



Westbay Triangle Development Guidelines

Record of Community Consultation &
Concept Development
For

The Westbay Triangle

Assembled April 15, 2015

A conversation with the Community

The enclosed Westbay Triangle Development Guidelines are the result of multiple meetings with community Stakeholders started in the summer of 2014.

Township of Esquimalt Director of Economic Development
Township of Esquimalt Planning Staff
President of the Westbay Residents Association
President of the Chamber of Commerce
Township of Esquimalt Engineering (Civil Utilities)
Township of Esquimalt Engineering (Roads and Traffic)
& several Westbay residents and members of the Chamber of Commerce

These guidelines incorporate commentary provided by residents and local business owners as recorded by Esquimalt at the Public Hearing of earlier site solutions prepared by others.

This “conversation with the community” represents multiple presentations, amalgamated into this record, that represents both listening too, and preparing a response for, those residents and businesses of the neighbourhood.

Taken as a whole, this conversation provides the essence of a “Design Guideline” for this unique site. As these were exchanges, the text has kept the tone of a conversation.

The Westbay Triangle Neighbourhood Context



The Westbay Triangle; the people, the neighbourhood, and the businesses that define this unique ocean side community.



The Westbay Triangle Town site is a unique ocean side community, small in scale, quiet in nature, and proudly hosting a diversity of homes and businesses. Residences from single family through to multifamily homes define the residential side of Westbay. The commercial business center of Head Street is defined by several ocean side businesses, from resort like Bed and Breakfasts to offices. Some focusing on marine industries and some that do not. Some hosting expected marina based operations from classic marina services for sail and power boaters, to those of the floating residential communities.

The community is diverse, inclusive of many cultures, lifestyles, and businesses, and is close. Most residents and businesses present now, have coexisted for many years. Although the opinions are diverse, the community as a whole is cohesive.



In close proximity to the Westbay Triangle site are heritage homes, and heritage parks.

The Triangle is located in a pivotal central area able to serve the interests of its residential neighbourhood, the Pacific Military Navel Base, and the larger urban scale of multifamily homes and offices along Esquimalt Road.

The existing community of buildings specific to the Westbay Marine and ocean side environment are distinctly separate to the character of Esquimalt Road. At this water's edge, the setting contains the smaller buildings associated with those originally built and now playing new roles in the community.

Several original ocean side single family homes now house businesses, resorts, offices and retailers. Those offering services locally and those offering professional services to locations farther a field.



Hillel Architecture Inc



The Triangle at Westbay



Westbay Marina based businesses include;

The sailboat community,

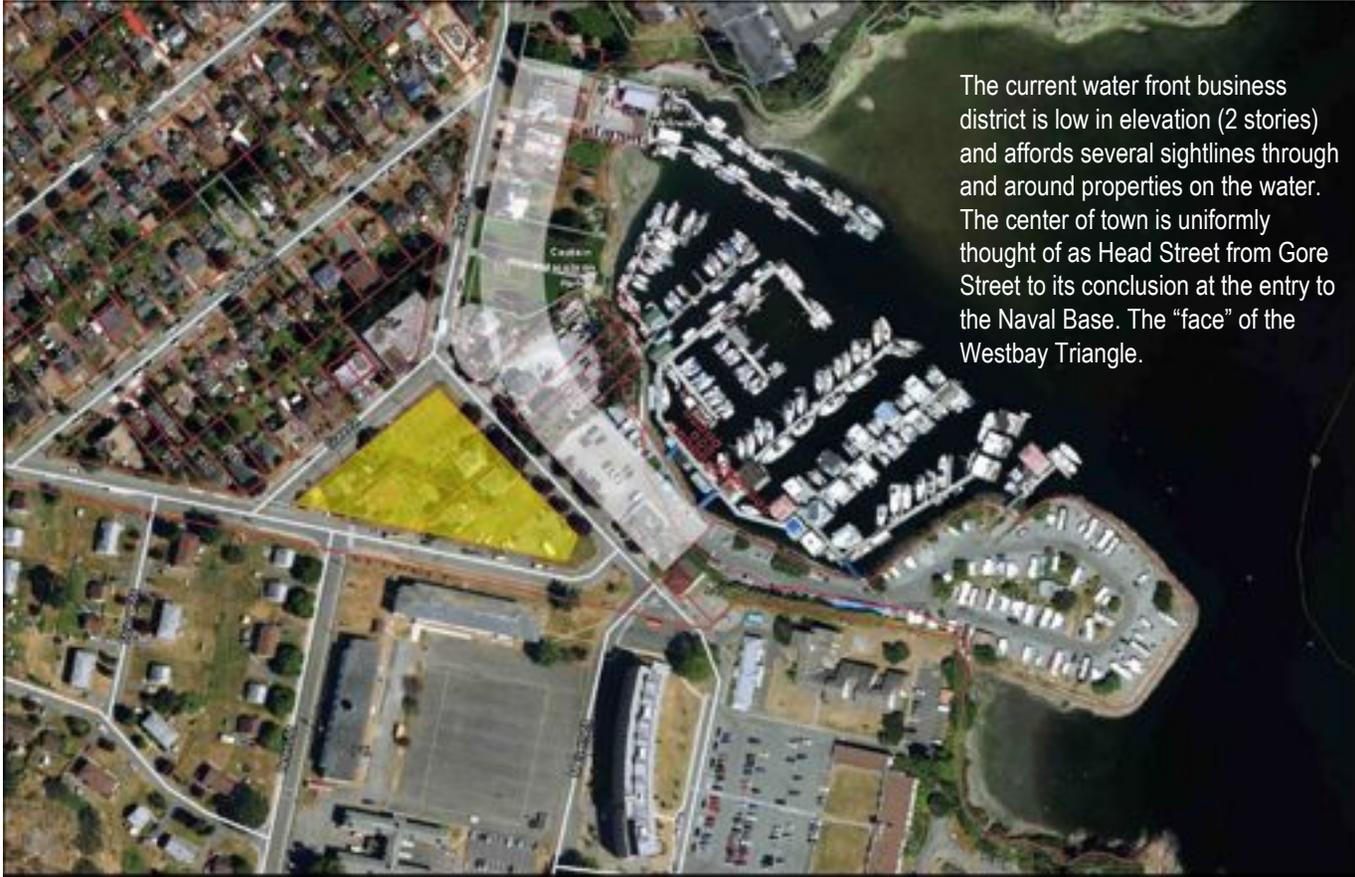
The power boat community, and....





