

Revision No.	Description	Date
01	Issue for DP	2016-01-14

Issue Issue Date



PFS STUDIO

PLANNING • URBAN DESIGN
LANDSCAPE ARCHITECTURE

1777 West 3rd Avenue
Vancouver BC V6J 1K7
604.736.5168

Consultant

Project

6409 Bay Street
Horseshoe Bay, BC
For
Westbank

Sheet Title

RENDER SITE PLAN

Drawn By	Checked
MH / MP	KM
Project Number	Scale
15014	1/32" = 1'-0"
Revision	Sheet Number

STORMWATER DAYLIGHTING

- Rocky stream bed as part of Foreshore Enhancement

MADRONA ISLAND

- Foreshore sensitive accessible bridge
- Granular foot path
- Lookout / ceremony space
- Existing planting enhancement
- Seating

WATERFRONT PROMENADE

- Mixed use plaza: Working marina & Public realm amenity
- Multilevel accessible waterfront with mixed seating opportunities
- Bollard / paving band separation for pedestrian protected zone
- Mixed paving materials: Stone & wood
- Native & adaptive ornamental planting
- Enhanced foreshore and connection to Madrona Island
- 'End of trip' bike facility & non-motorized boat storage and launch
- Continuation of Horseshoe Bay Park walk
- Enhance Existing Boathouse Restaurant planting and patio

LOWER RESIDENTIAL PLAZA

- Vehicular / pedestrian shared plaza
- Connection to existing hiking path
- Bollard / paving band separation for pedestrian protected zone
- Access to P1 parking garage
- Native & adaptive ornamental planting

UPPER RESIDENTIAL PLAZA

- Amenity Lawn and wood patio deck.
- Stone surfacing and seating steps
- Ornamental planting
- Stone stair and wood stair access to lower residential plaza
- Private Patios facing onto amenity space
- Accessible path from Nelson Ave to Lobby entry

COMMERCIAL PLAZA

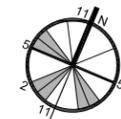
- Vehicular / pedestrian shared plaza
- Stone surfacing
- Bollard / paving band separation for pedestrian protected zone
- Feature Tree and ornamental planting
- Stone stair to waterfront promenade
- Access to P2 parking garage

NELSON STREET

- Extend Nelson sidewalk - To the approval of the District of West Vancouver
- Enhance turnabout by creating a node in the park connection / water front promenade
- Preserve existing street trees
- Enhance boulevard planting - Species to the approval of the District of West Vancouver
- Terraced townhouse access

PARK CONNECTION

- Connect waterfront promenade to existing Horseshoe Bay Park walk
- Preserved cherry trees



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Sheet Title
RENDER ROOF PATIO PLAN

Drawn By MH / MP	Checked KM
Project Number 15014	Scale 1/32" = 1'-0"
Revision	Sheet Number



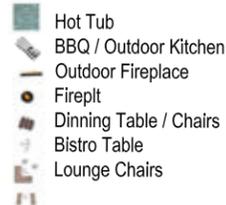
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LEGEND

Patio Surfacing:



Patio Furnishings:



Patio Planting:



PRIVATE ROOF PATIOS

- Outdoor fireplaces and/or fire pits on select patios
- Fiberglass Planter pots with trees, shrubs and perennials
- Dining Tables and Chairs
- Lounge Seating
- Patio Surfaces concrete unit pavers and IPE wood decking
- BBQ / Outdoor Kitchen
- Hot tubs on select patios





MERRICK
ARCHITECTURE

BOROWSKI SAKUMOTO FLIGG MCINTYRE LTD.

