
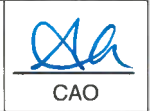


<u>COUNCIL AGENDA</u>	
Date: <u>JUNE 22, 2015</u>	Item # <u>6.</u>

 Director	 CAO
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DISTRICT OF WEST VANCOUVER
750 17th STREET, WEST VANCOUVER, BC V7V 3T3

COUNCIL REPORT

Attachments for item 6.
provided under separate cover

Date: June 9, 2015 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. 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.

Purpose

The purpose of this report is to:

- Report back to Council with a review of the development plans based on the recommendations of the Design Review Committee meetings held on February 19, 2015 and March 26, 2015 and the North Shore Advisory Committee on Disability Issues Development and Inclusion Sub-committee meeting held on February 12, 2015;
- Advise on the outcome of a Community Consultation Meeting held on April 22, 2015;
- Advise on the results of the online questionnaire posted on WestvancouverITE from April 7 to April 30, 2015; and
- Determine the suitability of the development proposal for further consideration.

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 use building (see Appendix A – Context Map). 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 Bellevue Avenue.

The proposed rezoning of the site from Community Use to Comprehensive Development would allow for a mixed commercial and residential building with a Floor Area Ratio (FAR) of 2.8. The proposal includes 2,904 square feet of ground-oriented commercial space fronting Bellevue Avenue, 20 residential units on five levels and 57 parking spaces in the parkade for use by the commercial units (staff and customers), the building residents and the public.

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 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 15 public parking spaces within the parkade as part of the project. Consideration of this proposal requires a review of Policy BF-C4.10 as to whether the project merits more than five storeys.

On December 15, 2014, Council directed that a Community Consultation Meeting be held and that the application be referred to the Design Review Committee (DRC) and the North Shore Advisory Committee on Disability Issues (ACDI). The DRC considered the application on February 19, 2015 where it recommended a resubmission to address concerns. The applicant revised the proposal and the application was resubmitted to the DRC at its March 26, 2015 meeting. The committee passed a recommendation of support subject to further consideration of investigating alternate community amenities (i.e. an alternative to public parking) that could eliminate the need for a driveway on Bellevue Avenue. The application was reviewed by the ACDI on February 12, 2015 and it supported the accessibility aspects of the proposal, with recommendations to further increase accessibility where possible.

On April 22, 2015, the District hosted a Community Consultation Meeting. The meeting was held at the Masonic Hall (subject property) and approximately 40 people attended. The meeting began with an open house, followed by presentations by staff (on process and required approvals) and the applicant. A question and answer period followed. The meeting revealed that there is both opposition and support 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 5 storeys); the related density, height and massing; and that it would negatively alter context in Ambleside as it could erode the 'Village' character of the area.

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

An online questionnaire was made available on WestvancouverITE from April 7, 2015 to April 30, 2015. It contained questions that touched on people's habits in Ambleside (what brings them there and how they arrive), and if they visit parks in the area, and asked specific questions about the proposed development. 109 questionnaires were completed; they reveal that 66.7% are supportive of the proposal and 30.4% are opposed to it¹.

Should Council support the staff recommendation outlined in this report, staff would prepare bylaws to amend the OCP and zoning bylaw, prepare a draft development permit and draft covenants (to prevent rental restrictions of the residential, to secure the public parking component, and secure any other public amenities). The application will be subject to a Community Amenity Contribution (CAC); a CAC would be would be presented as part of a Phased Development Agreement Bylaw, which is the legal instrument to secure CACs. When the draft bylaws and complete development package are presented to Council, Council may consider giving first readings to the proposed bylaws and set a date for a public hearing.

1.0 Background

1.1 Prior Resolutions

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 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.

1.2 History – none.

¹ Based on 67 online responses.

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 Ambleside Village Centre Strategy is to reinforce the role of Ambleside as West Vancouver's Village Centre and to provide a future "vision" for Ambleside. 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 site. 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 building height up to five storeys would be appropriate to allow for a building that could deal with the site constraints of being located across the street from the hydro station and next to a two-level parking structure, if appropriate community benefits are brought forward.

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 where construction of excess space is physically and economically feasible.

Policy BF-C4.9 encourages the inclusion of rental and accessible units as part of rezoning applications or new buildings.

An OCP amendment is required as the applicant is proposing a building of more than the five storeys.

Development of the subject property is also subject to a Development Permit in accordance with OCP Guidelines BF-C3.

2.2 Zoning Bylaw

The site consists of two legal lots and is zoned CU3 (Community Use Zone 3). This zone allows for a three storey building and a building height of 13.7 metres (45 feet).

