

DISTRICT OF WEST VANCOUVER

750 17th STREET, WEST VANCOUVER, BC V7V 3T3

COUNCIL REPORT

Attachments for item
provided under separate cover

Date: November 26, 2014 File: 1010-20-14-052
From: Lisa Berg, Senior Community Planner
Subject: **Official Community Plan Amendment, Rezoning and Development
Permit Application No. 14-052 for 1763 Bellevue Avenue (Masonic Hall)**

RECOMMENDED THAT:

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 Accessibility 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 the 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.

Purpose

The purpose of this report is to:

- provide Council with preliminary information regarding an Official Community Plan amendment, rezoning and a development permit application to redevelop 1763 Bellevue Avenue (see Appendix A – Context Map) with a mixed-use (commercial and residential) building;
- outline the proposed consultation process; and
- seek Council direction to consult with the community on the suitability of the development proposal for further consideration, as required under the *Local Government Act*.

Executive Summary

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

The proposal is to rezone the site from Community Use to allow for the proposed mixed-use building with a Floor Area Ratio (FAR) of 2.6. The building includes 132.5 square metres (1,426 square feet) of ground floor commercial space, 20 residential units on five levels, and 47 parking spaces in the parkade for use by the commercial units, the residents and the public.

Redevelopment of the site is guided by various Official Community Plan (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 to allow uses such as a stand alone office building, seniors housing and ground level community use, or added public parking. The applicant proposes to include eight public parking spaces within the parkade as part of the project. The project will be subject to a Community Amenity Contribution analysis as part of OCP amendments and rezoning applications.

Staff has completed a preliminary review of the requested OCP amendment, rezoning and development permit and consider a mixed-use building appropriate for the site and Ambleside. Aligned with community goals to encourage mixed-use buildings in Ambleside, the building would create an additional 20 housing units that would appeal to downsizers and add public parking within the central Village area. A broader discussion with the community is warranted on the proposed land use change, height and number of storeys that is proposed, given that it exceeds the number of potential storeys identified within the OCP.

Should Council support the staff recommendation outlined in this report, the application would be referred to the Design Review Committee (DRC), the North Shore Accessibility Committee on Disability Issues (NSACDI) and be presented at a Community Consultation Meeting. Staff would then report back to Council on the outcome of the consultations and seek further direction on next steps.

1.0 Background

1.1 Prior Resolutions – none.

1.2 History – none.

2.0 Policy

2.1 Official Community Plan (OCP)

There are a number of applicable OCP policies that directly relate to this development proposal. Most of these policies were first developed as part of the Ambleside Village Centre Strategy and then added to the OCP in July 2008.

The thrust of the Strategy is to reinforce the role of Ambleside as West Vancouver's Village Centre. Action items to achieve this goal include methods to: create a compact, more intense, convenient and interesting commercial area; supporting vibrant and attractive commercial services; and emphasizing the unique attributes of the area, including its growing role as a home for civic and cultural activities.

Policy BF-C4.10 was included during the Village Strategy to acknowledge the unique redevelopment challenges facing the Masonic Hall. The policy reads:

The current Masonic Hall site located at 1763 Bellevue Avenue is somewhat isolated adjacent to the parking structure of a high rise building and across the street from a major hydro substation. Consider allowing a building of up to five storeys to allow uses that could offset the location constraints and add to the community such as a stand alone office use, seniors housing and ground level community use, or added public parking.

The OCP suggests a height up to five storeys to allow for a building that could deal with the site constraints of being located across the street from a major BC Hydro substation and next to a two-level parking structure for the adjacent 18-storey high rise apartment building. The policy reads that alternative site uses could be explored, such as office or seniors' housing, or public parking in exchange for a building up to five-storeys in height. The applicant proposes to include public parking as part of a mixed-use building proposal, although proposes to construct a higher building.

Policy BF-C4.8 reinforces the desire to obtain parking facilities that complement and enhance the Ambleside Village Centre, including the securing of additional public parking as part of new developments.

