

Director	CAO
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<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:	OCP Amendment, Rezoning and Development Permit No. 14-052 for 1763 Bellevue Avenue
File:	1010-20-14-052

### 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. 4874, 2016" be read a first time;
3. Proposed "Official Community Plan Bylaw No. 4360, 2004, Amendment Bylaw No. 4874, 2016" 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. 4875, 2016" be read a first time;
5. Proposed "Phased Development Agreement Authorization Bylaw No. 4876, 2016" be read a first time;
6. Proposed "Housing Agreement Authorization Bylaw No. 4904, 2016" be read a first time;
7. Proposed "Official Community Plan Bylaw No. 4360, 2004, Amendment Bylaw No. 4874, 2016", proposed "Zoning Bylaw No. 4662, 2010, Amendment Bylaw No. 4875, 2016", and proposed "Phased Development Agreement Authorization Bylaw No. 4876, 2016" be presented at a public hearing on July 18, 2016 at 6:00 p.m. in the Municipal Hall Council Chamber, and that notice be given of the scheduled public hearing;
8. Proposed Development Permit No. 14-052 be presented at a public meeting scheduled for July 18, 2016 at 6:00 p.m. in the Municipal Hall Council Chamber, to be held concurrently with the public hearing scheduled for July 18, 2016 at 6:00 p.m. in the Municipal Hall Council Chamber, and that notice be given of the scheduled public meeting; and

9. A proposed section 219 covenant to secure public parking attached as Appendix J as attached to the report by the Senior Community Planner dated May 20, 2016, be presented as part of the development package.

## **1.0 Purpose**

Consistent with Council's direction on June 22, 2015 this report evaluates an application to rezone 1763 Bellevue Avenue to Comprehensive Development Zone 55 (CD55). The CD55 zone would allow for the construction of a mixed residential and commercial building containing 20 residential units (approximately 33,300 square feet) and approximately 2,900 square feet 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 to secure the community benefit;
- a Housing Agreement to prevent rental restrictions of the residential units;
- a development permit to regulate the form and character of the proposed development; and
- a covenant and right-of-way to secure public parking within the parkade.

## **2.0 Executive Summary**

Newport Projects Corp. has applied for an Official Community Plan (OCP) amendment, a rezoning and a development permit for property located at 1763 Bellevue Avenue. The proposal is to redevelop this property with a seven-storey mixed residential and commercial building. There is a partial eighth level to accommodate mezzanine access to roof-top terraces. The first two levels provide for parking and ground-oriented commercial space fronting Bellevue Avenue.

Redevelopment of the site is guided by various OCP policies related to the Ambleside commercial area. Specifically for this site, Policy BF-C4.10 establishes the potential of a building of up to five storeys to offset the physical site constraints if appropriate community benefits are included.

The application has been reviewed by the public at a District-led community consultation meeting and through an online survey via WestvancouverITE. The consultations revealed that there is both support and opposition for the project. Those who are opposed are concerned with amending the OCP to allow a building beyond what is anticipated by the policy direction for this site (a building of up to five storeys), the related density, height and massing and that it could negatively alter context in Ambleside.

Supporters of the proposal felt that a mixed residential and commercial building at the height and density proposed was appropriate for the site, it would add to the vibrancy of Ambleside by supporting and contributing to revitalization, and would add needed public parking.

The Design Review Committee (DRC) reviewed the proposal at two separate meetings and recommended support for the project, with a recommendation to re-consider the driveway access to the parkade via Bellevue Avenue. As public parking is a part of the recommended public benefit, the driveway access from Bellevue was retained.

In summary, notwithstanding some community concern related to the project, through the overall assessment of the project including the level of public consultation and detailed review, staff support the proposed mixed residential and commercial building and recommend that the project proceed to a public hearing. The development would contribute toward vitality and revitalization of Ambleside, diversify housing options, and would add public parking within the Village core.

It is recommended that the application be referred to a public hearing and concurrent public meeting on July 18, 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 and a Housing Agreement.

The *Land Title Act* authorizes the Owner to grant an easement (a statutory right-of-way) and register a covenant against the land in favour of the District.