... The floating residential community.

Which just like any other land based residential neighbourhood has a unique internal relationship with issues of access, privacy, noise, security, parking and streetscapes.



The current water front business district is low in elevation (2 stories) and affords several sightlines through and around properties on the water. The center of town is uniformly thought of as Head Street from Gore Street to its conclusion at the entry to the Naval Base. The "face" of the Westbay Triangle.

The Westbay Triangle Site Outline and Description





Our proposal should respect where the neighbourhood behaves like a village.

The term village encompasses a wider definition: Where people feel at home, they reside and socialize, yet enjoy that the corner store is close at hand, the dynamic village core just around a corner, or just over a hill.





Our proposal respects each street,
that each street is a front yard,
And that each street is a prime elevation.
Our proposal therefore must take "inside"
all those roles reserved typically for a "back of house":
Parking, Services, Waste, and recycling.
The internal triangle shown is out of sight, out of mind.

Respecting the three faces of the triangle:

The "main" street of Head Street

The "village" of Gore Street

The "avenue" of Lyall Street

Existing front yard setbacks along these streetscapes were reviewed, considered for their application and appropriateness to a new solution to this sites development. Proposed front yard setbacks respect that each road is a front yard, each street is a prime elevation.

Average front yard surrounding the Triangle is $\pm 6m$. We applied a new 6m front yard setback on all three street faces of the Westbay Triangle.

But there is more to the role of a front yard setback: its function must be considered. Again 6m becomes a functionally correct setback when the roles ascribed to these areas are outlined herein.



The Westbay Triangle Precedence and Programming

The value of Setbacks

For those new businesses: We need to WANT to see you!

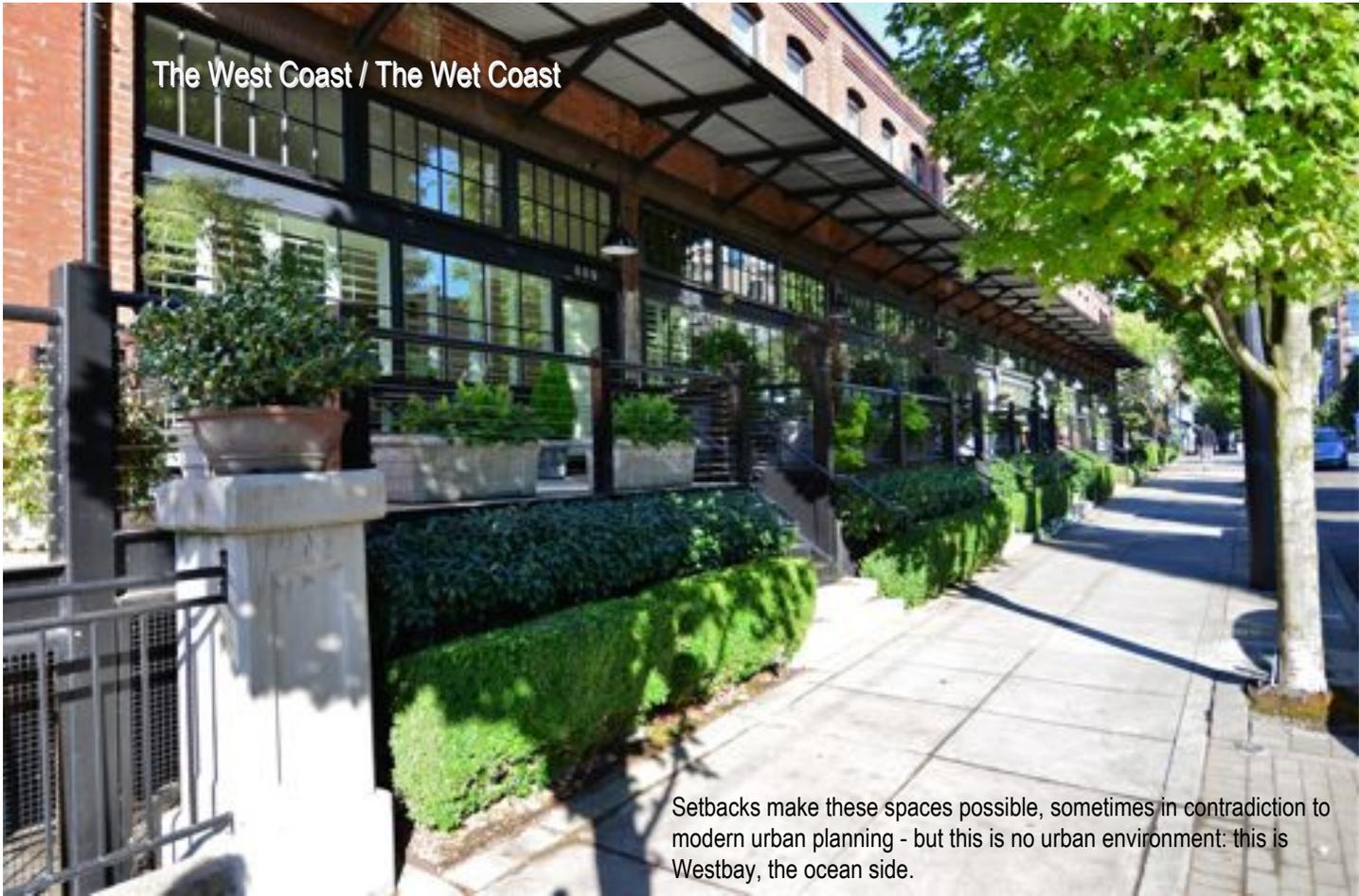
A business needs to actively draw our attention. A business therefore needs enough outdoor realm for them to create the environment suitable to enthuse patrons and draw them in. Destinations are created when groupings of like minded businesses work together to actively seek out and attract people.



Hillel Architecture Inc



The Triangle at Westbay



The West Coast / The Wet Coast

Setbacks make these spaces possible, sometimes in contradiction to modern urban planning - but this is no urban environment: this is Westbay, the ocean side.

Residences and businesses alike that benefit from outside spaces benefit from protection from the elements. Canopies, overhangs, and roof projections all can aid to protect these valuable outdoor areas.



