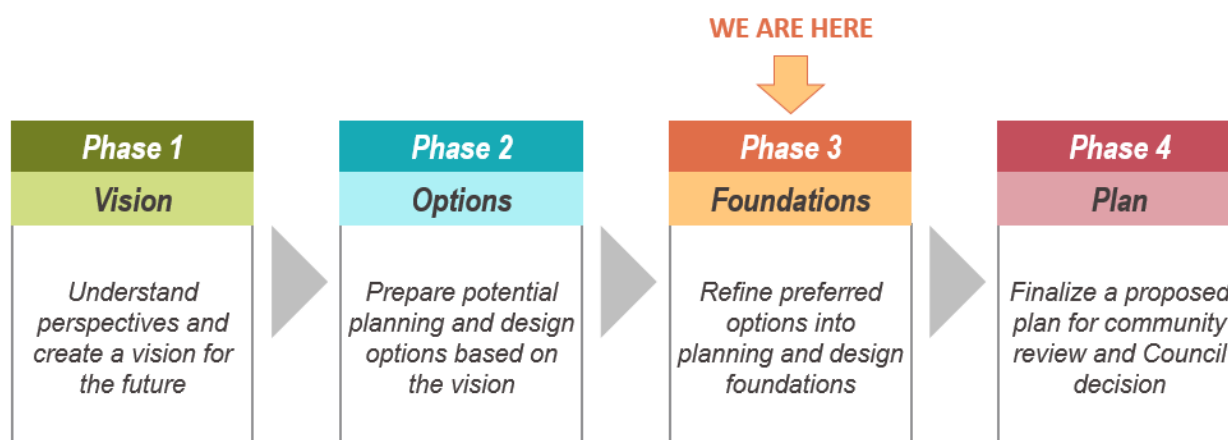


Phase 3 – RefineHSB Community Survey Booklet

Introduction

Welcome to the *RefineHSB* community survey booklet and Phase 3 of the Horseshoe Bay Local Area Plan (LAP) Process:



This booklet is the Phase 3 *RefineHSB* community survey (in a booklet format) and provides readers the opportunity to review and consider the foundations in advance of taking the survey.

Phases 1 and 2 of the LAP process included eight public events, four youth workshops, three reports to Council, two dozen stakeholder meetings and over 900 instances of engagement.

This booklet presents the planning and design “Foundations” for Phase 3 that have now been prepared for your input (via the online *RefineHSB* community survey). They represent the key directions that could guide gradual, incremental change over the coming decades.

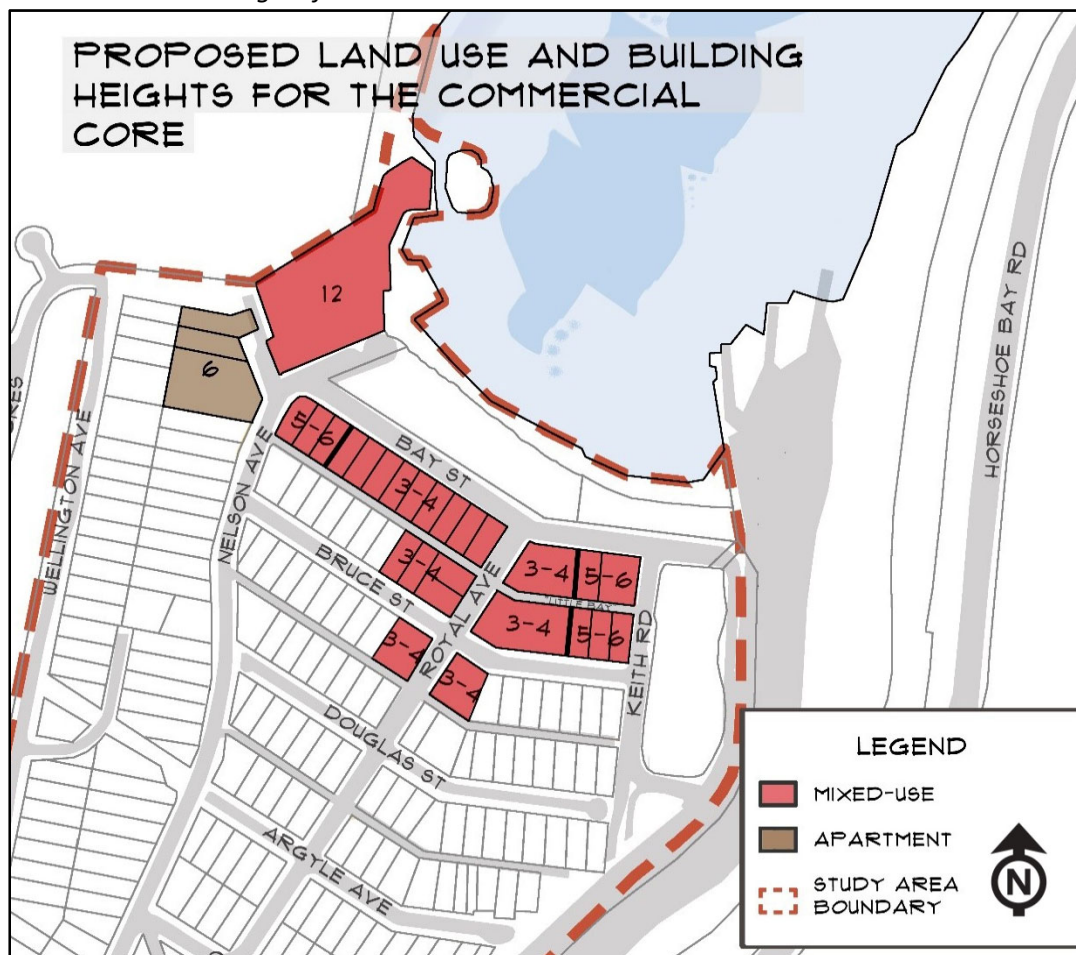
Should you require any assistance or have any questions, please email us at hsb@westvancouver.ca or call 921-2173.