VANCOUVER
839 Cambie Street, Suite 300
Vancouver BC V6B 2P4
T: 604.683.4131
F: 604.683.9313

VICTORIA
18 Bastion Square
Victoria BC V8W 1W9
T: 250.480.7811
F: 250.480.5215

www.merrickarch.com

Revision No.	Description	Date

Issue	Issue Date
Issue for Rezoning	May 22, 2015
Issue for DP Stage	January 11, 2016

Consultant

Project
Sewell's Landing
6695 Nelson Avenue
Horseshoe Bay, BC
For
Westbank

Sheet Title
CONTEXT ELEVATION B

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

1 CONTEXT ELEVATION B
SCALE: 1/32" = 1'-0"

A0.11

VANCOUVER
839 Cambie Street, Suite 300
Vancouver BC V6B 2P4
T: 604.683.4131
F: 604.683.9313

VICTORIA
18 Bastion Square
Victoria BC V8W 1H9
T: 250.480.7811
F: 250.480.5215

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Project

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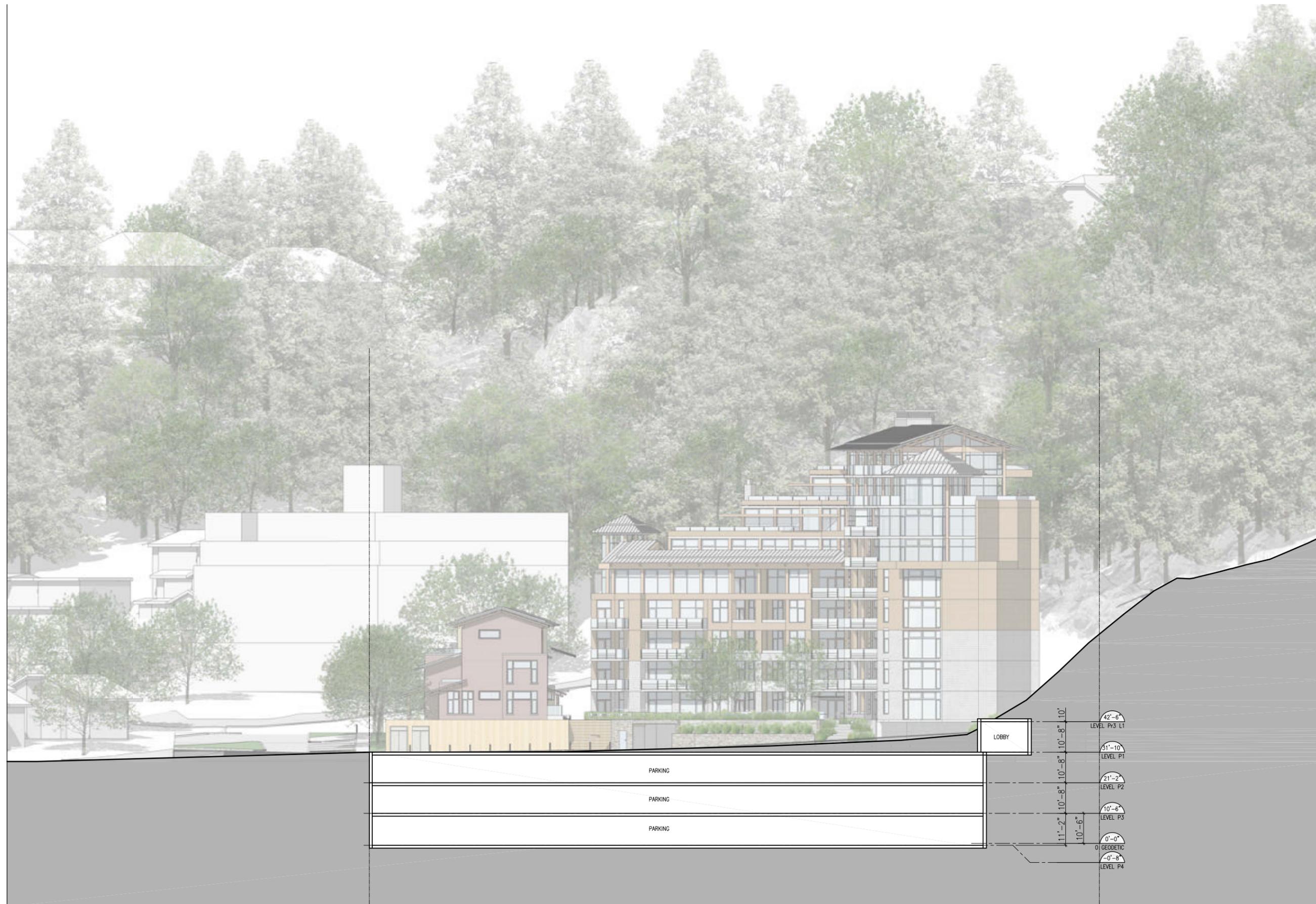
6695 Nelson Avenue
Horseshoe Bay, BC
For
Westbank