Policy BF-C4.9 encourages the inclusion of rental and accessible units as part of rezoning applications or new buildings. All of the 20 proposed residential units are designed for Level 2 adaptability¹ to allow for ageing in place.

¹ There are three levels of adaptability in addition to the Barrier-Free requirements of the Building Code: **Level One** consists of basic design and features, and is required in all multiple unit buildings with common corridors. **Level Two** and **Level Three** provide for a greater range of adaptability: Level Two is intended to provide persons who require a mobility aid with the means to move in and out of the building, common areas and the adaptable design unit, as well as facilitate the use of their bathroom. Level Three

An OCP amendment is required as the applicant is proposing a building of more than the five storeys contemplated in the OCP. In addition, as the site is located within the Ambleside Village Centre, a Development Permit is required to accommodate the proposal.

2.2 Zoning Bylaw

The site consists of two legal lots and is zoned CU3 (Community Use Zone 3). A rezoning is required to facilitate the proposal. Should the application advance to the bylaw stage, it is proposed that the site be included within a Comprehensive Development (CD) zone. This would be a “site specific” zone only applicable to this property.

3.0 Analysis

3.1 Discussion

The Proposal

The proposal is for a seven-storey mixed-use building. With an additional mezzanine access to the roof. Key features of the proposal include:

- A Floor Area Ratio (FAR) of 2.6.
- Seven-storey mixed-use building and a height of 30.3 metres (99.25 ft).
- 47 parking spaces.

The building consists of ground-oriented commercial space on Bellevue Avenue, two levels of parking and five levels of residential use. A partial eighth level allows for mezzanines to access roof-top terraces for the penthouse units. The building has a total building floor area of 3,445 square metres² (37,080 square feet) consisting of:

- 132.5 square metres (1,426 square feet) commercial space; and
- 3,312 square metres (35,654 square feet) of residential areas consisting of:
 - 20 units total: five levels of residential with four units per floor; and
 - storage, bike and scooter parking areas within the parkade.

The 47 parking spaces are divided over two split-levels of parkade:

- P1 Parking (Upper):
 - Access from Ambleside Lane to 25 secured residential parking spaces.

increases adaptability, providing full access in all unit spaces. (Source: City of North Vancouver Adaptable Design Guidelines, Dec 2010.)

² Excludes parking.

- P2 Parking (Lower):
 - Access from Bellevue Avenue to 22 parking spaces for:
 - 8 public;
 - 4 commercial;
 - 8 residential (within a secured area on this level); and
 - 2 residential visitor.

The slope of the land is utilized to achieve the split parking levels. While the split-level parking does not decrease the massing of the building (as much of it will be visible), it increases the efficiency of the parkade as internal ramping is not required. It also avoids water table issues associated with deep excavation in this area.

There are four residential unit styles, which range in floor area from 1,136 square feet to 1,418 square feet. The top residential units have mezzanines (loft spaces that form a partial eighth level) ranging from 113 to 142 square feet each. These are internal spaces that provide access to roof-top terraces. All of the units are oriented to the south to take advantage of views and sunlight and include “Nana³” walls to emphasize indoor/outdoor living.

Exterior materials include natural stone cladding, rendered concrete and overhead steel and glass canopies along Bellevue Avenue. There is a public art component along the Bellevue Avenue frontage. The concept is a salmon panel feature to acknowledge the site’s proximity to Lawson Creek and the waterfront. Lawson Creek is directly west of the site, in an underground culvert running beneath the adjacent high rise parkade and commercial plaza.

Residential and commercial access to the building is separated. Residents would park in the secured areas of the parkade and enter a residential lobby. The commercial and public parking spaces are accessed from Bellevue Avenue from the lower parking level to the street.

Mechanical, electrical, storage and bike and scooter parking rooms are located within the parkade. An enclosed garage and recycling room is off the lane, which exceeds the minimum floor area recommended by Metro Vancouver to ensure adequate space in new buildings⁴ for such use.

³ “Nana” walls are a brand of exterior bifold doors and folding glass wall systems that provide flush threshold access to outdoor areas.