This is the booklet version of the online survey and has been produced as reference for readers, it is not the survey. To complete the survey please do so online at <https://www.westvancouverite.ca/plan-hsb>

Questions 1 - 3: Strengthening a more vibrant mixed-use commercial core

The community has told us that they value the village's commercial core but want to see a greater variety of shops and services over the next decades. The first three questions focus on Bay Street; the eastern village entrance at "Little Bay"; and southern village arrival experience on Bruce Street and Royal Avenue.

Map 1: Proposed Land Uses and Heights for Commercial Core



Bay Street



Figure 1. Sample illustration of a mixed-use building with street-level retail, partial 4th storey and underground parking.

Bay Street would be enhanced with new low-rise (i.e., 3-4 storey) mixed-use developments that would transition on the edges to 5-6 storey buildings adjacent to the BC Ferries Terminal, Libby Lodge and Sewell's Landing. Street-level retail would enliven the village with small-scale shops, restaurants and services. New apartments above the street would provide more housing options and be designed to respect the village's seaside character (e.g., varied rooflines, materials and colours, top-storey step-backs, balconies, etc.).



Figure 2. Artist's illustration of the building and street character looking west along Bay Street in the future.

Survey Question #1:

What is your level of support for the proposed planning and design foundations for Bay Street, as described above?

1. Support
2. Support with modifications
 - Prompt: opens up to a secondary question
"What do you think should be modified?"
3. Do not support
 - Prompt: opens up to a secondary question
"Why do you think these planning and design foundations should not be supported?"

Eastern Village Entrance by BC Ferries Terminal



The eastern village entrance would focus on activating "Little Bay" (the lane between Bay and Bruce Street) as an inviting, safe, multi-use lane with mid-block passages and retail or live-work opportunities. The corners of Keith Road would feature new mixed-use development with modest height increases (i.e., 5-6 storeys) to accommodate new services like a boutique grocer and an improved public realm (e.g., greater building setbacks to widen "Little Bay", enhanced streetscape).

Figure 3. Sample illustration of a new mixed-use building on the corner of Keith Road & Little Bay, with street-level retail, a partial 6th storey and underground parking.



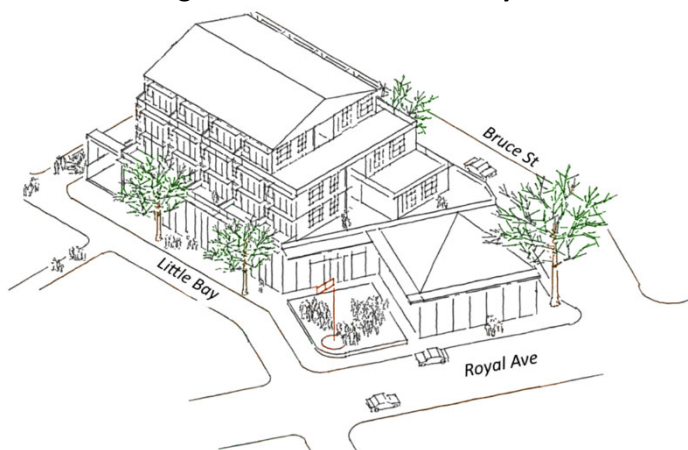
Figure 4. Artist's illustration of look and feel of this eastern village entrance in the future, looking west down "Little Bay".