Roof projections,

Overhangs,

Canopies.

They all create and define an outside space.
It communicates to the audience / the patron.

It can set a tone, create an atmosphere, set a stage, and define the character of a business or the character of a street face.

The Triangle at Westbay

Canopies protect goods, and also the patrons.

They draw attention.

They cool a space in summer.

They defend it in the winter.

They deflect noise.

Two items of note here:

One; the canopy here is defending a municipal sidewalk. Not only does this sidewalk not request this protection, but now this valuable outdoor space is in the public realm and not available in a manner that is helpful to a business displaying goods or services.

Secondly; the second floor is separated from the "main street environment" and is subordinate to the ground floor. It can aid in creating character, and enriching the setting, but its roles can be quite independent: a residence or a dance studio, an office or a home.

Hillel Architecture Inc



It takes several meters of canopy to defend and protect an outdoor space.

The higher the canopy the greater the span should be. The height and scale of the canopy can communicate the scale of the services and activities enclosed



Note:
Our climate includes many cloud filled days, and short winter days. Our canopies should permit daylight to enter our buildings for both natural lighting and display needs. Keeping generous canopies transparent or high in elevation aids this need.

Hillel Architecture Inc

The Triangle at Westbay



There are endless design outcomes to roof projections, overhangs, and canopies.

They should be an honest expression of;

- the neighbourhood's intentions,
 - the local people and local materials,
 - the local architecture form and character,
- and can still be unique.



Hillel Architecture Inc

Elevating a space or recessing a space can serve the same role: to enclose and define a space.

Enveloping the potential patron, and infusing them with your products or services.

Several items of note:

Elevating a new space must be done in a manner that does not deter the elderly or the physically disabled and meet new building codes. A shared outdoor pedestrian space with HC access could join each of these store fronts and create a special environment that is still accessible. At the same time each retailer could have steps to each shop front for their own personal identity and character as shown here.

Secondly, each of these spaces were once enclosed differently. As this shopping environment grew over time, demand for space increased to a point where outside porch space was enclosed. In today's terms, designing for future growth is "future proofing". A good design today should understand its future potential needs. Some time from now that may be very important.

The Triangle at Westbay

Protection extends our use of the outside, our appreciation for the fresh air, and our terrific climate , through multiple seasons.

This example could be a social space, an outdoor room for a home, a residence...

... just as easily, it could be a display space for an artist, a retailer, or seating space for a coffee shop.

Without adequate protection it would have a greatly diminished value. If it was within municipal property boundaries it would similarly have a greatly diminished value, and very limited potential role for the business.





Hillel Architecture Inc

This entry could be a welcoming entry to a designer's office,

A professional office,

A personal service,

A retail shop,

A townhouse and home.

The Triangle at Westbay

Retail goods benefit from the protection of a canopy, be it a display of food, a boat, or a bike.

Those goods may be those that are for sale, and could also be those available for hire.



Hillel Architecture Inc

There can be a large variety of “services” or items for hire which need space for their effective display, from the small to the quite substantial.

From renting

Kayaks & Scooters, to

Bikes and Boats.



Hillel Architecture Inc

The Triangle at Westbay



The sizes of these goods must be planned for in storefronts and business entries. These businesses could be displaying goods, some of which might be quite sizeable; a zodiac or kayak for example. From offshore gear to road gear.

In Westbay the residents speak openly about their healthy lifestyle, and need of a new town center. Residents have also emphasized that their neighbourhood goes beyond the marina: "we are more than just the water and boats". So building solutions must consider a wider definition of the recreational lifestyle of Westbay.





Interactive displays draw attention, draw involvement, and animates a destination. Even if a retailer can not move their products outside, a good retailer creates displays of testing equipment, a climbing wall, a fitness centre for example. Destinations are defined by this outdoor interstitial space, the interconnectedness between the public realm and private business realm.

New internet shopping habits are making this essential. Retailers must draw patrons with diverse products, and provide exceptional levels of service and knowledge. Outdoor displays of testing equipment communicate this knowledge level and performance level of goods, staff, products. It also creates a statement about the neighbourhood - it exemplifies that here we care, here we excel.



Note:
Seeing to and from our main street is important to "main street".
Outdoor plantings should have both high canopies for shade and protection,
and low plants for colour and variety, changing through the seasons.
None should obscure the view to or from the pedestrian or those in vehicles.

An outdoor café needs to be outdoors all year round.
Planters and plants protect patrons from cars, noise, harsh sun,
and work in consort with the building's canopies or roof overhangs.
Defining spaces but not hiding them.



Hillel Architecture Inc

Enveloping patrons, defining atmosphere



Setbacks would create sufficient space outside to envelop a patron in an environment suitable to enjoy a meal, a beverage, or a moment shopping.

The Triangle at Westbay



Hillel Architecture Inc

No marketing plan can overcome some shortfalls in urban planning, Bylaws, or architectural design.

Buildings no matter how well designed, can not make the “stage set” by themselves. Our modern business is theatre: we need to think accordingly.

This building is quite exceptional, a unique combination of heritage, modern, is both thoughtful and animated, but....

...this is not how we sell food!





This is how we sell food!



Hillel Architecture Inc

Even businesses like a bank or wine shop, that may not be able to display their goods or services directly still benefit from outdoor spaces, and therefore “main street” still benefits.

Think of the outdoors as a reception area or waiting room. Planned outdoor spaces, for interaction and socializing.

A chair is a service.

A tool to the designer of the “stage”.

Multiple options for seating help create a stage set for a destination. Just like multiple parking options are essential, so are multiple forms of seating; some facing out, some facing in, some for short term, and some to encourage simply sitting.



Hillel Architecture Inc



The Adirondack Chair:
From Halifax Nova Scotia to South Beach Miami.

So what is our language for public seating in the Westbay Triangle and along Head Street?

Not a manufactured product, but one that naturally grows out of our community, our history, or our materials. An honest reflection of our history and our future, our shared culture and shared character.

The Triangle at Westbay

As it is with public seating, it is with “sidewalks”. Multiple types of sidewalks help define a pedestrian environment that is responsive to our needs, and therefore aids in creating destinations;

We need “sidewalks” for pedestrians who are quick movers;

- the commuters,
- those on a mission,
- those in cruise mode.