Should the application advance to the bylaw stage, it is proposed that the site be rezoned to a Comprehensive Development (CD) zone. This would be a “site specific” zone and only applicable to this property (see a discussion about zoning in Ambleside on Page 17 of this report).

3.0 **Analysis**

3.1 Discussion

The Proposal

The proposal is for a seven-storey mixed commercial and residential building, with a partial eighth level to access roof-top terraces. Key features of the proposal are:

- A Floor Area Ratio (FAR) of 2.8.
- 7 storeys (plus mezzanine level).
- A building height of 77.13 feet (approximately 83 feet measured from the Bellevue Avenue curb).
- 57 parking spaces.
 - 6 commercial spaces:
 - 2 “non-reserved” spaces for customer parking; and
 - 4 “reserved” spaces for commercial tenants.
 - 34 residential spaces;
 - 2 residential visitor spaces; and
 - 15 public spaces.

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 mezzanines to access roof-top terraces for the penthouse units. The building has a total floor area of 36,187 square feet consisting of:

- 2,904 square feet of ground level commercial space (fronting onto Bellevue Avenue); and
- 33,283 square feet of residential area consisting of:
 - 20 units (four units per floor); and
 - storage, bike and scooter parking areas within the parkade.

The 57 parking spaces are divided over three parkade levels:

- 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 –non-reserved commercial (customer parking).
- P3 (Underground):
 - Internal parkade access from P2 to 20 secured parking spaces for:
 - 14 residential;
 - 2 residential visitor; and
 - 4 reserved commercial (business owners/employees).

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.

There are nine residential unit styles, which range in floor area from 1,136 square feet (two bedroom units) to 1,559.5 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 of the units are oriented to the south to take advantage of views and sunlight.

19 of the residential units are designed for Level Two² adaptability and one residential unit is designed as Level Three to allow for aging in place. The proponent is willing to enter into a covenant to ensure that individual strata owners would be able to rent out their units (i.e. no rental restrictions).

² There are three levels of adaptability in addition to 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 increases adaptability, providing full access in all unit spaces. (Source: City of North Vancouver Adaptable Design Guidelines, Dec 2010.)

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 concepts are salmon features 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 (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 buildings³ 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/ground 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.

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.

See Appendix B for the complete Project Profile. The development proposal is attached as Appendix J.

³ 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.

Site Context and Features

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. There are two driveways onto Bellevue Avenue as well as access via Ambleside Lane to the north. 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 mixed commercial and residential buildings with various businesses including Home Hardware (with four residential units on the top floor), Starbucks, a dollar store and Coast Capital Savings. |
| South | Bellevue Avenue with a BC Hydro substation across the street with structures that reach 38 feet in height constructed in 1954. |
| East | A surface parking lot behind a one-storey commercial building at the corner of 17th Street and Bellevue Avenue (CIBC bank & retail). |
| West | A 15-storey mixed commercial and residential property consisting of a two-storey parking structure and commercial plaza connected to a 13-storey rental apartment building (Hollyburn Plaza). |

Design Review Committee (DRC)

The DRC considered the proposal at its February 19, 2015 and March 26, 2015 meetings.

February 19, 2015: The DRC passed the following motion:

THAT the Design Review Committee has reviewed the development application for the Masonic Hall site and recommends resubmission that addresses the following concerns:

1. Investigate the removal of the driveway on Bellevue Avenue and have all access from the lane;
2. Failing the removal of the driveway on Bellevue Avenue, look at converting some front parking stalls to commercial space and incorporate the art component on the parking gate;
3. Consider zero lot line at the first residential level on the west side so that the interface of the parkade to the west of the site is substantially mitigated.

The applicant revised the proposal to respond to the Committee's recommendations, but was unable to successfully convince the adjacent apartment site owner that a shared driveway through their private access lane would benefit their site, including the existing residents and business owners. While there would be considerable technical issues involved that may have been overcome (i.e. removing support columns to the existing two-storey parkade, turning radius implications, constructing on top of an underground culvert that contains Lawson Creek, and liability issues for using a private driveway), the adjacent owner was not interested. The applicant opted to move forward with a revised proposal responding to the remaining DRC recommendations, namely by:

- Relocating three parking stalls inside of the parking level accessed off of Bellevue Avenue (Lower/Ground Level P2) and adding more street-front commercial floor area (increasing it from 1,418 square feet to 2,904 square feet. This helps improve the pedestrian realm by extending the rhythm of store frontages along Bellevue Avenue.

The original art feature that was to the west of this garage entrance has been integrated into the overhead parking gate, and it was recessed back from the street. The intent is to create a functional art piece that covers/screens the parkade and to reduce the presence of the parking gate to the street. However, it is questioned of how visible the integrated art component would be given the gate is for the public parking area and would be open much of day.