Survey Question #2:

What is your level of support for the proposed planning and design foundations for the eastern village entrance by BC Ferries Terminal, as described above?

1. Support
2. Support with modifications
 - Prompt: opens up to a secondary question
"What do you think should be modified?"
3. Do not support
 - Prompt: opens up to a secondary question
"Why do you think these planning and design foundations should not be supported?"

Southern Village Arrival on Bruce and Royal



The intersection of Royal Avenue and Bruce Street would provide a more charming sense of arrival and an improved pedestrian and social experience. Buildings could be set back as appropriate to create a more interesting retail environment (see example of an expanded “street corner patio” on Royal to connect with “Little Bay”). New low-rise (i.e., 3-4 storey) mixed-use development with a variety of local-serving shops and live-work options would support housing and small businesses in the village and transition from the commercial core to nearby residential areas.

Figure 5. Sample illustration of a “stepped” new low-rise mixed-use building with retail patio at Bruce and Royal.

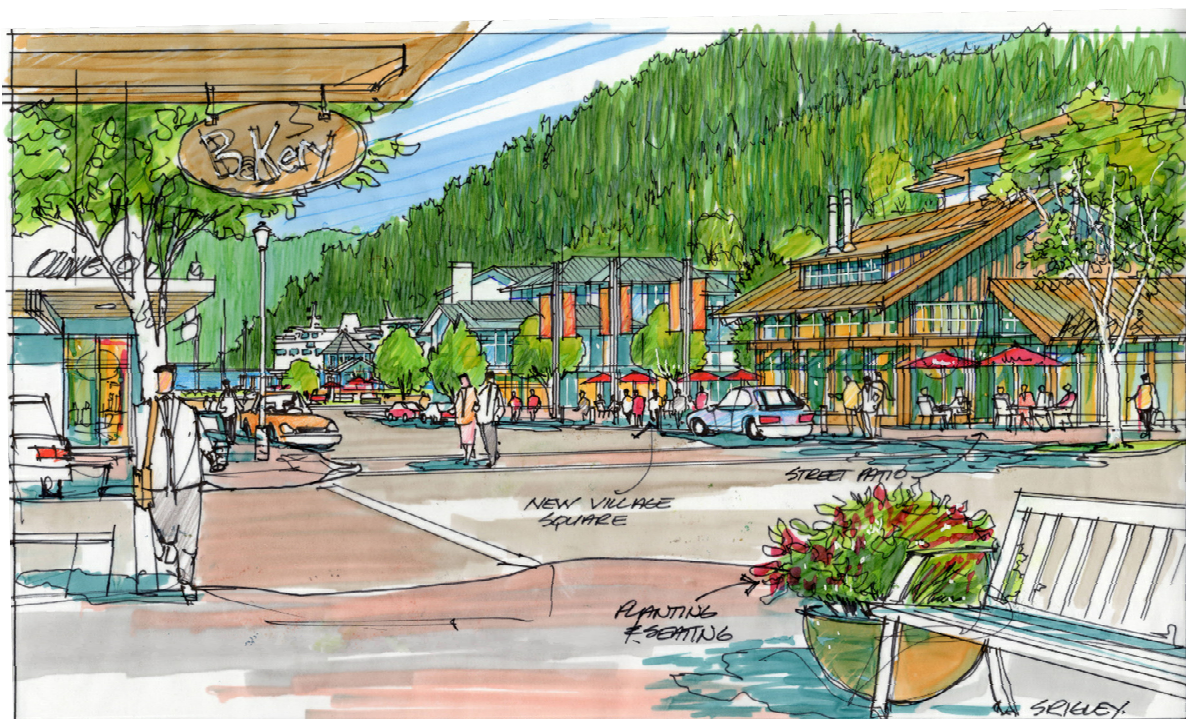


Figure 6. Artist's illustration of the Bruce Street & Royal Avenue intersection in the future, looking east.

Survey Question #3:

What is your level of support for the proposed planning and design foundations for the southern village arrival on Bruce Street and Royal Avenue, as described above?

1. Support
2. Support with modifications
 - Prompt: opens up to a secondary question “What do you think should be modified?”
3. Do not support
 - Prompt: opens up to a secondary question “Why do you think these planning and design foundations should not be supported?”