Sheet Title

SITE SECTION 5

Drawn By	Checked
NC/PM	GB
Project Number	Scale
1504	AS NOTED
Revision	Sheet Number
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A4.05



Revision		
No.	Description	Date

Issue	Issue Date
Issue for Rezoning	May 22, 2015
Issue for DP Stage	January 11, 2016
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Consultant

Project
Sewell's Landing
6695 Nelson Avenue
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Sheet Title
SITE SECTION 6

Drawn By	Checked
NC/PM	GB
Project Number	Scale
1504	AS NOTED
Revision	Sheet Number
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A4.06



VANCOUVER
839 Cambie Street, Suite 300
Vancouver BC V6B 2P4
T: 604.683.4131
F: 604.683.9313

VICTORIA
18 Bastion Square
Victoria BC V8W 1H9
T: 250.480.7811
F: 250.480.5215

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Consultant

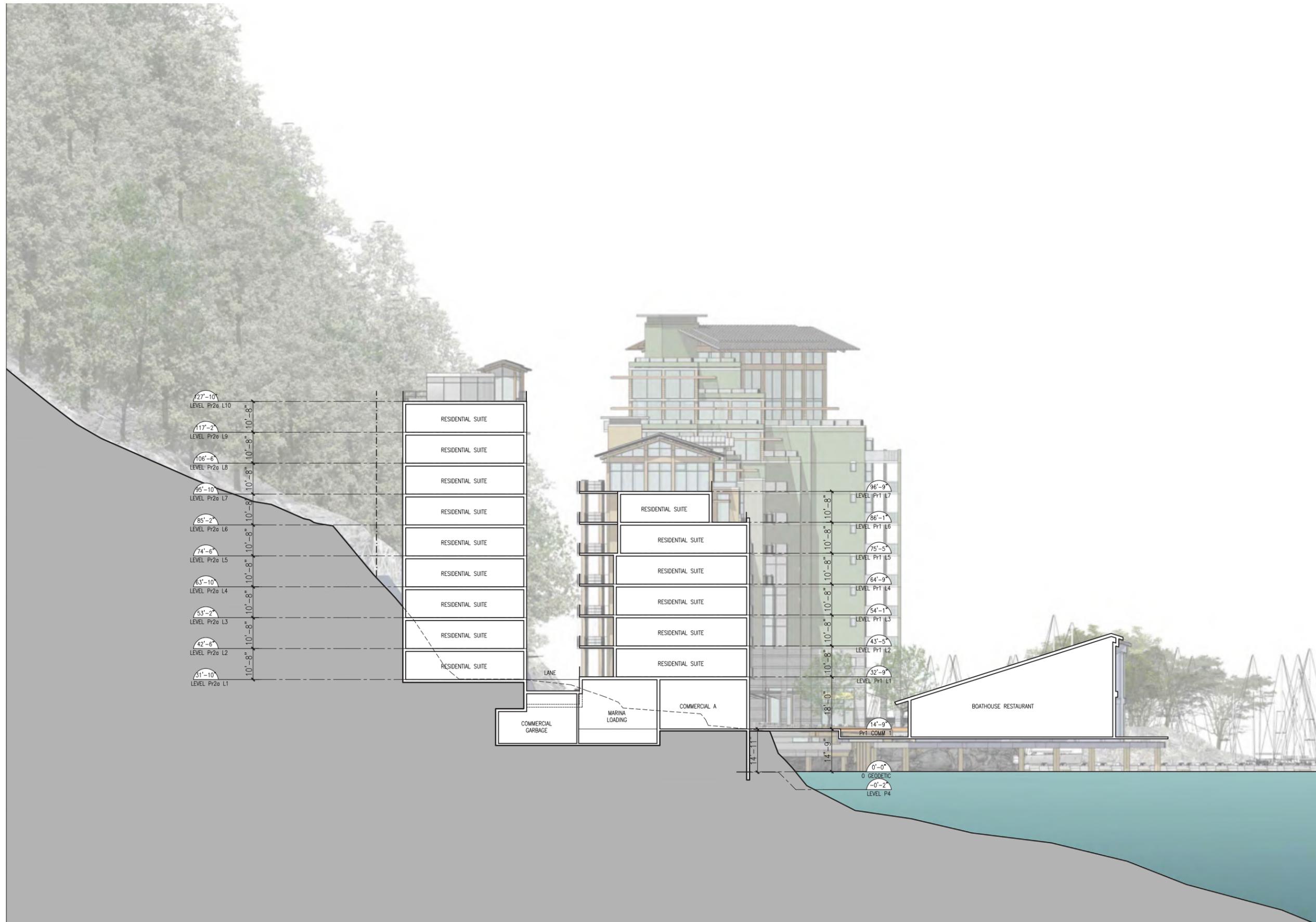
Project
Sewell's Landing

6695 Nelson Avenue
Horseshoe Bay, BC
For
Westbank

Sheet Title
SITE SECTION 7

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

A4.07



APPENDIX

RESPONSE TO DISTRICT REVIEW



THE CORPORATION OF THE DISTRICT OF WEST VANCOUVER

DESIGN REVIEW COMMITTEE MEETING MINUTES

SEPTEMBER 17, 2015

4:30 P.M. IN THE MUNICIPAL HALL COUNCIL CHAMBER

Members Present:

Voting Members: Shelley Craig; Bo Helliwell; Nick Milkovich; Benjamin Nelson; Farouk Noormohamed; Paul Richards; Keith Ross; Dimitri Samaradis.

Non-Voting Members: Councillor Bill Soprovich; Councillor Craig Cameron*

Members Absent: Frank Ducote (excused)

Staff Present:

Andrew Browne, Senior Community Planner (Staff Liaison to the DRC); Lisa Berg, Senior Community Planner; Mandy Emery, Permits Clerk Supervisor (Recording Secretary); Jim Bailey, Director of Planning, Land Development & Permits*; Stephen Mikicich, Manager of Community Planning*

An asterisk (*) indicates partial attendance.

***Sewells Landing Applicant Team Response to DRC Minutes in green below**

5.3 SEWELL'S MARINA, RESIDENTIAL/COMMERCIAL REDEVELOPMENT

Background:

Andrew Browne provided background on the proposed development. Conceptual presentation of the site, staff is looking for feedback on concept as a whole. Will be going to public consultation next week and will be returning to the DRC later with developed drawings based on comments received tonight.

Project Presentation:

Architect Greg Borowski of Merrick Architecture introduced the project team: Architect Paul Merrick; Kely McKinnon of PFS Studio Landscape Architects; David Leung and Rachel Lee from Westbank Projects Corp.; and owner Dan Sewell of Sewell's Marina. The architect went over slides indicating the location of the site consisting of the existing parking lot and commercial structure to the west and north of Horseshoe Bay. He provided images of the initial visioning ideas that came out of dialogue with neighbours. Characteristic examples from around the world were Cinque Terre and Portofino and the way these buildings and architecture merge with mountainside and seaside. Design inspiration comes from architects Erickson, Thom, Hollingsworth and Pratt and themes built around locality, community, waterfront, continuity, and west coast location.

