elevations along Nelson Avenue and Wolsley Street. The proposed boardwalk is also connected to the District pathway system and leads visitors to important destinations such as the Marina and Boathouse restaurant
- The project team is committed to Horseshoe Bay's existing bike culture and will integrate storage, parking, and end-of-trip facilities with the design.
- The development will provide adequate underground parking for Sewell's Marina as well as all residential and supplementary commercial uses. Vehicle access to parking will be discretely managed through site terraces and pedestrianized plazas through small portals into underground parking.
- The redevelopment of the current surface parking lot for Sewell's Marina will relocate parking entirely underground and re-imagine the ground plane adjacent to Nelson Avenue as a quality paving surface with pedestrian access. Integrated landscaping will spatially separate residential gardens from loading zones within the terraces and act as a first stage of rainwater management.

GUIDELINE:
CIRCULATION / PARKING

f. Design underground parking for commercial use to be readily accessible to and easily used by customers. If there is a residential component, unsecured commercial parking should be separated from secure resident parking.

g. Situate and design garage doors so that they are not a dominant feature of the streetscape.

RESPONSE

- Underground parking for Marina customers and visitors will be publicly accessible and located immediately adjacent the Marina and its associated commercial spaces. Residential parking will be secured and conveniently located near each building.
- Entries to underground parking will be integrated with each terrace level and landscaped to further diminish their significance.



RESPONSE TO COMMUNITY DIALOGUE ON
NEIGHBOURHOOD CHARACTER AND HOUSING:
WORKING GROUP RECOMMENDATIONS

RECOMMENDATION #1.1
Building a Sustainable Community

“The Community Dialogue has confirmed community support for the OCP vision for a socially, environmentally, and economically sustainable community and the high level policies and objectives contained in the OCP.”

“A fundamental component of social sustainability is the availability of appropriate housing forms to meet the diverse and changing needs of the community”

“A growing number of older West Vancouver residents may be looking to downsize, reduce maintenance and lower costs now and in the future.”

“Greater awareness about how we make use of existing land and resources, and the implications of these choices in the context of environmental sustainability and global warming”

RESPONSE

- Sewell’s Landing supports the three-pronged approach to sustainability outlined in the OCP. The project proposes to reduce greenhouse gas emissions through the support of alternative land and marine transportation options, sensitive building design, and on-site renewable sources of energy. Through a range of housing options the project will support social mixing and sustained economic development.
- Sewell’s Landing proposes new types of housing in Horseshoe Bay which range from ground-oriented townhouses to mid-rise apartments.
- The design seamlessly integrates measures to support aging in place and accomodate the changing needs of the community.
- Sewell’s Landing has been designed with existing West Vancouver residents as key stakeholders. The project will provide a range of alternatives to detached housing that are within the District and an existing community, and range in affordability.
- The proposal replaces an asphalt parking lot serving Sewell’s west marina location with a programatically-diverse mixed use project.
- Within the same footprint the proposal accommodates multi-family residential units, various commercial enterprises, additional vehicle parking spaces, as well as existing marina functions.
- By diversifying site uses the project makes efficient use of resources and infrastructure while protecting the adjacent forest.

RECOMMENDATION #2.1
Articulating
“Neighbourhood Character”

“West Vancouver is recognized as a community of distinct neighbourhoods. The OCP calls for preserving and enhancing the character of individual neighbourhoods; and residents are concerned about the changing character of their neighbourhoods through redevelopment and alteration of established streetscapes.”

RECOMMENDATION #2.2
Integrating New Houses in
Established Neighbourhoods

Over half of West Vancouver’s housing stock was built prior to 1970; this is a much higher proportion of older housing compared to the Metro Vancouver average, and has implications for existing neighbourhoods. As the housing stock ages, the more likely it is to be replaced with new housing.

RECOMMENDATION #2.3
Making the Construction
Process More Neighbourly

In order to address resident concerns over the negative impacts of new construction, such as truck traffic, parking, noise, vibrations, construction debris, blasting, hours of work, etc

RESPONSE

- The OCP references elements of architectural character for the Horseshoe Bay community and the Sewell’s Landing proposal responds through diverse building forms and scale.
- The project team studied various character buildings in Horseshoe Bay as part of the design process and the resulting proposal is a contemporary interpretation of West Coast Modernism unique to Horseshoe Bay.
- The streetscape along Nelson Avenue is currently under-used by the Marina parking lot and the proposal will populate this edge with townhomes and small retail in response to the balance of Bay Street.

RESPONSE

- Much of the housing stock in Horseshoe Bay is aging and the proposal will provide options for existing residents who wish to remain in their community, particularly as they age.
- Although the proposal replaces a surface parking lot and not existing homes it will provide sensitive infill which relates to context and the community.

RESPONSE

- Sewell’s Landing has been designed to minimize the requirement for rock blasting and subsequent impact on neighbours
- The design team has explored options for marine delivery of construction materials to reduce traffic congestion in the neighbourhood and greenhouse gas emissions.

RECOMMENDATION #2.4
Protecting Boulevard and Streetscape Character

Review the Boulevard Bylaw and the Boulevard Maintenance and Encroachment Policy, and any related guidelines to address resident concerns over loss of established neighbourhood character through:

- the introduction of fences, gates, and other ‘hard’ edge treatments, which are not in keeping with the semirural character of many West Vancouver neighbourhoods; and
- the ‘privatization’ of public space through encroachments onto boulevards, and unopened lane and road rights-of-way

Gated properties, hard edge boulevard treatments, and private encroachments into public spaces are also perceived by many residents as “un-neighbourly”.

RECOMMENDATION #2.5
Minimizing Site Alteration

A common concern expressed during the Community Dialogue is extensive landform alteration associated with house construction – which may involve considerable tree removal, rock blasting, introduction of retaining walls, and alteration of drainage patterns. The notion of ‘designing with nature’ (i.e., designing a new building to fit within the existing landform character) is strongly supported by West Vancouver residents.

RESPONSE

- The design of Sewell’s Landing supports the Boulevard Bylaw and Boulevard Maintenance and Encroachment policy by locating residential and commercial spaces along Nelson Avenue, creating a welcoming streetscape with generous landscaping. The project also seeks the retention of the flowering cherries along Nelson Avenue.
- Access across the site will be encouraged through the creation of terraced plazas between buildings which will be flush with Nelson Avenue. These barrier-free spaces will extend the publicly accessible fabric of Horseshoe Bay.
- The proposal will increase the public permeability of the site and seeks to welcome pedestrian traffic by respectfully blending with the urban space of Nelson Avenue and the municipal park.

- The edge conditions proposed for Sewell’s Landing will respect the streetscapes adjacent and the reduced scale of the townhomes will bridge between single- and multi-family residential conditions.
- Each of the plateau levels and spaces between buildings are imagined as flush with grade and encouraging unimpeded public access.

RESPONSE

- The proposal integrates with the existing landscape to a high degree and proposes the retention of flowering cherry trees along Nelson Avenue by setting back underground parking levels.
- The intervention along the west property line is also being studied to minimize rock blasting and disturbance of the existing slope.

RECOMMENDATION #2.6
Learning How to ‘Design with Nature’

Inherent in a ‘design with nature approach’ is sensitivity to existing site features – which vary across the District, between neighbourhoods, and between individual properties. Resulting design solutions may vary between different sites, but should be in keeping with the distinctive character of each neighbourhood.

RECOMMENDATION #2.7
Conserving Our Heritage Resources

West Vancouver’s built and natural heritage resources are integral components of the community’s history and neighbourhood character. Through Provincial heritage legislation (Local Government Act and Community Charter), it is possible to formally recognize the heritage value of buildings, structures, landscapes, and whole neighbourhoods or districts within the municipality.

RESPONSE

- The proposal for Sewell’s Landing is highly sensitive to its natural context and invites visitors and residents to fully engage with the working waterfront of Horseshoe Bay.
- The site is so fully engaged with adjacent marina and waterfront operations that the project has been designed around these specific site conditions and in concert with the neighbourhood character.
- The public boardwalk along the waterfront allows for enjoyment of Horseshoe Bay’s spectacular natural setting and the project houses a variety of marine commercial operations which support the light industrial character of the site.

RESPONSE

- The existing surface parking lot and service buildings at Sewell’s Marina do not possess notable heritage value, however the tradition of light maritime industry on the site and the role of the Sewell family in the community have been defining elements of the neighbourhood for much of the last 100 years.
- The proposal for Sewell’s Landing will retain these uses and support the future of the Sewells’ family-owned and -operated marina.
- The design will also reference the maritime history of the site through architectural details and storytelling devices.

RESPONSE TO COMMUNITY DIALOGUE ON
NEIGHBOURHOOD CHARACTER AND HOUSING:
WORKING GROUP RECOMMENDATIONS
(continued)

RECOMMENDATION #3.1
Amending OCP Housing Policies

A key OCP objective is to “provide for a diversity of housing types in keeping with existing neighbourhood qualities to accommodate a balanced and diverse population.”

84% of residents believe that a greater variety of housing types is needed in West Vancouver to meet the community’s social, economic, and environmental sustainability objectives.

RECOMMENDATION #3.3
Consider ‘Infill’ Housing

During the Community Dialogue, residents identified key housing gaps in West Vancouver; specifically, the need for more housing options for young families, young adults, empty nesters, and smaller households – including lone parent families; as well as opportunities for older residents to age in place in their own community.

The notion of a detached house is still highly valued in West Vancouver, but residents would like to see more variations to this traditional housing form, such as smaller units (1,000 to 1,500sqft.), more manageable gardens, opportunities for one-level living, and flexible designs to accommodate changing household needs.

RESPONSE

- Sewell’s Landing will add to the diversity of housing types in both Horseshoe Bay and the District of West Vancouver. With a combination of ground-oriented townhomes and apartment-style units the proposal will give existing residents options as their needs change.
- The addition of new residents from the District and greater Vancouver will support the economic strength of Horseshoe Bay.
- The proposal on the Sewell’s Marina site will support the multi-family sector of the North Shore housing market. Those seeking to affordably downsize from their detached single-family homes will find a variety of options for staying in their communities.

RESPONSE

- Sewell’s Landing proposes to address these demographics by increasing the type of housing available in the District of West Vancouver, and specifically in Horseshoe Bay. To date the Bay has been characterized by detached single family dwellings which have become unaffordable for many in the current housing market. By including townhomes and single-level units the proposal will meet the needs of both families and seniors over the long term.
- Sewell’s Landing will not replace any detached single-family dwellings in Horseshoe Bay but will add diversity to the available housing stock. The range of 1,000 to 1,500 sqft is in line with the proposal and all of the at-grade units will feature desirable garden space.
- The stepped building forms also create single-level units with generous roof terraces ideal for plants and outdoor living.
- The suite layouts have been designed with generous space and long term flexibility in mind.

RECOMMENDATION #3.5
Addressing Housing
Affordability

Housing affordability was a common issue raised during the Community Dialogue:

- Older residents are concerned about limited opportunities for downsizing from single-family homes into smaller housing units (apartments, townhouses), in better proximity to community services such as health care, shopping, recreation and transit. They would also like to be able to downsize and have some money left over after the sale of their home.
- Younger households are concerned about the inability to enter the housing market due to the high cost of new housing, which is typically designed and built for a more affluent market.

RECOMMENDATION #3.6
Utilizing Surplus District-
Owned Lands

During the Community Dialogue, the former Horseshoe Bay Firehall site was identified as an opportunity to explore alternative housing options on a site proposed for disposition. Opportunities to address identified housing gaps should be taken into account when considering disposition of any District-owned properties.

RESPONSE

- Horseshoe Bay is an ideal community for those intending to downsize from their single-family homes and Sewell’s Landing will provide them with more options than the current housing stock. The nature of mixed-use development will provide greater affordability and sense of community for many of these residents.
- Younger households will be encouraged by the option for at-grade units and those with private roof terraces. The opportunity for living in an established neighbourhood with immediate access to the North Shore lifestyle is unique and appealing.

RESPONSE

- The Sewell’s Landing proposal is supportive of additional multi-family projects undertaken on District lands in the common pursuit of greater housing diversity. By enriching the consumer base for local businesses and creating space for new endeavours these mixed-use projects can support the Bay’s economy.

RECOMMENDATION #3.7
Encouraging ‘Green’ Buildings

Adopt minimum standards for employing sustainable (green) building design and operating systems, such as recycled building materials, geothermal heating, solar panels, rainwater retention (for irrigation), green roofs (where appropriate), etc.; and introduce incentives for exceeding these standards, where appropriate

- RESPONSE
- Sewell’s Landing will be designed to a LEED Gold standard and employ both passive and active sustainable features
 - Replacing an asphalt surface parking lot with comprehensive mixed-use development will support community and make better use of land resources and infrastructure
 - The design features extensive landscaping for stormwater management, quality of life, and reduced solar heat gain.
 - A geoexchange system will support the project and reduce dependence on fossil fuels for energy
 - Through end-of-trip facilities and public gathering spaces the project will support cycling in Horseshoe Bay
 - The proposal is located near transit routes, proposed District trails, and will have immediate access to marine transportation.

RECOMMENDATION #4.1
Creating ‘Village Nodes’

Examine opportunities for creating or enhancing ‘village nodes’ or neighbourhood service centres through future planning initiatives in both new and established neighbourhoods.

- RESPONSE
- Sewell’s Landing is located at the edge of the Horseshoe Bay village centre and will add definition to the commercial node of Bay Street. The public spaces and commercial opportunities housed at Sewell’s Landing will draw pedestrians and other visitors through Horseshoe Bay and enhance streetlife.
 - By merging existing marine functions with new residential opportunities the proposal seeks to create a local sense of community and support Horseshoe Bay as it continues to grow.

RECOMMENDATION #4.2
Reducing Reliance on the Private Automobile

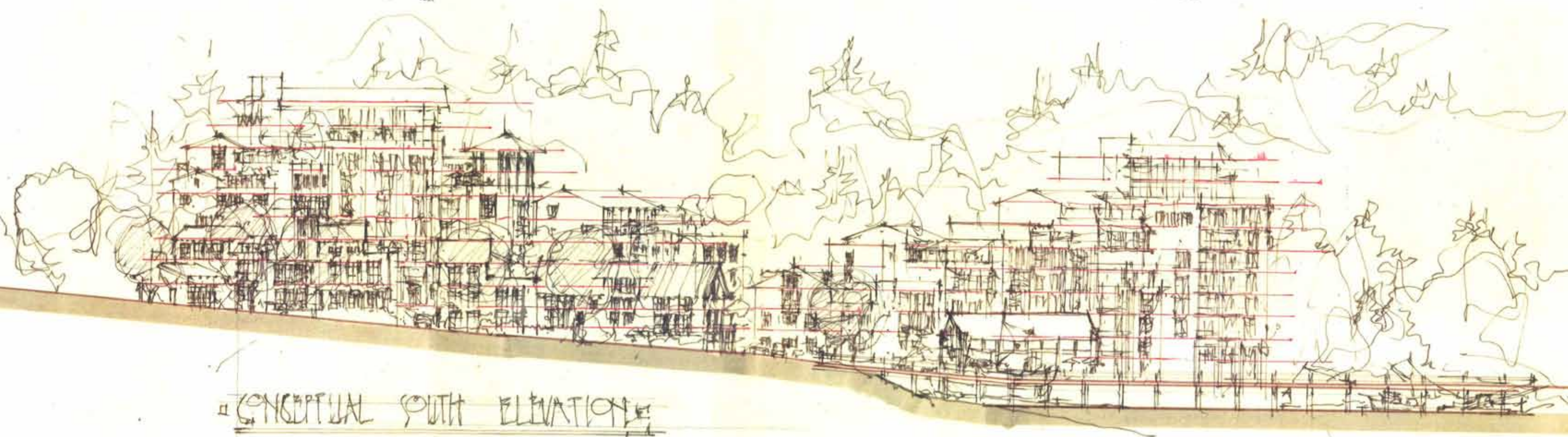
Make provisions for enhanced pedestrian, cycling, and transit facilities to lessen reliance on the private automobile, enable more sustainable transportation choices, and increase opportunities for community connections. This should be addressed through future community planning, development application reviews, and the planning and design of community facilities

- RESPONSE
- As part of the LEED Gold standard of construction, the design for Sewell’s Landing will include end-of-trip facilities for cyclists as well as public spaces in which to gather and create community.
 - The site is located on bus transit routes, has immediate access to BC Ferries, and will support non-motorized water transportation such as kayaking.

