

<u>COUNCIL AGENDA</u>	
Date: _____	Item: _____



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

COUNCIL REPORT

Date:	May 20, 2016
From:	Lisa Berg, Senior Community Planner
Subject:	Sewell's Landing Development Application
File:	1010-20-15-037

RECOMMENDATION

THAT

1. Opportunities for consultation on the proposed Official Community Plan amendment, with persons, organizations, and authorities, as outlined in the report from the Senior Community Planner dated May 20, 2016, be endorsed as sufficient consultation for purposes of section 475 of the *Local Government Act*;
2. Proposed "Official Community Plan Bylaw No. 4360, 2004, Amendment Bylaw No. 4897, 2016" be read a first time;
3. Proposed "Official Community Plan Bylaw No. 4360, 2004, Amendment Bylaw No. 4897" has been considered in conjunction with the District's Financial Plan and Regional Waste Management Plan;
4. Proposed "Zoning Bylaw No. 4662, 2010, Amendment Bylaw No. 4898, 2016" be read a first time;
5. Proposed "Phased Development Agreement Authorization Bylaw No. 4899, 2016" be read a first time;
6. Proposed "Official Community Plan Bylaw No. 4360, 2004, Amendment Bylaw No. 4897, 2016", proposed "Zoning Bylaw No. 4662, 2010, Amendment Bylaw No. 4898, 2016", and proposed "Phased Development Agreement Authorization Bylaw No. 4899, 2016" be presented at a public hearing on July 4, 2016 at 6:00 p.m. in the Municipal Hall Council Chamber, and that statutory notice be given of the scheduled public hearing;
7. Proposed "Development Permit No. 15-037" be presented at a public meeting scheduled for July 4, 2016 at 6:00 p.m. in the Municipal Hall Council Chamber, to be held concurrently with the public hearing scheduled for July 4, 2016 at 6:00 p.m. in the Municipal Hall Council Chamber, and that notice be given of the scheduled public meeting; and
8. Proposed section 219 covenants regarding the Master Development Agreement, Works and Services, and for public access to the Lands, attached as Appendices H to J to the report by the Senior Community Planner dated May 20, 2016, be presented as part of the development package.

1.0 Purpose

This report outlines an application to rezone the upland portion of 6695 Nelson Avenue known as Sewell's Marina (**Appendix A**) to Comprehensive Development Zone 54 (CD54) to allow for the construction of 6 buildings containing a total of 159 residential units with approximately 19,875 square metres (214,000 sq ft) of suite area and approximately 1,273 square metres (13,700 sq ft) of commercial space.

Presented as part of the development package are:

- bylaws serving to amend the Official Community Plan (OCP) and Zoning Bylaw;
- a Phased Development Agreement (implemented by bylaw) to secure the community benefit;
- a development permit to regulate the form and character of the proposed development;
- section 219 covenants to deal with the overall development of the land, works and services, and public access; and
- the proposed subdivision of the parcel into two lots: the upland lot (the development site), and the foreshore lot (the retained marina site).

2.0 Executive Summary

Westbank Projects Corp. has applied for a comprehensive redevelopment of the upland portion of Sewell's Marina in Horseshoe Bay. The proposal involves an Official Community Plan (OCP) amendment, a rezoning and a development permit to facilitate the proposed mixed residential and commercial development.

The application has been assessed in context of broad objectives of the Official Community Plan (OCP), which was detailed in a report to Council dated November 25, 2015. It was concluded that the application is considered to be in alignment with the Official Community Plan.

Following six years of pre-application discussions, the development application has been reviewed by the public at three District-led open house meetings and through an online survey via WestvancouverITE. In general, the public has been supportive of the project.

The Design Review Committee (DRC) reviewed the proposal at three separate meetings and unanimously recommended support for the project. Further, the North Shore Advisory Committee on Disability Issues (ACDI) reviewed the proposal and was also supportive of the proposal.

In summary, through the overall assessment of the project including the level of public consultation and detailed review, staff recommend support of the proposed project. The development would serve as a catalyst for vitality and revitalization of Horseshoe Bay, bringing with it improvements to the public realm, seamless transitions between the development, Horseshoe Bay Park and the Village.

It is recommended that the application be referred to a public hearing and concurrent public meeting on July 4, 2016. Prior to the public hearing, the applicant will be required to host a Development Application Information Meeting.

3.0 Legislation/Bylaw/Policy

Provincial Legislation

The *Local Government Act* requires that a public hearing be held on the proposed amending bylaws and authorizes the District to enter into a Phased Development Agreement.

Official Community Plan (OCP)

An OCP amendment is required to allow the proposed development and will create Development Permit Area BF-C 10 and associated guidelines.

Zoning Bylaw

The site is zoned M3 (Marine Zone 3). A rezoning is required.

4.0 Background

4.1 Previous Decisions

At the December 14, 2015 Council meeting Council passed the following motion:

THAT the report from the Senior Community Planner dated November 25, 2015 regarding Development Application No. 15-037 (Sewell's Marina), be received for information and that staff report back in January 2016.

Following this meeting, staff briefed Council on the project in January 2016.

At the September 14, 2015 Council meeting Council passed the following motion:

THAT the report dated August 28, 2015 regarding fall public consultation for the proposed redevelopment of Sewell's Marina be received for information.

At the July 20, 2015 Council meeting Council passed the following motion:

THAT the report dated June 25, 2015 regarding the proposed redevelopment of Sewell's Marina be received for information.

At the June 1, 2009 Council meeting Council passed the following motion:

THAT the District led proposed public consultation process for redevelopment of 6695 Nelson Avenue in Horseshoe Bay described in the May 20, 2009 report entitled, "Revised Public Consultation Process for Proposed OCP Amendment for the redevelopment of the upland portion of Sewell's Marina (6695 Nelson Avenue) in Horseshoe Bay" be approved.

4.2 History

Sewell's Marina has been a fixture of Horseshoe Bay since 1931 and has evolved with multiple generations of the Sewell family. In 2009, the Sewell family convened with an ad hoc group comprised of local residents and business owners to meet with architect Paul Merrick to create a vision for the marina and upland property.

2009 Application

In May 2009 a concept for the site was presented to Council, and District staff was directed to consult with the public. In October 2009 a District-led workshop was held at the Gleneagles Community Centre, with over 115 people attending and 74 "workbooks" completed. In early 2010, a draft consultation report was produced for review by the applicant and the District. However, during this time the foreshore head lease negotiations between the District and the Province stalled. The uncertainty around future commercial tenure impacted all marinas and yacht clubs in West Vancouver, and Sewell's Marina elected to postpone anticipated capital improvements.

Proposed Development 2010 – 2014

During the period between 2010 and 2014, the Sewell family continued community discussions via meetings with individuals, small "coffee klatch" groups, and marina patrons. In addition, the Sewell family periodically provided informal updates to councillors and staff. Paul Merrick continued fine tuning the concept – altering building footprints, massing and design – in response to input from the local community.

The head lease was finalized and stable commercial tenure was restored in the summer of 2014, at which time the Sewell family began discussions with Westbank Projects Corp., culminating in a partnership agreement in December 2014.

Current Application

In late May 2015, a development application was submitted to rezone the property. Westbank, Merrick Architecture and the Sewell family met with the original "visioning" group on two occasions and immediate neighbours were invited to an information meeting where the current proposal was reviewed in detail. The local Horseshoe Bay community has remained, since 2009, very engaged throughout the processes and has helped to inform the proposal.