Owner Dan Sewell provided a history of the site and the evolution of Sewell's Marina and explained how the dynamic of the business has changed over the years. In 2008 the Sewell family did a visioning retreat where realized looking ahead how need to change again in order to stay the same and how could redevelop the 2 ½ acres of blacktop. Took to the community and pulled forward 16 leaders from business and residential community, working with Architect Paul Merrick came up with the concept presented today that feel is catalyst for Horseshoe Bay. Held an open house in 2009 that was well received and positive, and have had good conversation with community all the way along and made sure broader community knew that the Horseshoe Bay community supported this direction and this role.

Greg Borowski advised that main themes are: marry the architecture with the land; provide amenity for residents; opportunity for people to live west coast lifestyle; connectivity to existing community; realizing potential of site (presently a parking lot). He went on to advise that proposing small scale commercial with intent not to compete with the village but to compliment including support the marine uses, layered uses gives opportunity to gather people and live close to amenities, seamless open space with opportunity to mix cars and people on site.

Architect Paul Merrick addressed the physical model and went over the intent of the development. The site topography is in 3 levels: bottom level has public access to all areas of the site and across to Madrona Island. Level above has local square piazza theme and 3rd level accessed off Nelson has a more residential pedestrian realm. Proposing 3 storey townhouses on Nelson Street, followed by intermediate height buildings behind and increasing to highest scale buildings against the mountain. The architect noted with such a powerful piece of landscape it is easy to imagine more scale

in this place without feeling overwhelming and is comfortable that scale fits and is not disproportionate. Paul Merrick introduced David Leung of Westbank and his involvement in the project.

Kelty McKinnon addressed the landscape concept: 4 zones of landscape move up topography of hillside, special paving expresses the public realm from park connecting to Madrona Island and provides a close experience to water. Next level has shared pedestrian vehicular commercial plaza animated on either side with retail, site furnishing and landscape planting. The 3rd level residential mews to have small gathering spaces, with landscaped steps up to grassy lawn surrounded by residential terraces. Maintaining cherry trees on Nelson Avenue and enhanced landscape to create pedestrian oriented walkway. Strategy to maintain native and adaptive west coast planting palette zoned across the site with refined sense of materiality robust and clean use of materials. Island proposing to restore existing ecology and add light overlay of pedestrian path.

Greg Borowski advised achieving LEED gold standard, sustainability initiatives include units frontage both waterfront and mountain to allow flow through of ventilation; use of locally sourced wood for upper roof structures; dry secure bike storage; kayak and paddleboard storage by amenity space; intent to realize geo-exchange. He advised that studied colours found naturally on the site and from that came up with a misty/mossy colour palette which will differ subtly between the buildings. Materials proposing: dry stacked stone walls for retained edges, fir wood soffits, zinc roof, granite and limestone for paving and walls.

Committee Questions:

The Committee went on to question the presenters, with the applicant's response in *italics*:

- How many storeys is the tallest building? *11 storeys above grade at the north end of the property, smallest is 1 storey building on Nelson.*
- What was the development strategy in determining amount of density? *No particular density was targeted, just used the land to determine what felt appropriate.*
- Images of Cinque Terre and iconic mid century modern houses, how do you marry these? *Inherent in the gestures brought to workshops, like to think like mentors a few decades back with attitude to materials and how they were put together that were simple and basic and used according to their nature, quality of how that way of thinking generated an environment that hope to accomplish in today's terms.*
- Wonder what the density is based on, don't think any fear of site being overwhelmed with backdrop of Madrona Hill the landscape can absorb the vertical scale that's there. The visualization of expanding the village exciting, do you really have support of the people in the immediate Horseshoe Bay area for this kind of scale? *Haven't had any sort of negative response, but have had people telling us to add more storeys.*
- End of Bay Street and Nelson Intersection what retail is proposed? *Something that doesn't compete with other uses in the bay probably something small scale.*
- Is the island part of this project? *The island is within foreshore managed by the District of West Vancouver but is owned provincially. Have not talked to the Province*