RECOMMENDATION #5.3
Holding Workshops on Key Topics or Issues

Hold future workshops for West Vancouver residents with experts on various topics that require further exploration – such as affordable housing, sustainable building design, and ‘design with nature’. This will provide an opportunity for ongoing public input and more focussed discussion on key issues.

- RESPONSE
- Community dialogue has been a key element of the process at Sewell’s Landing and future connections with the community are anticipated in the future. Further input from the District regarding new directions in housing affordability and green building will be supported by consecutive phases of the project as well.



CONCEPTUAL SOUTH ELEVATION

SEWELL'S LANDING, HORSESHOE BAY, WEST VANCOUVER
PAUL MERRICK ARCHITECTS - CUB 1"=32' FEBRUARY 12, 2014



SEWELL'S LANDING AREA CALCULATION																									
		UNITS															RESIDENTIAL SUITES TOTAL	AMENITY	COMMERCIAL	RESIDENTIAL CIRCULATION AREA	EXTERIOR WALKWAY AREA	RESIDENTIAL FLOOR AREA	TOTAL FLOOR AREA	RESIDENTIAL FAR AREA	TOTAL FAR AREA
			PARKING P4	PARKING P3	PARKING P2	PARKING P1	LEVEL 1	LEVEL 2	LEVEL 3	LEVEL 4	LEVEL 5	LEVEL 6	LEVEL 7	LEVEL 8	LEVEL 9										
PARCEL 1				LEVEL 1	LEVEL 2	LEVEL 3	LEVEL 4	LEVEL 5	LEVEL 6	LEVEL 7	LEVEL 8	LEVEL 9	LEVEL 10												
	UNIT A				1,528	1,528	1,528	1,528	1,528	1,528	1,528														
	UNIT A1											1,552	1,552												
	UNIT B				1,637	1,637	1,637	1,637	1,637	1,637															
										1,636	1,636														
	UNIT C				1,900	1,900	1,900	1,900	1,900																
	UNIT C1									2,017															
	UNIT C2										1,723														
	UNIT D				1,198	1,198	1,198	1,198	1,198																
	UNIT E				1,408	1,408	1,408	1,408																	
	UNIT E1									1,433															
	UNIT F				1,272	1,272	1,272	1,272																	
	UNIT G				974	974	974	974																	
	UNIT G1								1,093																
	UNIT G2									1,679															
	UNIT H				1,004	1,004	1,004	1,004																	
	UNIT H1								1,462																
	UNIT I				989																				
	UNIT I1					946																			
	UNIT I2						1,266																		
	UNIT I3							1,010																	
	UNIT J				1,511																				
	UNIT J1					1,356																			
	AMENITY			1,529																					
	COMM			9,686																					
		54			13,421	13,223	12,187	11,931	10,251	6,860	4,887	1,552	1,552				75,864	1,529	9,686	15,970	3,975	97,338	107,024	93,363	103,049
PARCEL 2A						LEVEL 1	LEVEL 2	LEVEL 3	LEVEL 4	LEVEL 5	LEVEL 6	LEVEL 7													
	UNIT A						1,238	1,238	1,238	1,238	1,238														
	UNIT A1											1,253													
	UNIT B				1,015																				
	UNIT B1					588	588	588	588	588															
	UNIT B2											1,202													
	UNIT C				1,273																				
	UNIT C1					765	765	765	765	765															
	UNIT C2					993	993	993	993	993															
	UNIT D				927																				
	UNIT E					646	646	646	646	646															
		30				3,215	4,230	4,230	4,230	4,230	4,230	2,455					26,820			3,066	3,336	33,222	33,222	29,886	29,886
PARCEL 2B					LEVEL 1	LEVEL 2	LEVEL 3	LEVEL 4	LEVEL 5	LEVEL 6															
	UNIT A					944	944	944																	
	UNIT A1								1,159																
	UNIT B					1,346	1,346	1,346																	
	UNIT B1								1,787																
	UNIT C					950	950	950																	
	COMM				2,056																				
		11				3,240	3,240	3,240	2,946								12,666		2,056	2,168	1,513	16,347	18,403	14,834	16,890

SEWELL'S LANDING AREA CALCULATION																									
		UNITS															RESIDENTIAL SUITES TOTAL	AMENITY	COMMERCIAL	RESIDENTIAL CIRCULATION AREA	EXTERIOR WALKWAY AREA	RESIDENTIAL FLOOR AREA	TOTAL FLOOR AREA	RESIDENTIAL FAR AREA	TOTAL FAR AREA
			PARKING P4	PARKING P3	PARKING P2	PARKING P1	LEVEL 1	LEVEL 2	LEVEL 3	LEVEL 4	LEVEL 5	LEVEL 6	LEVEL 7	LEVEL 8	LEVEL 9										
PARCEL 3	UNIT A						LEVEL 1	LEVEL 2	LEVEL 3	LEVEL 4	LEVEL 5	LEVEL 6	LEVEL 7	LEVEL 8	LEVEL 9										
	UNIT A1						774	774	774	774	774														
	UNIT A2						833	833	833	833	833														
	UNIT A3											1,808													
	UNIT B						829						1,808												
	UNIT B1							829																	
	UNIT B2								752	752	752														
	UNIT C						876																		
	UNIT C1							876																	
	UNIT C2								829	829	829														
	UNIT C3											980	980												
	UNIT C4													1,498											
	UNIT C5														1,498										
	UNIT D						801																		
	UNIT D1							801																	
	UNIT D2								823	823	823														
	UNIT D3											1,067													
	UNIT D4												1,303												
	UNIT D5													1,176											
	UNIT D6														1,176										
	UNIT E						1,004																		
	UNIT E1							1,004																	
	UNIT E2								1,099	1,099	1,099														
	UNIT E3											919													
	UNIT F						912																		
	UNIT F1							843	843	843	843														
	UNIT G						912																		
	UNIT G1							854	854	854	854														
	UNIT G2											1,250													
	UNIT H						658	658	658	658															
	UNIT H1										1,221														
	UNIT I						696	696	696	696															
	UNIT J						584	584	584	584															
		65					8,879	8,752	8,745	8,745	8,028	6,024	4,091	2,674	2,674		58,612			5,644	12,513	76,769	76,769	64,256	64,256
PARCEL 4 PLATEAU B	UNIT A				LEVEL 1	LEVEL 2	LEVEL 3	LEVEL 4	LEVEL 5																
	UNIT B					1,032																			
	UNIT C					1,048	546																		
	UNIT D					1,320	546																		
	UNIT E						974	761																	
	UNIT F						1,015	761																	
	COMM				2,058	1,585																			
						3,400	3,081	1,521									8,002		3,643			8,002	11,645	8,002	11,645
PARCEL 4 PLATEAU D	UNIT A				LEVEL 1	LEVEL 2	LEVEL 3	LEVEL 4	LEVEL 5																
	UNIT B						1,005																		
	UNIT C						561	561																	
	UNIT D						662	666																	
	UNIT E						587	458	521																
	UNIT F						851	629																	
		11						1,077	704																
							3,666	3,391	1,225								8,282					8,282	8,282	8,282	8,282
							6,747	4,912	1,225								16,284						19,927	19,927	19,927
TOTAL		171															190,246	1,529	15,385	26,848	21,337	239,960	255,345	218,623	234,008
SITE SIZE	100,314																					239,960	255,345	218,623	
FAR	2.33																								



	COMMERCIAL				PARCEL 1		PARCEL 2A		PARCEL 2B		PARCEL 3		PARCEL 4		TOTAL	TOTAL	AREA
	REGULAR	SMALL	RESTAURANT	OVERHEIGHT	REGULAR	SMALL	REGULAR	SMALL	REGULAR	SMALL	REGULAR	SMALL	REGULAR	SMALL	COMM	RES	sqft
P1							27	3			33	5				68	26,072
P2									19	2	52	3	11	2		89	40,053
P3	79	6	20	23											128		52,220
P4	87	14			82	5									101	87	66,247
	166	20	20	23	82	5	27	3	19	2	85	8	11	2	229	244	
	229				87		30		21		93		13		473		184,592

		PARCEL 1	PAR4CEL 2A	PARCEL 2B	PARCEL 3	PARCEL 4	TOTAL
COMMERCIAL PARKING:							
PARKING REQUIRED	GROSS COMMERCIAL AREA	9,686		2,056		3,643	15,385
	REF. ZONING 1 per	398					
	REQUIRED NO. OF STALLS	24		5		9	39
PARKING PROVIDED	P1						
	P2						
	P3	128					128
	P4	101					101
	TOTAL	229					229
RESIDENTIAL PARKING:							
PARKING REQUIRED	GROSS RESIDENTIAL AREA	97,338	33,222	16,347	76,769	16,284	239,960
	REF. ZONING per dwelling	1.50					
	NO. OF UNITS	54	30	11	65	11	171
	REQUIRED NO. OF STALLS	81	45	17	98	17	257
RESIDENTIAL VISITOR PARKING	P1						
	P2						
	TOTAL						
PARKING PROVIDED	P1		30		38		68
	P2			21	55	13	89
	P3						0
	P4	87					87
	TOTAL	87	30	21	93	13	244
TOTAL COMMERCIAL,							
		316	30	21	93	13	473

9 June 2015

Project Statistics
Civic Address

Current
6695 Nelson St
West Vancouver BC

Proposed
TBD

Legal

Parcel C DL 430 +
3840 Group 1 NWD
Plan LMP 43225
Block 30 DL 430
Plan 2103

TBD

Zoning

Adjoins CD42/

Site Size

100,270 sf

100,270 sf

Comm Floor Area

15,385 sf

Residential Floor Area

n/a

239,960 sf

Total Floor Area

255,345 sf

Res Exclusions (Lobbies/Amenity/Ext Walkways)

-21,337 sf

Comm FAR Area

15,385 sf

Res FAR Area

218,623 sf

Total FAR area

234,008sf

FAR

2.33

RD1 (0.35-0.5 FAR/7.62m h)

RD2 (0.35-0.5 FAR/7.62m h)

RS4 (0.35-0.5 FAR/7.62m h)

RS5 (0.35-0.5 FAR/7.62 m h)

M1 (per adjacent res)

RM1 (1.75 FAR/54.9m h)

RM2 (1.75-1.98 FAR/54.9m h)

RM3 (1.05 FAR/10.7m h)

RM4 (0.3 FAR/8.5m h)

RM5 (0.9-1.0 FAR/7.6-9.1m h)

Site Coverage

30-40%

41.38%

Permitted Uses

Cottage Brewery/
Caretaker Dw'g
Café/Restaurant/
Office/Boat Sales/
Mooring/Pkg Lot/
Water Taxi

Multiple Dwelling

Same

Same

Same

Same

Front Yard

7.6m

Per Form of Dev

Rear Yard

9.1m

Per Form of Dev

Side Yard

3m

Per Form of Dev

Height

7.6m (from av'g
street level)

Per Form of Dev

Stories

N/A

No of Dwellings

0

N/A(171 shown)

Car Parking

0.5 x boats

Moored

0.7 x boats

for hire

Per Use Analysis

1 space/37.5 sq.m

1 space/dwelling

140-200

1 space/84 sqm.

232+Comm

225=**457**

Total Car Parking

192 current

244+Comm

225=**469 inc visitor**

Disability Parking
Loading

200+: 3 + 1/100

5

Bicycle Parking

Landscaping

Floating Boat Shelter

Hedge adjoining res

Groups of 3 min

Per Form of Dev

5 max

spaced 2-3 min

apart

5.5m max ht

14.6m max l

Max 10% of water

Relevant Policy Documents

West Vancouver Zoning Bylaw

No. 4662, 2010

Map 23: Horseshoe Bay

Official Community Plan (OCP) 06/2004

Horseshoe Bay Marina

Guidelines BF-C9

Housing Action Plan 02/2013

Community Dialogue on Neighbourhood

Character & Housing 09/2007

Housing Bulk 2014

Boulevards

Others

Community Groups

Western Residents Association

Horseshoe Bay Business Association

Others





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Issue	Issue Date

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Project

Sewell's Landing

6409 Bay Street
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For
Westbank

Sheet Title

CONTEXT PLAN

Drawn By	Checked
NC/TJ/PM	GB
Project Number	Scale
1504	AS NOTED
Revision	Sheet Number



Revision		
No.	Description	Date

Issue		Issue Date

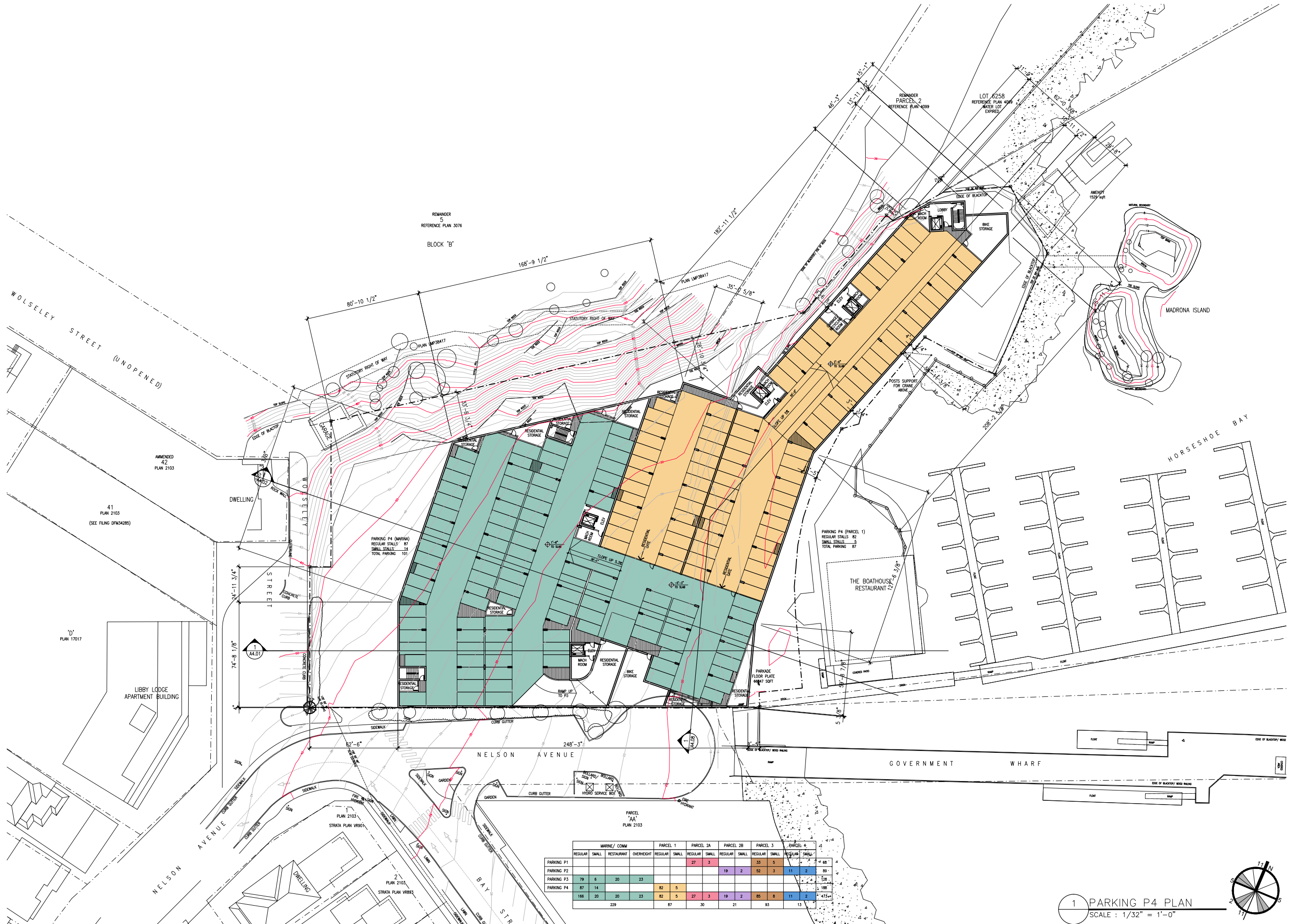
Consultant

Project
Sewell's Landing
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Sheet Title
PARKING P4 PLAN