Municipal sidewalks service this role well. Municipal sidewalks are avenues for the flow of people.

We need a separate “walkway” for browsers,

- the slow movers,
- the shoppers,
- those staying.

Having both is dynamic. You need both. Destinations in some form must have both. People stop “at” destinations!





Hillel Architecture Inc

Another example:

Here a building façade captures a heritage building, enlivens its façade with thoughtful contemporary touches, and fits well with the streetscape. Architecture is however static. A backdrop. No matter how interesting, the “building” alone does not create a destination.

Architecture can contain the right palette of pieces to help set the stage. A good main street is dynamic. It is animated by people, plants, the comings and goings, the to and fro, the goods and services, colour and life. It draws businesses and patrons alike - and those that are present animate the space and draw more interest towards it.

It must work also work in consort with bylaws and regulations, guidelines and community aspirations, to create an atmosphere that draws attention, and people.

This example seems NOT to be a successful retail environment or shopping destination, however interesting the façade may be.

But just around the corner...

The Triangle at Westbay



A more successful dynamic main street.

Trees with high canopies and plants with a lower nature, not obstructing sightlines.

Public furnishings that face in, and those that face out, some for leisure and some for waiting, some protected and some exposed.

High signage for vehicles and low signage for pedestrians. Long term parking close by, and short term parallel parking street side.

A municipal sidewalk for the cruisers, and a separate more leisurely walkway in the shopping environment.

The Westbay Triangle Response
Combining Neighbourhood Consultation with Building Concept



On the lowest level, aligning with Head Street are the commercial spaces.

Shops and markets, offices and services. The sights and sounds of a dynamic meeting place and market space.

The rhythm of the existing business faces were used to aid defining the width of new business fronts designed into the Westbay Triangle.

Destinations

One or two businesses do not create that critical mass of variation to create a destination. 5 or 6 shops and businesses meets this goal, when combined with existing businesses on Head Street.

To encourage new local, small scale businesses, these tenancies are planned to be approximately ± 600 ft² each.

This size is well suited to numerous business types and occupancies.



Proof of concept drawings were prepared to demonstrate to owners, financiers, potential businesses and local residents, the value of this multi-use size of tenancies.

Group D business and personal services occupancies, Group E retail uses, and Group A assembly use spaces were planned, as was the outside potential of the 6m setbacks to building faces.

Over time these drawings were coordinated with parking and structure and other design alignments. These spaces are currently ± 635 ft².



Naturally if a retailer wished to obtain a larger space, simply leasing two spaces creates a 1200 ft² space - well suited to a neighbourhood grocer. But it is most important that the smaller scale, smaller lease holding, smaller business uses are considered first and paramount.

Smaller lease holdings represent smaller risk, and smaller overhead.

It is a consideration beyond space fit. The size incorporates several layers of criteria important to small businesses.



Continuing along Gore Street, the activity of the “Main Street” gives way to the quieter setting of homes and residences.

The rhythm of the existing residences faces were used to aid defining the width of new residential street fronts designed into the Westbay Triangle.

These private ground floor entry street front residences are planned to be $\pm 600 - 650$ ft² each, and were test fit in one and two bedroom configurations.

This size is well suited to numerous lifestyles, ages, and smaller family units.

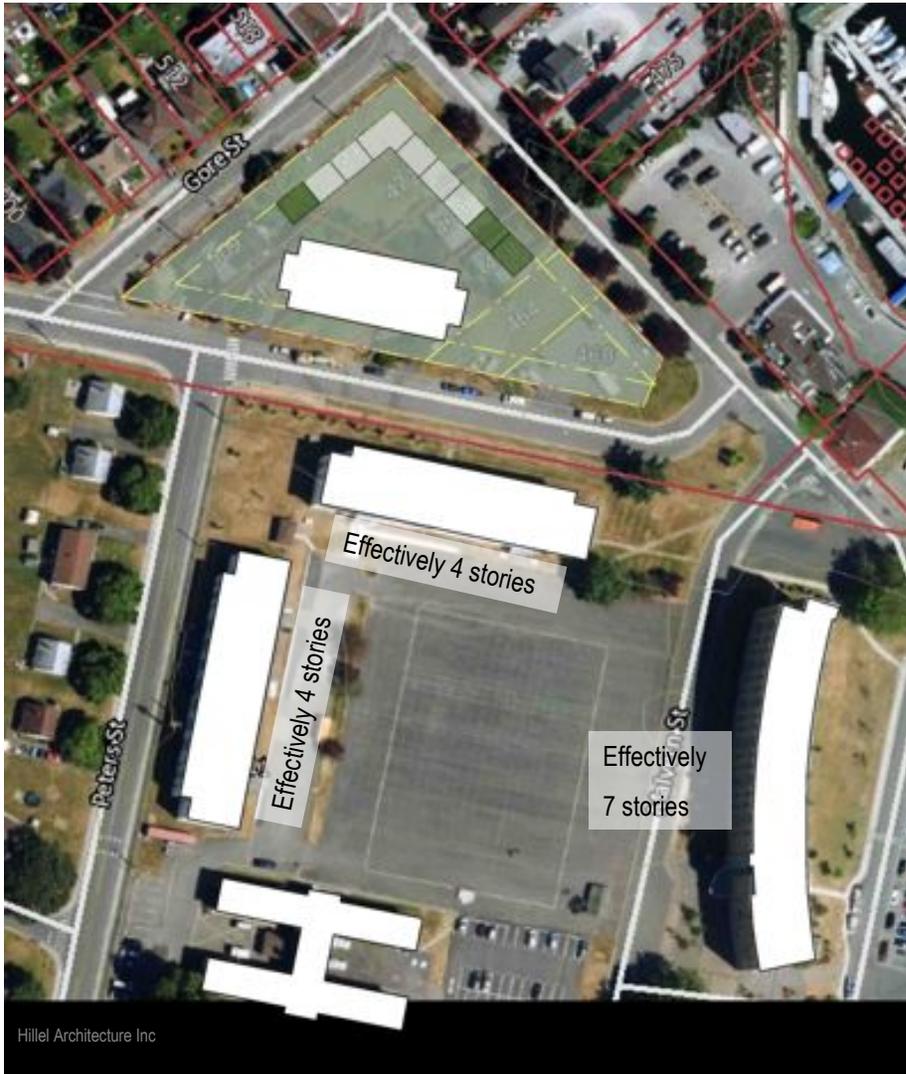


Those same features: Setbacks, canopies, landscaping and their planters, used another way create a sense of privacy and protection, and can define a more private and intimate social space.

