



District of West Vancouver

**Official Community Plan Bylaw No. 4360, 2004,
Amendment Bylaw No. 4897, 2016**
(Sewell's Landing)

Effective Date: October 24, 2016

District of West Vancouver

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Amendment Bylaw No. 4897, 2016**

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Official Community Plan Bylaw No. 4360, 2004, Amendment Bylaw No. 4897, 2016

A bylaw to consider real property at Sewell's Marina in Horseshoe Bay for rezoning for mixed commercial and residential development.

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

WHEREAS the Council of The Corporation of the District of West Vancouver deems it expedient to provide for an amendment to the Official Community Plan to allow for the appropriate redevelopment of lands at Sewell's Marina in Horseshoe Bay;

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

Part 1 Citation

- 1.1 This bylaw may be cited as "Official Community Plan Bylaw No. 4360, 2004, Amendment Bylaw No. 4897 2016".

Part 2 Severability

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

Part 3 Amends Policy Section 4 [Built Form and Neighbourhood Character]

- 3.1 Schedule A to Official Community Plan Bylaw No. 4360, 2004 is amended as follows:
- 3.1.1 By amending the Key Map of Commercial Development Permit Area Designations by amending the "Horseshoe Bay Marina"

area and by adding the “Sewell’s Landing” and identifying the location of the Sewell’s Landing development on the map;

- 3.1.2 Adding Policy BF-C 10 Sewell’s Landing to Policy Section 4, Built Form & Neighbourhood Character, Subsection C, Commercial Areas Polices and Designations, as follows:

Policy BF-C 10

Promote the siting and design of mixed commercial and residential development at Sewell’s Landing in Horseshoe Bay that reflects a West Coast village stepping from the hillside to the ocean, creates community connections to the Village of Horseshoe Bay by expanding public access to the waterfront, supports the working waterfront marina, and creates an attractive public realm.

- The lands shown in the area on map BF-C 10, may be considered for rezoning to enable the development of mixed commercial and residential uses, up to a maximum of 160 residential units and 1,300 square metres of commercial floor area with a Floor Area Ratio (FAR) up to 2.8.
- The mixed commercial and residential development site shown on the plan as Sewell’s Landing may be approved for subdivision six parcels consisting of six mixed commercial and residential buildings of up to 12 storeys in height, accessory amenity buildings, and underground parking structures.
- The specific form and character of development of the mixed commercial and residential site will be determined by Council in the context of the guidelines and objectives for the Sewell’s Landing development in its consideration of a Development Permit. Application requirements shall include a description of the project’s compliance with the policies and guidelines of this Plan and building and siting as indicated on map BF-C 10.

- 3.1.3 By adding “Development Permit Area Designation BF-C 10” as described in Schedule A to this bylaw.

Part 4 Adds Development Permit Guidelines for Sewell’s Landing Horseshoe Bay

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

- 4.1.4 By adding “Guidelines BF-C 10” for Sewell’s Landing Horseshoe Bay, as described in Schedule B to this bylaw.

Schedules

Schedule A – Development Permit Area Designation BF-C 10
Schedule B – Built Form Guidelines BF-C 10

READ A FIRST TIME on June 6, 2016

PUBLICATION OF NOTICE OF PUBLIC HEARING on September 11
and 14, 2016

PUBLIC HEARING HELD on September 19, 2016

READ A SECOND TIME on September 19, 2016

READ A THIRD TIME on September 19, 2016

ADOPTED by the Council on October 24, 2016

[Original signed by Mayor]

Mayor

[Original signed by Municipal Clerk]

Municipal Clerk

Schedule A

Development Permit Area Designation BF-C 10

Development Permit Area Designation BF-C 10
The Sewell’s Landing development in Horseshoe Bay, as defined and illustrated by the Sewell’s Landing Development Permit Area Designation Map BF-C 10, is designated as a Development Permit Area.

Sewell’s Landing Horseshoe Bay BF-C 10	Category	Local Government Act s. 488(1)(a), (e) and (f)
	Conditions	The development permit area designation is warranted due to the area’s moderate to steep slopes and proximity to the ocean, and to a mixed commercial and intensive residential development.
	Objectives	<ul style="list-style-type: none"> • To promote for the siting and design of buildings and landscaping that responds to the village character of Horseshoe Bay and its setting adjacent to the hillside and ocean in accordance with the Sewell’s Landing Horseshoe Bay guidelines, • To encourage the appropriate siting, finishes, materials colours of buildings and structures that are reflective of the site’s West Coast setting, and • To encourage an attractive commercial and residential streetscape, including lane design and landscape treatments and adjoining common properties that connect to public areas to promote a village character.
	Guidelines Schedule	Guidelines BF-C 10 shall apply.
	Exemption	<p>Development may be exempted from the requirement for a Development Permit if the proposal:</p> <ol style="list-style-type: none"> i. does not involve the construction or any new buildings or structures; or ii. is for a renovation or small addition that is considered to have no material change to the external appearance of the premises, meets all requirements of the Zoning Bylaw and conforms to the Guidelines BF-C 10; or iii. is for a renovation or small addition that is considered to be minor in nature with no substantial change to the external appearance of the premises, meets all requirements of the Zoning Bylaw, has been reviewed and recommended for support by the Design Review Committee or an equivalent body appointed by Council, and conforms to the Guidelines BF-C 10.