⁴ Metro Vancouver’s “*Technical Specifications for Recycling Amenities in Multi-family and Commercial Developments*” would recommend approximately 130 sq ft for this proposal; a garbage and recycling room of 160 sq ft is proposed.

Frontage improvements include elimination of the double driveway to the existing surface parking lot onto Bellevue Avenue. Access to the lower parkade would be from the west 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 street trees and increase the amount of boulevard landscaping.

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 with its elimination, there is opportunity to provide two new on-street parking spaces on Bellevue Avenue for public use.

See Appendix B for the complete Project Profile.

Site Context and Features

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

The site is surrounded by a variety of multi-family, commercial and office uses. Adjacent land uses include:

North	Ambleside Lane with one to three-storey commercial buildings containing various businesses (Home Hardware, Starbucks, etc.)
South	Bellevue Avenue with a major BC Hydro substation across the street (56 ft to the top of the hydro structures)
East	A surface parking lot behind a one-storey commercial building at the corner of 17th Street and Bellevue Avenue (CIBC & retail)
West	A two-storey parking structure and commercial plaza connected to an 18-storey rental apartment building (Hollyburn Plaza & Tower)

Staff Review

Site Context & Land Use

The site is located on the north side of the 1700 Block of Bellevue Avenue, which is characterized by mixed-use, commercial and residential buildings in the surrounding area. The buildings vary in massing, articulation and heights: the site is flanked by a one-storey commercial building and a surface parking lot to the east and an 18-storey residential tower with a double podium of parking, commercial and office uses (Hollyburn Plaza).

Directly across the street is a major BC Hydro substation, with structures that reach 56 feet in height. John Lawson Park is beyond. A large electrical transformer box is situated at the northeast corner of the site and cannot be relocated.

The proposed mixed-use building would contribute to housing options within the Ambleside Village Centre and economic development with the added commercial space. The proposal is aligned with many policies within the OCP, specifically Policy BF-C2. This policy encourages mixed commercial and residential development within commercial areas, with commercial frontage at street level where appropriate.

The proposal is not consistent however with Policy BF-C4.10; a seven-storey building plus a partial eight level is proposed, whereas the OCP contemplates a five-storey building. Discussion with the community is warranted to determine if a building beyond five-storeys is appropriate, and if the amount of public parking as part of a mixed-use building proposed justifies an amendment to the OCP.

While the site is within the Ambleside Village Centre, it could be considered secondary commercial space as it not located along Marine Drive, and is on the edge of a multifamily residential area to the west. Due to this location, there have been challenges of tenanting commercial spaces along this block of Bellevue Avenue. However, a modest commercial space that is flexible in size and use could be successful, given the site's close proximity to John Lawson Park.

The proposed mixed-use building is a land use fit within Ambleside. It adds residential use to the Ambleside Village Centre, which would directly support surrounding businesses and public transportation. The commercial space has traditional store front appeal and could be designed with flexibility in mind: conversion to office or arts uses should it prove difficult for commercial tenancy. It is also designed so that it could be split into two separate units in order to create smaller spaces, which can be difficult to find in Ambleside.

Access & Traffic

It is proposed that vehicular access to the site would be split from Bellevue Avenue and Ambleside Lane on two levels of parking. There is no internal vehicle access between the two parking levels. The public, a portion of the residents, visitors and the commercial units would have access to the ground floor parking level from Bellevue Avenue. The remainder of the residents would access the site from the rear lane, to the upper level of parking.

The applicant has supplied an access study prepared by a professional transportation engineer. Given that the proposed volume of traffic is not considered to be significant from a traffic engineering point of view (averages 1 vehicle movement in every 4 minutes during the peak afternoon hour), a Traffic Impact Assessment (Traffic Study) is not triggered⁵.

As such, DWV engineering staff requested that the report focus on access to the site, and included Ambleside Lane, 17th Street to the east and Bellevue Avenue to the south within the study area. The report concludes that the existing intersections in the study area would operate at the highest level of functioning with the proposed development, with no required operational or other improvements.