A significant change to the proposal is the addition of a third parking level underground (P3). This adds an additional 10 parking spaces, increasing the amount of parking available to the public from 8 spaces to 15 spaces, plus 2 non-reserved commercial spaces (customer parking). The visitor parking associated with the residential portion of the building was moved to the lower parking level, as well as the reserved commercial spaces (business owner/employee parking).

- The first floor residential unit adjacent to the two-storey parking structure to the west was reconfigured (Unit #1). This unit was expanded to the west to zero lot-line, squaring it off in the northwest corner. This orients the views from this unit away from the adjacent harsh parkade condition and to the south, across the street. While views for this unit (and arguably all of the main floor units) will be limited due to the hydro substation across the street, it is significantly improved.

March 26, 2015: The DRC passed the following resolution on the revised proposal:

THAT if public parking is the desired community amenity, the Design Review Committee considers the parking access to be well executed; and

THAT the Design Review Committee recommends support of Development Application No. 14-052 – Masonic Hall (1763 Bellevue Avenue); SUBJECT TO further review by Staff of the following items:

1. Investigate alternate community amenities that would eliminate the need for a driveway on Bellevue Avenue.

The applicant has been in discussions with District staff about providing amenity space within the building for public use or ownership; however specific user groups or associated needs and requirements have not been finalized.

Excerpts of the minutes from the DRC meetings are attached as Appendix C.

North Shore Advisory Committee on Disability Issues (ACDI)

The ACDI considered the proposal at its February 12, 2015 Development and Inclusion Sub-committee meeting and generally supported the accessibility aspects of the building, and made recommendations to further enhance accessibility (see Appendix D).

Public Participation Summary

Public participation is any process that involves the public in problem solving or decision making and uses public input to make sustainable decisions⁴. There are five levels on a spectrum of public participation, each with increasing level of public impact. As part of a development application review, the levels of public participation are to 'inform' and 'consult.'

Consultation: The goal of public participation at the 'consultation' level is to obtain public feedback on the analysis, alternatives and/or decisions on a topic. The promise to the public at this level is to keep citizens informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influences a decision. The public meeting and a questionnaire are examples of consultation techniques used for this development proposal.

Inform: The goal of public participation at the 'inform' level is to provide the community with balanced and objective information to assist in the understanding of the development application, alternatives, opportunities and/or solutions. Examples of techniques used to inform the public are the DWV website⁵, a fact sheet (made available at the Community Consultation Meeting), and the Open House at the start of the meeting.

⁴ IAP2 International Federation, 2014.

⁵ <http://westvancouver.ca/home-building-property/planning/major-applications/masonic-hall-1763-bellevue-avenue>

Community Consultation Meeting

At the direction of Council, the District hosted a Community Consultation meeting on **April 22, 2015** to obtain community comment and feedback on the proposal. A notice of the meeting was mailed to property and business owners, residents and business tenants within the defined notification area previously approved by Council (attached as Appendix E). Approximately 1,000 notices were mailed out. Notice of the meeting was posted to the District website, on the Community Calendar and a sign was posted on the Masonic Hall building containing information about the proposal and details about the public meeting.

The Community Consultation Meeting began with an Open House, where people were invited to drop-in, view information boards that visually explained OCP policy (i.e. existing developments compared with potential building heights and storeys), plans and renderings of the proposal and to interact with a physical model of the project⁶. Following the Open House, staff described the purpose of the meeting, the required development approvals and the next step in the process (reporting back to Council). The architects for the project then described the proposed development. Staff facilitated a question and answer period and staff and the applicant responded to questions from the audience. The meeting was attended by approximately 40 people and was held for a three hour period. Paper copies of the online questionnaire were made available at the meeting.

Meeting Analysis

When reviewing correspondence received at public meetings it is customary to look for common trends and themes that emerge, as summarizing comments is not an exact science. A summary of the meeting is attached as Appendix F.

Full copies of correspondence received up to the time of writing this report are on file, available as Council correspondence, or on WestvancouverITE.

In conclusion, the proposal draws both opponents and supporters for the project.

The main themes that emerged in opposition to the project are:

- Concern over amending the OCP and Zoning Bylaw to allow a building greater than five storeys and the resulting loss of "Community Use";

⁶ The physical model for this project is "interactive" where surrounding buildings on the block could be exchanged with replacement buildings to simulate future land development potentials resulting from land assemblies and rezoning applications under existing Ambleside (AC1) zoning and OCP policy direction.