*about it but feel it is a brilliant opportunity to tie that in to the project. The idea is still being explored and the details need to be worked out. **The Madrona Island Bridge remains part of the proposal, and is proposed as an amenity to the broader public***

- Boathouse Restaurant is this influencing the forced ramp that is driving the lower area? *From the beginning never imagined eliminating or replacing the restaurant, think nice activity and continuity to the site, and in any case we need that grade for the working waterfront **The slopes onto the site have been greatly diminished compared to the present steep slope and do not exceed 5%. This makes the site much more accessible to a great diversity of residents and visitors.*** Relationship to restaurant edge and next deck level seems to be not as comfortable as the rest of project is there a way to look differently to eliminate and change relationship to have a more friendly relationship as opposed to a ramp that has cars and people? *What is there right now more abrupt to what have we are proposing here, as pedestrian intention straight ahead or to the water, don't think combination of people and cars a bad thing, Granville Island kind of thing where have co-occupancy. **The project has been further developed to permit a loop of circulation passing onto and around the site either by or adjacent to the roadways, or via the Grand Stair linking the upper plaza with the Boardwalk. This will offer pedestrian and vehicular choice while permitting both uses safely***

Committee Comments:

Members' comments on the application included:

- Incredibly elegant beautiful presentation and commend the whole team for that. A complete believer when see the watercolor renderings but when I see the computer generated drawings start to worry about the scale, needs work to finesse and find how dense the site wants to be **The proposal has been extensively refined to articulate base, middle and top of the project to further manage the scale. Small-scale elements such as wood rooftop 'tempiettos' break down the building massing and emphasize the 'aggregation' of smaller building components.** Default to mid rise cities that tend to have 6 to 8 storeys, not convinced by the higher pieces, completely convinced by layout and public realm, landscape exquisite, massaging the architecture into better supporting the clever and pristine planning moves that have taken place.
- Admire what's been done here, impressed with the backup documents supplied from the community meetings. Stunned at the fact that Horseshoe Bay will support something as dense as this but can't get anyone along Marine Drive corridor to look at anything but a one storey wood frame house. Look forward to seeing this development further.
- Support from an industry perspective, have nothing but respect for Westbank projects and think their attention to detail will bring this vision to life and will do an outstanding job, seems from beginning a true team collaboration. The retail component end of Bay Street, whole planning of the bay is outdated and think if having a piece of retail that is continuing that retail streetscape and anchoring that end of the street an important commercial element. **Small-scale retail uses welcome visitors to the site along**

the foot of Nelson Avenue, and as viewed from Bay Street. These continue into the site, promoting a continuous necklace of retail interest