It can create a sense of invitation, of welcome, and of “home”. One should feel it when they have stepped into a residential environment.

Hillel Architecture Inc





The "Avenue" of Lyall Street was considered for the location of a multifamily residential building, a character it would share with buildings on its neighbouring Naval Base.

Oriented in this direction, the multifamily building would offer only its narrow profile to the neighbourhood and would therefore minimize its impact on the views and sightlines of others.

The Triangle at Westbay



At the ocean's edge, in the area of 2 storey buildings, the sightlines are towards the interior of the cove, and centered on Coville Island.



As you progress up the hill, or higher in elevation, the view corridor opens to a more panoramic view, enclosed by the naval buildings and Swallows Landing, and is oriented towards the axis of the new multifamily building. The proposed building therefore offers only its narrow end elevation and has a limited impact on other properties. As one can see above, if the building were proposed 90° to this orientation its impact would be much higher.



From the multifamily and multistoried buildings along Esquimalt Road the view is now a full wide panoramic ocean vista, in which the proposed building offers no obstruction. In addition, the larger structure already in the view exceeds the proposal's height.



Only two sample shadows are shown here, however these two shadows studies are most telling: Our proposal is six floors along Lyall Street in company with similar bldgs in proximity, and its shadows fall almost entirely on site. Most importantly, in the summer afternoon social hours, critical to shadow studies, the shadows falls towards, but does not meet, the commercial properties. Not in the direction of private homes.

We heard the concern over building shadows created by an earlier proposal provided by others. This proposal is responding by demonstrating a similar program over a reduced number of stories.





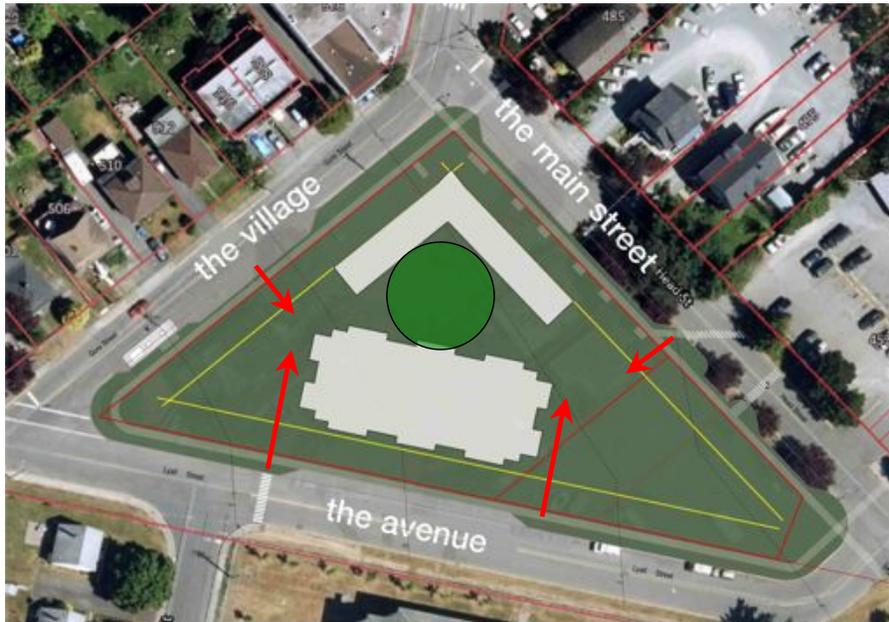
Along the Head Street and Gore Street the response is two stories.

One, a dynamic “Main Street” of food & shops, businesses & services. The dynamic town center, and social nature of neighbourhood gathering places.

The other, along Gore Street, the concept provides residences to respect existing homes and their more quiet and private nature.

Along Lyall Street, one storey above Head Street, the multifamily building completes the Triangle. The proposal offers three front facades to these three street faces.

Captured at this elevation, one storey above Head Street, is a courtyard greenspace. A walk on park setting offering ocean views at one end above and overlooking Head Street, and at the other end offering a leisure setting suitable to the quiet of local residents.



The park level is accessed from the “Avenue” of Lyall Street as a walk on park level.

With pathways, the park is accessible from Gore Street as a walk on park level.

With stairs, the park is accessible from Head Street.

Residents with their private garden terraces along the park therefore will be able to quickly access the shops of Head Street or the Marina.



Roof top park level offers one area designed for quiet leisure use, in a quieter location on the site oriented towards the residential homes of Gore Street.

With an area of twice this size, another park setting provides ocean views, views over the activities of Head Street, and has gathering places designed to share a coffee or a conversation in small gatherings.

Internally, the Triangle Park provides a landscaped entry to many homes, a shared common space, in a wind protected environment, a naturalized courtyard.



The value of those building setbacks increases as we layer landscaping considerations over these spaces. These green corridors permit generous street side planters, and planting beds on all three street faces.

In addition, the Park Terrace and these planted areas have a performance role environmentally to play, by permitting rainwater harvesting, on site rainwater retention, and reuse for on site irrigation throughout this project.



The Gateways to the Westbay Triangle.

Three main street corners, each containing a sculptural greenspace define and announce the Triangle.

Three locations, three distinct characters, serving three different audiences.



Successful urban greenspaces must provide multiple experiences, one moment sculptural in nature, another more naturalized in nature.

Some suitable for small gatherings, and some suitable for private quiet moments.

Some for people and their needs, and some more suitable for the "birds and bees".

Hillel Architecture Inc

The Triangle at Westbay

Rainwater Harvesting

Both residential buildings; the multifamily building along Lyall, and the townhouses viewing over the Park Terrace are designed with gull wing roofs to aid in rain water harvesting to irrigate the substantial plantings throughout the property and its roof top parks.

Solar Orientation

The planned gull wing roof pre-slopes a significant roof area of the multi-family building towards the primary sun gathering angle of “due South” permitting solar hot water preheating and solar power collection. The nature of this roof design will also tend to enclose these panels from view by others.