#### *Official Community Plan (OCP)*

An OCP amendment is required as the applicant is proposing a building greater than the five storey building that is contemplated by Policy BF-C4.10. Development of the site is also subject to a Development Permit in accordance with Guidelines BF-C3.

#### *Zoning Bylaw*

The site is zoned CU3 (Community Use Zone 3). A rezoning is required.

### **4.0 Background**

#### **4.1 Previous Decisions**

At the June 22, 2015 Council meeting Council passed the following motion:

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THAT Official Community Plan Amendment, Rezoning and Development Permit No. 14-052 for 1763 Bellevue Avenue (Masonic Hall) advance in the application review process; and that staff bring forward the following for Council consideration:

- a) proposed bylaws to amend the Official Community Plan and Zoning Bylaw, and a proposed Development Permit;
- b) draft covenants to prevent rental restrictions of the residential strata units; to secure the public parking component as part of the development package; and other community amenities as required; and
- c) a Phased Development Agreement Bylaw to secure a Community Amenity Contribution.

At the December 15, 2014 Council meeting Council passed the following motion:

1. Community Consultation on Official Community Plan Amendment, Rezoning and Development Permit No. 14-052 for 1763 Bellevue Avenue take the form of consideration by the Design Review Committee and North Shore Advisory Committee on Disability Issues and a public meeting with direct notification provided to the properties shown on the map attached as Appendix C to the staff report dated November 26, 2014 and a notice of the public meeting be posted on the District website; and
2. Following the community consultation on the development proposal for land at 1763 Bellevue Avenue, staff report back to Council on the results of the consultation, and provide a complete review of the development proposal and recommended next steps.

4.2 History – not applicable.

## **5.0 Analysis**

5.1 Discussion

### **Site Context**

The 1,132.5 square metre (12,190 sq ft) site is located on the north side of the 1700 Block of Bellevue Avenue, within the Ambleside Village Centre. It is currently developed with a two-storey building (formerly the Masonic Hall) that was constructed in 1950. The site has surface parking at the front and rear of the building and there are two driveways onto Bellevue Avenue as well as access via Ambleside Lane to the north (Figure 1). The site is within short walking distance to commercial services, shopping, transit and John Lawson Park.





Figure 2a: BC Hydro Substation to the south



Figure 2b: Subject site and adjacent highrise

## **The Proposal**

The proposal is for a seven-storey (plus mezzanines and elevator overruns) mixed residential and commercial building (Figure 3). Technically it is eight storeys for the purposes of how the zoning bylaw defines storeys, although the eighth storey is a partial level to allow access to roof top terraces.

Key features of the proposal include:

- 20 residential units (3,092 square metres or 33,300 square feet);
- 270 square metres (2,900 square feet) of ground-oriented commercial space;
- A maximum building height of 25 metres (82 feet) measured from the average curb elevation on Bellevue Avenue;
- 57 parking spaces:
  - 15 public parking spaces (secured via a covenant);
  - 6 commercial spaces:
    - 2 “unreserved” spaces for customer parking; and
    - 4 “reserved” spaces for commercial tenants;
  - 34 residential spaces;
  - 2 residential visitor spaces; and
- A Floor Area Ratio (FAR) of 2.8.



Figure 3: Perspective Rendering (looking northwest)

The building consists of ground-oriented commercial space on Bellevue Avenue, three levels of parking (one of which is completely underground) and five levels of residential use. A partial eighth storey allows for mezzanine access to roof-top terraces for the penthouse units. The building has a total floor area of approximately 3,362 square metres (36,188 square feet).

The 57 parking spaces are divided over three levels of parkade:

- P1 Parking (Upper)
  - Access from Ambleside Lane to 20 secured residential parking spaces.
- P2 (Lower/Ground)
  - Access from Bellevue Avenue to 17 parking spaces for:
    - 15 public; and
    - 2 “unreserved” commercial spaces (customer parking).
- P3 (Underground)
  - Internal parkade access from P2 to 20 secured parking spaces for:
    - 14 residential;
    - 2 residential visitor; and
    - 4 “reserved” commercial spaces (business owners/employees)

Areas are provided for storage and bike and scooter parking within the parkade and will not be used in calculating parking requirements.