- The proposed density, height and massing of the building are too high bringing related issues of traffic congestion⁷, strains on parking, and impacting existing views; and
- Negatively altering the context of Ambleside; seen as a threat to the 'Village' character of the area.

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.

The main themes that emerged in support of the application are:

- A mixed commercial and residential building is appropriate for the site and would add to the vibrancy of Ambleside;
- The development would support the revitalization of the village core by adding new investment, increasing the housing stock and animating a site that is currently derelict; and
- Addition of new public parking (both as part of the development and on-street), which is easily accessible, safe and within close proximity to John Lawson Park and nearby commercial services.

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.

Online Public Engagement

The District launched a questionnaire on WestvancouverITE from April 7, 2015 to April 30, 2015. The questionnaire was divided into four sections:

⁷ The applicant submitted an Access Study that concludes that the development would add 15 vehicles per hour during the afternoon peak hour, which is not considered significant (1 vehicle/4 minutes).

Section 1: Ambleside – This section asked questions about visiting Ambleside: reasons for visiting and how frequently; how people arrive; and if they drive if they find parking difficult.

Section 2: Parks & Recreation – These questions focused on usage of the parks in Ambleside (Ambleside, Millennium, John Lawson parks and the Centennial Seawalk). We asked people if they do “other things” in Ambleside while they are in the area to use the parks, and if they arrive by car where they typically park.

Feedback from Sections 1 and 2 was intended to provide local context for understanding the amenity value of proposed public parking.

Section 3: The Proposal – This section was about sharing thoughts on various aspects of the development proposal, including: positions regarding the OCP amendment and rezoning; the proposed land use (a mixed commercial and residential building); aspects of the project including the proposed seven storeys, the form and character of the building, public parking; about desired public amenities; and if people were supportive or opposed to the proposal.

Section 4: You – This section asked if respondents were an Ambleside resident, West Vancouver resident living outside of Ambleside, a West Vancouver business owner or operator, or other.

109 responses to the questionnaire were received (103 online and 6 hardcopies received after the close of the online period). WestvancouverITE generates a summary report (available for download) on the responses. A brief summary of the responses is set out in Appendix G.

Project Evaluation

Overall

The applicant has put forward a high quality proposal for the redevelopment of the site that is consistent with the OCP’s objective of supporting renewal and economic development in Ambleside, and adding public parking. The proposal does not align with the policy direction specified for this site as the applicant has proposed a building of more than five storeys; however, it does align with the public parking component.

The applicant is exploring the concept of providing space for public use that could be successfully integrated into the building in terms of economic viability and physical fit; however, what the District has understood from the consultation process is that there is a community desire to secure space for public assembly in the area but it does not have to specifically be at this site if more appropriate alternatives are identified for other locations.

The applicant has revised the proposal in an attempt to respond to concerns raised by the public and the recommendations of the DRC, although there are outstanding concerns with the proposal. The main revisions include:

- Increasing the number of public parking spaces from 8 to 15, which was achieved by adding a third parking level underground;
- Increasing the amount of commercial floor area from 1,426 square feet to 2,904 square feet;
- Recessing the parkade entrance into the building to reduce its visual impact to the street; and
- Squaring off the first floor unit on the northwest corner to orient its view away from the adjacent two storey parking structure.

Ambleside Context & Existing Policy

The OCP identifies that the Masonic Hall site could be redeveloped with a building of up to five storeys, should appropriate community benefits be brought forward. While the site is adjacent to a 15-storey mixed use site (a 13-storey rental apartment building on top of a two-storey commercial plaza) to the west, the remainder of the block has development potential of three and four storeys, depending on site area of assembled properties. The site to the east (CIBC bank) has development potential of up to four storeys under existing zoning.

The proposed building of seven storeys (plus the partial eighth to allow for access to roof terraces) offers 15 public parking spaces in exchange for a building greater than five storeys, which would contextually 'fit' in between the developments which flank it. While the two-storey above ground parking podium extends out to the property lines of the site, the five levels of residential are tapered in order to preserve some views. The partial eighth level is modest in floor area, centred toward the middle of the building and provides access to outdoor space which promotes good urban living.

The building would contribute to economic investment within Ambleside and promote revitalization. Essential to revitalization efforts are a viable mix of land uses, encouraging residential uses within the Village core and supporting existing business and services. Adding 20 new housing units and 2,904 square feet of commercial space would contribute to this objective. The proposed Comprehensive Development (CD) zone could be tailored to encourage desired retail, office or other specific uses. Given that the site's location is within a transitional area between commercial and residential and is not considered 'prime' space, flexibility could be written into the zone for the site to support diversity (i.e. such as office or live-work, etc).