Questions 4 -7: Diversifying Housing Options in Residential Areas

The community has expressed an interest in more diverse housing options. The proposed foundations for the residential areas would enable greater housing choices that meet the needs of different life stages, with ground-oriented options that are currently missing in the community (e.g., row/townhomes, triplexes, coach houses and smaller cottage style houses) whose scale and design complement existing neighbourhood character.

The next four questions focus on the different proposed housing types that transition out from the village core to the periphery of the study area.

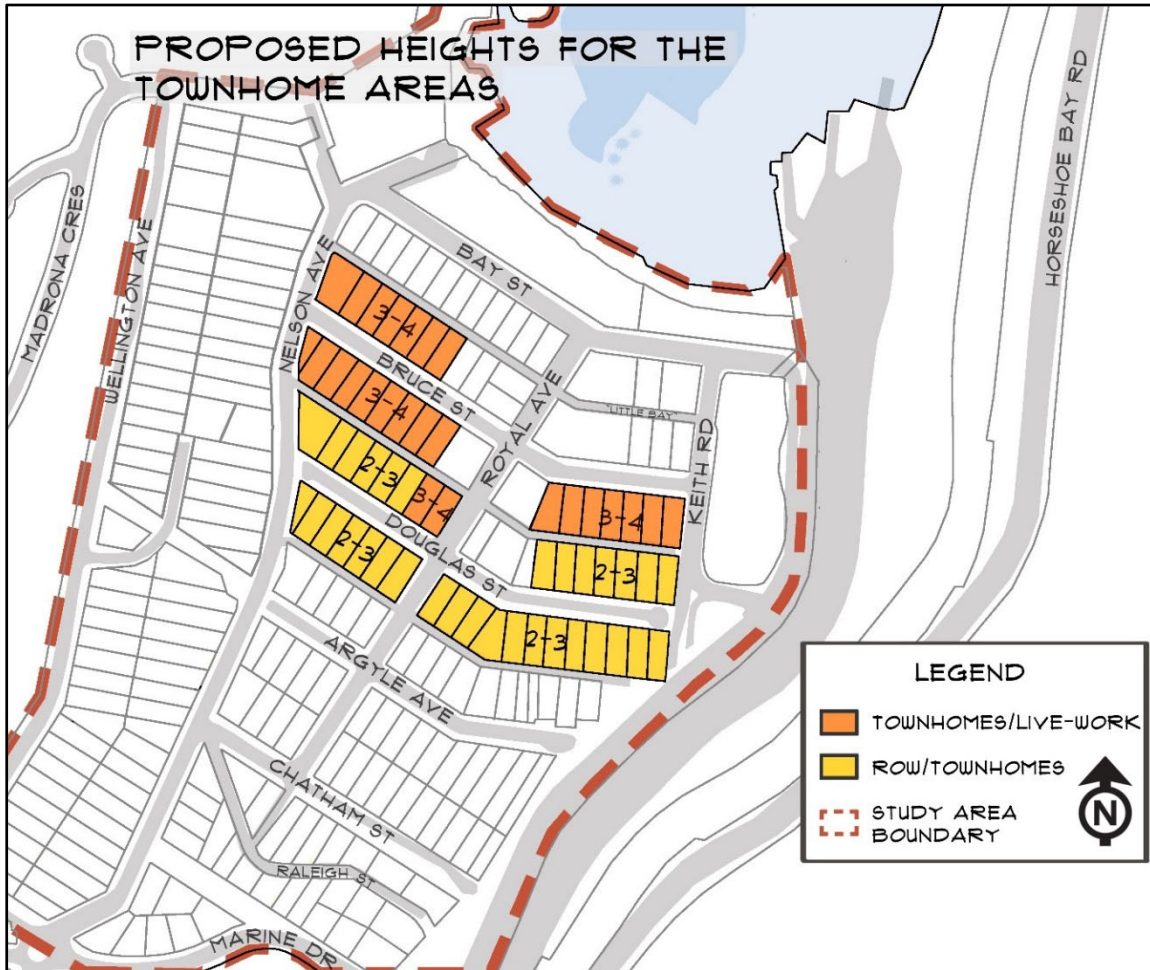
Map 2: Proposed Land Uses and Heights in the Residential Area



New Townhome Areas:

Two townhouse areas are envisioned between Bruce Street (adjoining the commercial core) up to Douglas Street, as illustrated below:

Map 3: Proposed Heights for the Townhome Area



A variety of **stacked townhomes with live-work or lock-off suite** options (around Bruce Street), and more traditional **row/townhomes** (along Douglas Street) would provide new ground-oriented housing options for families and downsizers. Design guidelines would ensure sensitive transitions and varied architectural designs (e.g., partial top-storeys, articulated massing, varied styles and materials, etc.) that support Horseshoe Bay's eclectic character.