- Live in a neighbourhood, and have heard overwhelming support for this project, neighbourhood ecstatic about this project from all age ranges of people wanting to stay in the community. Interesting approach to density that is not formula based. Project climbs with the hill and grows into the mountain; think it is not how big it is it more how it is handled.
- Echo comments on the quality of presentation. The success of upper plaza it will be crucial to pay attention to detail and how ground plane is developed, in order to bring people there the frame must be very interesting **The retail beneath the townhouses leading to the upper plaza is seamlessly linked with the mixed pedestrian/vehicle area in order to usher visitors onto the site.** Building at bottom crucial because forms pivotal point coming into site how that is developed is important. **The lower boardwalk has been linked with the upper plaza through the device of a Grand Stair, permitting visitors and residents to flow up or down the switchback slopes or the stairs, linking the pedestrian realm in a pedestrian-friendly loop.** Concern with the lighting examples shown as appears to be corporate lighting where choice of fixtures doesn't blend in with rest of sketches. Need lighting that is softer more appropriate. **Please see further development of lighting concepts demonstrating soft but welcoming harbourfront and pedestrian realm illumination. This includes suspended lighting twinkling above pathways**
- Like the use of natural ventilation where possible and very commendable targeting LEED gold and geo exchange right approach unique opportunity and definitely investigate seems to be heading in direction of a how a project should be done and like massing approach. **The geoexchange loop is now consolidated beneath the dock north of the Amenity Yacht Club**
- Like the project and presentation, nestled in there nicely and feel density seems low and spreading through these complexes low key and feel scale seems small with pedestrian feeling space, almost to the point where main entries may be too small **Building entries have been enlarged to be more welcoming and visible.** Happy to hear interest in public realm and territorial spaces well defined, attention to that important to make it successful. Look at how it knits into the village at Nelson Street look at what kind of street that could become with relationship to public pier part of it as will be quite prominent in the village. **The public realm interface along Nelson has been neatly landscaped and stepped up in front of the townhouse front gardens. Lower down Nelson, the townhouses sit entirely above the retail necklace flowing onto the site. Vehicle turnaround at the foot of Nelson Avenue has been configured to facilitate vehicle movement while permitting pedestrian use. The turnaround has been elevated slightly to sidewalk level with bollards to ensure pedestrian security where needed**
- Don't think the density is a concern, think fun to talk about Italy but we are not Italy, palette of colours here is the key and be sensitive to this place **The building and landscape colour and material palette has been further developed in response to the site photographs and the palette derived from that study. The overall**

goal is to have a harmonious blend of building colours with soft but differentiated background shades, all highlighted with stronger colours in the awnings, guardrails, and smaller details. Wood is a key expressive element, appearing in the rooftop 'tempiettos' and trellises, as well as in doors and railings . Interesting to see how you develop this, the ground plane seems to have

- enough things going on in this early notion, key to deal with the finesse of whole project and it will work its way down to the treatment of light fixture. Great presentation, great discussions look forward to see again.
- Going back to the Italian imagery of houses running up the hill contrasted with west coast architecture, I think this can be our interpretation of what is there, understand the logic presenting this in fact with something going to be great for West Vancouver and west coast anchoring of this project will be how sensitivity we can take the west coast back into this project and not totally depend on the Italian scene but have own unique vocabulary out here to build on **The architectural vocabulary draws on influences from Ron Thom and the Westcoast architectural movement. While the composition of the site draws from organic precedents such as hill towns in a variety of places, the detail is Westcoast with wood, glass, boardformed concrete, and granite stone.** Like to look at more carefully the linkages with the village, such a big anchor to Horseshoe Bay its relationship and how interact is very important, need a study beyond your site but important with the context of the size of the project. **The Amenity Yacht Club and the Madrona Island bridge are proposed to draw visitors onto the site through natural curiosity. Visitors are further ushered in by the small-scale retail and Marine Commercial uses adjoining Nelson Avenue** No problem with density interesting in getting what is right and I think these images is very indicative of what should be and the scale and character is what like see happening in project. Main concern how levels interact with each other, where the cars are coming in and pedestrian interaction and look at in more detail in next presentation, like to see more gentler finer refinement, if possible reduce where cars come in and interacting with people might be more beneficial **Bunt Engineering have run full analyses of vehicle movement on site—including emergency vehicles—that demonstrates the functionality of the spaces for vehicular and pedestrian use. PFS Studio's Landscape drawings illustrate the comfortable interface of pedestrians and vehicles in a people-friendly environment**
 - Councillor Soprovich spoke to appeal to people to live, variation in unit size and opportunity to live-work. Want be able to meet all of these market needs, such as age in place, full diversity of housing and housing choices, everything from cottage on Nelson up to 2000 sq.ft. units. **The project proposes a diversity of sizes of residence from smaller one bedroom flats through larger two and three-bedroom flats. as well as ground-oriented townhouses. These will be suited to a great variety of residents from downsizers, to families and to first time buyers. Aging in place will be supported through gentle slopes, flush thresholds, convenient elevator access, parking below one's residence, and close proximity of neighbourhood services**

It was Moved and Seconded:
 THAT the Design Review Committee recommends SUPPORT of the Sewell's Marina Residential/Commercial Redevelopment of Marina Lands; SUBJECT TO further design development review with attention to the comments of the September 17, 2015 meeting
CARRIED

Development and Inclusion Subcommittee
Review of Sewell's Marina (6695 Nelson Avenue)

Motion:

ACDI supports the Sewell's Landing Project in principle with the additional recommendations as attached in the report from ACDI Development and Inclusion Subcommittee submitted September 24, 2015.