Drawn By	Checked
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Project Number	Scale
1504	AS NOTED
Revision	Sheet Number

A2.01



Revision		
No.	Description	Date

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Sewell's Landing

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PARKING P3 PLAN

Drawn By
NC/TJ/PM

Checked
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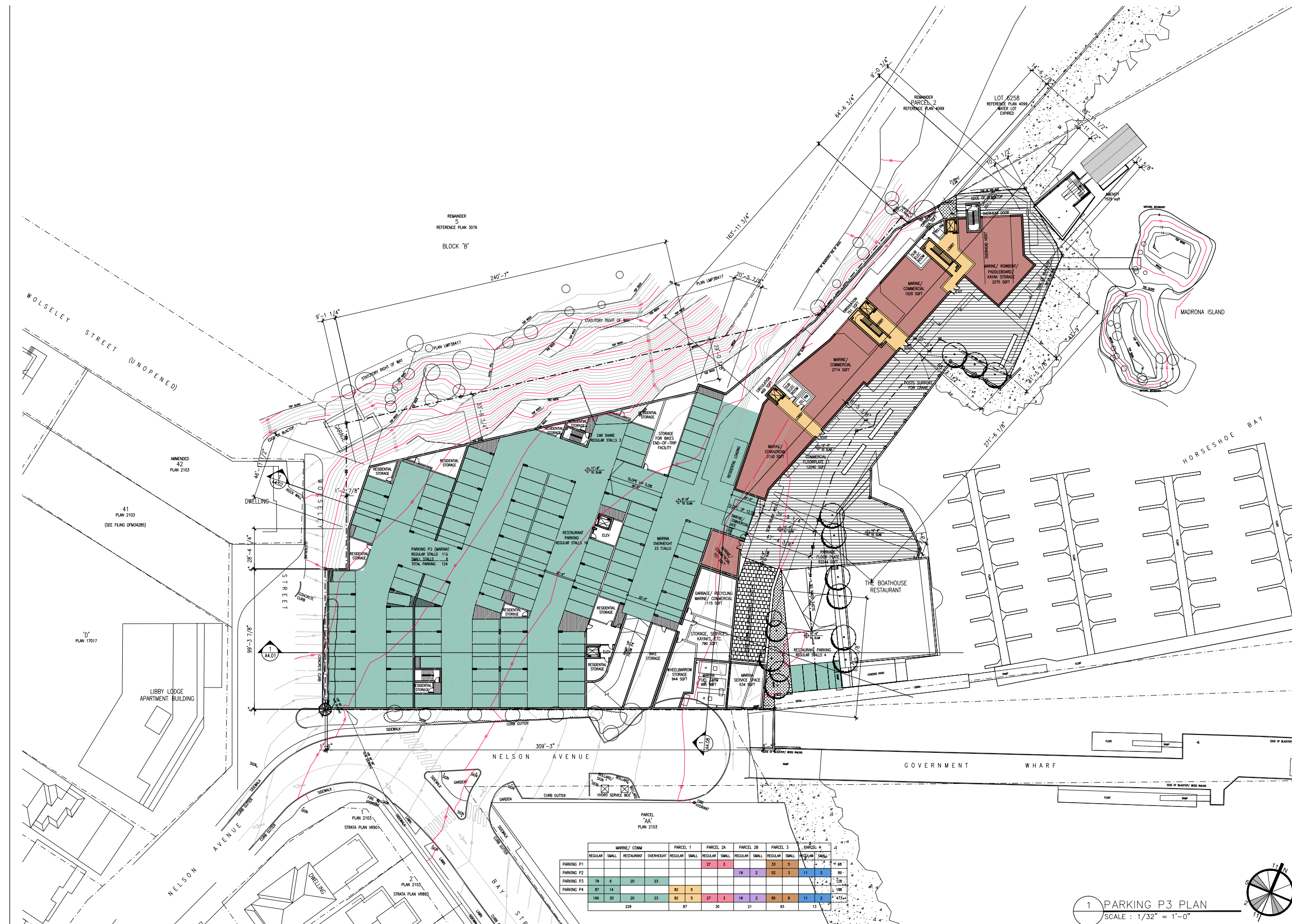
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Scale
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A2.02



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Sheet Title

PARKING P2 PLAN

Drawn By

NC/TJ/PM

Project Number

1504

Revision

Checked

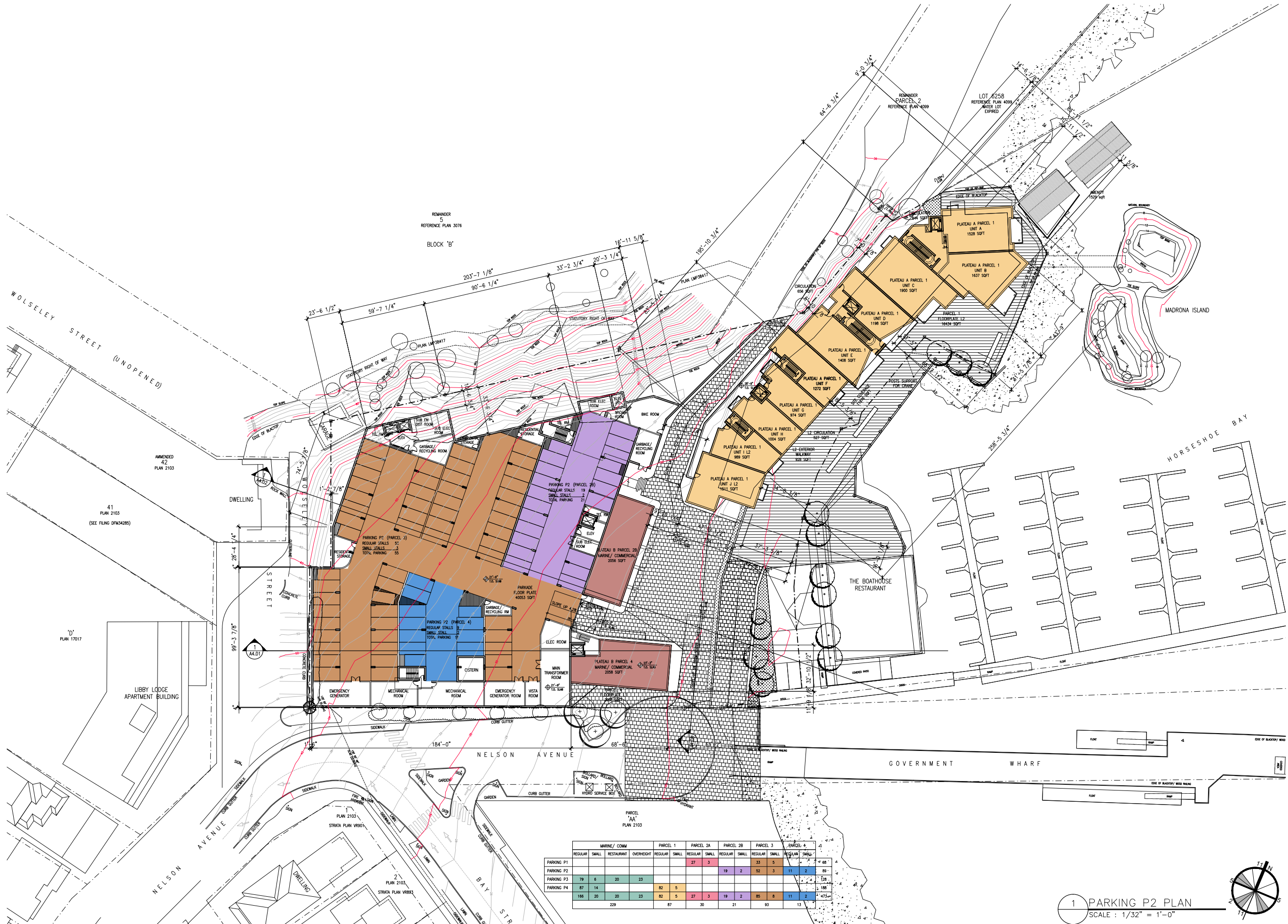
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Scale

AS NOTED

Sheet Number

A2.03



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No.	Description	Date

Issue		Issue Date

Consultant

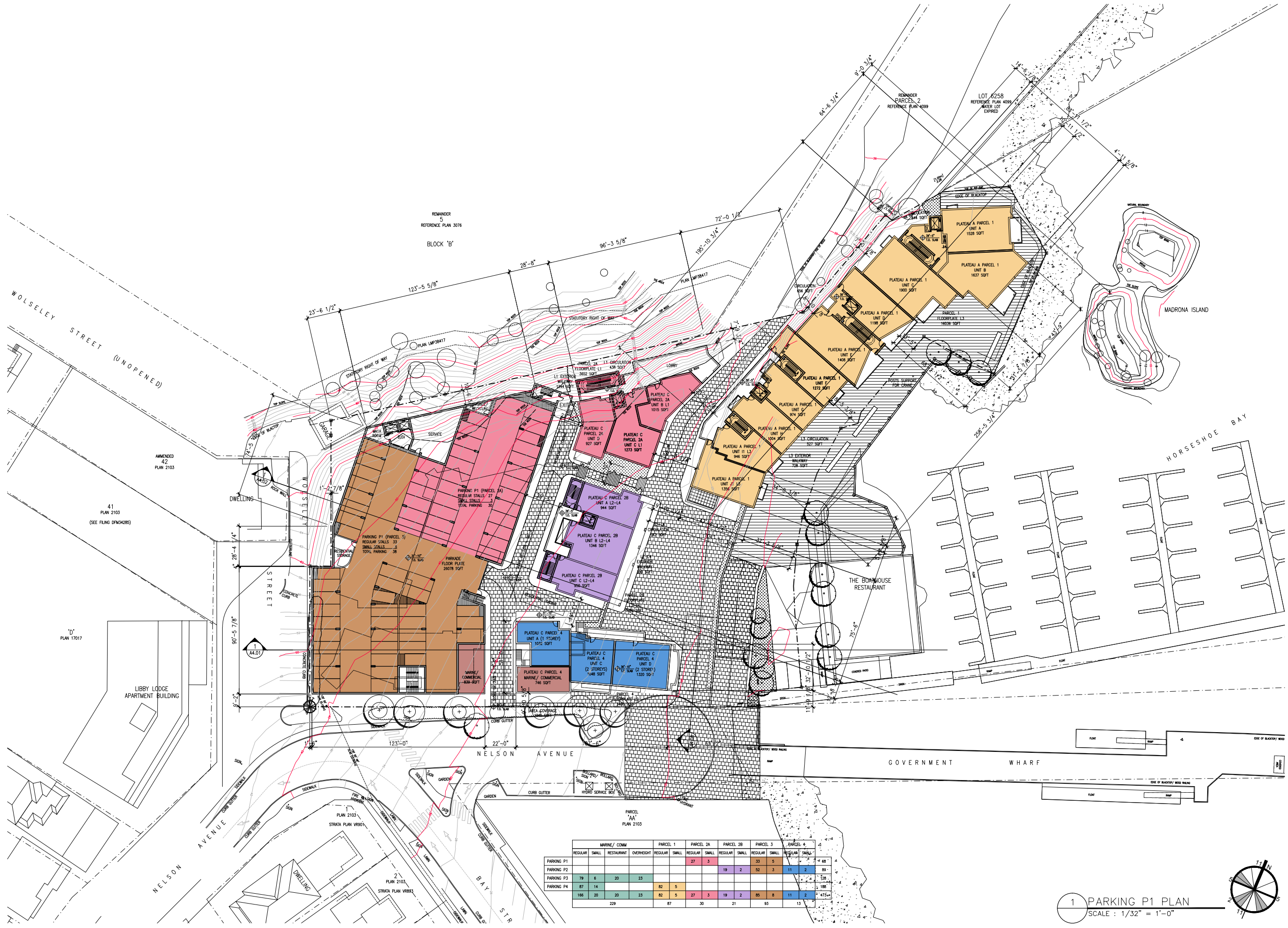
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Sheet Title
PARKING P1 PLAN

Drawn By	Checked
NCTJ/PM	GB
Project Number	Scale
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Revision	Sheet Number

A2.04



	MARINE / COMM				PARCEL 1				PARCEL 2A				PARCEL 2B				PARCEL 3				PARCEL 4			
	REGULAR	SMALL	RESTAURANT	OVERHEIGHT	REGULAR	SMALL	REGULAR	SMALL	REGULAR	SMALL	REGULAR	SMALL	REGULAR	SMALL	REGULAR	SMALL	REGULAR	SMALL	REGULAR	SMALL	REGULAR	SMALL	REGULAR	SMALL
PARKING P1									27	3			19	2	52	3	11	2			68			
PARKING P2																					89			
PARKING P3	79	6	20	23																	128			
PARKING P4	87	14			82	5			27	3	19	2	85	8	11	2					198			
	166	20	20	23																	473			
	229				87				30				21				93				13			