5.0 Analysis

5.1 Discussion

Physical and Site Context

Sewell's Marina is located in the northwest corner of Horseshoe Bay village. To the northwest the site backs onto the base of the very steep wooded terrain of Telegraph Hill. The waterfront is situated to the northeast and Horseshoe Bay Park, the ferry terminal and Horseshoe Bay Village to the east and southeast. A residential neighbourhood, including detached homes and Libby Lodge, is located to the south and southwest.

The 9,319.4 square metre (111,313.4 sq ft) site is bounded by Nelson Avenue to the south, Wolseley Street to the west, Telegraph Hill to the north and Horseshoe Bay to the east. The Sewell's Marina currently operates from the property, and it is developed with an office building and surface parking lots for vehicles, and boats and trailers (Figure 1).

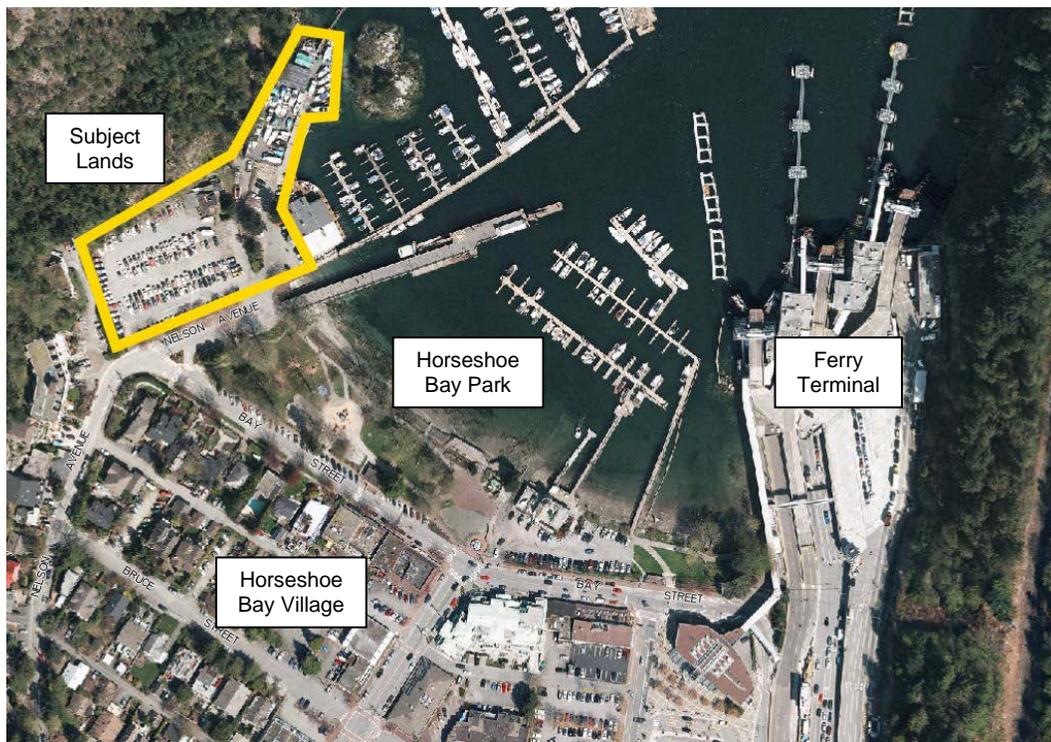


Figure 1: Horseshoe Bay and Subject Lands

The Proposal

The proposal is for a comprehensive redevelopment of the upland portion of Sewell's Marina involving six buildings comprised of mixed commercial and residential uses. The proposal would see the retention of the marina operations on a separate waterfront parcel while adding a predominantly residential development with ground-oriented commercial uses (see Figures 2 to 4).

Key features of the proposal include:

- 159 residential units in six buildings comprised of apartment buildings and ground-oriented townhouses totalling 19,875 square metres (214,000 sq ft) suite area;
- Building heights ranging from three to 12 storeys;
- Approximately 1,273 square metres (13,700 sq ft) of commercial floor area (a net increase of 5,000 square feet);
- Public realm improvements and waterfront access;
- 493 parking spaces within four levels of underground parkade:
 - 238 residential parking spaces; and
 - 255 commercial and marina parking spaces,
- a Floor Area Ratio (FAR) of 2.8.



Figure 2: Site Plan

The development proposal booklet is attached to the proposed Development Permit No. 15-037 as **Schedule A to Appendix K**.



Figure 3: Perspective Rendering (looking north)

Project Evaluation

1. Overall

The proposal aligns with broad OCP objectives and the proposed development would make Horseshoe Bay more vibrant, adding to the fabric of the community via an enhanced and expanded public realm, supportive commercial uses, and other improvements – e.g. park, utility and streetscape improvements to the Village Centre, which will directly benefit the local community. The proposed buildings have been nestled against the backdrop of Telegraph Hill and layer down toward the waterfront, bringing animation and liveliness through a variety of potential shops and services, a grand boardwalk and public plazas.

The proposed land uses include residential, retail and personal service uses. These are consistent with the broader uses occurring within Horseshoe Bay and would contribute to: 1) greater housing diversity; 2) reducing dependency on BC Ferries as a village anchor; 3) enhanced public realm improvements and access to the waterfront; and 4) serve to strengthen the customer base for local merchants.

2. Density, Height and Form of Development

Merrick Architecture has created the proposal in a specific response to West Vancouver's terrain and the rugged coast of Horseshoe Bay. The separate buildings, each with their own particular massing, are formed to fit into the landscape and be moulded to the land around them. Merrick has employed a distinctive interpretation of West Coast Modern architecture – the scheme also reflects the tradition of cottage buildings through Horseshoe Bay.

The buildings have a cohesive architectural design with individual personality with finishes, colour and materiality. Both the material and colour palettes proposed were derived by clues from nature – i.e. the trees, lichens, rocks and plants in the area. Together with a modern expression of West Coast design, the buildings will integrate into the setting of Horseshoe Bay and the natural setting that it is within.

The land use for the development are grouped into three areas (Figure 5):

AREA A: Mixed commercial and apartment buildings: This area will host the highest and most prominent building on the site, being 12 storeys (Parcel 1) with commercial uses along the public boardwalk and 63 apartments above. Also contained within this area is Parcel 2b, a five storey building, also featuring ground-oriented commercial space with 10 apartments above.

AREA B: Mixed commercial and townhouses: This area contains two separate townhouse blocks comprised of Parcels 4a and 4b. Parcel 4a consists of a five-unit townhouse building within three storeys, which features ground-oriented commercial uses to create a necklace of retail around the commercial plaza. Parcel 4b is a five-unit townhouse building within four storeys.

AREA C: Residential apartment buildings: This area contains the residential only apartment buildings. Parcel 2a is a 10 storey building containing 28 apartments. Parcel 3 is a nine storey, 48-unit apartment building that frames the edge of the pedestrian plaza.

The Project Profile is attached as **Appendix B**, which sets out an overview of the residential unit types.