The slope of the land is utilized to achieve the upper and lower/ground level parking levels, while the third level is completely underground. While the arrangement of split-level parking on P1 and P2 does not decrease the massing of the building (as much of it will be visible), it increases the efficiency of the parkade to avoid excess internal ramping. The exposed areas of the parkade are finished natural stone at the Bellevue Avenue frontage which wraps around a portion of the sides, transitioning into a painted concrete finish.

There are nine residential unit styles, which range in floor area from 1,136 square feet (two bedroom units) to 1,560 square feet (three bedroom units plus mezzanine), with an average unit size of 1,220 square feet. The top residential units have mezzanine (loft spaces that form a partial eighth level) to access roof-top terraces.

All residential units are designed for Level Two adaptability, with the exception of one unit that is designed as Level Three adaptability to promote aging in place. The proposed development permit is attached as **Appendix I** (with the development booklet attached as Schedule A).

## **Project Evaluation**

### **1. Overall**

The proposal aligns with OCP objectives of supporting renewal and economic development in Ambleside, adds to the diversity of available housing stock, and consistent with OCP objectives, would add public parking. However, the proposal does not align with the policy direction specified for the site under BF-C.4.10 as the applicant has proposed a building of more than five storeys.

The proposed land use includes residential, retail and personal services, plus a variety of other commercial uses to broaden available commercial tenants. The proposed uses are consistent with the mixed land use pattern occurring in Ambleside, which is encouraged by the OCP. It would contribute to greater housing diversity by offering a variety of unit types and sizes as well as prohibit rental restrictions, enabled through a Housing Agreement.

### **2. Existing Policy and Urban Design**

The site has specific policy direction to guide redevelopment. It is identified as being unique as it has adjacent site constraints of being located across the street from the hydro substation and next to a two-storey parking structure and tower. As such, policy direction identifies that the site could be redeveloped with a building of up to five storeys, should appropriate community benefit be brought forward.

The remainder of the block sees a variety of land uses (and zones) occurring, which is common throughout Ambleside. There are 16 different zones within Ambleside that contribute to the fabric of the community and that collectively provide for a variety of land uses, including commercial, residential, mixed commercial and residential, professional offices and services, gas stations, and restaurants. While the proposed CD55 zone would be unique to the site, it would allow for uses that are permitted throughout Ambleside, although in the form of a higher building to allow it to respond to the unique site constraints.

Exterior materials include natural stone cladding, rendered concrete and overhead steel and glass canopies along Bellevue Avenue. There are public art components next to the residential lobby entrance and integrated into the overhead garage door to the parking level accessed from Bellevue Avenue – the concept is a salmon feature to acknowledge the site's proximity to Lawson Creek<sup>1</sup> and the waterfront.

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<sup>1</sup> Lawson Creek is directly west of the in an underground culvert (beneath the adjacent highrise) and emerges on the south side of Bellevue Avenue.

Residential and commercial access to the building is separated. Residents (and their visitors) and commercial employees/business owners would park in the secured areas and enter through the lobby. The public and commercial customer parking spaces are accessed from Bellevue Avenue from the lower/ground parking level to the street.

Mechanical, electrical, storage, and bike and scooter parking rooms are located within the parkade. An enclosed garbage and recycling room is off the lane, which is considerably larger than the minimum floor area recommended by Metro Vancouver to ensure adequate space in new buildings<sup>2</sup> for such use.

Frontage improvements include elimination of the double driveway to the existing surface parking lot onto Bellevue Avenue. Vehicles parked in the existing parking lot must back out across the sidewalk. Access to the lower and underground parkade levels would be from the south of the site and a new sidewalk would be installed that is in keeping with the Ambleside Streetscape Standards. This arrangement provides the opportunity to improve the pedestrian experience, plant new trees and increase the amount of boulevard landscaping.

### *Public Input*

Concern has been raised that the proposed development could be seen as eroding the village fabric of Ambleside through undermining the spirit of the OCP (resulting from the proposed amendment) or as encouraging “spot zoning” within the community. Opponents of the development feel that the project should comply with existing OCP policy, that the building should not be greater than five storeys and that a larger building could erode the Village atmosphere of Ambleside. The number of storeys and height of the building were seen as being a negative contribution to the area, that it would block views and possibly sunlight for surrounding residents and businesses. There were concerns over spot zoning the site that it could signal an acceptance of further land use changes or taller buildings within Ambleside, and would result in a loss of ‘Community Use.’