1 PARKING P1 PLAN
SCALE : 1/32" = 1'-0"

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No.	Description Date

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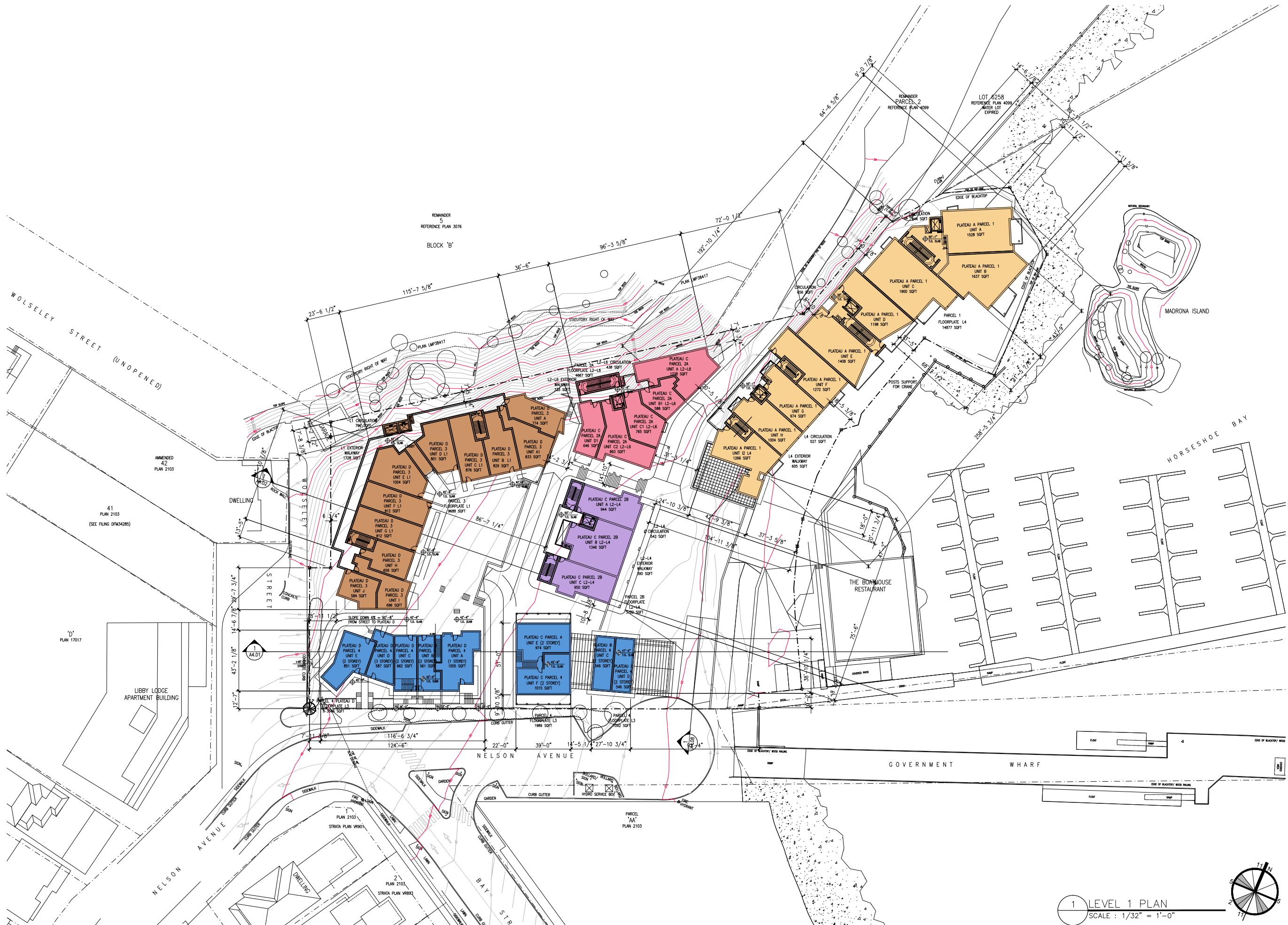
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LEVEL 1 PLAN

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LEVEL 2 PLAN

Drawn By

checked

NC/TJ/PM

3

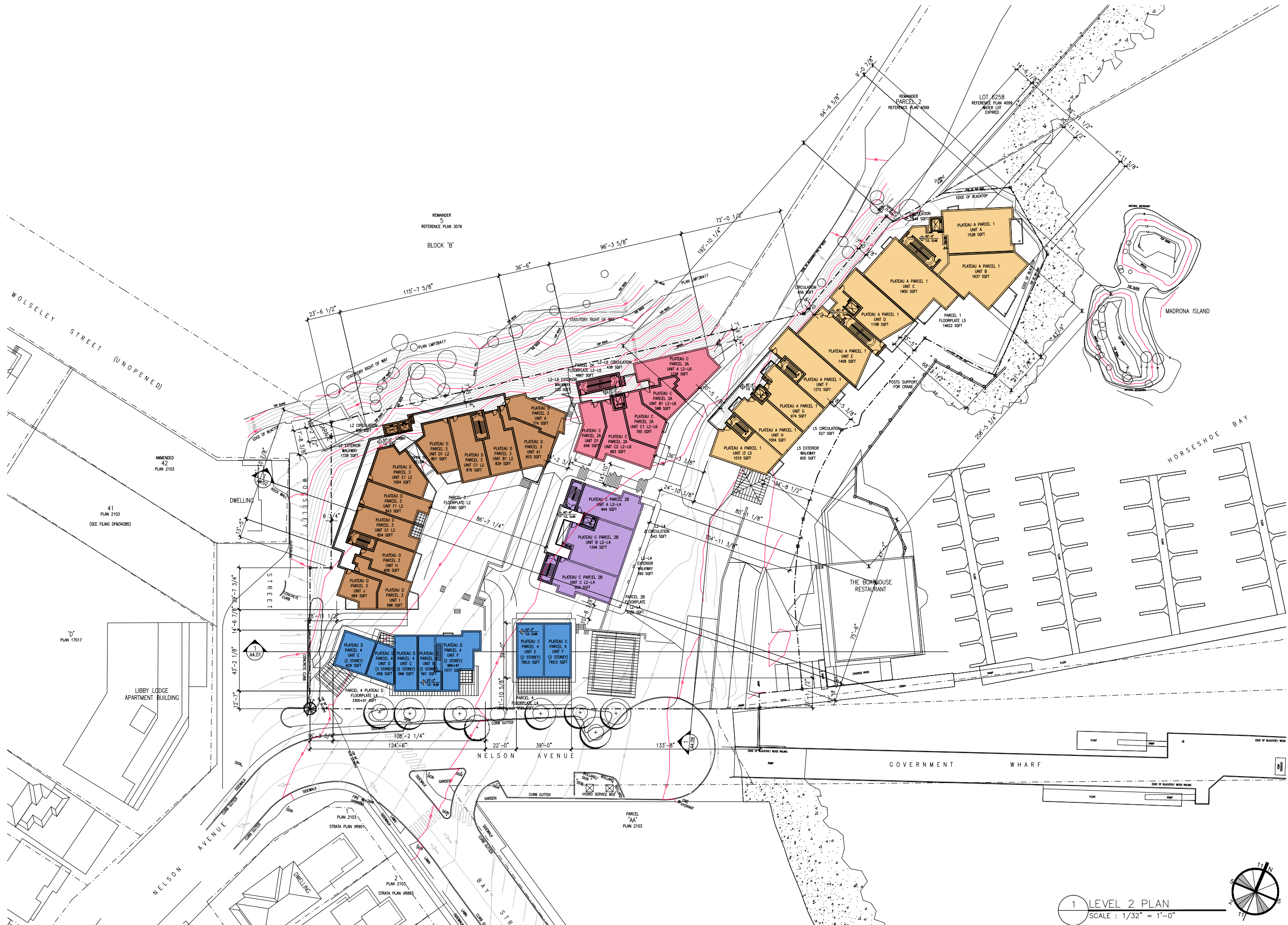
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A2.06



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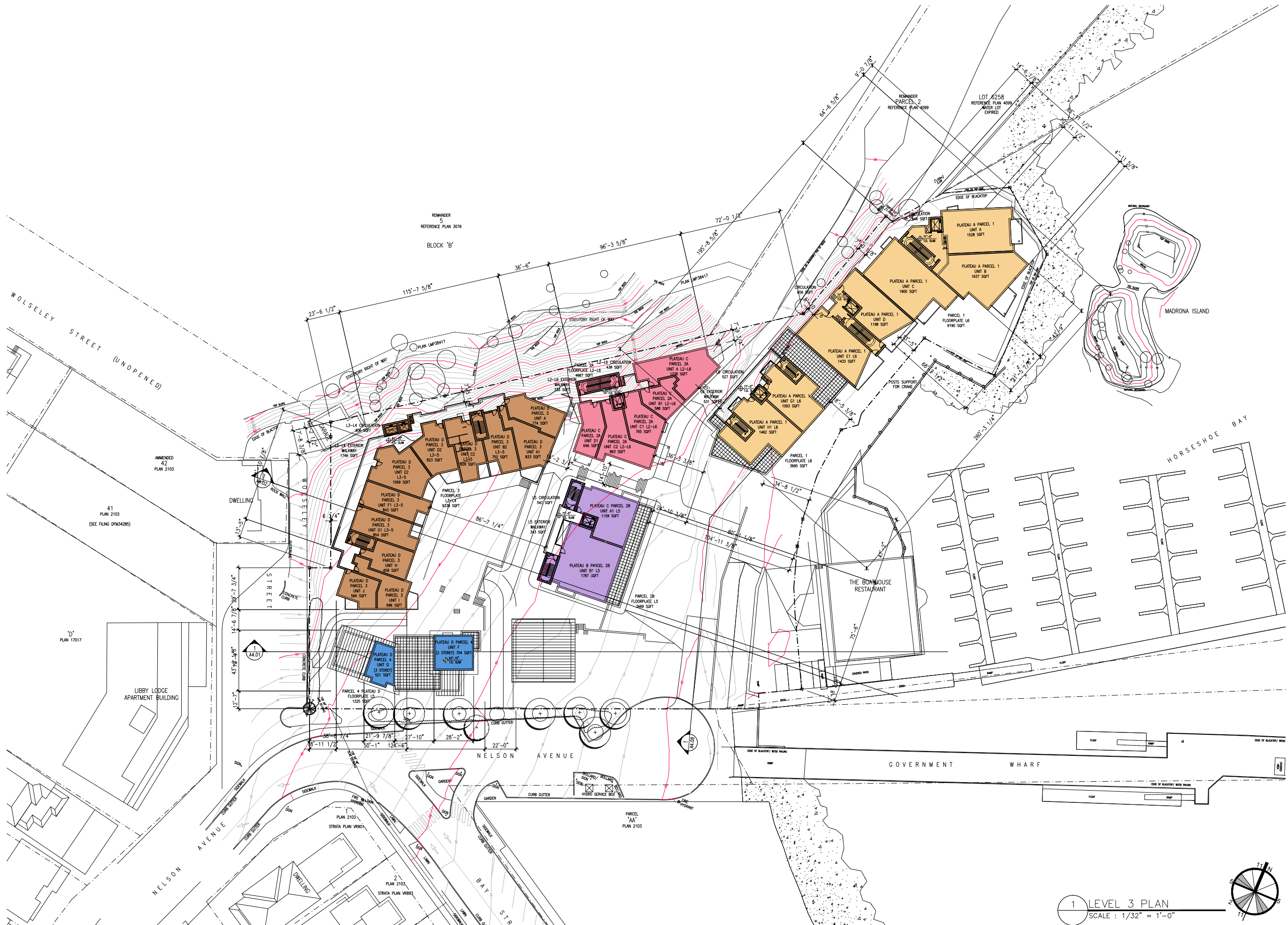
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LEVEL 3 PLAN

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Project Number	Scale
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No.	Description	Date

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Sheet Title

LEVEL 4 PLAN

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NC/TJ/PM

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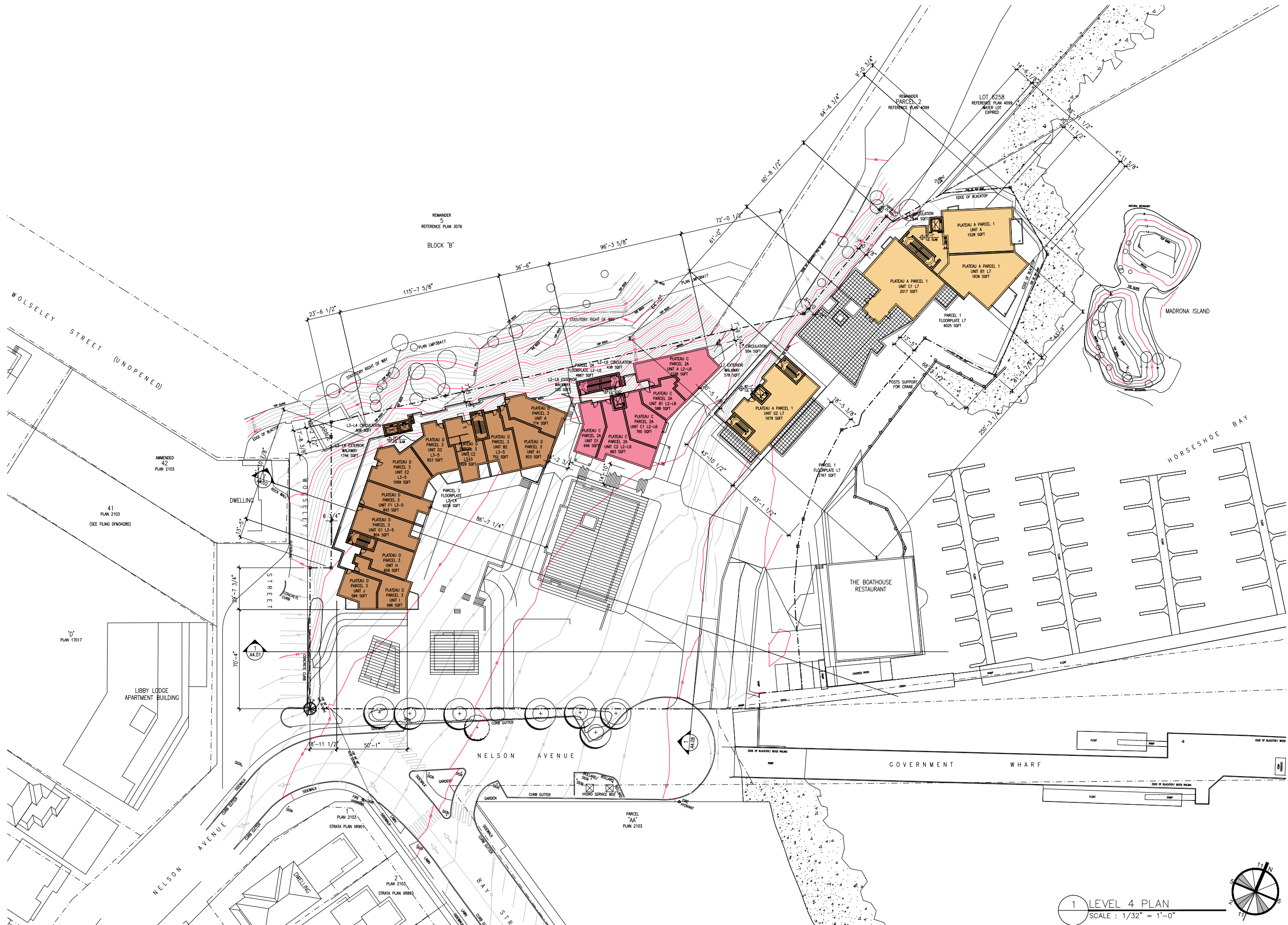
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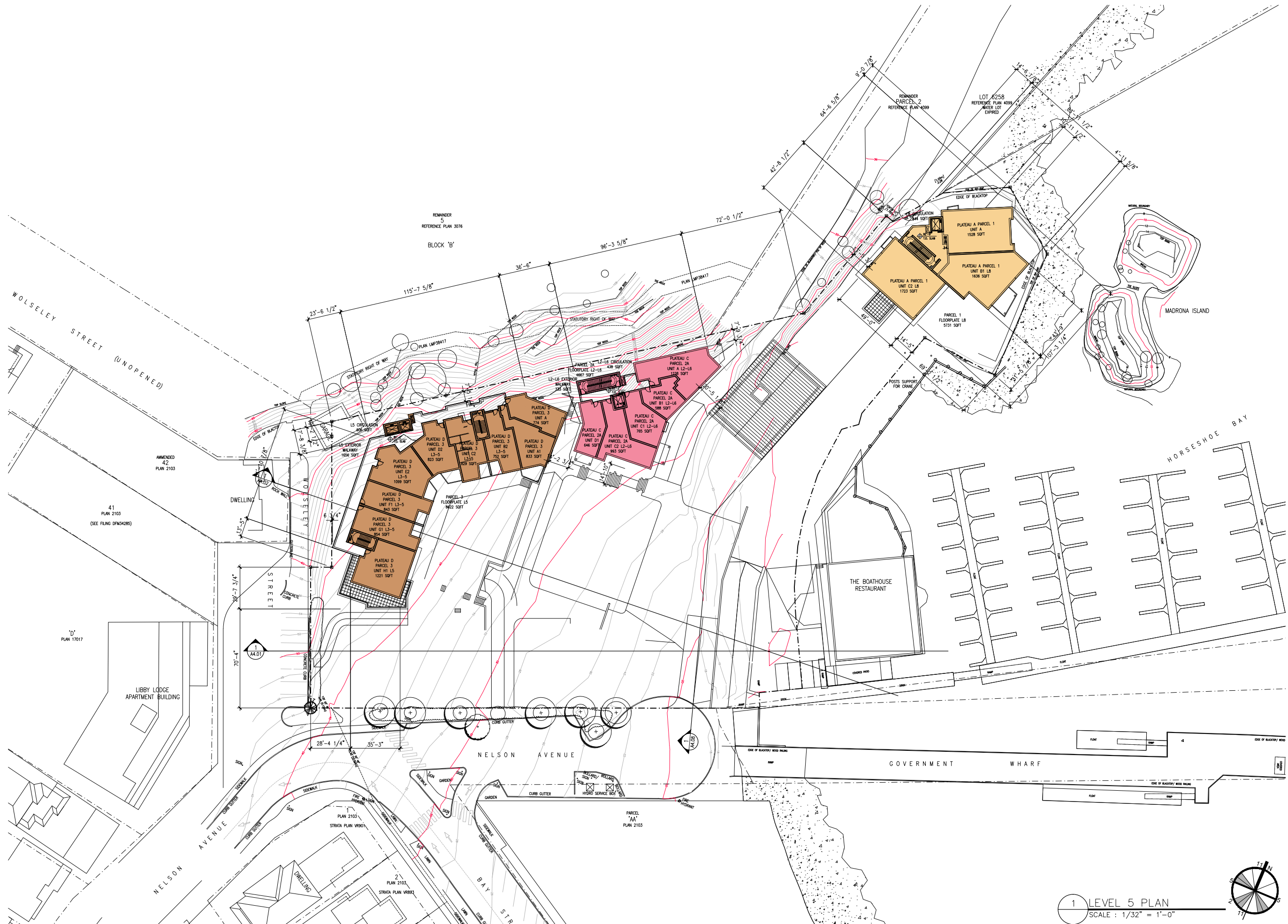
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LEVEL 5 PLAN