Figure 4: Perspective Rendering (looking east)

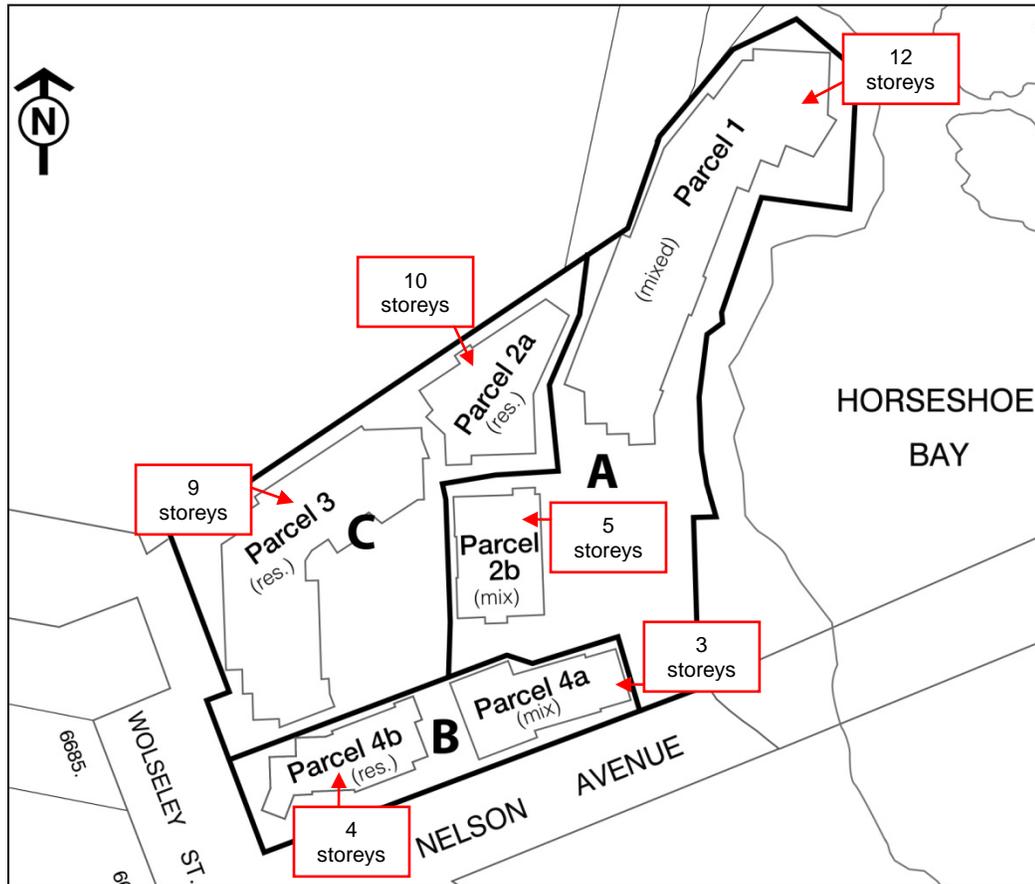


Figure 5: Proposed Land Use & Building Heights

3. Urban Design and Public Realm

The proposal represents a relatively complex design due to its location and the layering of residential and commercial uses and the waterfront marina. In keeping with the West Coast character, the ground plane of each building is integrated with a public plaza and open space, which then seamlessly flow to adjacent streets. This design ensures a cohesive mix that is compatible with the character of Horseshoe Bay.

The public realm of the area will benefit from unrestricted public access through the site to the waterfront with a seamless integration to Horseshoe Bay Park, the boat ramp to the south, and will contribute to streetscape improvements in the Village. With a high quality of design and materials, the public realm will be a key feature of the development.

Four distinct yet integrated terraces are proposed (see Figure 6):

1. **Waterfront:** This is the lowest terrace adjacent to the waterfront, connecting residents and the public to the docks, a vibrant commercial hub and a mixture of pedestrians, vehicles, and activity reminiscent of Granville Island.

The Boardwalk will provide shared vehicle and pedestrian access and the main entrance to the site, bench seating, the entrance to the bicycle storage, universal access surface parking, decorative lighting, and access to the existing Boathouse Restaurant and its patio. The most northern portion of the plaza transitions into a pedestrian-only area, which leads to areas of enhanced foreshore protection and a pedestrian connection to Madrona Island. The residential amenity building (a private boat house) is also accessed via this plaza.

2. **Commercial Plaza:** This will serve as the hub of commercial activity, and is the next plaza up from the Waterfront level. It features a shared pedestrian and vehicular lane and plaza, entrance to the underground parking, specialty lighting (catenary lighting) and garden planters and landscaping.
3. **Residential Plaza:** This plaza will be the main network area connecting the residences to the commercial plaza below. It features a shared pedestrian and vehicular plaza and an entrance to the parkade for residents (access via Nelson Avenue to the south). The plaza is framed by this shared plaza and residential buildings with ground level private patios and landscaping. The edges are furnished with a variety of steps that give opportunity for seating and plantings.
4. **Residential Gardens:** This is the highest terrace of the development, with a grand garden area that blends the transitions between the private and the public realms. It features an open lawn area. This terrace also connects to the residential land use pattern of Horseshoe Bay beyond the development site.

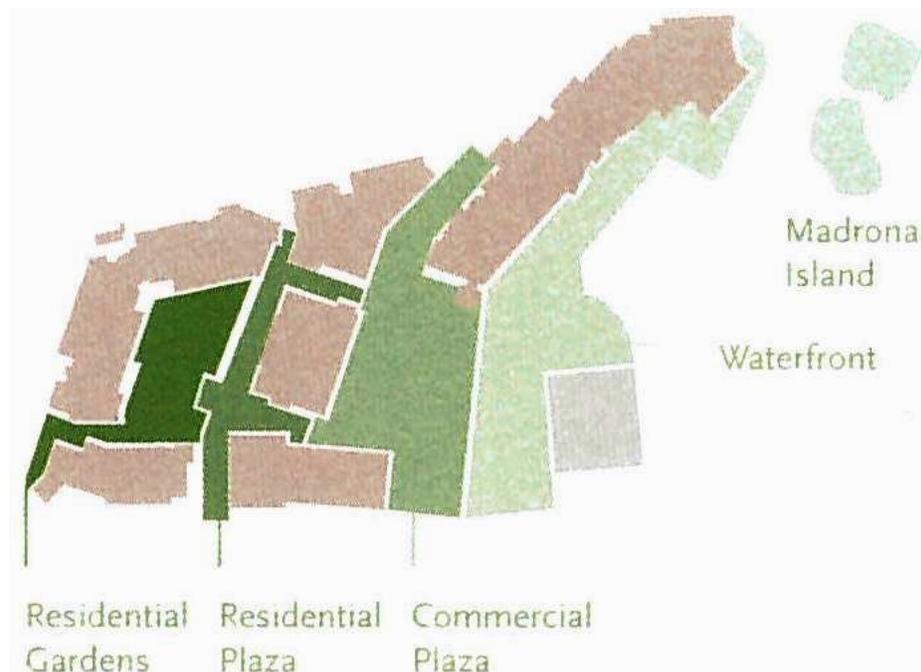


Figure 6: Terraced Plaza Areas (with building footprints)

4. Housing Diversity

The Community Dialogue on Neighbourhood Character and Housing identified a strong desire for greater housing diversity. The Dialogue revealed that West Vancouver has evolved from a community of traditional family households (parents and children) to “empty nesters,” seniors, smaller households (fewer or no children), and conversely, households embracing extended families and multi-generations.

The Dialogue survey revealed that many residents believe that a greater variety of housing types is needed. While the notion of a single detached house is still highly valued in the community, residents want to see more variations to the traditional housing form, such as smaller units, more manageable gardens, opportunities for one-level living, and flexible designs to accommodate changing household needs.

The proposed development would fill a housing gap by providing variety in unit types and sizes as opposed to large, single family houses. The site presents a unique opportunity to add development on underutilized land with a variety of unit types and sizes that respects the surrounding village while directly responding to a community need.

5. Design Review Committee & Accessibility Committee

The Design Review Committee considered the proposal at its September 17, 2015 meeting to review concept designs of the proposal. The DRC then reviewed details of the proposal at its February 18, 2016 and March 17, 2016 meetings.

The DRC recommended support of the application. Excerpts from the DRC meetings are attached as **Appendix C**.

The North Shore Advisory Committee on Disability Issues (ACDI) considered the proposal at its September 24, 2015 meeting. The committee was generally supportive of the application. Excerpts from the ACDI meeting are attached as **Appendix D**.