***Sewells Landing Applicant Team Response to ACDI Minutes in green below**

Recommendations by ACDI:

Specific Recommendation	Reason for Recommendations
Accessible Pedestrian Signals added	Added to the exterior street crossings of the mall to enhance accessibility for people who are blind, partially sighted and deaf/blind Tactile definition of primary pedestrian paths provided at mixed vehicular/pedestrian areas
Consider following DNV Adaptable Design Guidelines Document – 5% of units built to level 3 and 40-50% units built to level 2	To increase units with basic accessibility features and enhanced accessibility features Project designed to meet City of Vancouver enhanced accessibility guidelines
Electronic doors at entrance of building – activated by a push button. These doors should also be installed at access to parking garage, laundry, garbage and recycle rooms	Electronic doors provided where required at locations where clearances do not meet 2' inward swing or 1' outward swing requirements or door load exceeds accessibility criteria
Emergency stairwells should have yellow paint and tactile surfacing on the bull nose edge of the stair	For people with low or no vision having to evacuate in an emergency situation Stairs to have highly contrasting tactile nosings for enhanced visibility
Visual alarms (strobe lights) for fire/carbon monoxide should be installed in all common spaces and individual units wired for this feature to be added by the resident if they so require	The deaf and hard of hearing have to be able to be warned of such an emergency in the common areas of the building and in their private units (if required) and need a visual system Project to provide this feature

Brick laid patterns/ blocks used in exterior common spaces should be avoided	Cause severe tripping hazard for those with mobility disabilities and people using mobility canes and the blind using a white cane Textured paved areas to be laid smooth to avoid tripping hazards and provide texture contrast for transitions from pedestrian to mixed pedestrian/vehicular areas
Keep public art/large painting and mosaics away from common open spaces	This can cause disorientation to someone with low vision and difficulty navigating spaces Public art will be located to avoid pedestrian disorientation
Residential mailbox heights should be lower for people residing in accessible units	Units that are wheelchair accessible will require the mailboxes to be at a lowered height Common area mailboxes will be provided consistent with Canada Post requirements, including boxes at a low elevation for greater accessible use
Audible announcements in the elevators – there are accessible models available	Blind and partially sighted people cannot access an elevator independently without

through elevator manufacturers	audible announcements. The announcement also recite what floor the doors are opening on. In a building with many floors this is a fantastic feature. Also good for residents who are senior, or who have development disabilities Project will provide audible floor announcement
The individual suite doors should have large tactile numbers on them and Braille	Braille is not necessary if the numbers are large scale and bold for low vision and tactile for the blind Suite door numbers to be clearly visible and tactile for enhanced access
Building signage should be large print and dark colored bold lettering	For people with low vision Building signage will be strongly contrasting and large for enhanced visibility
Outside intercom should have a video relay and tactile lettering/numbering or audio announced	The deaf and hard of hearing would need a visual connection to the person they are buzzing. Those who are blind or partially sighted would need resident info in tactile lettering or a audio menu Intercom to feature audio menu
Balconies in every unit should be accessible for wheelchair – including turning radius of minimum 5 feet and flat threshold transition	Visitors to any units should be able to access balconies Ground floor suites will feature level thresholds permitting flush access to terraces and minimum 5' turning radius
To include affordable rental units.	So that the units can meet the financial shelter allowance guidelines for people with disabilities. The project will permit rental uses in the strata bylaws