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Project Number	Scale
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A2.09



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No.	Description	Date

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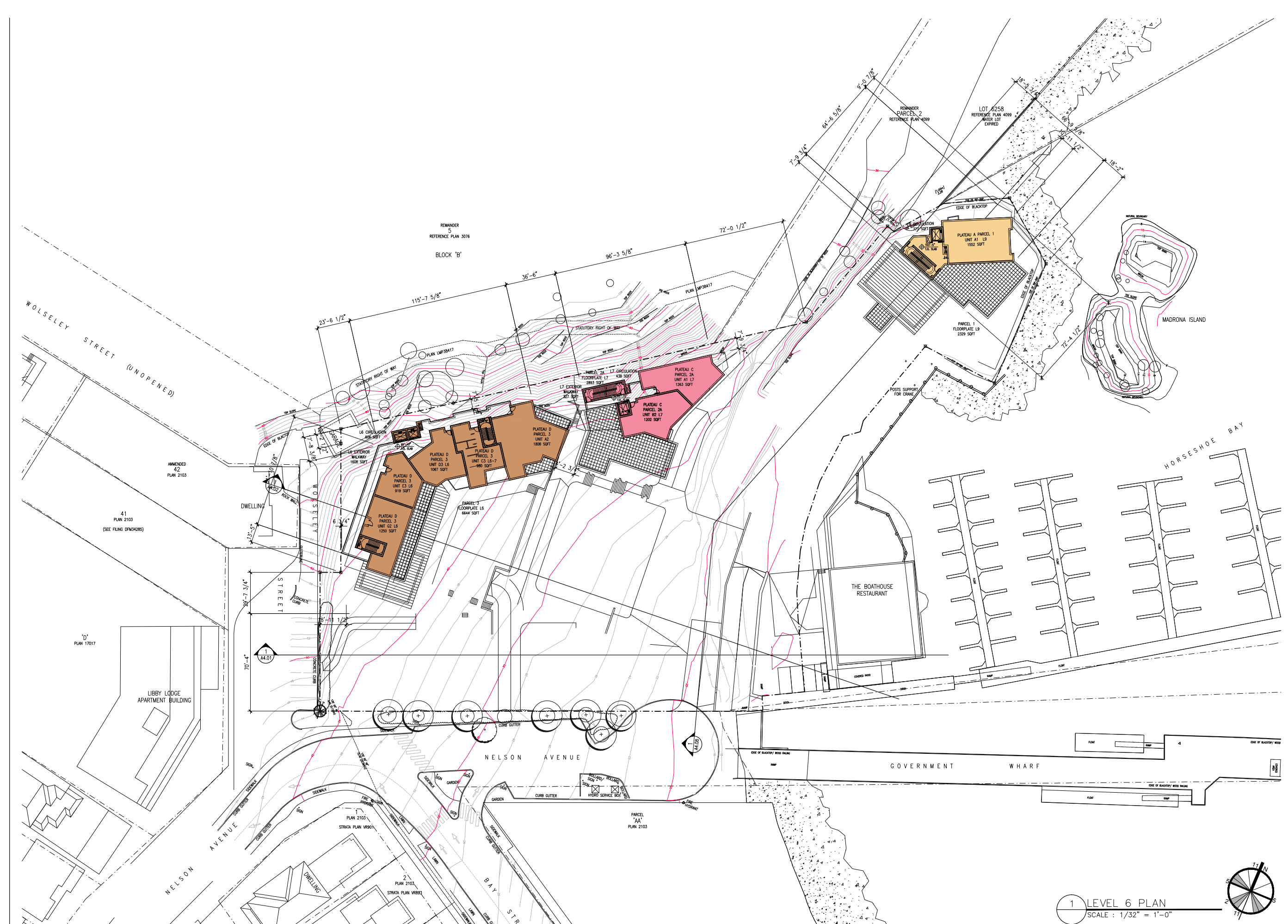
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Sheet Title

LEVEL 6 PLAN

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A2.10



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Issue	Issue Date
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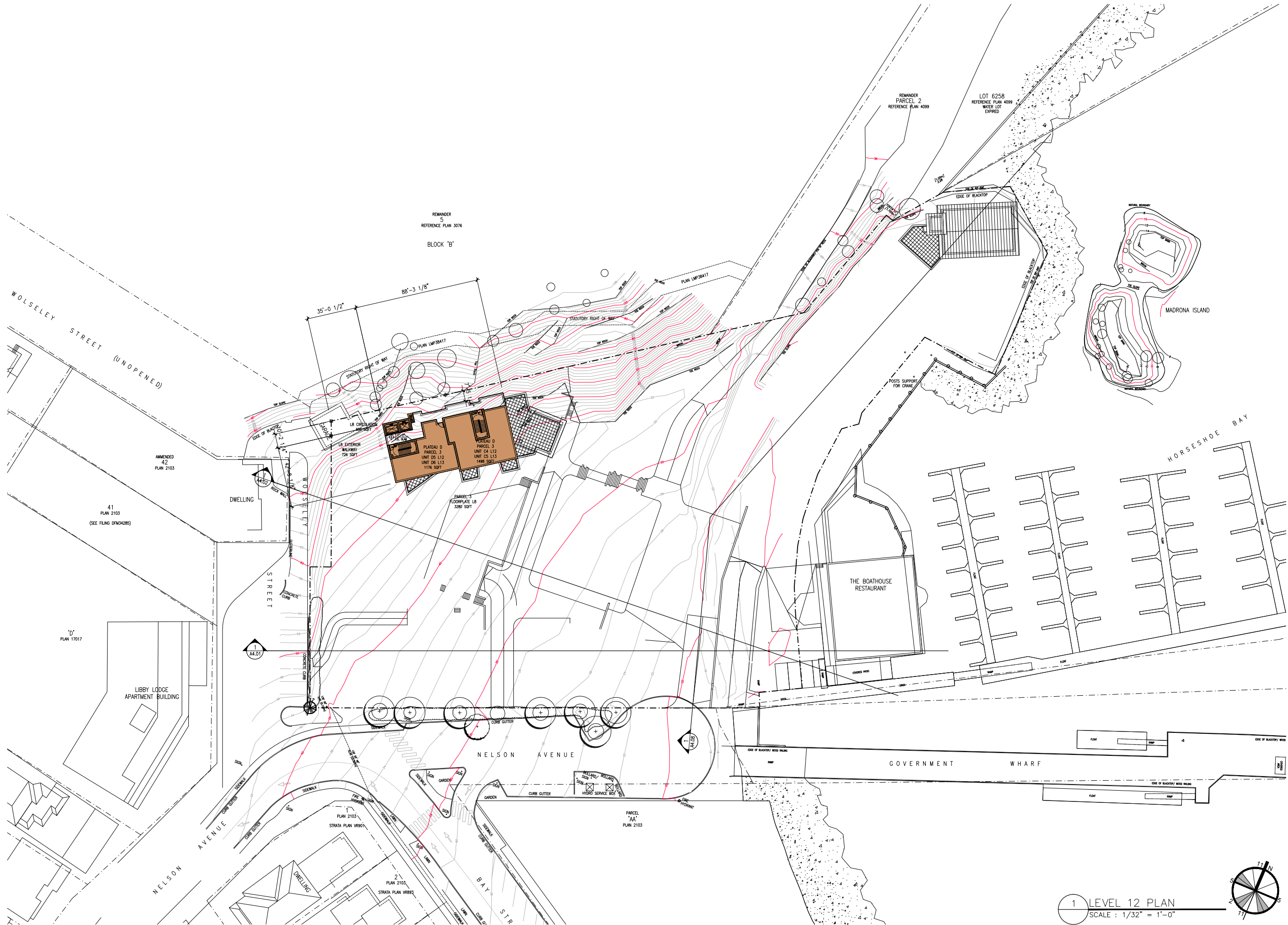
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LEVEL 8 PLAN

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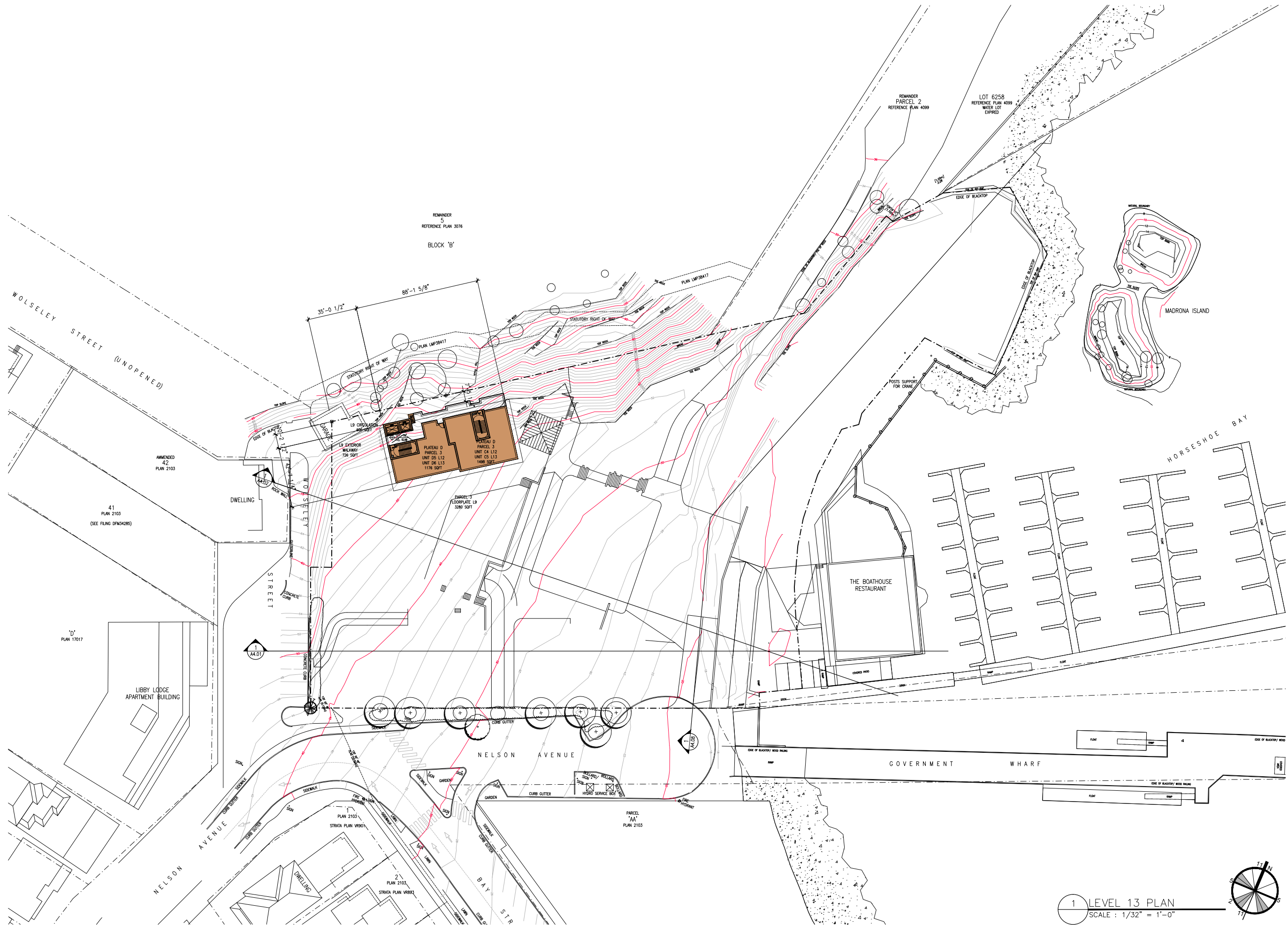
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LEVEL 9 PLAN

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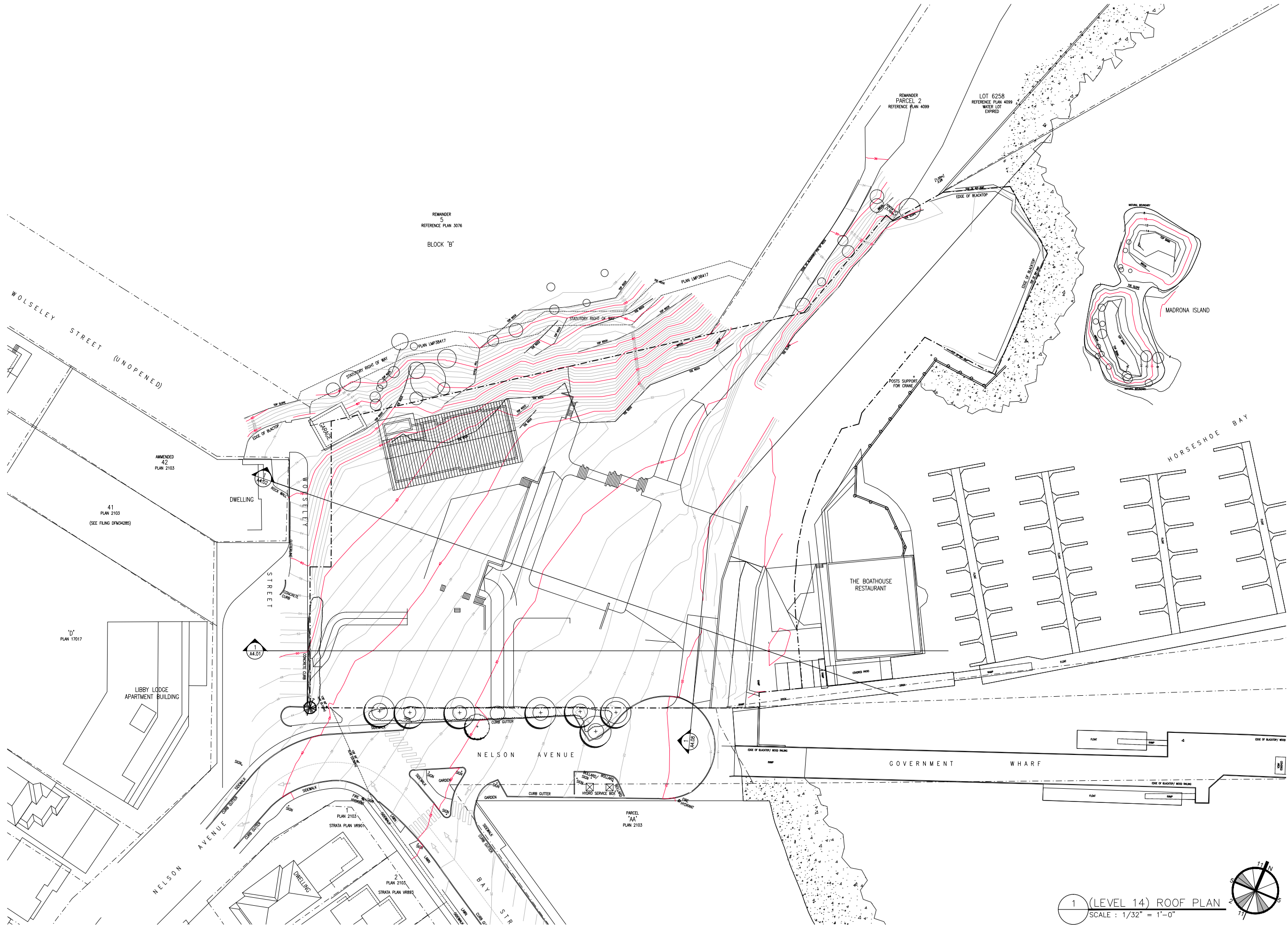
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ROOF PLAN