6. Parking, Traffic and Loading

The applicant proposes four levels of underground parking accessed from Nelson Avenue providing a total of 493 parking spaces, which meets the requirements of the Zoning Bylaw. 243 bicycle parking spaces will also be provided. A small portion of parking is provided on the surface for temporary parking and short-term customer convenience.

Of the 493 parking stalls planned for the site, the supply consists of 238 spaces for resident use and 255 stalls to replace the existing surface level marina and commercial parking within the site, as well as three parking spaces on Nelson Avenue that will be relocated to Area A as surface parking.

A transportation study was conducted and submitted as part of the rezoning application to assess the transportation impacts of the development. Traffic and parking were key planning considerations for the project with its location at the core of the Horseshoe Bay community and adjacency to Horseshoe Bay Park. The nearby ferry terminal, the existing array of neighbourhood shops and restaurants along Bay Street, the existing surrounding residential neighbourhood, the existing marina operation, and visitors to the park collectively contribute to the area being quite active with vehicle, pedestrian and cyclist traffic.

Horseshoe Bay benefits from direct transit service. This service connects Horseshoe Bay to West Vancouver and with downtown Vancouver with an efficient transit option for residents, visitors and the travelling public. This service is further enhanced during peak travel times in Horseshoe Bay – e.g. during long weekends – service is increased to deal with additional demand.

Although a modest increase in vehicle volumes is anticipated as a result of this development, no changes to the existing street network are required. The study found that the projected impacts of the new development will not have a material impact on the capacity of service levels of the existing road network. The District's transportation engineers are satisfied with this finding.

The project will be providing a sufficient number of on-site loading bays to suitably accommodate the loading activities anticipated for the site.

During construction, efforts will be made to minimize traffic impacts on the community of Horseshoe Bay. The applicant is exploring various strategies reduce disruptions, such as: a) sourcing nearby parking lots to be used for central construction parking serviced with a shuttle bus; b) possibly running a water taxi shuttle from Vancouver for trades, site deliveries and site visits; 3) considering an on-site concrete batch plant, serviced by barge deliveries of sand, cement and aggregate in order to reduce cement truck traffic; 4) further using barge service for excavation and soil removal and to deliver heavy equipment in order to reduce dump truck traffic and other heavy vehicle traffic; and 5) using a barge for refuse disposal and recycling that would act as a transfer area for site waste.

7. Sustainability

Building Standards

The development will be designed to LEED Gold standards. In addition to the use of local materials wherever possible, the applicant is proposing a 'geoexchange' system used for heating and cooling. This system will help to reduce greenhouse gas emissions. The development will also benefit from natural ventilation being next to the waterfront; refreshing coastal winds are prevalent in Horseshoe Bay and through-unit home plans will aid airflow.

To address current actions toward climate change, the applicant is proposing to construct to current Flood Construction Levels (FCL) of 4.5 meters, which will be secured via the building permit.

The complete sustainability statement can be found in the proposed development booklet attached as **Schedule A to Appendix K**.

Foreshore Works

The applicant proposes foreshore works associated with the project. Shoreline works include:

- Replacement of the existing wharf and pier structures;
- Stabilization of existing rip rap slopes;
- Construction of a temporary barge ramp facility (for construction purposes);
- Installation of a foot bridge and public park amenity (to Madrona Island);
- Ocean loop energy transfer system; and
- Habitat enhancement works related to shoreline restoration.

The applicant submitted an Aquatic Effects Assessment report as part of the development application. The report concludes that with recommended mitigation measures, the shoreline works will not result in significant harm to fish and/or fish habitat. Further, the biologist concluded that if constructed as recommended in his report, the shoreline works will result in improved habitat function and increase productivity.

8. Growth Related Contributions

Voluntary Community Amenity Contribution

The applicant proposes a voluntary Community Amenity Contribution (CAC) to in an attempt to address the growth related impacts to rezoning the site. CAC offers typically include either the provision of on-site amenities (if appropriate) or a cash contribution that can be put toward other public benefits. CAC offers take into consideration community needs, area deficiencies and the impact of the proposed development on District services.

Through a negotiated approach with the District, the applicant offers a total voluntary CAC package of \$10,702,500 comprised of both in-kind and cash contributions described below. District staff have reviewed the applicant's development proforma, with confirmation by third party consultants, and conclude that the CAC offered is appropriate and recommend that the offer be accepted.

It is proposed that the CAC package be delivered as follows:

Cash CAC:

- \$2,201,650 (20.5% of CAC package) toward community benefits and assets in and around Horseshoe Bay. Examples may include improvements to the Gleneagles Community Centre, the skate park, childcare, or other initiatives with engagement of the community, all at Council's discretion.
- \$2,201,650 (20.5% of CAC package) for public realm improvements. Examples may include implementation of the Horseshoe Bay Streetscape Standards (prepared by HAPA for the District), Horseshoe Bay Park, or the potential of undergrounding utilities. Improvements to the boat ramp area will be included in this improvement.
- \$4,000,000 (37.5% of CAC package) for the establishment of an affordable housing fund. Such a fund could help to achieve affordable housing within Horseshoe Bay or within other areas of the District at Council's discretion.

In-Kind CAC:

- \$2,299,200 (21.5% of CAC package) for unrestricted public access in perpetuity to the foreshore and on-site public realm improvements. The District will not be required to maintain the public access areas or the improvements within it.

Approval of timing of specific projects will be brought forward as part of the Capital Plan and Budget process at Council's discretion.

Servicing

Much of the existing utility infrastructure in Horseshoe Bay is old and at the end of its useful life, given the historical development of low-density housing forms (with the exception of Libby Lodge) and small-scale commercial activity (BC Ferries notwithstanding). The existing reservoir capacity is constrained to accommodate additional water demand, and the water distribution network cannot provide for the pressures and flows required for the fire protection associated with higher density, multifamily development. As such, it is required that the applicant:

- pay \$150,000 to \$200,000 (estimated costs) to upsize the sewer main on Bay Street;
- pay \$1.69 million (estimated costs) for upgrades to the water reservoir and water mains; and
- install and maintain, at its expense, on-site storage tanks to deal with excess storm water runoff and sewerage.

All servicing costs associated with the development are the responsibility of the developer, are secured through a covenant, and are in addition to any CAC's and calculated Development Cost Charges (DCC's). DCC's are payable at the time of building permitting.

Implementing the Project

In order to implement the project, a number of items require completion including subdivision of the land, approval of the implementing bylaws and a Phased Development Agreement (to secure the public benefit) and registration of development covenants (legal agreements).

Implementing Bylaws

The proposal would require an OCP amendment to formalize land use policy direction for the site and establish development permit guidelines, and an amendment to the Zoning Bylaw to set the specific parameters of development.

*Official Community Plan Amendment (**Appendix E**)*

Proposed "Official Community Plan Bylaw No. 4360, 2004, Amendment Bylaw No. 4879, 2016" would establish the site as a comprehensive development area to enable the development of up to 160 residential units and 1,300 square metres of commercial floor area, not exceeding a density of 2.8 Floor Area Ratio (FAR) through proposed Policy BF-C 10. The OCP amendment would designate the site as a Development Permit Area, with corresponding built form guidelines, to regulate the form and character of the proposed development.

*Zoning Bylaw Amendment (**Appendix F**)*

The new Comprehensive Development Zone (CD54 – Sewell's Landing) would be a site-specific zone that would reflect the development proposal. The proposed CD54 zone would regulate the land use based on the proposal.