Supporters of the development feel that the project will positively impact Ambleside through new investment and will provide residential and commercial units, which would contribute to the vibrancy and revitalization of the area. Supporters were less concerned with the perceived loss of ‘Community Use’ as the site is privately owned and underutilized, and placed greater value on the proposed public parking and overall redevelopment benefits it would bring to Ambleside.

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<sup>2</sup> Metro Vancouver’s “Technical Specifications for Recycling Amenities in Multi-family and Commercial Developments” (May 2015) would recommend approximately 31 sq ft for this proposal; a garbage and recycling room of 160 sq ft is proposed.

In summary, land use in Ambleside is not singular; it is made up of a variety of uses that contribute to the fabric of the community. Variety adds to the vibrancy and economic stability of a community and creates interesting places which foster a sense of place.

Staff support the proposed building as it fits contextually within the fabric of Ambleside in terms of land use, height, and density, and would contribute toward objectives of revitalization, economic investment, housing diversity and added public parking.

### **3. Design Review Committee & Accessibility Committee**

The Design Review Committee (DRC) considered the proposal at its February 19, 2015 and March 26, 2015 meetings. The DRC recommended support of the application, as detailed in the June 9, 2015 Council report.

The North Shore Advisory Committee on Disability Issues (ACDI) reviewed the proposal at its February 12, 2015 meeting and generally supported the application, as detailed in the June 9, 2015 Council report.

### **4. Parking and Access**

#### Parking

Parking is identified as a community benefit in OCP Policy BF-C4.8 and BF-C4.10.

Specifically, securing the public parking as part of this development is identified as a benefit in the OCP. It would be located in a desired location give the site's proximity to John Lawson Park and surrounding commercial uses. It is also designed to be accessible, visible and safe and would be secured through a covenant.

There is currently no on-street (parallel) parking in front of the site due to the existing double driveway. Along with improved sidewalk and pedestrian conditions resulting from the elimination of these double driveways and the surface parking lot, there is opportunity to add two new on-street parking spaces on Bellevue Avenue for public use.

### Access

The applicant provided an Access Study as part of the application. The focus of the study was on the access to the site via Bellevue Avenue and Ambleside Lane (for vehicles and trucks) and to determine if upgrades to any nearby intersections was needed. The study found that access to the site will function appropriately and the District does not require any intersection upgrades as a result of the development.

In order to provide successful public parking as a community benefit, access must be visible, safe and easy to access. As such, it is proposed to reduce the existing double driveway access to a single driveway access from Bellevue Avenue to access the lower parkade levels. Allowing access from Bellevue Avenue will give the public parking benefit the best and safest exposure to enhance its use. Access from the Lane is provided for residents to the upper parking level.

### **5. Sustainability**

The development will be designed to LEED Gold standards. The applicant also proposes to pre-wire all levels of the parkade for Electric Vehicle (EV) charging stations, so that at a minimum one charger per unit can be installed if a future owner wished. In addition to this, the applicant will be installing one EV charging unit for public use (within the public parking area of the parkade). The requirement to provide the EV charging unit is secured via the parking covenant.

### **6. Growth Related Contributions**

#### Voluntary Community Amenity Contribution

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

Consistent with District policy and through a negotiated approach, the applicant offers a voluntary CAC of \$1,605,000 in cash in addition to the proposed public parking (estimated to be \$375,000). The contribution would flow into the District's amenity reserve account(s) to contribute to the financial capacity for future amenity projects as determined by Council. Staff recommend that the CAC be used to fund projects in the Ambleside area, including the Ambleside waterfront.

### Servicing

All servicing costs associated with the development are the responsibility of the developer, and are secured through a works and servicing agreement at the time of building permit. These are costs directly related to servicing the project, such as water line or sewer main upgrades.

In addition to direct servicing costs, the developer is responsible for Development Cost Charges (DCCs) (monies to offset costs related to new development). DCCs are calculated via a set formula and are payable at the building permit phase.

Both direct servicing costs and DCCs are in addition to voluntary amenity payments.

### Implementing the Project

In order to implement the project, a number of items require completion including approval of the proposed implementing bylaws and Phased Development Agreement (to secure the public benefit) and registration of the covenant.