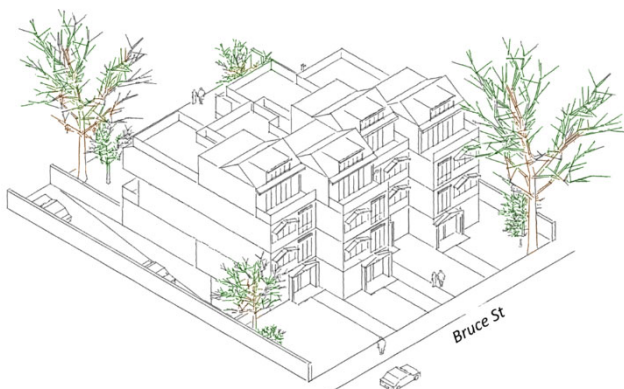


Figure 7. Sample illustration **on Bruce Street** of 3-4 storey **stacked townhomes** (i.e., two separate upper and lower living units) with ground-level live-work or lock-off suites (i.e. flexible space for home businesses or a rental suite mortgage-helper) over underground parking.



Figure 8. Sample illustration of 2-3 storey courtyard **row/townhomes** on a corner lot (2-lot assembly), oriented towards Royal Ave to provide eyes on the street, with off-street surface parking provided.



Figure 9. Artist's illustration of street and building character on Douglas Street, looking east towards Royal Avenue.

Survey Question #4:

What is your level of support for enabling stacked townhomes with a choice of live-work or lock-off rental suites around Bruce Street, as described above?

1. Support
2. Support with modifications
 - Prompt: opens up to a secondary question
"What do you think should be modified?"
3. Do not support
 - Prompt: opens up to a secondary question
"Why do you think these planning and design foundations should not be supported?"

Survey Question #5:

What is your level of support for enabling row/townhome options along Douglas Street, as described above?

1. Support
2. Support with modifications
 - Prompt: opens up to a secondary question
"What do you think should be modified?"
3. Do not support
 - Prompt: opens up to a secondary question
"Why do you think these planning and design foundations should not be supported?"

Multiplex Area:

Moving outwards from the town and rowhouse area would be a multiplex area from Argyle Avenue up to Chatham Street, as illustrated in the map below:

Map 4: Proposed Heights for the Multiplex Area



The **multiplex area** would include a range of duplexes, coach houses and triplexes up to 2 storeys, with off-street surface parking. Mixing the different housing forms would add varied building and street character, while providing more housing options. Basement suites would be permitted to provide for rental options.



Figure 10. Sample illustration of a duplex with basement suites and a coach house at the back of the lot, with off-street surface parking.



Figure 11. Sample illustration of a triplex (3-units) with off-street surface parking at the front.



Figure 12. Artist's illustration of street character with a mix of existing single-detached homes, and new duplex, triplex and coach houses on Argyle Avenue looking west towards Royal Avenue.

Survey Question #6:

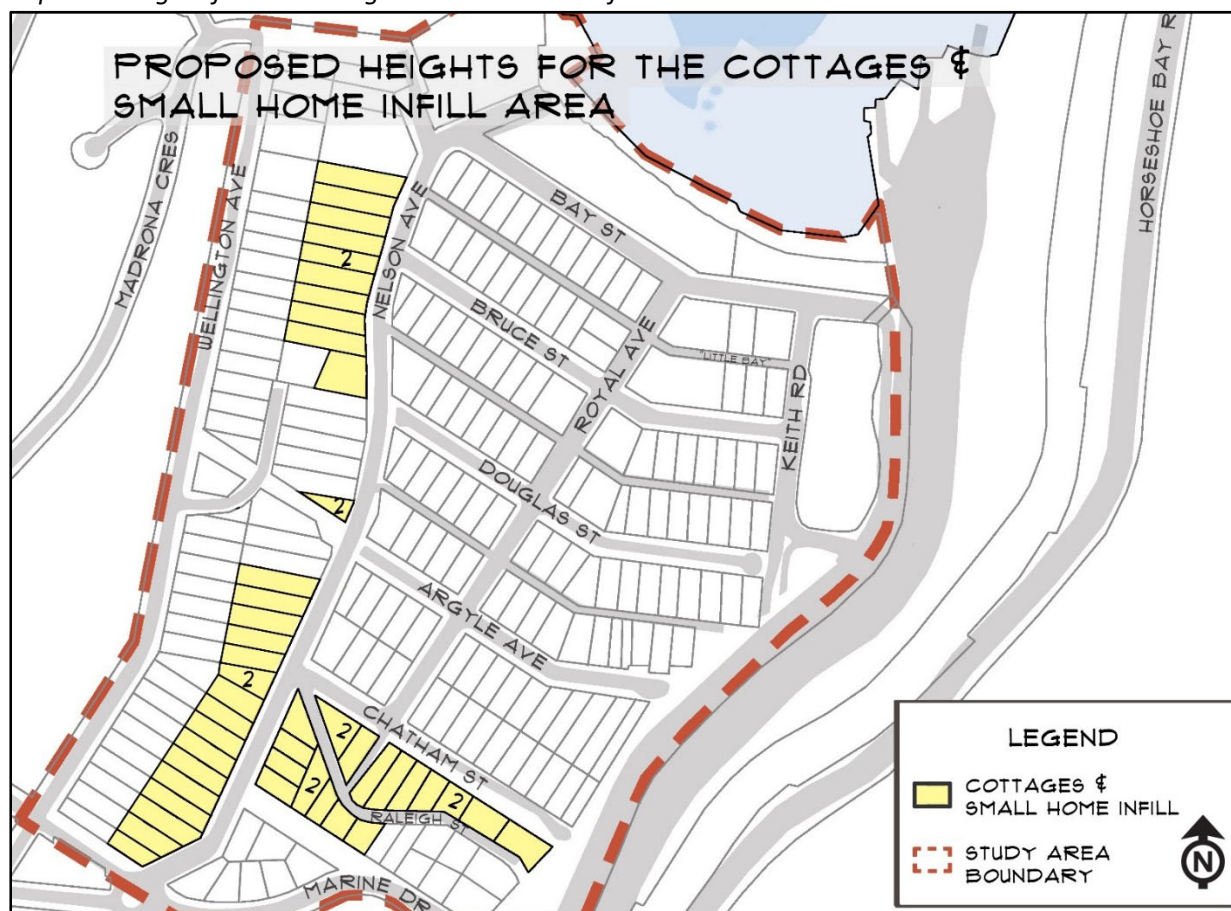
What is your level of support for enabling multiplex options on Argyle Avenue up to Chatham Street, as described above?

1. Support
2. Support with modifications
 - Prompt: opens up to a secondary question
"What do you think should be modified?"
3. Do not support
 - Prompt: opens up to a secondary question
"Why do you think these planning and design foundations should not be supported?"

Cottage & Small Home Infill Area:

The hillsides on Nelson Avenue, Chatham Street and Raleigh Street provide an opportunity to create a distinct **cottage and small home infill area** with terraced, smaller detached homes that transition to the existing single-detached neighbourhoods on the edges and outside the study area.

Map 5: Proposed Heights for the Cottages & Small Home Infill Area



Smaller, detached homes with different architectural expression (i.e., varied site-plans and colours) would create a complementary style to Horseshoe Bay's seaside character, reminiscent of the historic cottages from the past. Varying by lot size and topography, the hillside would provide for 2 to 3 detached cottages on a single lot, with off-street surface parking.