The OCP establishes three “special” sites on Marine Drive, with specific policy direction for: 1300 Block South, 1400 Block North and 1600 Block South. These are respectively known as the Grosvenor, Clyde Avenue and Fresh Street Market sites. These sites were chosen for special consideration given their larger sizes to provide greater design opportunities and varying heights that are considered to be in the public interest. The Masonic Hall site too has specific policy direction to guide redevelopment, primarily to deal with site constraints of being located across the street from the hydro substation and a two-storey parking structure and tower, making it unique.

Concerns have been raised that amending the OCP to allow the proposed development could be seen as eroding the village feel of Ambleside. The term “village” means different things to different people; Ambleside and Dundarave are both identified as “villages” but are very different areas. The thrust of the Ambleside Village Centre Strategy is to reinforce the roll of Ambleside as West Vancouver’s Village Centre while Dundarave is identified as a village neighbourhood, or secondary village centre. The commercial village of Dundarave is essentially focused around one block on Marine Drive (bounded by 24th and 25th Streets and Bellevue and Clyde Avenues) and is surrounded by low-density multifamily and single family development. Ambleside is much larger, contains larger development sites with respective buildings, and functions as the primary commercial core for West Vancouver. It is also surrounded by a denser apartment area to support it.

The proposed seven storey building fits contextually within the fabric of Ambleside in terms of land use, scale, height and contribution toward objectives of revitalization and economic investment.

Ambleside Parking Analysis

Parking is identified as a community benefit in OCP Policy BF-C4.8 and BF4.10. As parking is proposed as part of the development, a closer look at parking in Ambleside is needed.

Questions often arise regarding the status of parking and the related availability (or lack thereof). In 2005, the District commissioned an on-street parking study of Ambleside (i.e. it did not include private parking at individual lots or businesses) and it concluded that there is a shortage of public parking (on-street) in Ambleside. In summary, the report found:

1. Street parking in Ambleside is oversubscribed (i.e. there is more demand than supply);
2. On-street parking is used more intensively than rear “customer only” stalls for various reasons (i.e. fragmentation, lack of visibility from the street, inconvenient access, “customer only” designations, and a significant portion of “employee” reserved stalls with tow-away signs);

3. Some areas suffer from undersupply and others of oversupply depending on the adjacent land use (i.e. parking ratios prescribed in the Zoning Bylaw);
4. Long term parkers use prime on-street stalls (i.e. on Marine Drive or Bellevue Avenue) and appear to be employees parking for 8 hours or more; and
5. Parking on Argyle Avenue is used more by employees and recreation users as they are too far away to be convenient for customers.

The Ambleside Village Centre Strategy, which was completed in 2008 and was embedded in the OCP as District Policy identified ways to “enhance” parking in the area, including securing public parking through new developments. The Masonic Hall site was identified as a redevelopment site that could see public parking added as a community benefit.

During public engagement on this proposal, questions were posed related to people’s habits around parking in Ambleside. The questionnaires revealed that the majority of respondents arrive in Ambleside by private vehicle (95.8%) but are more evenly split on whether they find parking to be difficult (39.1% say yes, parking is difficult; 29% said it is not; and 33.3% said it depends on the time of day or destination). 57% of respondents said that the 15 public parking spaces being offered as part of the development proposal was appropriate and that 60.3% of those would use it.

The proposed public parking is in a desired location given the site’s proximity to John Lawson Park; and is designed to be accessible, visible and safe. The parking would be secured through a covenant which would set out the terms for its access and availability (i.e. days of the week and length of parking times).

Parking is a complicated component of land development; if there is too little or if it is inconvenient, the area suffers as people will go elsewhere where parking is more plentiful or easier to access; if there is too much, the vibrancy of the area suffers from underutilized parking aprons and over-emphasis on the automobile. While the parking ratios set out in the Zoning Bylaw attempt to deliver the “right amount” of parking based on land use, the 2005 parking study confirmed this can result in areas of over and under saturation. Thus, securing public parking as part of new developments is identified as a benefit in the OCP in addition to minimum parking requirements.

Zoning Evaluation

Given the original objective of zoning regulations to create areas of land uniformity, the rezoning of individual parcels or sites to allow for different uses within an area was considered to be an unsavoury practice (i.e. as an extreme example, to separate residential areas from heavy industry or a factory). Today, the distinct separation of land uses is less of a concern as many jurisdictions are seeking to encourage a mix of land uses to recreate the neighbourhood and community vitality that the land market once produced spontaneously.