#### Implementing Bylaws

The proposal requires an OCP and Zoning Bylaw amendments.

#### *Official Community Plan Amendment (**Appendix D**)*

Proposed "Official Community Plan Bylaw No. 4360, 2004, Amendment Bylaw No. 4874, 2016" would amend Policy BF-C4.10 to enable the redevelopment of the site with a mixed residential and commercial building, inclusive of public parking, not to exceed a density of 2.8 Floor Area Ratio and a height of 8 storeys (inclusive of the mezzanine level and elevator overruns).

#### **Zoning Bylaw Amendment (**Appendix E**)**

Proposed "Zoning Bylaw No. 4662, 2010, Amendment Bylaw No. 4875, 2016" would create the new Comprehensive Development Zone 55 (1763 Bellevue Avenue) that would reflect the development proposal. The proposed CD55 zone would regulate the land use based on the proposal.

#### Phased Development Agreement

The proposed Phased Development Agreement Authorization bylaw is attached as **Appendix F**.

#### Housing Agreement

This agreement serves to prohibit rental restrictions of the residential units by any strata of the building. This would allow people that owned a unit in the building the ability, at their own discretion, to rent out their unit. The proposed Housing Agreement Authorization bylaw is attached as **Appendix G**.

### Covenant

A covenant is proposed to secure 15 public parking spaces within the parkade accessed via Bellevue Avenue. The terms of the covenant will allow public access to the parking, permits the District to enter the premises to enforce any parking limits or infractions, and designates the location of the 15 parking spaces within the parkade.

The covenant also requires that the applicant install a minimum of one EV (Electric Vehicle) charging unit for use by the public while parking there. The applicant is also required to install signage related to the public parking (**Appendix H**).

## **6.0 The Process of Bylaw Consideration**

### 6.1 Consultation on the 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 Meeting:** As part of the consultation process established by the District, a public meeting was held on April 22, 2015. This event was attended by approximately 40 people and it allowed the public the opportunity 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 development plans and for the public to receive answers to their questions.
- **WestvancouverITE:** An online survey was available via the District website between April 7, 2015 to April 30, 2015. 109 responses to the questionnaire were received (103 online and 6 hardcopies received after the close of the online period). A summary of the responses received were summarized to Council in the June 9, 2015 Council report.
- **Website:** The District has hosted information about the proposal on its website.
- **Design Review Committee:** The DRC reviewed the project on February 19, 2015 and its refined version on March 26, 2015. The DRC has recommended support for the application.
- **Accessibility Committee on Disability Issues:** The ACDI reviewed the project at its February 12, 2015 meeting. The ACDI recommended support and recommended various items to further enhance accessibility.

- **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. 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 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 of a public hearing by Council, District staff will give notification of the public hearing consistent with District policy and legislated requirements to property owners and residents shown in the map attached as **Appendix B**. The proposed notification boundary exceeds the minimum 100 metre notification buffer for OCP amendments and rezoning applications. It is recommended that the notification area be expanded given the location of the site and the height of the proposed building.

Concurrent with the public hearing Council provides an opportunity for those who consider they are affected by the proposed Housing Agreement, parking covenant and development permit to make written and/or oral representations to Council<sup>3</sup>.

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<sup>3</sup> The *Local Government Act* requires a public hearing be held on the proposed amending bylaws to the Official Community Plan and Zoning Bylaw, and on the Phased Development Agreement. Although the Housing Agreement Authorization bylaw is not subject to a public hearing to permit the District to enter into this agreement, it is presented along with the development package (as is the proposed section 219 covenant and the development permit) at the concurrent public meeting.

After the closure of the public hearing 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 (the parking covenant and housing agreement) at Land Titles Office will be required as described in this report. The voluntary CAC is secured through the adoption of the Phased Development Agreement Authorization Bylaw (and its enforcement covenant).

#### 6.5 Public Engagement and Outreach

See Section 5 and Section 6.1.

#### 6.6 Other Communication, Consultation and Research

Planning staff has consulted with District staff from various departments including: engineering (transportation and utilities); development engineering; and permits and inspections. The applicant has worked with staff to resolve each departments noted comments and is satisfied with the proposal, subject to further detailed reviews during the building permit phase should the proposal be approved.