Phased Development Agreement

A Phased Development Agreement (PDA) secures the a voluntary Community Amenity Contribution. The agreement sets out the framework between the District and the applicant in terms of receipt of the CAC payment. The municipality may enter into a phased development agreement with a developer in accordance with the *Local Government Act*. Such an agreement may include additional terms and conditions related to a development, other than those specified within amending bylaws or a development permit.

The proposed Phased Development Agreement Authorization Bylaw is attached as **Appendix G**.

Covenants (Legal Agreements)

Three covenants are proposed:

1. **Master Development Covenant:** This serves as the Master Development Agreement and is the legal framework that covenants the developer to fulfill certain obligations for the development of the lands, namely the allocation of development rights, construction of public features – i.e. public plazas and pedestrian ways, including the boardwalk, preventing rental restrictions of the residential units, and general land use and site development (**Appendix H**).
2. **Public Access Covenant:** This agreement serves to allow for public access in perpetuity to the site including the boardwalk, the pedestrian access bridge (to Madrona Island), and the public plazas and pedestrian ways. The owner also agrees as part of this document to forever maintain the public areas in good condition (**Appendix I**).
3. **Works and Services Agreement:** This is a technical covenant dealing with the construction of all on and off-site works and services – e.g. civil works, street landscaping and utilities. The owner is responsible for constructing all works and delivering off-site works (once completed) to the District and retaining for their responsibility all on-site works (**Appendix J**).

The covenants presented as part of the development package are substantially completed, pending acceptance for registration at Land Titles Office.

Proposed Subdivision

The site is proposed to be subdivided as part of the rezoning into two parcels:

- **Lot 1:** forms the upland development site comprising an area of 8,775 square metres (94,545.4 sq ft); and
- **Lot 2:** retains a ribbon of foreshore for the existing marina use comprising an area of 544.4 square metres (5,859.4 sq ft). Sewell's Marina will continue to own and operate from Lot 2, with parking located within the parkade of the proposed development (secured via zoning and covenants).

The proposed FAR of 2.8 is derived from the post-subdivision area of the land (Lot 1).

6.0 The Process of Bylaw Consideration

6.1 Consultation on OCP Amendment

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

Community consultation regarding the proposal has included:

- **District-Organized Meetings:** As part of the consultation process established by the District, public meetings were held:
 - **1st Open House:** September 21, 2015;
 - **2nd Open House:** September 23, 2015; and
 - **3rd Open House:** September 26, 2015.

All three events were attended by interested residents and property owners. The open houses allowed people to ask questions of the applicant team and District staff, and in turn, allowed the District to present process and policy information. The applicant team was invited to share their vision for the development and for the public to receive answers to their questions.

- **WestvancouverITE:** Online surveys were available online via the District website between September and October 2015. 159 'on forum' (public) surveys and 52 'off forum' (hidden and private due to being unclaimed or unverified by the respondent) were completed. A summary of the responses received were summarized to Council in the November 25, 2015 staff report.
- **Website:** The District has hosted information about the proposal on its website (under development applications).
- **Design Review Committee:** The DRC reviewed the project, and its successfully refined versions, at three separate meetings on September 17, 2015, February 18, 2016 and March 17, 2016. The DRC recommended support for the proposal at its March 17, 2016 meeting.
- **Accessibility Committee on Disability Issues:** The ACDI reviewed the project at its September 24, 2015 meeting. The ACDI recommended support for the proposal and recommended various items that would see improved accessibility for the site.
- **Development Application Information Meeting:** Should Council give the proposed bylaws first reading and forward the proposal to a public hearing, the applicant will be required to organize and publicize a Development Application Information Meeting to be held prior to the public hearing. The purpose of this meeting is to give residents an opportunity to learn about the proposal in advance of the hearing.

6.2 Consideration of the OCP Amendment

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

Financial Implications

The financial plan is both the long term capital plan and operating budget for the District. The proposal would provide growth related contributions and increased property tax revenue.

In addition, the proposed cash community amenity contribution will flow into the District's amenity reserve account(s) to contribute to the financial capacity for future amenity projects such as Horseshoe Bay streetscape and park improvements, establishment of an Affordable Housing Fund, or other projects to be determined by Council. Overall, the total benefit will contribute approximately \$15 million through cash and in-kind contributions, DCC's, and works and servicing upgrades.

The proposed OCP amendment and the associated amenity contributions, if approved, will be reconciled with the District's Financial Plan.

Regional Waste Management Plans

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

6.3 Consideration of Bylaws and Development Permit

Following first reading of the bylaws and scheduling a public hearing by Council, District staff will give notification of the public hearing consistent with District policy and legislated requirements. Concurrently with the public hearing (at the same meeting) Council provides an opportunity for those who consider they are affected by the proposed development permit to make written and/or oral representations to Council.

After the closure of the public hearing (on the same day or a different day) Council may give second and third readings to the bylaws. After second and third readings of the bylaws and at a subsequent Council meeting, Council may adopt the bylaws once District staff confirm any conditions precedent to adoption have been met (see section 6.4 below).

6.4 Conditions Precedent to Adoption

Prior to final adoption of the amending bylaws and approval of the development permit registration of legal documentation (Development Agreement, Public Access Covenant and Works and Services Agreement) at Land Titles Office will be required as described in this report. The voluntary community amenity contribution is secured through the adoption of the Phased Development Agreement Authorization Bylaw (and registration of its enforcement covenant). Additionally, Ministry approval will be required on the proposed rezoning bylaw.

6.5 Public Engagement and Outreach

The Sewell family began conversations with community members, neighbours and marina patrons in 2009 to develop a future vision for Sewell's Marina, and have continued this dialogue in the years since.

Following the receipt of a development application in May 2015, staff organized community consultation events to gather input on how the 2009 vision and objectives were translated into the development proposal now under consideration.

2015 Consultation

Information on the consultation events held in September 2015 is outlined in a report to Council dated November 25, 2015. In summary, most respondents identified that they:

- live in or frequently visit the area;
- were aware of the Sewell's proposal before the open houses;
- liked the 2009 vision (78%);
- supported the proposal (58% support, 25% generally supportive but had some concerns; 83% combined); and
- felt the submitted proposal was consistent with the 2009 vision (75%).

2009 Consultation

The Sewell family undertook robust community consultation in 2009 and the District led a consultation process which resulted in the completion of "workbooks." Respondents were asked to weigh in on the history and character of Horseshoe Bay, challenges and changes, achieving economic development, growth and prosperity and housing options. With respect to the development proposal, respondents generally viewed it favourably and shared common sentiments such as how the proposal would support and enhance the commercial centre of the Village, concerns with traffic, parking and affordability, and hopefulness that the development could serve the community, local businesses and provide for alternative housing options.

Staff reported out on the full aspects of the 2009 consultations in the November 25, 2015 council report.

6.6 Other Communication, Consultation, and Research

Planning staff has consulted with District staff from various departments including: engineering (transportation and utilities); development engineering; permits and inspections; and to staff with expertise in foreshore works and the provincial head lease.

The applicant has worked with staff to resolve each departments noted comments and is satisfied with the proposal, subject to further detail review during the building permit phase, should the proposal be approved.

7.0 Options

7.1 Recommended Option

Council give first reading to the proposed bylaws and set the date for a public hearing and concurrent public meeting.

This is the recommended option as the application has been reviewed by public during District-led consultations that revealed a broad level of general support for the proposal. Scheduling the application for a public hearing and concurrent public meeting will give the public the formal opportunity to make representations to Council on the proposal.

7.2 Considered Options

- a) give first reading to the proposed bylaws and set the date for a public hearing; or
- b) give first reading to the proposed bylaws and set an alternative date (to be specified) for a public hearing;
- c) defer consideration pending the receipt of additional information (to be specified) be provided and available to assist in consideration of the application; or
- d) reject the application.