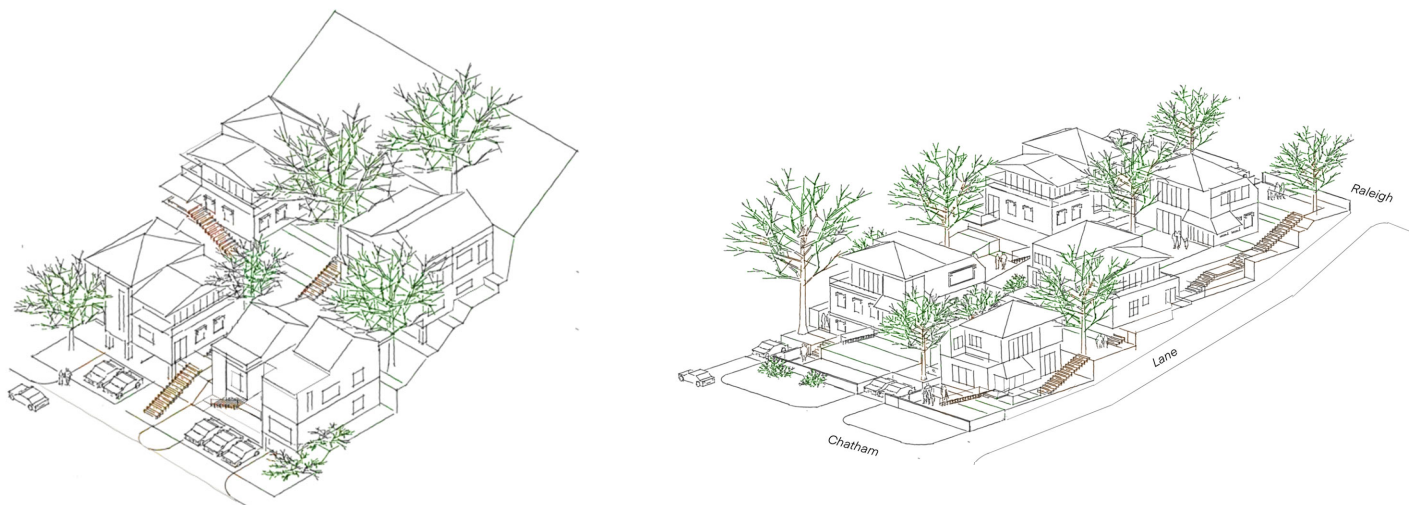


Figure 13 & 14. Sample illustration of 4 or 5 cottage/small home infill units on 2 steep sloped lots on the hillside, with off-street surface parking.



Figure 15. Artist's illustration of cottages/small home infills along the Chatham hillside, looking north-east.

Survey Question #7:

What is your level of support for enabling cottage/small home infill options around Nelson Avenue, Chatham Street and Raleigh Street, as described above?

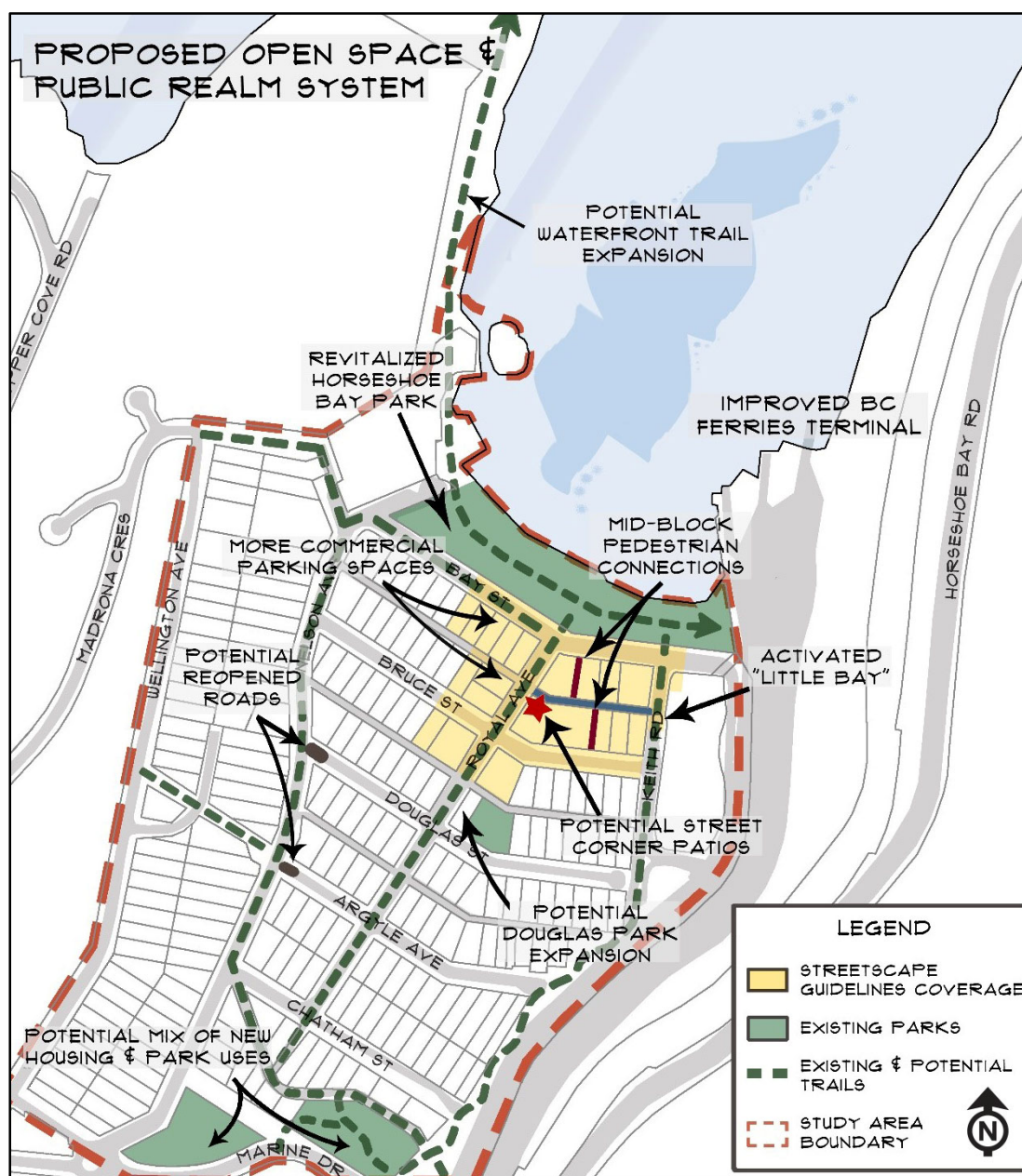
1. Support
2. Support with modifications
 - Prompt: opens up to a secondary question
"What do you think should be modified?"
3. Do not support
 - Prompt: opens up to a secondary question
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Questions 8 - 10: Enhancing Spaces in Between Buildings