Roof Shade

The gull wing roof style with a higher perimeter and lower central area permits the larger roof overhangs to protect outdoor private spaces without deterring bright well lit interiors.



Parralle
Short term
Parking

Municipal
Bus Stop
unchanged



Effective parking by offering variety:

Parallel parking street side offers short term parking in close proximity to needs. These are designed into each of the three street faces. By formalizing recessed street side parking we increase safety from the current open and casual street side parking arrangement.

The municipal bus stop along Gore Street shown in grey is unchanged.

Each streets contains only one parking entry to distribute this vehicle movement equally to ensure calmer traffic overall, and increasing pedestrian safety.

Residential and
commercial
long term
parking
internal &
underground

Surface
parking &
longer term
parking



- From Lyall Street, adjacent to the residential building is the surface parking for residential guests.

- From Gore Street, aiding to define the residential realm from the commercial realm, is the entry to the more concealed internal long term parking.

- From Head Street, long term parking services commercial needs and marina needs .

Parking presented on site exceeds the municipal requirements currently by 13 stalls. With street parking, and additional surface parking we exceed predicted needs substantially.

The Westbay Triangle: The Proposal

Architectural drawings represent a refinement of the concept model responding to neighbourhood consultation, and taken to a preliminary building form.

Our concept to date

The following section outlines our program and project solution in more refined architectural drawings than program sketches shown earlier.

Esquimalt too, felt that a community consultation was required for the greater community and initiated a community wide process to review the current “Westbay Community Development Guidelines”. This process is now underway.

This building solution therefore, out of respect for that community wide consultation, is held at this level of resolution until the conclusion of that community wide process. The design team is attending and participating in that process.

When the new “Westbay Community Development Design Guidelines” are complete, our building and programming modeling will be reviewed, this building solution changed or edited to suit and respect those new community development guidelines and their intents.





Level P Underground
 Not shown is one level below grade, offering underground parking to residents, commercial leaseholders, marina float home owners, and electric vehicle charging stations for those users.

Level 1 Head Street

6 potential business faces form a dynamic "Main Street" shopping and business environment. Rounding the corner to Gore Street a porte cochere defines the end of the business realm and the start of the quieter residential component.

This level offers street side parking for short term use, and three separate longer term surface parking lots for residential guests, commercial patrons, commercial employees, and marina users.



Level 2 Lyall Street

One storey above Head Street is the Park like setting of the Westbay Triangle Residences. 6 townhouse like residences are accessed from this Park pathway network and have views over head street towards the water.

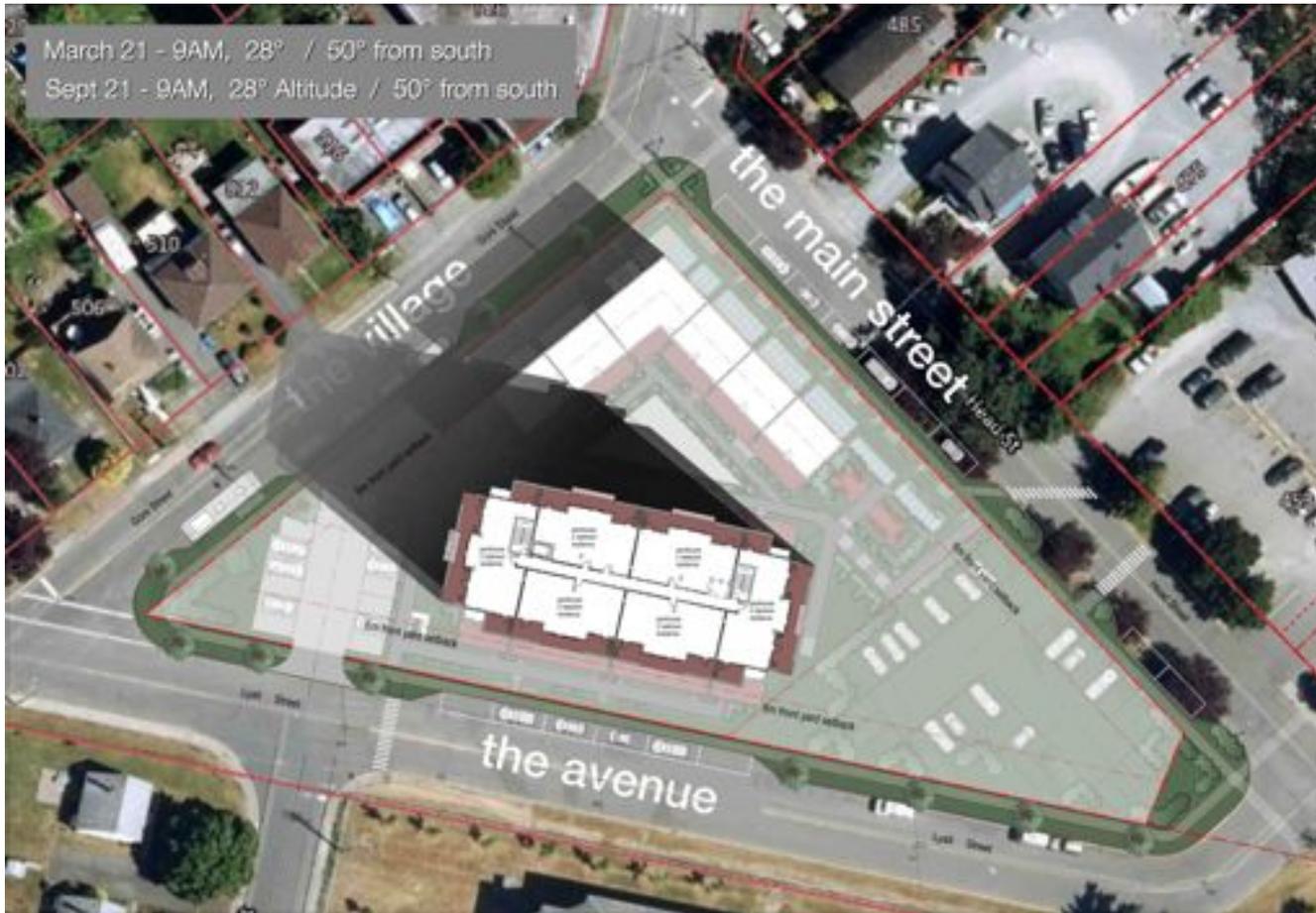
The multifamily building faces Lyall Street and contains a mixture of residences from ocean view panoramic penthouses, through two bedroom and one bedroom units, and streetlevel live / work units on one side, and Park Terrace walk out units on the Park side.