The above options are presented for consideration should Council desire to give first reading to the proposed bylaws and set a date for a public hearing, request additional information, or reject the application.

8.0 Conclusion

Assessment of this rezoning application has concluded that the proposal is appropriate and is supported by staff. The application proposes to revitalize a key site within the Horseshoe Bay community and is consistent with OCP objectives to provide diversity in housing options and to promote and enhance the commercial area. Further, if approved, this application would improve the public realm and promotes growth related contributions.

Staff recommends that the application be scheduled for a public hearing and concurrent public meeting, together with the development package including the proposed amending bylaws, legal agreements and development permit.



Author:

Lisa Berg, Senior Community Planner

Appendices:

- A. Context Map
- B. Project Profile
- C. DRC Minutes (excerpts from the February 18, 2016 and March 17, 2016 meetings)
- D. ACDI Minutes (September 24, 2015)
- E. Official Community Plan Bylaw No. 4360, 2004, Amendment Bylaw No. 4897, 2016
- F. Zoning Bylaw No. 4662, 2010, Amendment Bylaw No. 4898, 2016
- G. Phased Development Agreement Authorization Bylaw No. 4899, 2016
- H. Master Development Covenant
- I. Public Access Covenant
- J. Works and Services Agreement
- K. Development Permit No. 15-037 (with development booklet attached as Schedule A)

APPENDIX B

Project Profile

(at May 20, 2016)

Project:	Sewell's Landing
Application:	File No. 15-037
Applicant:	Westbank Projects Corp.
Architects:	Merrick Architecture
Landscape Architect:	PFS Studio
Property Address:	6695 Nelson Avenue
Legal Descriptions:	Block 30 District Lot 430 Plan 2103 AND Parcel C District Lots 430 and 3840 Group 1 New Westminster District Plan LMP43225
PIDs:	014-051-061 & 024-591-149
OCP Policy:	BF-C9 Marina Commercial Sites
Guidelines:	BF-C9 Marina Commercial Sites Development Permit Area
Zoning (Existing):	M3 (Marine Zone 3)
Zoning (Proposed):	CD (Comprehensive Development)
Proposal:	Proposed rezoning to enable the comprehensive development of the upland portion of Sewell's Marina to allow for a mixed commercial and residential project consisting of up to 159 residential units and 13,700 square feet of commercial space with four levels of underground parkade containing 493 parking spaces.

Site Area: 8,775 sq m(94,545.4sq ft)*

Bylaw Analysis:

Provision	Bylaw	Proposed	Notes
FAR	n/a	2.8	
Gross Floor Area		292,668 sq ft	
Commercial		13,709 sq ft	
Residential Suites		213,947 sq ft	
Exclusions		65,012 sq ft	Amenity, circulation & exterior walkway, etc.
Net Floor Area		253,530 sq ft	To calculate FAR
Number of Dwellings		159	
1 bedroom		24	
1 bdrm + den		4	
2 bdrm + den (2 lvls)		4	
Jr. 2 bdrm		1	
2 bedroom		54	
2 bdrm + fam den		50	
3 bedroom		14	
3 bdrm (2 lvls)		2	
3 bdrm + fam den		5	
4 bdrm (2 lvls)		1	
Height	7.6 m	50 m max	Varies 26 m to 50 m (measured at datum)
Number of Storeys	3	12 max	Varies 3 to 12 storeys

APPENDIX B

Project Profile *(continued)*

(at May 20, 2016)

Setbacks:			
<i>Front Yard (south, Nelson Avenue)</i>	7.6 m	3.6 m	
<i>Rear Yard (north)</i>	9.1 m	0.3 m	
<i>Side Yard (east, Wolseley Street)</i>	3 m	1.6 m	
<i>Side Yard (west)</i>	3 m	0.0 m	
Parking:			
<i># of spaces</i>		493	<ul style="list-style-type: none"> • 493 spaces in 4 levels of parkade: <ul style="list-style-type: none"> ○ 238 residential ○ 255 commercial • 243 bicycle parking spaces
Engineering:			
Rock Removal	Unknown		
Roads	See Traffic Impact Study and Traffic Management Plan		
Sanitary	System upgrades required		
Storm	On-site storm water management retention		
Water	System upgrades required		
ROW's	Yes – additional ROW and access easements to be determined as part of redevelopment		
Subdivision	Parent parcels to be subdivided into upland development site and retained waterfront marina site.		
Traffic Signaling	n/a		
Covenants	None currently registered – development covenants proposed		
Streetscape Standards	No – development to be integrated within Horseshoe Bay Streetscape Standards		
LUC/DAA Area	No		
DP Area	Yes – to be established in new DPA to reflect proposal		
Heritage	No		

*Post-subdivision land area.

APPENDIX C

Design Review Committee

SEPTEMBER 17, 2015

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; Keltie 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.

APPENDIX C

Design Review Committee

(continued)

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.*

APPENDIX C

Design Review Committee

(continued)

- 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.* 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.*

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. 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.
- 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. Building at bottom crucial because forms pivotal point coming into site how that is developed is important. 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.
- 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.

APPENDIX C

Design Review Committee

(continued)

- 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. 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.
- 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. 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. 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. 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
- 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.

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

FEBRUARY 18, 2016

SEWELL'S MARINA, COMPREHENSIVE REDEVELOPMENT OF MARINA LANDS (2nd appearance)

Background:

Lisa Berg advised that the applicants' submission will be in response to the comments from the September 17, 2015 meeting and she went on to read through the summarized comments from the meetings in the staff memo addressed to the Committee.

APPENDIX C

Design Review Committee

(continued)

Project Presentation:

Architect Paul Merrick opened the presentation; he advised that they will be concentrating on the buildings, materials and characteristics in more detail. The sketches are a reminder to experience the buildings not as objects but as buildings that create space and shape space. He noted that the photographs of the model colours come out more vividly in photo than in reality and that the model is a more believable representation.

Using Power Point presentation and model Architect Greg Borowski went over the changes since the last presentation:

- After reviewing the best fit for the site the number of suites has been reduced to 159 units ranging from 570 square feet to 3000 square feet with diversity in typology. The majority of units to have two faces to the suites.
- Have reviewed the retail links and connectivity back to the neighbourhood. The secondary plaza level has retail grouped around and commercial uses grouped around waterfront.
- Introduced grand stair from commercial plaza to the Boathouse Restaurant and it facilitates loops of circulation around the site and through the site.
- Raised boardwalk elevation so commercial plaza closer to elevation of boardwalk at waterfront.
- Maintain Madrona Island as a destination with bridge connection.
- Improve connectivity to Boathouse Restaurant with gradual slope.
- Management of the scale with smaller buildings in front of larger buildings. Adding a landscape of west coast houses on top of buildings in a heavy timber so buildings terminating in a glassy wood pavilion on top.
- Parking increased to 1.5 cars per unit, and bike parking will be provided.
- Integration with marina to compliment and tie development together.
- Material palette includes: stone on low levels, zinc roofs on all buildings, shingle siding for townhouses. Notion of dry stack walls retaining the edge down Nelson Avenue and at the waterfront. Lower levels of building have granite and limestone at the base. The buildings primarily concrete in a granular matt texture to allow introduction of colours with colour palette inspired from colours found on site.
- Sustainability: Looking at up to 40% electric vehicle charging in underground parking. Use of geo-exchange in bay to manage heating and cooling in building, which would allow a 70% reduction of greenhouse gases.
- North end of site will house kayak and paddle board storage.
- Parcel 1 - building broken down in 3 discreet segments.
- Parcel 2a - most integrated and adjacent to the hillside, chimney elements anchor building down and connect with stairs or elevators.
- Parcel 2b – has verandas in front, 3 units per level, with commercial on main floor.