A review of Ambleside Lane determined that existing medium and large trucks (i.e. garbage and delivery) must back in or out of the lane to access the existing properties it serves, and can do so with no conflicts. Fire rescue would respond to the Bellevue Avenue frontage. The report also concludes the proposed amount of parking is adequate.

Parking

The proposed amount of parking is consistent with Zoning Bylaw parking ratios for Ambleside: 1 space per 400 square feet of commercial floor area and 1 space per 900 square feet of residential floor area. This ratio would require a minimum of 39 parking spaces, whereas 47 parking spaces are proposed. The eight excess parking spaces would be for public use and be secured through a Section 219 covenant in perpetuity. The length of parking times (i.e. 2-hour, etc.) for the public spaces have not yet been determined.

A minor variance related to parking is requested relative to the inclusion of bike storage areas in the parking calculation. See section (below) on variances for a more detailed description.

Given the location of the building, the provision for public parking in the parkade, the creation of two additional on-street parking spaces on Bellevue Avenue, and that the amount of parking meets Zoning Bylaw requirements, staff is supportive of the proposed amount of parking.

Built Form & Height

⁵ Provincial requirements for a Traffic Impact Assessment is when 100 vehicles or more during the design hour (peak period) are expected; the proposed development would add 15 vehicles per hour.

The proposal is informed by the unique street character along the 1700 Block of Bellevue Avenue and attempts to respond to these aspects through use and design. The scale of the proposed building took the adjacent buildings and the substation into consideration during the design process, in addition to addressing upland views.

The five levels of residential sit on top of a two-level podium, designed to respond to the harsh conditions of the adjacent parkade and substation. It serves to raise the residential levels up from the street, enabling them to respond more positively to the constraints of the site. The goal is to address liveability and privacy issues by strategically locating the decks on angles. This floor pattern emphasizes views to the south and lends to articulation of the building. The roof-top mezzanines are stepped back from the building edges and the flat roof design provides opportunity to respect surrounding views.

The proposed building will have view impacts, particularly for residential buildings in the vicinity of the site; namely the adjacent high rise rental building and multifamily buildings north of Marine Drive on the 1600 and 1700 Blocks. To mitigate the impact of the building height, the following strategy has been brought forth:

- Use of contemporary architectural language in keeping with West Coast design.
- Articulated building with creative angled edges to avoid blank walls;
- Flat roofs and modest mezzanine areas to minimize view impacts from surrounding areas;
- Using high quality building finishing materials including natural stone veneer; and
- Landscaping of the terraced elements of the building including the parkade podium and roof-top patio edges.

See Appendix D for the project proposal. The applicant has included various cross sections and view analyses in the development package to demonstrate site constraints, views and context.

Variances

The proposal includes two Zoning Bylaw variances: parking calculation exceptions and number of storeys.

Bike and scooter storage rooms are included in the parkade. Parking calculations are based on gross (total building) floor area, except parkades. This means all storage rooms and electrical rooms, hallways and vestibules, unit areas, etc. are included in the formula to determine how much parking is required. The applicant proposes to exclude the bike and scooter storage rooms from the calculation, as doing so would require an extra parking space for the building.

As such it would result in a decrease in the number of public parking by 1.

Rather than take a space away from the proposed public parking to fulfill this requirement, and given that these storage areas will accommodate alternative modes of transportation, staff is supportive of this minor variance request. Staff suggests that electrical outlets for electric bike and scooter charging be included within these storage rooms, and that a bike rack be included as part of the streetscape improvements.

The Zoning Bylaw considers the mezzanines a storey, although they do not constitute a full floor of living area and are exempted from certain Building Code criteria⁶. The mezzanines are meant to provide a modest amount of space on the roof top to access outdoor terraces for the penthouse units. As they are set back from the building edges to assist with view concerns and promote good urban living, staff is supportive of a variance for a mezzanine level. This recommendation is in keeping with similar mixed-use buildings previously considered by Council⁷.