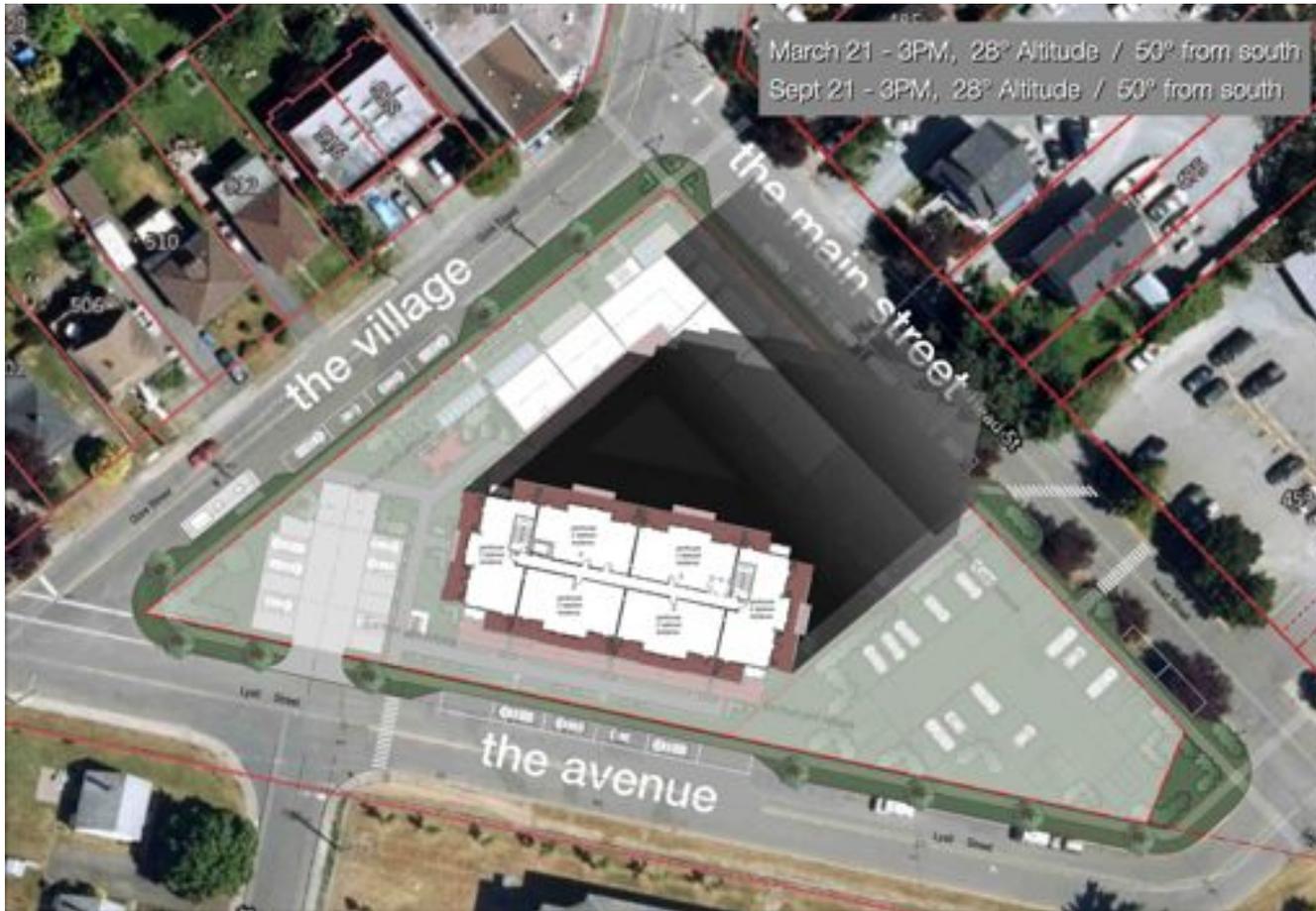
Level 3 to 5 Multifamily residential uses

Level 6 Penthouses with roof top walk out decks and gardens.

This penthouse level benefits from panoramic views in all directions. Penthouses are floor plans of larger area to accommodate the lifestyles, interests, and needs of those purchasers of these residential suites.



Morning shadows studies at 9AM March 21st, and September 21st, demonstrating shadows cast from both the fifth and sixth floor levels. These shadows approach but do not impose on residential properties.



Afternoon shadows studies at 3PM, demonstrating shadows cast from fifth and sixth floor levels.
At this time of day shadows are cast away from the private homes and towards, but not over, commercial properties.

The Westbay Triangle: Architectural Expression



Finding a palette of materials and features, details and textures, that are unique to this coast and capable of creating a destination.
On going research.



West Coast Architecture should reflect our coastal living and recreational lifestyles.

Entranceways and glazing systems for the Triangle need to respond to the unique needs of businesses and retailers providing goods and services to support these lifestyle choices and interests.

These goods and products are very diverse in size and shape. The nature of the services required also vary greatly in their needs, their equipment choices, and tools.

Architecture therefore must respond with uniquely suited solutions to permit businesses to move products and services inside and out. Retailers of more common goods and services will appreciate the unique setting that is created defining the Westbay Town Center.

To be a destination, to draw that level of attention and pride, one must create a unique and functional setting.



Hillel Architecture Inc



The Triangle at Westbay



Section through Head Street Commercial Building demonstrating the value of the setbacks proposed.

From property line to public building face a distance of 6m has been provided. This permits the public street to have fully recessed parallel parking along the street edge, and a full width municipal sidewalk uncompromised. The landscaped greenspaces, and raised planters, occur on private property along this Head Street project face. This places maintenance expenses on the property owner which is preferred along this project face. With 6 metres available sufficient space is present for a defined experience inside of the planters. 3m canopies protect the outside and at sufficient ht to permit these glazed canopies to allow daylight deep into these commercial tenancies.



Envelop and finishes layered on the building section.

The protected commercial spaces below the canopies are heavy timber framed and wood sided, in an honest manor consistent with coastal working buildings in the marine industry.