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A2.14



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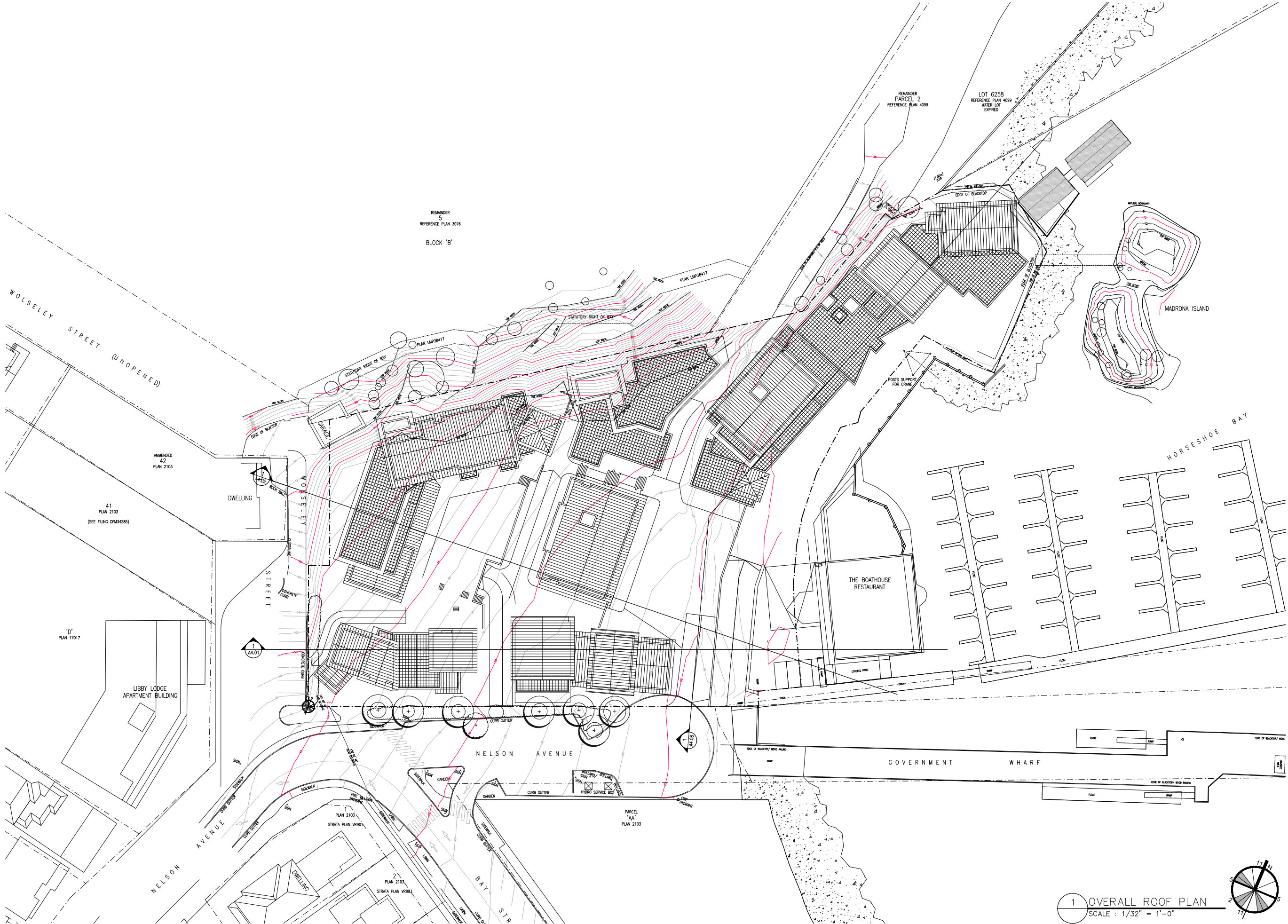
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OVERALL ROOF PLAN

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Project Number 1504	Scale AS NOTED
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A2.15





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CONTEXT ELEVATION A

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Project Number	Scale
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Revision	Sheet Number





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Issue	Issue Date
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CONTEXT ELEVATION B

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Project Number	Scale
1504	AS NOTED
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No.	Description	Date

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Sewell's Landing

6409 Bay Street
Horseshoe Bay, BC
For
Westbank

Sheet Title

CONTEXT ELEVATION D

Drawn By		Checked
NC/TJ/PM		GB
Project Number		Scale
1504		AS NOTED
Revision		Sheet Number
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1 CONTEXT ELEVATION D
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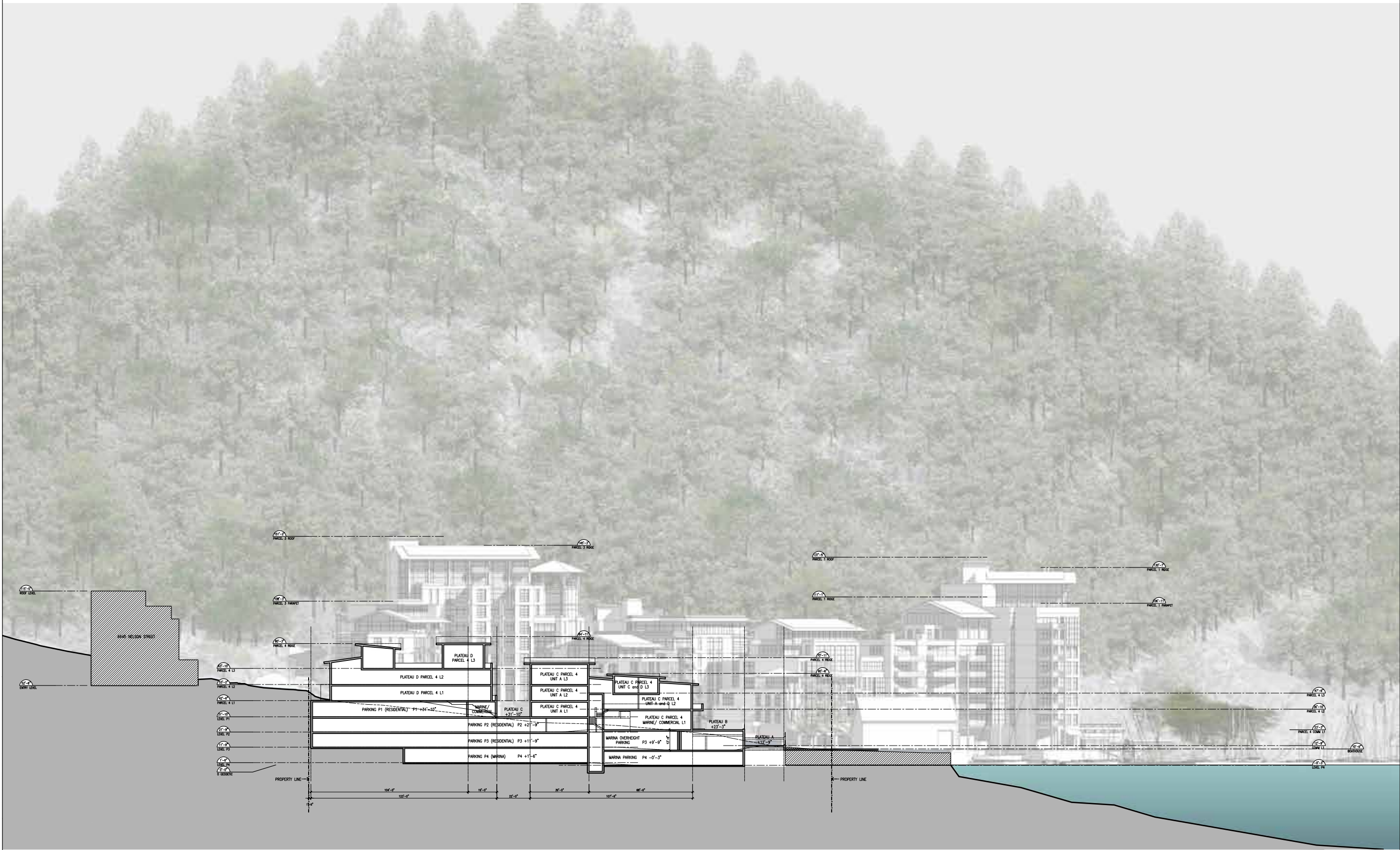


Merrick Architecture. Do not scale the drawings. Plotted 2015/05/13.

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B C C O N D O S . N E T



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No.	Description	Date

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Consultant

Project
Sewell's Landing

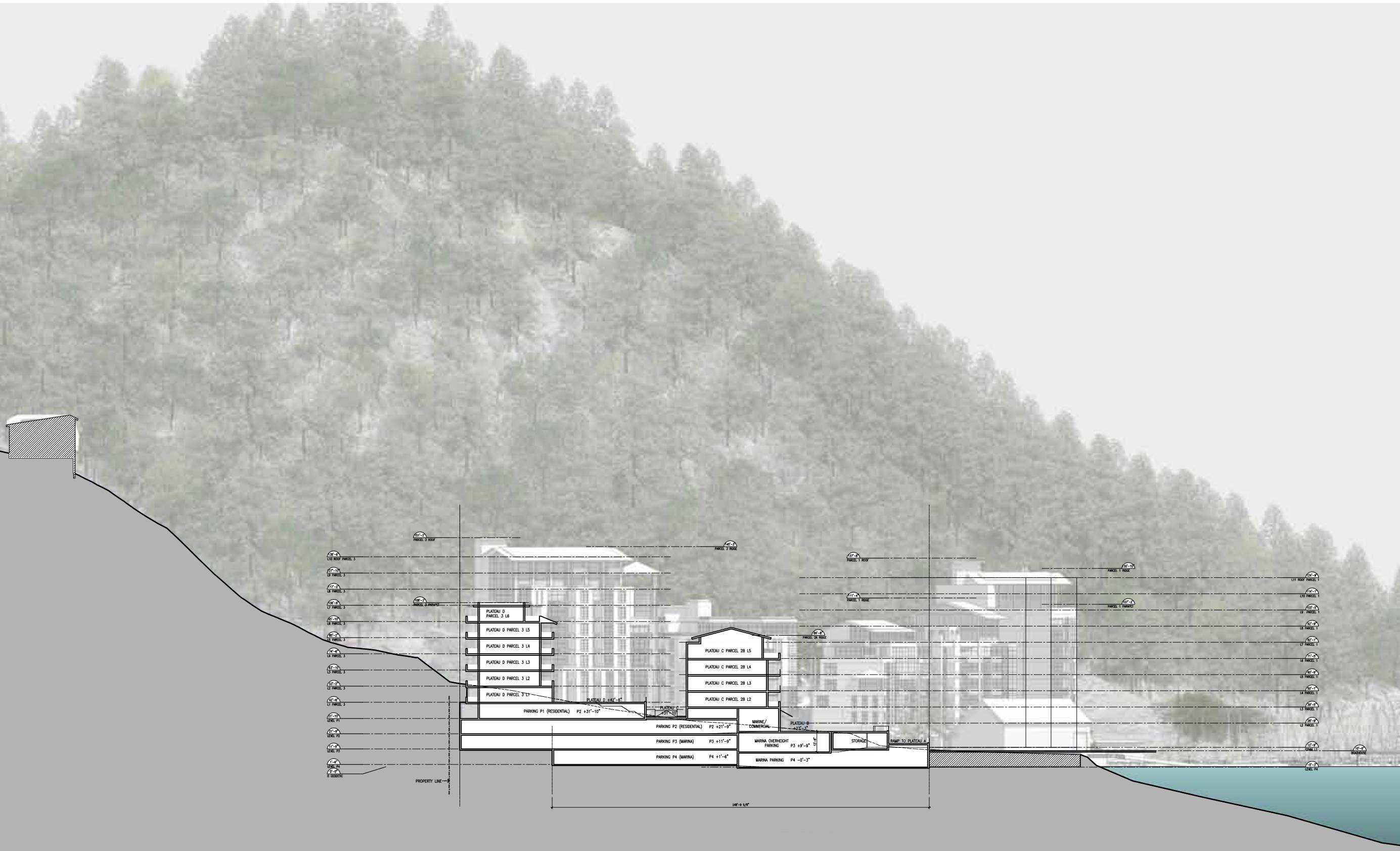
6409 Bay Street
Horseshoe Bay, BC
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Sheet Title
SITE SECTION 1

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Sheet Title
SITE SECTION 2

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Project Number	Scale
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SCALE : 1/32" = 1'-0"