Community Amenity Contribution

The District's amenity contribution policy takes into consideration the 'uplift' in land value resulting from a change in land use and an increase in density. Uplift is the value of the site at the base land use and density subtracted from the value of the site, ready for construction, at the higher density. The District targets 75% of the uplift value for negotiating community benefit contributions as part of OCP amendments and rezoning proposals. A Phased Development Agreement (PDA) will be required to secure the contribution.

Should the proposal advance beyond the initial community engagement proposed in this report, the District would commission a report on the analysis of uplift from rezoning in order to determine an applicable amenity contribution.

⁶ Mezzanines are not considered a storey under the BC Building Code when they do not exceed 10% of the floor area in which they are located. This exempts them from determining building height under a section of the code dealing with building fire safety.

⁷ For example: 2436 Haywood Avenue (approved March 2012) and 1495 Clyde Avenue (approved December 2013) varied the bylaw to allow their mezzanines to not be considered as a storey.

The proposal is not subject to the formula found within the Zoning Bylaw as the site is not within the Ambleside Centre Zones (AC1 or AC2), which allows for density bonusing upon payment of Amenity Units. An evaluation of uplift for this site is the applicable means of determining a community benefit contribution.

3.2 Sustainability

The applicant proposes to use LEED⁸ as the template for sustainable building construction and has targeted a point level for Silver. This score is evaluated under the “LEED for Homes - Midrise.” The scoring system for this LEED evaluation measures the overall performance of the building in eight categories:

	LEED Category	Total Points Available	Target Score⁹
1.	Innovation & Design	11	5
2.	Location & Linkages	10	9
3.	Sustainable Sites	22	11.5
4.	Water Efficiency	15	5
5.	Energy & Atmosphere	38	11
6.	Materials & Resources	16	5.5
7.	Indoor Environmental Quality	21	10
8.	Education & Awareness	3	0
	Total	136	57

The applicant has supplied a preliminary LEED checklist, detailing the scoring noted above. The point level will be certified by the consultant team but they are not seeking registration or certification. As the project evolves, the scoring will be updated; however, a minimum score of Silver is targeted.

Electric Vehicle (EV) charging stations are proposed. Council adopted a motion in June 2012 regarding EV charging as part of new developments that reads:

“All new multi-family development provide an appropriate number of dedicated EV plug-in outlets, ideally one for each unit, and new commercial developments over 1500 square metres (16,146 square feet) in floor area provide for an expansion for the public electric vehicle charging network.”

Roof top energy panels were considered during the initial design exercises for the building, but were not pursued prior to making an application. While there is merit in planning for and roughing in the systems for roof top energy panels (possibly for passive heating of domestic hot water or generating power for back-up emergency systems, etc.) for a future installation, the focus at this point has been on dealing with view impacts of a higher building.

⁸ LEED: Leadership in Energy & Environmental Design – is a set of rating systems for the design, construction, operation and maintenance of green buildings, homes and neighbourhoods. LEED uses a point system in various categories to achieve a targeted rating (Source: US Green Building Council.)

⁹ The category for Silver ranges from 52 to 66 points. The project will seek a minimum of 52 points, qualifying it for “Silver”, however the project team is targeting 57 points at this stage of development.

3.3 Consultation/Communications Process

Pre-application Meetings

Prior to submitting an application, the applicant held two public information meetings on March 13, 2014 and June 25, 2014. The purpose of these meetings was to introduce the project, share information on the designs, and obtain initial public comment. Approximately 500 notices were delivered to the surrounding area for each meeting, and 45 people attended the first meeting and 12 people attended the second meeting.

Discussions centred around the OCP policy suggesting a five-storey building for the site, the proposed building form and height, impact to surrounding views, parking and general land use, development and density within Ambleside. These meetings revealed that while there is concern over the proposed height of the building and its impact on views, support was heard for the public parking component and the inclusion of commercial space as part of the development.