Spot zoning is therefore relatively commonplace as it is a way to encourage land use diversity; however it can be viewed as being negative, implying that something different and incompatible with surrounding land uses would be permitted. The Masonic Hall site is currently zoned differently from surrounding sites on the block. The proposed mixed use development would be aligned with other mixed use developments in Ambleside, although in the form of a higher building to allow it to respond to surrounding site constraints.

The Ambleside commercial village centre (defined by the Ambleside Village Centre Development Permit Area Policy BF-C3) is made up of 16 different zones that permit a variety of land uses. These include commercial, residential, mixed commercial and residential, professional offices and services, gas stations, restaurants and community use.

The terminology of how “community use” is described in the Zoning Bylaw and understanding by whom it benefits adds to uncertainty to the discussion of land use and zoning of the site. There is no direct public benefit of the Masonic Hall other than it was available for rent to hold events or activities. It essentially served the Masons and functioned as a private business. Publicly run community centres, however, allow community uses that have direct public benefit and serve a range of public of interests, including those for public assembly, programs and events.

The conclusion about zoning in Ambleside is that it is not singular; it is made up of a variety of land uses that contribute to the fabric of the community. A variety of land uses adds to the vibrancy and economic stability of a community and creates interesting places, which all combine together to foster a sense of place.

See Appendix H for graphic overviews of the 16 zones that make up the Ambleside commercial village centre.

3.2 Sustainability

The applicant proposes to reference LEED⁸ as the template for sustainable building construction and has targeted a point level for Gold. A preliminary LEED checklist that details the scoring was submitted with the application and was described in a staff report dated November 26, 2014 and is to be updated.

The applicant also proposes to include Electric Vehicle (EV) charging stations (there are no LEED equivalent credits for doing so). Council adopted a policy regarding EV charging in June 2012 requiring that ideally one charger per unit be provided and for commercial developments over 1,500 square metres (16,146 sq ft) to provide for an expansion for the public electric vehicle charging network. The number of EV chargers in the parkade has not yet been finalized.

3.3 Consultation/Communications Process

As described in this report, the application has been presented at a Community Consultation Meeting, has been considered by twice by the Design Review Committee and by the North Shore Advisory Committee on Disability Issues. The District engaged with the public via an online questionnaire posted on WestvancouverITE and project updates have been posted to the website.

3.4 Review Process

If Council approves the staff recommendations, staff would bring forward:

- Bylaws to amend the OCP and Zoning Bylaw;
- A draft Development Permit to control the form and character of the development and to secure on and off-site improvements (including landscaping and boulevard works) and sustainability measures, and to require certain securities for performance of the Development Permit;
- Covenants to:
 - deal with prohibiting rental restrictions;
 - secure the public parking component; and
 - secure any other public amenities.
- A Phased Development Agreement (PDA) bylaw as part of a Community Amenity Contribution analysis.

A PDA is an emerging best practice to legally secure a Community Amenity Contribution. This tool would set out the framework between the District and the applicant in terms of receipt of any amenities, money or works to be delivered, paid or constructed as part of the development.

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. The building would be evaluated under "LEED for Homes – Midrise." The threshold for Gold is 67 points. The project will seek a minimum of 67 points to qualify, however they are targeting 68.5 points at this stage of development.

Council may choose to give first reading to the proposed bylaws and set a date for a public hearing. The public hearing would be held in accordance with the *Local Government Act*. Additionally, the applicant would be required to publicize and host a Development Application Information Meeting prior to the Public Hearing.

A chart outlining the Process for Consideration is attached as Appendix I.

3.5 Conclusion

Staff recommends that Council advance the application in the review process given that:

- The proposal has been revised by the Design Review Committee, the Advisory Committee on Disability Issues and the public, and the proposal has been revised in an attempt to mitigate issues raised;
- The proposal will contribute to the vibrancy of Ambleside by: adding a new building investment to an aging building stock; adding new housing and commercial units; and will improve the public realm through the application of the Ambleside Streetscape Standards;
- Provision of public parking will address the desire for additional safe and accessible public parking in the area to support Ambleside businesses and District parks; and
- A mixed commercial and residential building is appropriate for the site in terms of:
 - land use; and
 - form and character.

4.0 Options

(as recommended by staff)

A. The proposed development application advance in the review process and that staff prepare amending bylaws, a draft development permit, draft covenants to prevent rental restrictions and to secure the public parking and any other public amenities, and a Phased Development Agreement bylaw as part of a Community Amenity Contribution, all for Council consideration.