### 7.0 Option

#### 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 the public during a District-led consultation meeting. The proposal will help to achieve OCP objectives by contributing to housing diversity and revitalization in Ambleside. 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 the rezoning application has concluded that the proposal is appropriate in terms of land use, density and height. The proposed mixed residential and commercial building will contribute to economic investment in Ambleside, add to housing diversity within the Village core, and will assist with achieving revitalization goals. Further, if approved, this application would add new public parking to a busy area within Ambleside and would promote 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.



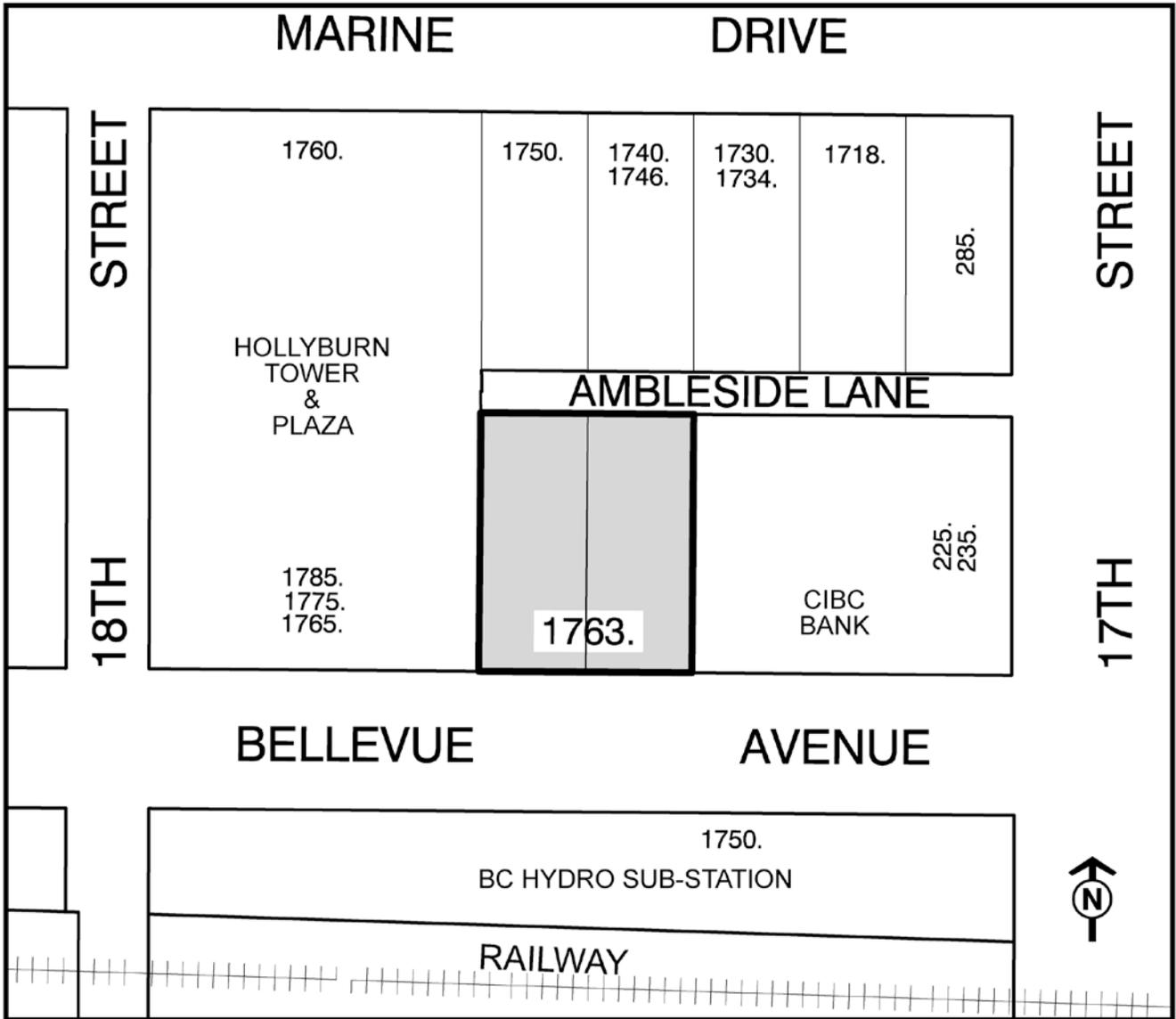
Author:

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Lisa Berg, Senior Community Planner

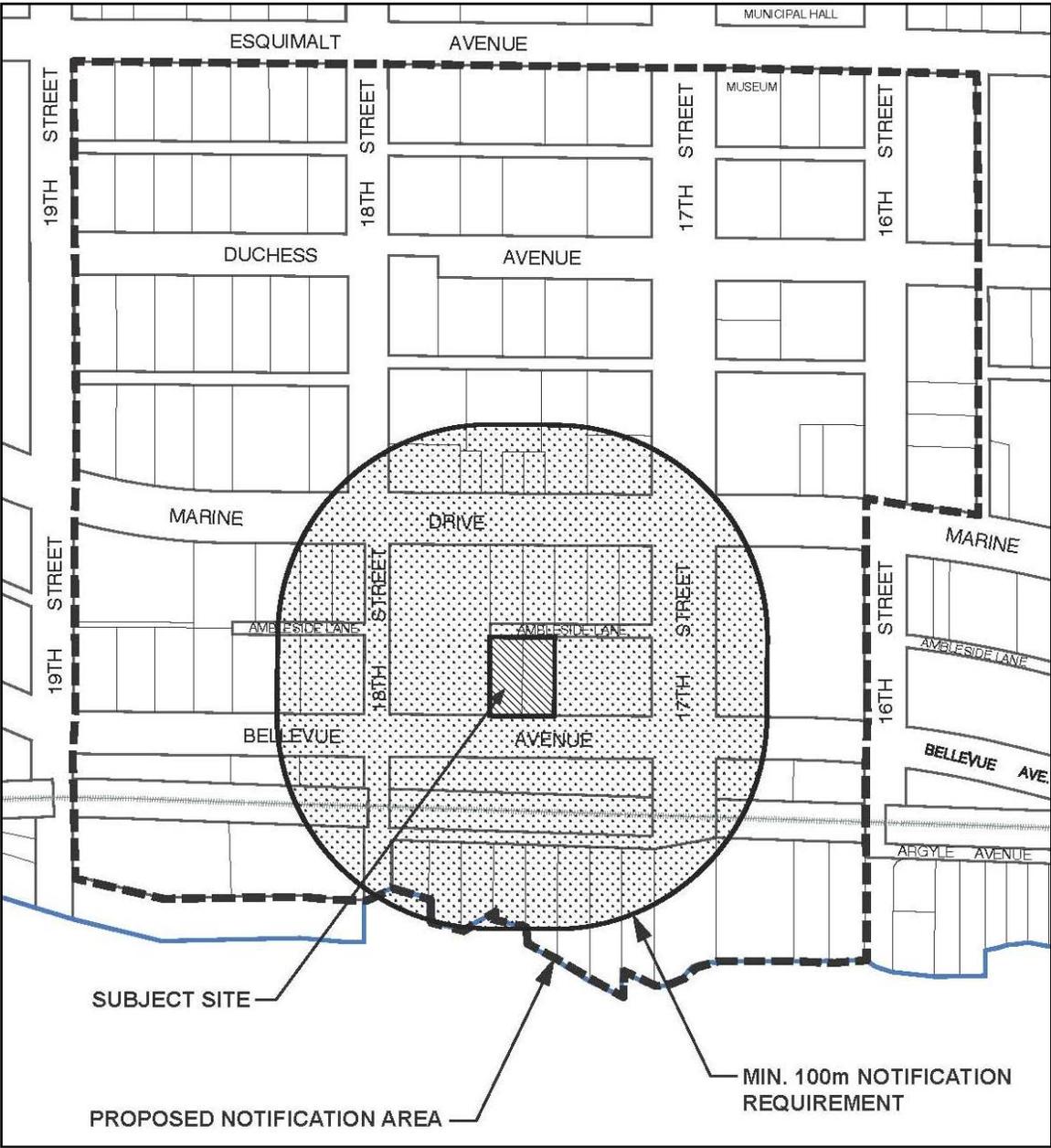
### Appendices:

- A. Context Map
- B. Proposed Notification Boundary Map
- C. Project Profile
- D. Official Community Plan Bylaw No. 4360, 2004, Amendment Bylaw No. 4874, 2016
- E. Zoning Bylaw No. 4662, 2010, Amendment Bylaw No. 4875, 2016
- F. Phased Development Agreement Authorization Bylaw No. 4876, 2016
- G. Housing Agreement Authorization Bylaw No. 4904, 2016
- H. Public Parking Covenant
- I. Development Permit No. 14-052 (with development booklet attached as Schedule A)

**APPENDIX A**  
**Context Map**



# APPENDIX B Notification Boundary Map



## APPENDIX C

### Project Profile (at May 12, 2016)

<b>Project:</b>	<b>Masonic Hall</b>
<b>Application:</b>	Development Permit No. 14-052
<b>Applicant:</b>	Newport Developments Corp. (Francis Connolly)
<b>Architects:</b>	Karl Gustavson & Dan Parke
<b>Landscape Architect:</b>	Maruyama & Associates
<b>Property Address:</b>	1763 Bellevue Avenue
<b>Legal Descriptions:</b>	Lots 12 & 13 Block R District Lot 775 Plan 4140
<b>PIDs:</b>	011-788-461 & 011-788-496
<b>OCP Policy:</b>	BF-C3 Ambleside Village Centre
<b>Guidelines:</b>	BF-C3 Ambleside Village Centre Development Permit Area
<b>Zoning (Existing):</b>	CU3 (Community Use 3)
<b>Zoning (Proposed):</b>	CD (Comprehensive Development)
<b>Proposal:</b>	7-storey + mezzanine (partial 8th) mixed-use

**Site Area:** 12,190 sq ft (1,132.5 sq m)

#### Bylaw Analysis:

Provision	Bylaw (CU3)	Proposed (CD55)	Notes
FAR	n/a	2.8	
Height	13.7 m (45 ft)	25 m (82 ft)	Measured from average curb elevation on Bellevue Avenue
Number of Storeys	3	7 + mezzanine (partial 8th)	<ul style="list-style-type: none"> <li>2 above-ground parkade levels includes: one floor ground level commercial (and internal mezzanine space) and residential lobby, and 5 residential levels plus 1 mezzanine level (partial 8th)</li> <li>Mezzanine considered a story in the Zoning Bylaw (partial 8th)</li> </ul>
Site Coverage	n/a	100%	
LUC/DAA Area	No		
DP Area	Yes (Ambleside Development Permit required)		
Heritage	No		
<b>Yards:</b>			
Front Yard (south, Bellevue Avenue)	7.6 m	0 m	CD55 zone
Rear Yard (north, Ambleside Lane)	2.3 m	0 m	
Side Yard (east)	0 m	0 m	
Side Yard (west)	0 m	0 m	

## APPENDIX C

### Project Profile (at May 12, 2016)

Parking:			
# of spaces	1:9.5 m <sup>2</sup> assbly 1:37.5 m <sup>2</sup> gfa less assbly	47 (1:84 m <sup>2</sup> res, 1:37 m <sup>2</sup> comm)	<ul style="list-style-type: none"> <li>• 57 spaces in 3 levels of parkade:               <ul style="list-style-type: none"> <li>○ 36 residential (inc. visitor parking)</li> <li>○ 6 commercial</li> <li>○ 15 public</li> </ul> </li> <li>• Proposed parking consistent with Ambleside parking standards (AC1 Zone)</li> <li>• 1 space variance to exempt bike/scooter storage from parking calculations (CD55 zone)</li> </ul>
Engineering:			
Rock Removal	n/a	n/a	
Max Ramp Slope	5%	5%	Complies
Roads	Traffic Access Study required, including truck turning templates		
Sanitary	Bellevue Connection to Lot 13 (west lot)		
Storm	None to site; adjacent to underground culvert (Lawson Creek) on next property		
Water	Bellevue Connection to Lot 12 (east lot)		
ROW's	None registered		
Subdivision	Lot consolidation required at BP		
Traffic Signaling	n/a (mid-block site)		
Covenants	None registered		
Ambleside Streetscape Standards	Complies. See Landscape plans.		