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Project
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6409 Bay Street
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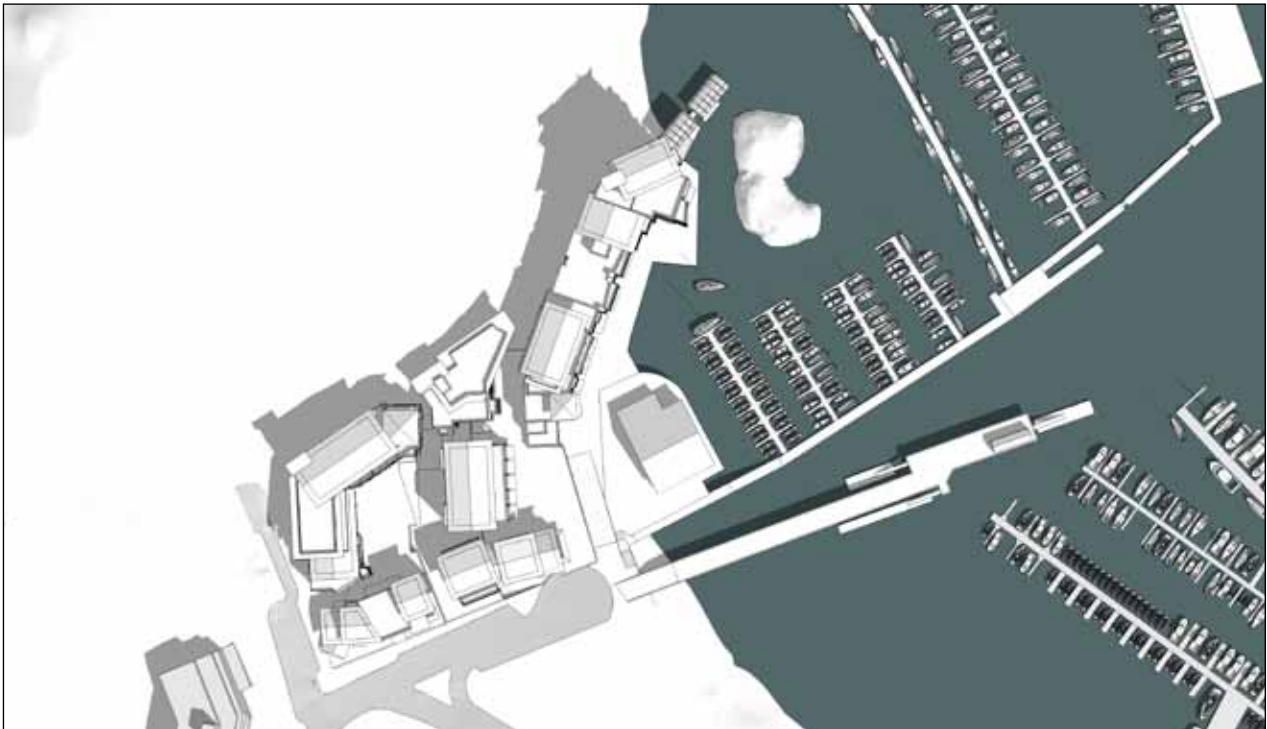
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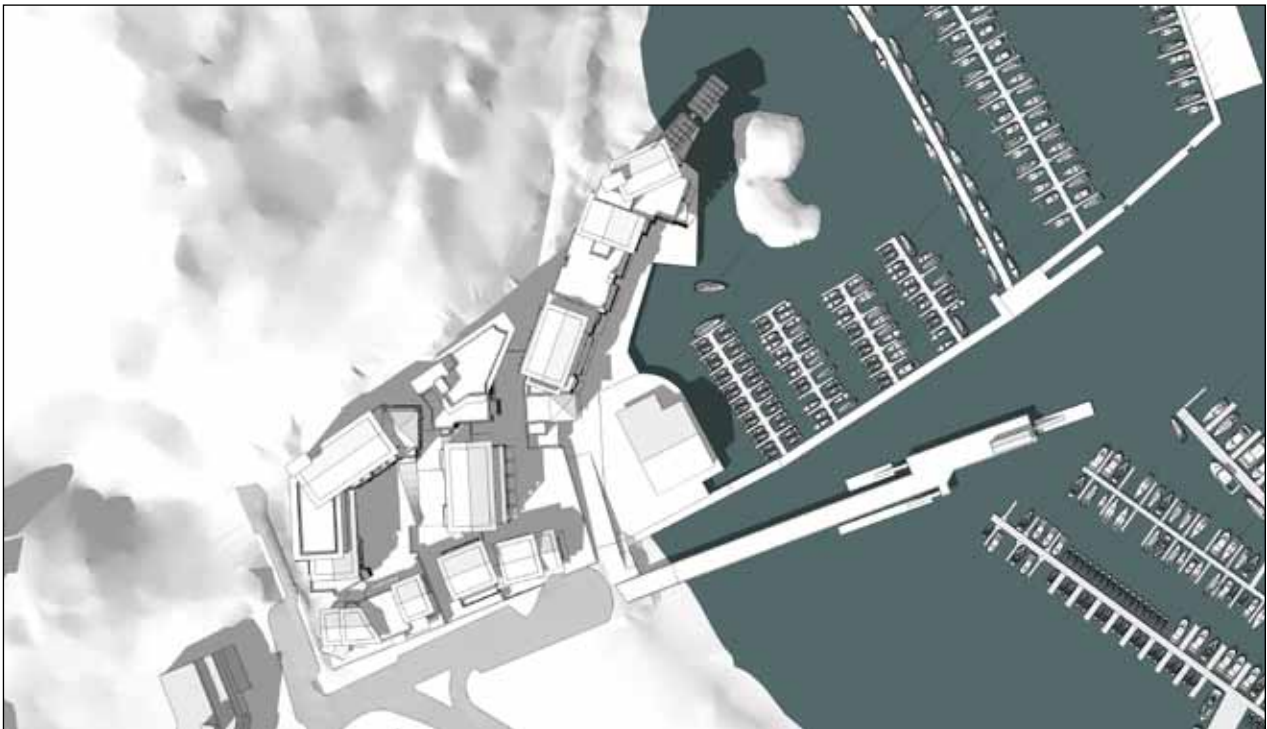
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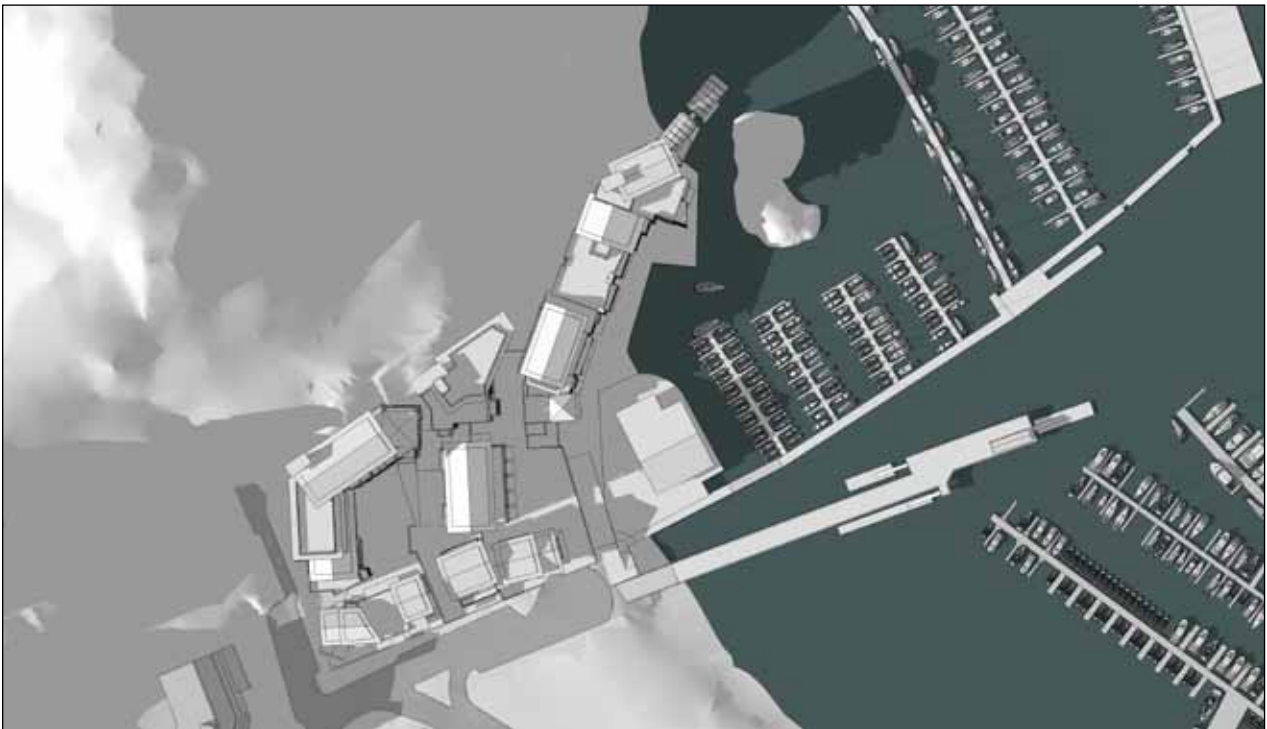
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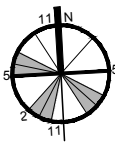
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March 21/ September 21 2pm



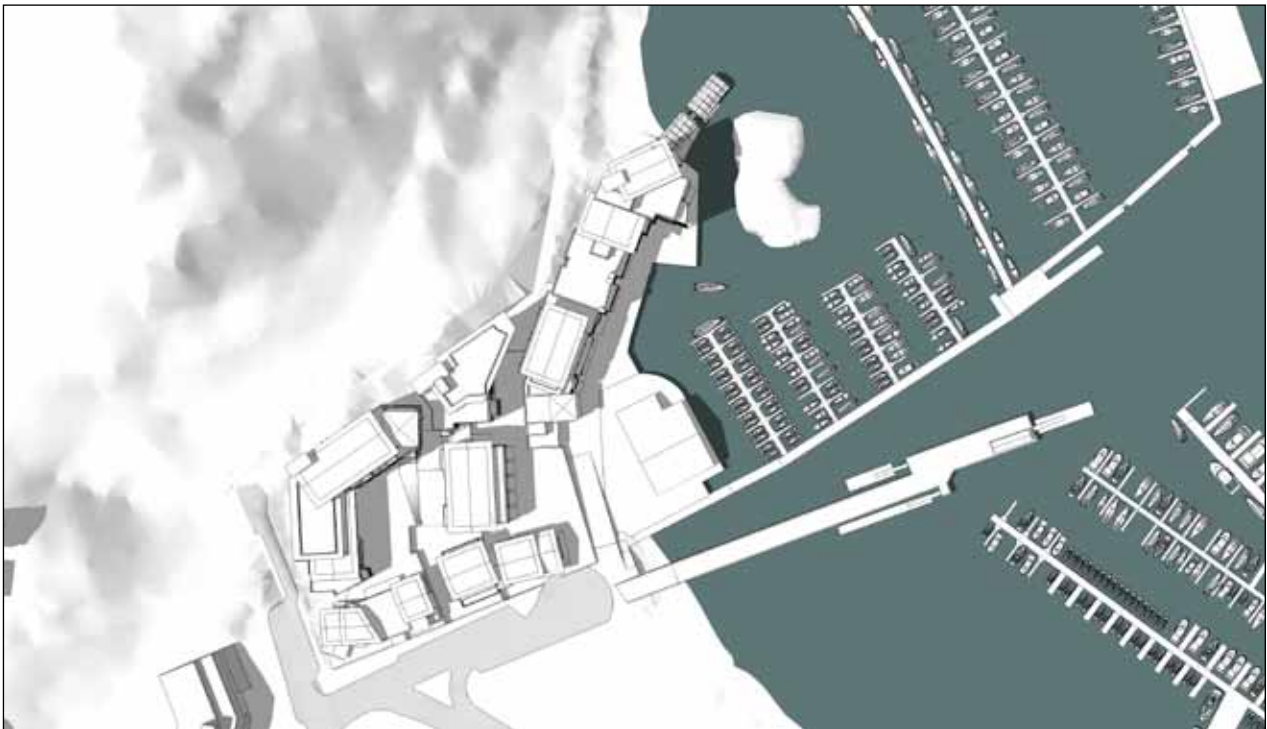
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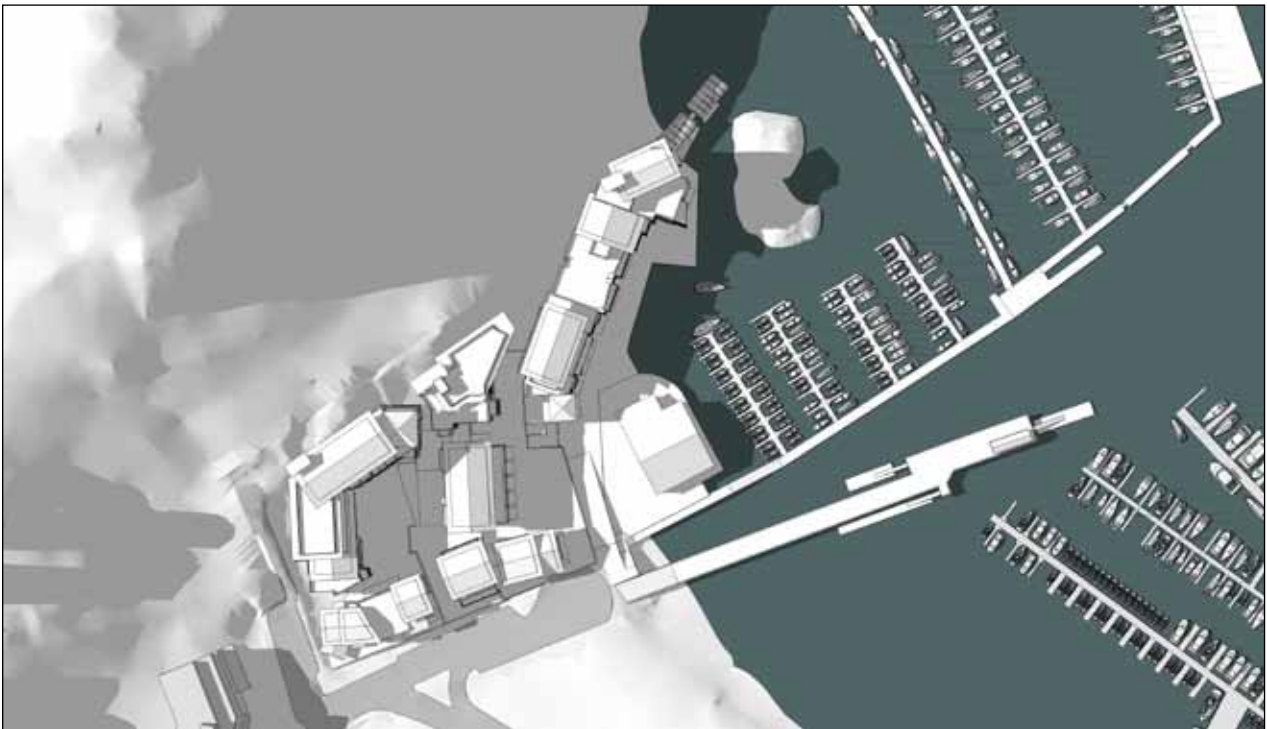
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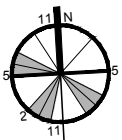
June 21 12pm



June 21 2pm



June 21 4pm



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APPENDIX



B C C O N D O S . N E T



westbank



2009 OPEN HOUSE: FEEDBACK AND RESPONSE

Excerpts from “Public Consultation for Sewell’s Marina Development Proposal: Public Comment Tabulation and Summary October 19, 2009”
NOTE: Applicant’s response in plan text, **District policy in bold.**

SECTION IV: RECOMMENDATIONS

Recommendations for next steps address the two topics that were discussed at the public consultation meeting: the overall character and future of the Horseshoe Bay community and the development proposal for the Sewell’s Marina site.

IMPLICATIONS FOR NEIGHBOURHOOD PLANNING IN HORSESHOE BAY

As noted in the presentation by District staff and in the open house display panels, the Horseshoe Bay community has not had a neighbourhood planning process for many years. The District felt it was appropriate to confirm that the OCP reflected the community’s current aspirations and vision for its future, and, if necessary, to update that vision. The Sewell’s Marina proposal conforms with general OCP guidelines for multi-family residential uses on this site, which is specifically listed as “a dedicated Development Permit Area”. **Consequently, the consultation on the preliminary redevelopment concept for Sewell’s Marina was to include a community discussion about Horseshoe Bay’s established character and vision for its future.**

Land uses and zoning have been quite stable over the past decade with the expansion and redevelopment of the BC Ferries terminal as the major change. Funds from the ferry terminal project contributed to some improvements to the streetscapes in the Village core and minor upgrades to the waterfront open spaces. In a similar fashion, the Sewell’s development will enhance public access to, and enjoyment of, waterfront walkways and ecological features along the site.

With the exception of the expansion and redevelopment of the BC Ferries terminal and the Galleries on The Bay mixed use development, there has been little if any land use change in Horseshoe Bay. Two recent planning initiatives provide a policy context for redevelopment in Horseshoe Bay: the Official Community Plan(2004) and the recommendations of the Community Dialogue on Neighbourhood Character and Housing Working Group(2008). Relevant OCP policies and Community Dialogue findings were presented for information at the consultation meeting; and comments received at the meeting are generally consistent with these directions.