APPENDIX C

Design Review Committee

(continued)

- Parcel 3 - nestled into hillside.
- Townhouses - pick up idea of the cottages at Horseshoe Bay, frontage on street and courtyard.

Maureen Hetzler of PFS Studios went over the ground plan and landscape concept. She advised that the site is organized into four levels; private residential gardens, residential plaza semi-public, commercial plaza and waterfront connecting to island. She went on to walk through the connections through the site for both pedestrian and vehicles and the strategy for planting, integration of stairs, paving materials and street furniture. She went on to describe the landscape treatment noting that the area behind the buildings will be reforested, a minimalist approach to Madrona Island, ornamental planting with a gardenesque feel as move into the site and the plaza to have more low maintenance planting. The roof top terraces contain same characteristics with large patios and privacy screens.

The architect went on to address the lighting concept. Using multiple soft lights that link spaces together visually and will link the boardwalk and docks together. Inspiration drawn from organic examples for lamp posts and suspended lighting. He advised that the amenity building takes inspirational vibe from boathouses structures with the use of translucent glass and zinc gives feeling of light rippling inside structure.

Committee Questions:

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

- Need to address the massing. The tightness of space between Parcels 1 and 2, with a driveway running through it seems very tight and most of the suites are landlocked. *Good example of street village community, think generates interesting urban tightness, end of building has great view up Howe Sound and other units have views out between the buildings.*
- Grand stair crosses ramp and entry to parking garage, is that a worry? *No in urban environment we are accustomed to managing and controlling cars and pedestrians, such as Granville Island where everyone co-inhabits. Possibly include bollards and change texture in paving pattern to draw attention.*
- Roof tops seem to be gems of their own and don't grow out of the building. Wonder if should be more attached to the building? *A lot of refining to buildings and unit arrangement since last meeting, have treated as green spaces on the roofs, consciously sought to introduce a wood vocabulary. The trellises will read more delicate and will be wood on steel sub structure.*
- Love complexity fairly big mass on Horseshoe Bay and feel complexity helps break it down, the more vertical expressed the more it marries to hill top behind.
- Finding it easy to like the detailing that you've done and still a tremendous complexity, struggling to keep up with all the thought you've put in and try and decipher it.
- Great to see such a compelling vision, do you have anything to show comparable scale in context with rest of Horseshoe Bay – i.e. length of some of the development pieces? *Libby Lodge and houses shown on model representative of*

APPENDIX C

Design Review Committee

(continued)

things that continues on into the bay. Think to see in a larger context may be helpful. Exciting thing about this location is that it is a node outside on Horseshoe Bay and on Bay Street you will hardly be able to see this project, thinks scale fits nicely.

- Any discussion on phasing? *Intent to build it all in one construction program, probably take 2 ¼ years.*
- Have you talked to the retailers about the commercial spaces you have designed? *Existing marine company interested and have another marine outfit wanting to come in. Haven't gone out into market yet to explore, but feel it will be vibrant and adds to project.*
- Where you are showing upper driveway catenary hanging lighting, is there commercial space on that side? *Yes that is in an area where there is commercial fronting on Nelson Avenue and transparency carries around the corner. Why not on the bottom plaza? Did not want the light sources between you and the view of the harbour and up Howe Sound.*
- What paving material proposed for all the plazas and walkways? *Some stone and interlocking unit pavers in natural colour. Stone as a border or demarking an area.*
- Did you consider bringing wood at street level where people can experience it? *More at level of wood furniture as when get down street it is more urbane, with exception of the townhouse that have a more domestic scale. At the street level experience there will be wood visible in lobbies and foyers as a refining material and inclusion of fireplaces. The Boathouse Restaurant has a lot of wood have you consider introducing wood at commercial level? No but good comment, it can be used to create immediate delight. The use of fireplaces and wood is concentrated within the buildings (lobbies).*

Committee Comments:

Members' comments on the application included:

- Generally support of the project, think raises interest and discussion in how the project looks like a village when building all at once. The relationship to quiet buildings and architectural buildings settings and simplicity of scale generally support. Think further refinement to calm architecture down so that the beauty of the spaces in between the public realm, private and semi-private tend to not feel too frantic and overwhelmed by articulation of architecture itself. Supportive of scale, however question townhouse and relationship to odd commercial use along Nelson Avenue if whether a more opportune location for retail at ground floor that leads down to waterfront. The relationship between Parcel 1 and the hillside parcel behind it raises concerns about light penetrating that space. It might be one of the less positive public realm moments within it. Meandering through project and running up against that driveway and what's private and public – is there not an opportunity to return back and through the waterfront or can the Parcel 1 block be looked at and become two separate blocks as is quite long. That elevation has a blank façade where turns to south and add more glazing as lighter and more jewel like rather than a sheer wall. Encourage to continue developing it but step back and think about rebalancing the commercial

APPENDIX C

Design Review Committee

(continued)

and residential aspects and working towards a more simple architectural form that helps support and compliment the lovely public spaces that you create.

- Very excited about this project and had lots of chances to discuss with neighbours and businesses in area and everyone excited about revamping Horseshoe Bay and hope West Vancouver can carry through quality of materials into the rest of Horseshoe Bay as raising the bar. Like the fact that adding whimsical lights and interesting details, nice to have unique elements that set the project apart from other places in world and adding west coast elements. Think Horseshoe Bay struggles commercially and having a continuous retail walking through the streetscape could work. End cap unit that fronts onto Nelson Avenue and how it wraps around building would be nice to give more exposure. Prefer to see more retail as need critical mass for retail to function over time and, as a neighbour, it is nice to see some interesting retail into those spaces. Caution to check column placements into bays as may give problems. Like colour and having colour pop will enhance the grey days out in the bay.
- Need to continue commercial onto Nelson Avenue and create that hub that works well with catenary light and draws people into the village. Open space works well rationalize hierarchy well and loved idea of being able to loop around stairs so can explore, not concerned that the coexistence of pedestrian and cars will be an issue. Concerned from technical standpoint about pavers, loose pavers start collapsing and need to look at a sub-base being done by an engineer. Agree last building seems long and very imposing. Looking at model all looks very monochromatic; don't see differentiation between buildings in colours from a distance.
- Timber mixed closer to the ground plane at points gives the feeling that it is a timber building. Appreciate roof top will be lovely but you won't notice when moving around in public spaces. The townhouses seem too cut up like leftovers from some other development, appreciate going for different sense of scale but reminded of funky streets in Asia and rest of project does not have that feel. Realize trying to connect with the residential scale of Horseshoe Bay so the rest seems nicely ordered but that seems chaotic. Love catenary lighting and understanding feeling going for, appreciate attempt at organic but seems too cute and not robust enough for the rugged Howe Sound maritime weather; don't see as a place for flowers, they seem too pretty. Perhaps up against the buildings it works but freestanding they seem too pretty for the setting.
- Agree with massing feels good the way it steps up and public space seem to be a lot of fun. Have to be careful with tighter spaces being dark. Know where this will go if developer has courage to allow you to go there, encourage developer to let you play with this all about sensitivity, nuances and colours.
- Appreciate the great work done, put together really well. You have created a wonderful backdrop for a spectacular jewel to place within it and but building on Parcel 2b is too high, wondering if opportunity to lower and bring more light into plaza and open views to water for building behind and start creating special building within the overall development. Townhouses seem foreign to the development. Love way taken nature to become part of base palette colour scheme unfortunately at the scale of presentation difficult to see where it is all going. Study on the lighting and what you see and don't see. Direction taking is wonderful and continue that study so these jewels become sculpture within this

APPENDIX C

Design Review Committee

(continued)

whole development. Overall support and need to continue to refine and develop and give room to continue to explore to make project wonderful for Horseshoe Bay.