(or, alternatively)

B. Same as Option A, but with further direction on modifications to the project (to be specified); or

C. Reject the application.

Date: June 9, 2015
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)**

Author: 

Lisa Berg, Senior Community Planner

Concurrence: 

Chris Bishop, Manager of Development
Planning

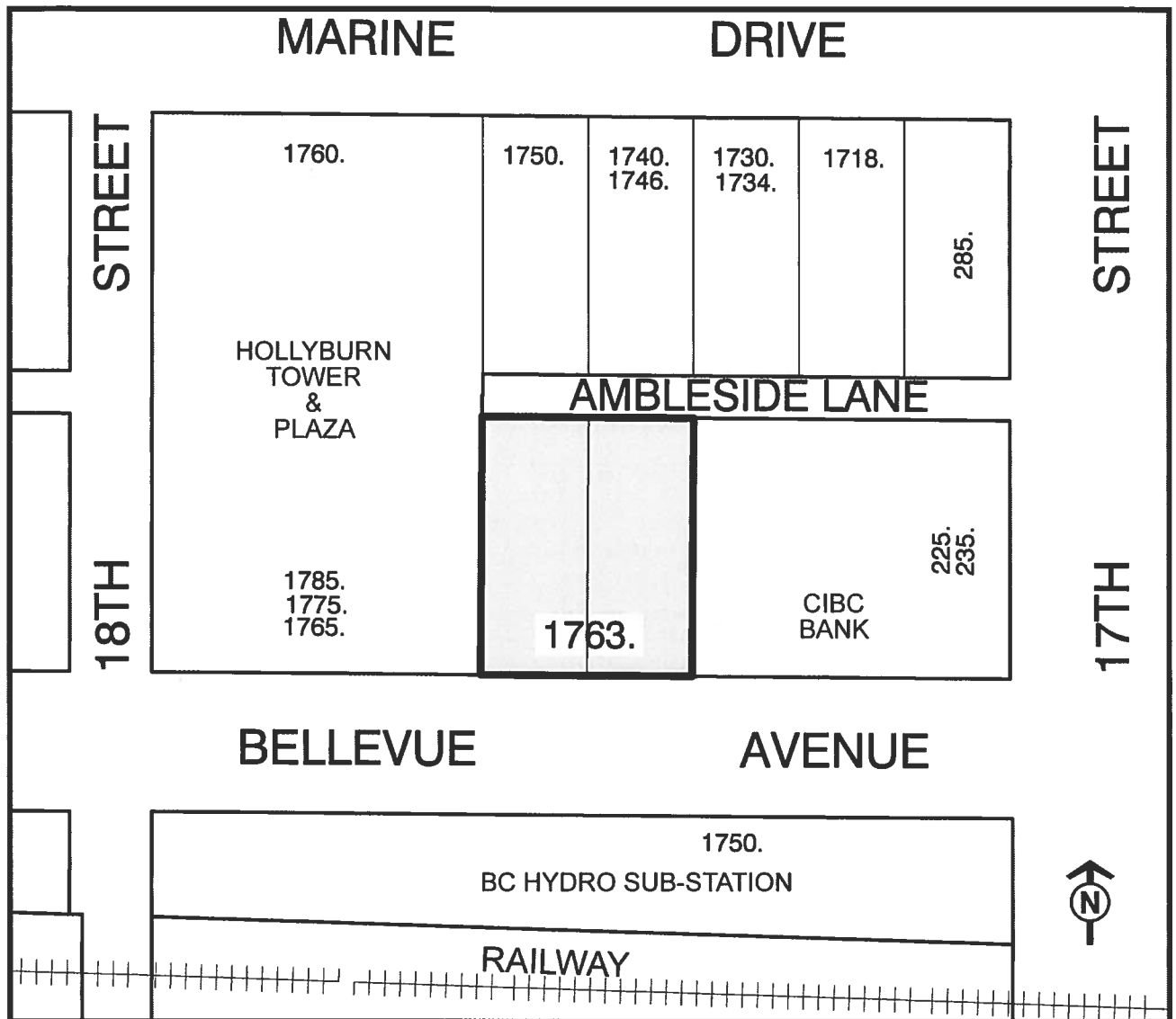
Concurrence: 

Stephen Mikicich, Manager of Community
Planning

Appendices:

- A. Context Map *(page 2)*
- B. Project Profile *(page 7)*
- C. DRC Minutes (excerpts from the February 19, 2015 and March 26, 2015 meetings) *(page 10)*
- D. ACDI Minutes (from the February 12, 2015 Sub-committee and Inclusion Meeting) *(page 10)*
- E. Notification Area Boundary Map *(page 11)*
- F. Summary of the Community Consultation Meeting held April 22, 2015 *(page 11)*
- G. WestvancouverITE Questionnaire Summary *(page 13)*
- H. Ambleside Zoning Graphic Overview *(page 17)*
- I. Process for Consideration Flowchart *(page 19)*
- J. Development Proposal, June 2015 version *(page 7)*