OCP policies support a seaside village character and continued water-oriented uses in Horseshoe Bay and encourage new mixed-use developments in the commercial centre. The proposal for the Sewell’s site celebrates the seaside village concept by adding residential and commercial uses to existing marina. **The OCP also stresses the role of residents, property owners and neighbourhood organizations in reviewing plans for mixed-use development proposals in Horseshoe Bay.** Throughout the design process, neighbourhood feedback and continuous dialogue have informed each iteration. In addition to the District open house, informal dialogue with neighbours has welcomed the community and opened avenues for feedback.

Relevant policies from the OCP to the planning of Horseshoe Bay that remain consistent with current values include:

- Policy BF-C 9:**
Retain existing marinas and yacht clubs and encourage their improvement or redevelopment compatible with their waterfront and residential settings.
- Promote a high quality of building design and landscaping.** Merrick Architecture’s vision for a West Coast village terraced down towards the ocean, combined with Westbank’s desire to deliver high quality projects, will ensure that the development is a positive addition to Horseshoe Bay
 - Be sensitive to the waterfront environment.** Through a variety of building scales and terraces decreasing in elevation down Nelson Street, the project defers to its waterfront location. Restoration of waterfront habitat will further reinforce the significance of the ocean on site.
 - Minimize visual, noise and traffic impacts on adjacent residential areas.** The proposal will distribute vehicle access among three entrances to underground parking, and employ a mixed-use ground plane on the site to respect neighbourhood character, similar to Vancouver’s Granville Island.

Policy BF-C 6:
Promote a casual, seaside village character in the Horseshoe Bay Neighbourhood Centre.
• **Recognize and enhance the maritime commercial character.**
Through direct engagement with Sewell’s Marina and support for its continued use, the development will provide enhanced parking and marine commercial functions.
• **Promote and enhance the pedestrian scale of development.**
The common spaces and public realm between buildings will be appropriately detailed such that pedestrians will feel welcome. Plateaus set flush with Nelson Avenue and Wolsley Street and upgrading and continuation of the waterfront pathway will assist with this goal.
• **Promote a high quality of building design and landscaping.**
The development will take cues from Horseshoe Bay and West Vancouver’s West Coast history to generate a complimentary bookend to the Village.
• **Ensure an attractive and convenient experience for local residents and tourists.**
Through proximity to a District park and the Marina’s boating community, the proposal will form a bookend to Bay Street and a welcoming gathering place for the community.

Policy LE 1:
Plan for a hierarchy of commercial areas that serve a variety of roles in the community.
• **Promote Horseshoe Bay as a visitor destination.**
Sewell’s Marina is well known and respected in Metro Vancouver for its boat rental and moorage services. The development will be intimately tied to the marina functions and provide a prominent ‘front door’ for Sewell’s Marina and associated businesses.
• **Promote Horseshoe Bay as a neighbourhood service centre.**
The proposed mixed-use development will continue the commercial activity zone of Bay Street and complement the Village’s established businesses, including the Boathouse restaurant. The integration of multi-family residential living with Horseshoe Bay will bolster the community’s role in West Vancouver as a recreational and commercial waterfront hub.

Policy LE 5:
Recognize the local and regional importance of marine and resort commercial areas.
Over four generations, the Sewell family has built the reputation of their marina into one supporting quality maritime enjoyment. Having always been located in Horseshoe Bay, the Marina has drawn visitors and the associated commercial benefits from around Metro Vancouver. With additional support from undergrounding of its parking lot, the marina will continue its important role in the boating and business communities.
• **Recognize the need for improved pedestrian connections for ferry passengers to support local businesses in Horseshoe Bay.**
The redeveloped Sewell’s site will enhance connections along the waterfront pathway system and provide commercial and marine destinations to draw ferry passengers along Bay Street toward the site.
• **Upgrade and maintain or expand the amount of public berthing space in Horseshoe Bay.**
Sewell’s Marina is committed to maintaining its high quality boating facility in Horseshoe Bay, exemplified by continual replacement and maintenance of floats and other infrastructure. Modest expansion of the berthing capacity could potentially be included in the redevelopment plan, and the proposal will provide parking for all Marina needs.

Policy H 5:
Encourage mixed commercial and residential developments in the Ambleside, Dundarave and Horseshoe Bay commercial centres, and consider mixed uses in local commercial areas.
The proposal will add an important new residential component to the Sewell’s site, benefitting the existing community, residents, and businesses.
• **Ensure the representation of residents, property owners, and neighbourhood organizations in formulating plans and policies for mixed-use development in these areas.**
The Sewell family has ensured that neighbours in the community have been involved since the early stages of planning for this project. The community was invited to formally contribute thoughts and ideas before and after concepts were developed, and open, informal dialogue is facilitated by the daily presence of the Sewell family in Horseshoe Bay.

**2009 OPEN HOUSE: FEEDBACK AND RESPONSE
(continued)**

NOTE: Applicant’s response in plan text, **District policy or feedback in bold.**

The Community Dialogue on Neighbourhood Character and Housing Working Group guided a year-long consultation process in 2008 with the residents of West Vancouver on issues related to housing choice and affordability and neighbourhood character. This provided a public forum for identifying and discussing fundamental issues facing the community.

The results of the Community Dialogue provide a useful background on three topics that are critical to the future of Horseshoe Bay:

1) neighbourhood character,

The Sewell’s proposal responds carefully to neighbourhood character, both in townhome scale buildings along Nelson Avenue and in broader West Coast architectural detailing across the project.

2) housing mix, and

The addition of a high quality multi-family project to Horseshoe Bay will increase the range of options for existing and future residents. The project’s homes also vary considerably in size, characteristics, and affordability, offering varied choices.

3) enhancing village nodes.

By mixing residential and commercial functions with the existing Sewell’s Marina, the development will support boaters and members of the public who frequent the Boathouse restaurant. By giving definition to an otherwise inactive edge of the park the proposal will draw pedestrians further down Bay Street and complete the waterfront experience.

The Working Group’s recommendations express the growing interest of West Vancouver residents in emerging issues such as sustainable development practices and buildings, housing affordability, and reducing impacts of development on the environment.

The Sewell’s development seeks to address all of these concerns through carefully considered design strategies which draw from their contexts, both natural and social. The project team will integrate housing with long-term, year-round commercial opportunities to ensure a symbiotic relationship on the site and with the broader Horseshoe Bay community. Residential affordability in this desirable setting will be handled through diversity of home sizes and layouts. Finally, ‘green’ design has been implemented in subtle but meaningful ways.

**KEY RECOMMENDATIONS OF THE WORKING GROUP WITH
DEMONSTRATED RELEVANCE TO THE FUTURE OF HORSESHOE
BAY INCLUDE:**

• Building a Sustainable Community

The development at Sewell’s Marina will be socially sustainable by encouraging a mix of residents, environmentally sustainable through strategies integrated with the design, and economically sustainable by supporting the Marina, Boathouse restaurant, and neighbourhood commercial enterprises.

• Use redevelopment as an opportunity to facilitate growth in a more socially and environmentally sustainable direction.

By encouraging multi-family construction the development will attract a more socially diverse population and consume fewer resources than traditional single-family housing.

• Exploring New Housing Types

Multi-family residential buildings supporting a community marina and commercial space with waterfront outlook brings a unique opportunity to Horseshoe Bay and West Vancouver.

• Plan for new housing types to address the community’s changing needs but in forms that respect the established scale and character of existing neighbourhoods.

The proposal takes management of scale and composition of architectural elements as a primary focus. By distributing homes amongst several buildings and varying building height across the site the proposal merges with the single-family scale of Nelson Avenue and the landscape scale of Madrona Ridge. Change is managed through flexible layouts and universal accessibility across the sloped site. Planning for change allows both for a younger demographic seeking access to a recreational lifestyle, and those ‘aging in place’.

• Addressing Housing Affordability

The proponents have carefully studied the mix of homes in the project in an effort to manage purchasing cost while ensuring high quality spaces which complement the lifestyle of Horseshoe Bay.

• Increase the supply of a range of relatively more affordable market and non-market housing alternatives.

Based on conversations with the community the project team has concluded that price is a barrier for many people downsizing from single family homes. The proposal balances affordability and home characteristics to provide a range of options not otherwise available in Horseshoe Bay.

• Encouraging ‘Green’ Buildings

The proposed multi-family development will generate efficiency through shared services and seek to minimize the environmental impact of construction. Where possible supplies will arrive by water and local materials will feature

prominently.

- **Employ sustainable (green) building design and operating systems.**

The development will take full advantage of its waterfront site by using a geo-exchange ocean water system to heat and cool each building. In addition to roof overhangs and moderate glazing on south elevations, the unit plans typically use natural cross ventilation. The development will also support alternative transportation and replace a surface parking lot with landscaping and a pedestrian-focused paving surface.

- **Creating ‘Village Nodes’**

The distributed architectural massing of Sewell’s Landing creates a highly permeable edge which encourages community gathering throughout the site, not just at the periphery. The development also enhances the connection of Sewell’s Marina and the Boathouse restaurant to the public park and Horseshoe Bay waterfront through walkways and accessible terraces.

- **Examine opportunities for creating or enhancing ‘village nodes’ and neighbourhood service centres.**

The redevelopment of Sewell’s Marina builds on an established village node through open, publicly accessible plateaus fronted by commercial spaces. The existing marina and restaurant functions will be better supported with improved parking, services, and pedestrian connections with the neighbourhood.

The interest on the part of many people in the Horseshoe Bay community in seeing new and denser development for residential purposes is a clear emerging trend that is consistent with the findings of the Working Group. Specific reasons supporting this direction include:

- **Enhancing viability of local, pedestrian-oriented businesses on a year-round (not seasonal) basis;**

The proposed development will add to the customer base for businesses throughout the community, particularly those along Bay Street.

- **Hopes that a wider range of housing choices will support a diverse social mix;**

The proposed multi-family development presents unique opportunities which will be attractive to people elsewhere in the District and across Metro Vancouver.

- **Improving affordability for younger households; and**

For those seeking a more moderate price point than is currently available with access to outdoor recreation, Sewell’s Landing will present desirable options.

- **Enabling older households to ‘downsize’ from a larger single-family house to allow for ‘aging in place.’**

The proposal meets the challenges of downsizing through an affordable size of home and universal accessibility. The mix of suites available will appeal to buyers moving from a single family home, and the innovative terraced landscaping will facilitate mobility in a hilly community.

The public in attendance at the meeting value many aspects of the community but note that there are upgrades and enhancements that could be made to parks and streetscapes and to traffic and parking management. The proposal will revitalize the Nelson Avenue edge of the waterfront park and manage both parking and traffic through terraced below-grade structures. **Residents value the established village character of the community and its livability yet acknowledge that additional residents could enhance the range of amenities and services available to them. It is recommended that both the relevant policies of the OCP and the directions from the Community Dialogue on Neighbourhood Character and Housing be considered as a policy framework for evaluating the design development for the Sewell’s Marina site. It is noted that the preliminary design concept as presented at the meeting was largely supported by those in attendance.**

IMPLICATIONS FOR THE NEXT STEPS OF THE DEVELOPMENT APPROVALS PROCESS

It is recommended that the applicant be encouraged to proceed to the next level of design and to take into account the comments received at the workshop. In particular, a study of traffic generation and how it might be accommodated should be undertaken concurrently with more design work. The project team has initiated a traffic study and distributed parking entry between three terrace levels to reduce the trip frequency at any one location. **Key issues that should be considered in the design development process include: view management and pedestrian movement continuity, especially along the waterfront.** Private views from nearby homes have been respected through decreased building height along Nelson Avenue, where the project meets the village. Pedestrian movement from adjacent streets will be encouraged through paving patterns and landscaped terraces. As well, a core principle of the design process has been the enhancement of the waterfront boardwalk and rock island to improve the public experience. **Integration of the architectural and landscape character of the development proposal should be sought with the character elements identified as appropriate for Horseshoe Bay: a fine-textured and well articulated scale in keeping with the established streetscapes in the village core, materials and details that are consistent with a maritime setting and history, and site planning that responds to the topography and dominance of the natural setting, especially the immediate backdrop of the forested cliff to the north of the development proposal.** The design of Sewell’s Landing has considered the character of Horseshoe Bay from the outset. Choosing to distribute the homes amongst several buildings reduces their scale, emphasizes the shared spaces in between buildings, and allows light and views through. As a response to its location at a shift in the street network, the development steps down to the townhome scale along Nelson Avenue and merges with the District park through generous landscaping and terraces designed flush with grade. Finally, much care has been taken to respond to the West Coast character of Horseshoe Bay, and to mediate between the grand scale of Madrona Ridge and the human scale of the Village.

**2015 NEIGHBOURHOOD VISIONING COMMITTEE:
FEEDBACK AND RESPONSE**

The Boathouse Restaurant, Horseshoe Bay
2 February, 2015
7:30pm – 10pm

Introduction

- Meeting of approx. 15 members of Neighbourhood Visioning Committee, initially convened by the Sewell family in 2009

Progress Since 2009

- Dan Sewell reviewed activity from 2009 to 2015, revisiting the materials discussed at the Public Information Meeting with support from District of West Vancouver.
- Attendees at that public meeting were generally supportive and results were documented on behalf of the District by Phillips Farvaag Smalenburg Landscape Architects.

Project Team

- Dan Sewell elaborated that since 2009 the project team has grown to include Westbank and Merrick Architecture, and the purpose of the meeting is to discuss project realization with the Committee

Vision

- Dan Sewell also described Westbank’s role in the project’s forward momentum, noting that Ian believes this is a unique opportunity for both Westbank and Horseshoe Bay. Westbank is committed to realizing more than a typical development. Mr. Gillespie wants to see special features realized which define the residences and distinguishes the project from other developments. Westbank describes Horseshoe Bay as being ‘about the water’ and believes the project should reflect that mentality, both in how it is constructed and how people live there

History

- Dan briefly reiterated the history of Sewell’s Marina as a community anchor in Horseshoe Bay and described the development project as the next phase in a continual history

Parking and Traffic Management

- Parking and traffic management was an item of interest among a couple of the members, particularly in peak summer periods when the area is already constricted with marina traffic.
- One committee member, and resident of Libby Lodge, conveyed that the development will need to manage vehicle movement effectively and that availability of parking stalls was crucial.
- Dan Sewell advised that the team is planning for adequate parking and traffic management strategies to accommodate both the marina and residential vehicles. He also mentioned that there will be crossover in those populations as several existing moorage customers have expressed interest in living there

Rental Use

- One question concerned the potential for rental units on site which is an option presently under consideration by the project team.

Guest Suites

- One committee member asked about the potential for a shared short-term rental guest suite in the complex. Westbank indicated the possibility will be considered in the detailed design phase.

Project Parameters

- There was one question about the size of the development, including number of units and number of square feet. Due to the unique nature of this project and its relationship with the community and the market, the project team was unsure of specifics at this stage. Normally those factors drive development, but this project represents a new typology for the team which is still exploring potential and options. However, the team is confident in the potential to provide a wide variety of unit types, prices, and sizes.

Commercial Space

- One committee member inquired as to the status of retail space in the project. Dan Sewell replied that any commercial enterprises will attempt to complement other businesses in Horseshoe Bay. The overall goal of the project is to maintain the existing marine commercial on the site.
- The project is intended to better-house the marina functions, not introduce other commercial tenants already well serviced in Horseshoe Bay

Affordability

- One member inquired regarding purchase price for homes in the development because many District residents encounter financial challenges even when downsizing to condominiums.

Accessibility

- There was a question about accessibility, particularly for aging in place. The project team reiterated its experience in creating accessible spaces and that the terraced approach to Sewell's will help facilitate accessibility

BC Ferries

- A representative from BC Ferries Corporation was present at the meeting as a community stakeholder and expressed his support for the project

Construction Impact Management

- Dan Sewell briefly mentioned the exploratory geotechnical work he has undertaken and that relatively little blasting is anticipated being required given the soil and rock composition

Conclusion

- Meeting was generally supportive with a couple of very enthusiastic members