The Chair reads comments submitted by Frank Ducote:

- The review, questions and comments by the Committee during the earlier presentation were very thorough and I have little to add. However, I feel that the proposed density of 2.5 FSR was not simply derived as a design response to the site. This is somewhat self-serving and an argument that could be used by any applicant in any situation. Having said that, the bulk seems to be handled well by virtue of the natural backdrop, and should be acceptable with the noted further refinement of small scale elements, etc.
- Like others on the Committee, I am not enamored with the Italian hill town references here but do support a contemporary interpretation of West Coast Modernism, expressed through attention to form, fenestration, honest use of local materials, colour and landscape treatment.
- In terms of movement, it is unclear from the package how the request for “a circulation loop for vehicles” has been accommodated.
- Finally, I echo the comments from the panel about the outstanding, even unsurpassed, quality of this submission. It was a real pleasure to review.

It was Moved and Seconded:

THAT the Design Review Committee recommends SUPPORT of the proposed use, form and development for the rezoning process for the Sewell’s Marina Land Redevelopment; AND THAT the Design Review Committee looks forward to seeing further design resolution that includes the following items prior to the application proceeding to public hearing:

1. More detail analysis and provide refined building details.
2. Address sectional relationship between Parcel 1 and Parcel 2a.
3. Review colour palette and clarify its application in the context of the buildings.
4. Further understand of the material palette and the introduction of wood throughout the project.
5. Develop street lighting details with consideration of the West Coast context.
6. Provide additional sections to further understand the massing.
7. Review linkages between the commercial and residential uses on Nelson Avenue.

CARRIED

Applicant Response:

The applicant revised the proposal and provided the additional information requested by the Committee. Modifications that were made to the plans included:

- pedestrian loop created between Parcels 1 and 2a, connecting the forest to the north boardwalk via stairs;

APPENDIX C

Design Review Committee

(continued)

- bollards added to the foot of the 'Grand Stair' to identify crossing to pedestrians and vehicles;
- further development of the residential amenity building (boat house);
- revisions to the base of Parcel 3 to express and differentiate the two-storey units facing the courtyard; and
- further design development of the street lighting.

The applicant also provided information on various perspectives to explain relationships between the parcels and the different land uses and clarified the materials, the colour differentiation and window placements.

MARCH 17, 2016

SEWELL'S MARINA, COMPREHENSIVE REDEVELOPMENT OF MARINA LANDS (3rd appearance)

Background:

Senior Community Planner Lisa Berg went over the changes since last meeting and advised that the drawings are further detailed and relates to the Development Permit submission.

Project Presentation:

Using power point presentation, model and boards Architects Paul Merrick and Greg Borowski addressed the comments and went through each of the items in the resolution:

- Added interconnection between boardwalk and roadway, creating a circulation loop through the site. Added bollards at base of the grand stairs to address pedestrian vehicular safety.
- Materials used will reinforce the idea of cascading buildings and are anchoring elements for the buildings. Colour palettes provide differentiation between the buildings and colours strengthened to look more like individual volumes.
- Addressed views from Parcel 1 and advised that have opened up so rooms have light from two sides.
- Residential amenity building evolved and added south facing outdoor terrace at the second level, increased glazing and changed wood truss details to a more filigree wood structure.
- The base of Parcel 3 has two-storey units with base stone material articulated in a double height expression.
- Went over sectional relationship between Parcel 1 and Parcel 2a. Provided illustrations from the units so can it can been seen what it will look like to view out. Parcel 1 has been opened up so rooms have light from two sides.
- Introduction of wood including: trellis on steel outriggers and heavy timber west coast house temples on top of buildings. Landscape includes wooden boardwalks and furnishings. Wood use within the lobbies to be inviting with wood cladding and fireplaces visible as walk by. Wood to be allowed to weather where out in the elements. .

APPENDIX C

Design Review Committee

(continued)

- Materials include stone at the base, granite retaining walls, concrete parapets, stone pavers, and zinc roofs.
- Street lighting to include some whimsy and inspiration from organic forms, develop a piece of craft applied throughout site as themes with variations. Utility lights from low source bollards or bracket wall lamps. Intent for site to have soft glow with clear pedestrian paths.

The architects went on to provide additional sections through the parcels addressing the views out and in between the buildings and the linkages through the site. Continual area of retail underneath the townhouses up Nelson in a continuous line.

The Committee reviewed model and boards.

Committee Questions:

The Committee went on to question the presenters, with questions on the cement rendering material and detailing, type and use of lighting, the use of wood on the site and how it would be visible from the ground.

Committee Comments:

Committee comments on the project included:

- Project moving along quite well, larger mass nearest the water broken up, building more vertical which feel is better. Satisfied with materiality and finishes, public realm could be rich and exciting. With the team working with am not worried about how it will be carried out in the detail.
- Team has responded in good faith and creatively with what have been asked to do. Project has a sense of playfulness in the way the forms relate to each other and the site, strengthening of colour and lighting scheme will add to that without losing real habitat and place but still be a fun place to be. The public realm improved in terms of waterfront and like introduction of wood and the realistic weathering of it. Most concerned about how the project would be engineered away from quality that we are seeing, thick walls incredible important to appear like a mass building. Nothing but support for the moves made today.
- Very supportive of a unique site and overall creative architecture and site development. This will be an additive to the character of the village without disturbing the existing character of Horseshoe Bay. Think still issues relating more in terms of planning for the village. Good job placing this size of development in unique part of Horseshoe Bay and feel can handle it. Public realm coming on nicely and good extensions of whole village waterfront. It has come a long way and is a high quality good development.
- Great presentation, remain generally in support. Parcel 1 bit of a struggle with horizontal top level where the penthouse is and the verticality of the massing below, encourage look to see if can be married together more. Amenity building appreciate sculptural nature of structure, but more in support of angular structure saw before as more robust and marine like, look to marine references when exploring further. Continuous necklace of retail on Nelson Avenue - is it possible to introduce more stairs across green strip to flow more readily into retail units so retail more connected to public realm.

APPENDIX C

Design Review Committee

(continued)

- Great project, public realm well developed in spatial characteristics and tactile and visual details that exist and hopefully continue to evolve and be more and more detailed. Lights great sketches beautiful. One comment is the potential access for kayakers from water level up to boardwalk; consider a series of stone blocks.
- Concern with temperature of lighting, as move into LED lighting need to put control over engineers as colour temperature becomes critical to your jewelry and lighting proposed, need to control utility lighting as well as jewell lighting colour temperature. Compliment the design team, fantastic job of pulling all the comments and taken them in stride, responses positive and appropriate and great addition to Horseshoe Bay.

The architects thanked the Committee for their comments and went on to respond to the comments.

It was Moved and Seconded:

THAT the Design Review Committee recommends unanimous SUPPORT of the Sewell's Marina Land Redevelopment.

CARRIED

APPENDIX D

Accessibility Committee on Disability Issues

SEPTEMBER 24, 2015

The ACDI passed the following motion:

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

Recommendations by ACDI:

<i>Specific Recommendation</i>	<i>Reason for Recommendations</i>
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
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
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	
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
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
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
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
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
Audible announcements in the elevators – there are accessible models available through elevator manufacturers	Blind and partially sighted people cannot access an elevator independently without 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

APPENDIX D

Accessibility Committee on Disability Issues (continued)

Specific Recommendation	Reason for Recommendations
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
Building signage should be large print and dark colored bold lettering	For people with low vision
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
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
To include affordable rental units.	So that the units can meet the financial shelter allowance guidelines for people with disabilities.