Proposed Consultations

The *Local Government Act*, Section 879(1), requires that during an OCP amendment dealing with land use, opportunities that are considered appropriate by Council are to be provided for consultation with the community. Following the community consultation on the development proposal, staff will report back to Council on the results of the consultation, and provide a complete review of the development proposal and recommended next steps including additional consultation. Further, Council will be asked to consider whether the consultation taken place is appropriate prior to giving first reading of any potential OCP amendment or rezoning bylaws.

Staff recommends that community consultation take place on the current proposal in the form of consideration by the Design Review Committee and the Accessibility Committee of Disability Issues Committee and a public meeting.

Given the scope of the project and its location within the Village Centre, it is recommended that the notification boundary extend beyond the minimum 100 metre requirement. Staff recommends that notice of the public meeting be given to all owners and occupants within the defined area shown on the map attached as Appendix C. Notice will also be sent to the Ambleside and Dundarave Ratepayers and Business Association (ADRA).

3.4 Conclusion

Staff recommends that Council advance the application to Community Consultation, given that the project aligns with many of the policies contained within the OCP to encourage new mixed-use development in Ambleside, would

add public parking within the Village Centre, and that the site is appropriate for a mixed-use development.

Advancing the application to consultation would give the District an opportunity to discuss the proposal with the public, including the height, number of storeys and massing of the building, parking, and other aspects of the proposal. The application would also be referred to the Design Review Committee (DRC) and the North Shore Accessibility Committee on Disability Issues (NSACDI).

Staff would then report back to Council on the results of the consultations and seek direction from Council on next steps.

4.0 Options

(as recommended by staff)

A. District staff consult with the community on the development proposal for 1763 Bellevue Avenue;

(or, alternatively)

B. Request additional information (to be specified); or

C. Reject the application.

Author: 