Schedule B

Built Form Guidelines BF-C 10

I. CONTEXT AND CHARACTER

- a. Support the “maritime village” of Horseshoe Bay by extending public access to the waterfront, from Horseshoe Bay Park, through the site along the grand boardwalk and out onto Madrona Island.
- b. Support the viability of the adjacent working waterfront through active marine commercial tenancies, and allow for accessory uses such as parking, storage and support spaces for the adjacent marina operations.
- c. Enhance the “village” character of Horseshoe Bay by providing complementary, niche market and boutique styles of retail at the street level with commercial uses on the ground floor.
- d. Create a congregation of smaller building elements, beginning on the Nelson Street frontage with townhouse elements having a fine texture on this street as it climbs west.
- e. In mixed commercial and residential buildings, the residential use should have a separate pedestrian entrance that is visible from a lane (either shared or separated pedestrian and vehicles).
- f. Provide a storefront street-wall on Parcel 1 facing Horseshoe Bay.
- g. Provide a necklace of retail uses by linking storefront street-walls from the east half of Nelson Avenue and along the waterfront.
- h. Provide accessible, pedestrian friendly uses at street level.
- i. Provide accessible walkways and patios for public use, where applicable.
- j. Encourage pedestrian orientation of buildings with storefronts parallel to the sidewalk where commercial use occurs.
- k. Provide interfaces between retail, service oriented commercial and residential activities by clearly defining the public areas from the semi-public and private areas of the development.
- l. Encourage the provision of integrated public art that is compatible to adjacent development and street patterns to enhance the pedestrian experience.

II. BUILDING DESIGN

- a. Buildings should reflect a West Coast village, stepping from the hillside to the ocean in a specific response to the terrain of West Vancouver through the integration of each building ground plane with terrace levels, then seamlessly flow to adjacent streets.

- b. Create separate buildings each with particular massing in order to continue the tradition of Horseshoe Bay plurality of structures rather than consolidation.
- c. Consider new buildings with a variety of building heights, with higher buildings up to 12 storeys, set along the side of the mountain edge, with the scale of development scaling down to shorter buildings ranging from three to four storeys in height on the Nelson Street frontage.
- d. Finishing materials shall be high-quality and durable.
- e. Provide a variety of roof forms, including flat roofs, landscaped terraces, low pitched slopes.
- f. Articulate building facades through the utilization of trellises, railings, columns, exterior walkways, planters, terraces and decks, and other similar elements.
- g. Rear elevations shall be detailed and articulated to be compatible with the front and sides of the building, and with adjacent buildings.
- h. Residential entries that are pedestrian oriented should be clearly defined, accentuated and highlighted.
- i. Provide subtle separation between public and private areas.
- j. Mechanical equipment and hydro utility boxes and similar equipment should be located underground where feasible. Any rooftop mechanical equipment, restaurant venting, or surface hydro or utility boxes or similar equipment should be located to minimize visual, odour and acoustical impacts to adjacent buildings or other users in the building, the streetscape and views. Where a structure is used to conceal such equipment, it should be kept consistent in detailing with the architecture of the building and integrated into the landscape character.

III. LANDSCAPE DESIGN

- a. The overall landscape strategy should be a robust contemporary modern expression, that takes inspiration from the rugged coastline of Horseshoe Bay, the industrial marine history of Sewell's Marina and the the arbutus-covered mountain backdrop.
- b. Characterized the layered aspects of the development through stepping terraced plateaus, beginning at the waterfront and stepping back through the development. Each terraced plateau should be integrated with the next, but are each unique and serve different functions. They are:
 - a. Waterfront – this plaza is defined by a wood boardwalk activated with various furnishings such as seating, zones of native planting, tables and chairs, and retail signage.

- b. Commercial Plaza – this plaza is defined by a retail edge that surrounds the central plaza, which feeds into a narrower shared vehicular-pedestrian lane. This plaza connects to waterfront boardwalk via a pedestrian loop along the base of the mountain edge. Stone pavers leading to stone steps integrate with native plantings serving to mediate the grade changes between terraces. Plantings and street furniture are used to activate the edges of the plaza.
 - c. Residential Plaza – the plaza is characterized by a shared vehicular and pedestrian lane that accesses the underground residential parking and is covered with stone and concrete pavers.
 - d. Residential Gardens – this plaza features a residential open space characterized by vegetated spaces, open lawn, a stepped wooden seatwall and access pathways.
- c. Ensure that the landscape components complement the character and design of the buildings including the utilization of cobbled or textured stone pathways, streets and plazas.
 - d. Encourage the landscaped areas adjacent to open space plazas, sidewalks and pathways, private patios and other pedestrian-oriented places to include elements such as small scale gardens, dry-stacked stone walls or stone-faced retaining walls, flower pots, and hanging baskets.
 - e. Utilize tree plantings and species to define edges or as focal points in urban spaces.
 - f. Secure and convenient bike storage should be provided for the public and customers of the commercial and marina users. Bike storage for residents should be provided in secured areas within the underground parkade.

IV. CIRCULATION AND PARKING

- a. Encourage shared pedestrian and vehicular roadways and pathways that privilege the pedestrian, yet accommodates vehicular traffic.
- b. The majority of parking and loading for the development should be within an underground parkade that is designed to be accessed from three hierarchical points: primary access via the waterfront boardwalk; secondary access via the commercial plaza; and tertiary access via the residential plaza.
- c. Surface parking shall be limited to short-term and temporary parking and limited loading. Surface parking and loading areas should be landscaped and visually broken up from shared vehicular and pedestrian roadways.
- d. Residential parking shall be secured and separate from commercial and public parking areas within the parkade, although access may be shared.

- e. The boardwalk is to remain a public thoroughfare serving access to dockside services, public access to Madrona Island and the resident's amenity building.
- f. All garbage, recycling, and restaurant waste (including grease bins) should be located within the enclosed underground parkade.