Canopies shown demonstrate the scale change as building transitions from office and small retailer tenancies to larger ht. retail and assembly spaces further along Head Street.

Second floor residential spaces overlook Head Street and have entries from the Triangle Park side terrace. These residential floor levels are clean lined and contemporary in design to gently pull this area of Westbay forward and setting the stage for other buildings to be more modern in their architecture. The Westbay Triangle would remain as the "character" setting of the business district, and would tie in with existing Heritage Homes and offices along Head Street .

Hillel Architecture Inc

The Triangle at Westbay



The Head Street Commercial Facade





Offices / Business and Personal Services spaces along Head Street



Larger retail facades / 3m glazed canopy / Daylight lit commercial spaces with high transoms along Head Street

These spaces have exterior sliding glazed 5' x 10' door sections to freely move goods and products to the outside and permit open flow of patrons during fair weather days.



People and activity of the café / sandwich shop / coffee shop on this corner location animates the Business District as patrons enter the area. This food services / beverage retailer is purposefully of limited size so as not to preclude the long term potential of a substantial water front ocean view restaurant in the future at Westbay Marina.



The Gore Street façade of the café / sandwich shop / coffee shop space.

Access stair from employee / resident / marina parking underground exits the parkade conveniently at this prime location. This serves to feed patrons past this prime corner location, the enclosure helps deflect sound from Gore Street and leave this residential street protected from this intrusion. The enclosure also provides a glazed and attractive face while concealing a commercial kitchen area beyond.



The Gore Street Residences.

Further along Gore Street the exterior materials of the commercial fronts have concluded, and changed to those materials associated with the residences above, and signify a change to this quieter residential community and this end of the Park Terrace above.





Example of a building Drive Through creating a Porte Cochere and concealing "back of house" parking and services from the Streetscape..





The main façade of the Lyall Street residential building with ground floor Live / Work studios along a raised public walkway at the entries to private terraces.



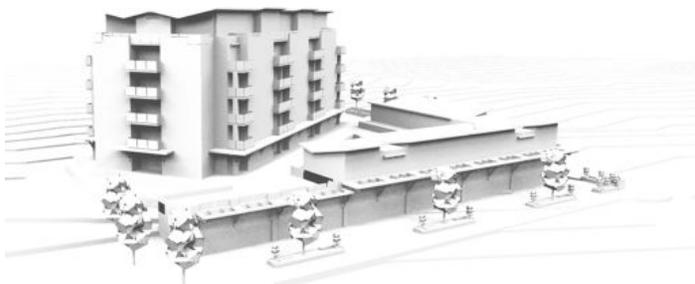
Hillel Architecture Inc

The Triangle at Westbay

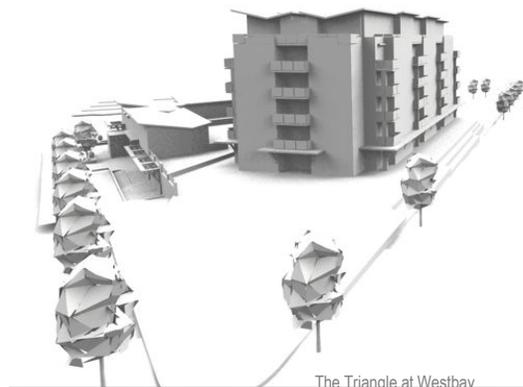
The project section:
Recessed Penthouse residences with walk out roof top gardens
Upper residential floors with clear views over lower Head Street park side residences
Lower Floors enjoy views of, and walk out terraces into the park level.

Section demonstrates "avoiding economic shadow":
The ability for a new building to be added to a community today, that benefits the neighbourhood today, and yet at the same time encourages further new community growth.





Hillel Architecture Inc



The Triangle at Westbay



The Westbay Triangle

Preliminary 3D studies of the architectural solution responding to community consultation and this Design Guideline.

The Westbay Marina: Site Studies

Westbay Marina development considerations in the past, prepared by others, have involved the potential relocation of existing intersections, and their associated municipal roadbeds, their services and utilities.

This would have provided a neighbourhood and councilors alike, many layers of considerations to weight and concerns. It became critical therefore that our office model a potential outcome, and review its parking loads which were key drivers of those previous solutions.

In addition, with our public consultation underway, we were also able to judge a new solution relative to the neighbourhoods goals and aspirations. It allowed us to consult with engineering staff, and review current parking bylaws for their impact on a potential development scenario.

The enclosed planning is not demonstrated herein as an architectural solution, nor is it developed to the level of the Westbay Triangle demonstrated earlier. It is however a balanced and realistic approach to meeting community aspirations, and the clients aspirations.



The Westbay Marina Studies

A site analysis was conducted of the existing activities of Westbay Marina and the potential for future development. The undertaking was to predict parking loading of various development scenarios which were driving earlier design solutions.

Using the same methodology as was used in design considerations for the Triangle, Hillel Architecture modeled a scenario of a two storey outcome on this waterfront property whereby all the current needs for parking and the parking generated by the new development would be satisfied with current parking Bylaws.

A contemporary heavy timber and glass building offered a prime retail and restaurant space, and prime office and marina administration space. The program building model would sit on a very open public concourse permitting views through to the water on a frequent basis, and offering covered outdoor seating and display space.

**Parking Needs Analysis
Westbay Marina**

Parking required
31.25 stalls: 125 births at 25 stalls each
21 stalls: 21 float homes

52 for marina operations

9 marina retail
25 marina restaurant
6 marina admin
12 marina offices

52 for new marina building

Totals 104 parking stalls required

Potential available

65 lower level @ Marina
26 new underground @ Triangle II
8 surface parking @ Triangle II
13 in reserve @ Westbay Triangle

111 parking stalls available.

7 stalls surplus stalls

Permits 3 "townhouses" as
Westbay Triangle Phase II
3 stalls for residences,
3 for guests.



It appears that using the road intersections as they currently are, one could drive into and down an entry ramp towards the water, and in one continuous parking level, accommodate the majority of the Marina's parking needs.

For employees, and residents of the float homes an underground extension to the Triangle Parkade contributes additional stalls as does some of the earlier surface parking in this vicinity. All permitted within the parking bylaws today.

This should re-assure neighbours that a new development to house parking needs of the Marina and a moderate new building development can work within properties current boundaries and their existing roadbeds.