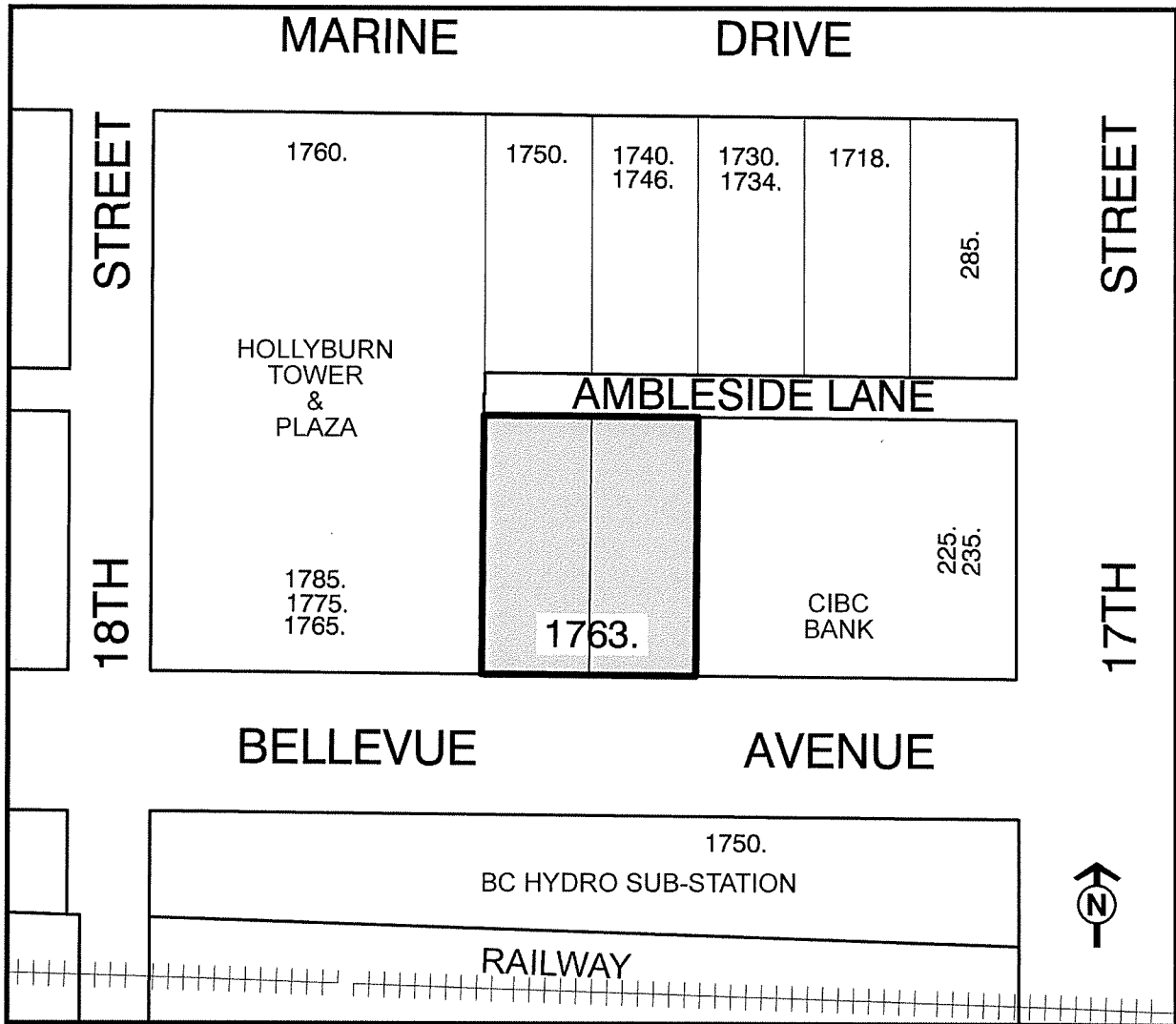
Lisa Berg, Senior Community Planner

Concurrence _____
Chris Bishop, Manager of Development Planning

Appendices:

- A – Context Map
- B – Project Profile
- C – Proposed Notification Area
- D – Development Proposal Booklet

APPENDIX A – CONTEXT MAP



1763 Bellevue Avenue (shown shaded)

APPENDIX B – PROJECT PROFILE

at November 26, 2014

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

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

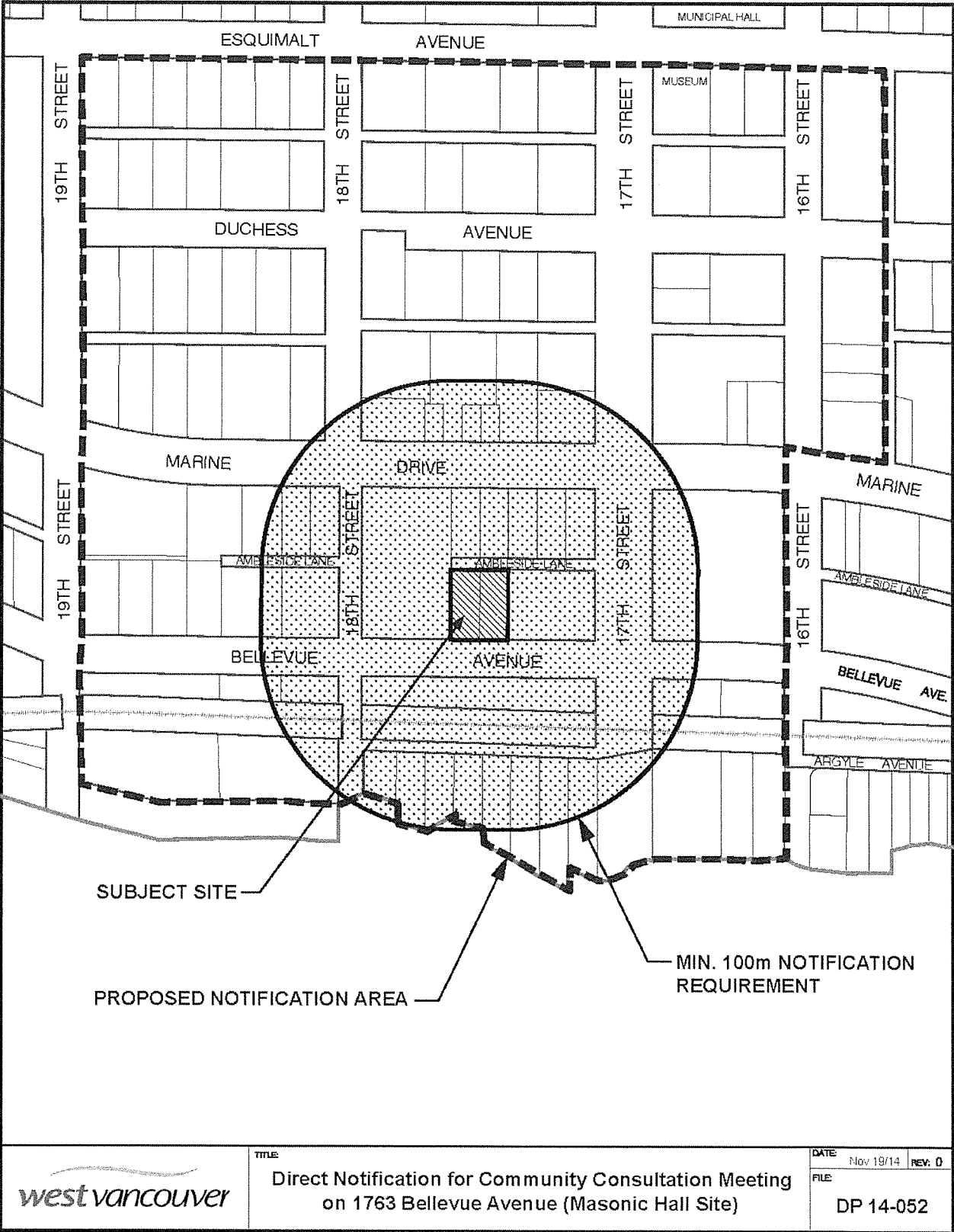
Bylaw Analysis:

Provision	Bylaw	Proposed	Notes
FAR	n/a	2.6	
Height	13.7 m (45 ft)	30.3 m (99.25 ft)	Measured to top of mezzanine parapet
Number of Storeys	3	7 + mezzanine (partial 8th)	<ul style="list-style-type: none"> OCP contemplates 5 storeys (BF-C4.10) 2 parkade levels (includes ground level commercial & residential lobby) + 5 residential levels + 1 mezzanine level (partial 8th) Mezzanine considered a story in the Zoning Bylaw (partial 8th), thus a variance to not include the mezzanines as a storey is required
<i>Site Coverage</i>	<i>n/a</i>	<i>100%</i>	
LUC/DAA Area	No		
DP Area	Ambleside Village Centre Development Permit Area (DPA BF-C3)		
Heritage	No		
Covenants	None registered		
Yards:			
<i>Front Yard (south, Bellevue Avenue)</i>	7.6 m	0 m	
<i>Rear Yard (north, Ambleside Lane)</i>	2.3 m	0 m	
<i>Side Yard (east)</i>	0 m	0 m	
<i>Side Yard (west)</i>	0 m	0 m	

APPENDIX B – PROJECT PROFILE *(continued)*

Parking:			
<i># of spaces</i>	1:9.5 m ² assembly use, <i>or</i> 1:37.5 m ² gfa if bldg not used for assembly	47 (1:84 m ² res, 1:37 m ² comm)	<ul style="list-style-type: none"> • 47 spaces in 2 levels of parkade: <ul style="list-style-type: none"> ○ 35 residential (inc. visitor parking) ○ 4 commercial ○ 8 public • Proposed parking consistent with Ambleside parking standards (AC1 Zone) • 1 parking space variance to exclude bike/scooter storage areas from parking calculations
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)		
Ambleside Streetscape Standards	Complies. See Landscape plans.		

APPENDIX C – PROPOSED NOTIFICATION AREA



west vancouver

TITLE
 Direct Notification for Community Consultation Meeting
 on 1763 Bellevue Avenue (Masonic Hall Site)

DATE: Nov 19/14 REV: 0
 FILE:
 DP 14-052