The community has told us that Horseshoe Bay is much more than its buildings: it's the people that make up the community. Enhancing spaces in between buildings (i.e., the public realm) supports this strong sense of community, by providing opportunities to interact, access shops and services, and spend time in the village. Long-term land use planning and thoughtful redevelopment would enable the community to capture opportunities to create new public spaces and new ways to experience the village.

The following map illustrates the proposed open space and public realm system along with features that could be considered for Horseshoe Bay over the next decades:

Map 6: Proposed Open Space & Public Realm System



Place-making and street life:

- Encourage active retail frontages (e.g. outdoor terraces/seating along Bay Street or corner patios at Bruce and Royal), seek to create mid-block pedestrian connections between mixed-use buildings, and activate “Little Bay” as redevelopment occurs
- Continue to improve the public realm by implementing streetscape guidelines on commercial street frontages and the Horseshoe Bay park revitalization plan

Survey Question #8:

What is your level of support for the place-making and street life improvements, as described above?

1. Support
2. Support with modifications
 - Prompt: opens up to a secondary question
“What do you think should be modified?”
3. Do not support
 - Prompt: opens up to a secondary question
“Why do you think these planning and design foundations should not be supported?”

Public use and public land:

- Work with landowner(s) to consider potential land use changes to Tyee Point, including the possible creation of an expanded waterfront trail and viewpoint
- Work with landowner(s) to consider potential land use changes for the possible expansion of Douglas Park to Royal Avenue for local use and enjoyment
- Review opportunities to repurpose portion(s) of Tantalus Park for potential residential development while maintaining park area(s) for local use (e.g., playground, dog-walking, trails, etc.) to expand housing and generate funds that could support other park acquisitions or improvements

Survey Question #9:

What is your level of support for the public use and public land improvements, as described above?

1. Support
2. Support with modifications
 - Prompt: opens up to a secondary question
“What do you think should be modified?”
3. Do not support
 - Prompt: opens up to a secondary question
“Why do you think these planning and design foundations should not be supported?”

Connectivity and mobility:

- Increase off-street parking spaces through new mixed-use developments in the commercial core
- Consider reopening Douglas Street and Argyle Avenue to Nelson Avenue to improve circulation and provide alternate options for leaving the village
- Seek opportunities for new or improved trails into the village as redevelopment occurs
- Continue to work through BC Ferries’ Terminal redevelopment planning process to benefit the village (e.g., integrated design, community amenities, improved parking and transit, and enhanced access to and from Highway #1)

Survey Question #10:

What is your level of support for the connectivity and mobility improvements, as described above?

1. Support
2. Support with modifications
 - Prompt: opens up to a secondary question
“What do you think should be modified?”
3. Do not support
 - Prompt: opens up to a secondary question
“Why do you think these planning and design foundations should not be supported?”

Booklet End

You have now come to the end of the booklet, to complete a survey please visit www.westvancouverite.ca/plan-hsb

This booklet is the Phase 3 *RefineHSB* community survey (in a booklet format) and provides readers the opportunity to review and consider the foundations in advance of taking the survey.

The survey has a series of questions and will take you approximately **20 minutes** to complete. Please ensure that you double check your answers before moving to the next page, as you cannot return once you have reached the end of the survey. The survey period is between **June 29 to August 16** (inclusive), so please kindly submit your survey response before the deadline.

Thank you for taking the time to help shape the future of Horseshoe Bay.

If you have not already done so, please subscribe for project updates and browse through other Horseshoe Bay LAP materials on www.westvancouverite.ca/plan-hsb.

Thank you again for your time and participation.