APPENDIX A – CONTEXT MAP



APPENDIX B – PROJECT PROFILE

(at June 9, 2015)

Project:	Masonic Hall
Application:	Development Permit No. 14-052
Applicant:	Newport Projects 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	2.8	
Height	13.7 m (45 ft)	77.13 ft	Based on average grade measured to top of mezzanine parapet; 83 ft measured from the Bellevue Avenue curb).
Number of Storeys	3	7 + mezzanine (partial 8th)	<ul style="list-style-type: none">• OCP contemplates 5 storeys (BF-C4.10)• 3 parkade levels (includes ground level commercial & residential lobby) + 5 residential levels + 1 mezzanine level (partial 8th)• Mezzanine considered a storey in the Zoning Bylaw (partial 8th), thus a variance to exclude the mezzanines as a storey is required
Site Coverage	n/a	100%	
LUC/DAA Area	No		
DP Area	Ambleside Village Centre Development Permit Area (DPA BF-C3)		
Heritage	No		
Covenants	None registered. Covenants to prohibit rental restrictions and to secure on-site public parking required.		
Yards (measured from outer walls of the parkade):			
Front Yard (south, Bellevue Avenue)	7.6 m	0 m*	*to podium; 14' to upper floors
Rear Yard (north, Ambleside Lane)	2.3 m	0 m*	*to podium; 14'11¾" to upper floors
Side Yard (east)	0 m	0 m*	*to podium; 3'1½" to upper floors
Side Yard (west)	0 m	0 m	

Appendix B – Project Profile *(continued)*

Parking:			
# of spaces	1:9.5 m ² assembly use, or 1:37.5 m ² gfa if bldg not used for assembly	57 (1:84 m ² res, 1:37 m ² comm)	<ul style="list-style-type: none"> • 57 spaces in 3 levels of parkade: <ul style="list-style-type: none"> ○ 34 residential ○ 2 residential visitor ○ 6 commercial ○ 15 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 – DRC MINUTES

Excerpts from the February 19, 2015 and March 26, 2015 meetings

February 19, 2015

File No. 14 – 052 – Masonic Hall (1763 Bellevue Avenue)

Background:

Lisa Berg, Senior Community Planner gave a brief overview of the application.

Project Presentation:

Karl Gustavson, Architect opened the presentation. Context is important and how the building fits in. Key points: value of benefit (additional height is being asked for). Parking, commercial space & type of use. Model: Interactive, pieces are removable. Potential build outs are included. Context: shadows were shown. Adjacent zonings, what can be built out in the existing area. A fish bearing culvert of Lawson Creek exists. Site Sections plan A1.4a was reviewed (OCP Allowable compared to Proposed). Uphill neighbourhood views were displayed on the Model Shots plan. Proposed building is between a mid-rise and a hi-rise building. Parking access off of Bellevue to provide additional public parking adjacent to Lawson Park. Units are all Level 2 accessibility. Well located to transportation and amenities. No restrictions on rental.

Dan Parke went over the sustainable initiatives: targeting LEED Gold equivalency, site is centrally located, close to shops & services, in a fairly dense neighbourhood. Building to have very good solar and cross ventilation, and water efficiency. Energy modeling has been done with 25 to 33% improvement over a base line building.

Rod Maruyama, Landscape Architect spoke to the landscape concept. Ambleside Streetscape guidelines were used. Public art, tried to design a feature in essence of history of site. Boxed culvert, actual active salmon bearing stream. Que: a vertical panel has been designed. Roof angular design to create interesting spaces.

Karl Gustavson went on to review the model with the Committee, showing potential of buildings based on what the current zoning allows. 2 informal consultations have been held with the community. Building has been lowered by 3 feet post consultation meetings.

Committee Questions:

Questions from the Committee were forthcoming with applicants' response in *italics*, including the following:

- Community amenities considered? *Proposed art gallery. Client is interested in building residential so that is the direction chosen.*
- Can this project contribute to the street experience? *Animate streetscape? Driving issue for parking access to John Lawson Park. Best way to serve community, access off of Bellevue Avenue.*
- Two parking stalls in front of building required? *Not required parking but an opportunity of adding 2 parking stalls.*
- Opportunity to share driveway to property to the west? *Always opportunity, private owner, a stream running underneath it, liability issues. Non-starter.*
- Any consideration to providing commercial on Bellevue avenue, signage? *Looked at many options. Signage could help for public access. Not enough commercial left over.*

Committee Comments:

The Committee provided comments on the application including the following:

APPENDIX C – DRC MINUTES *(continued)*

- Commend applicant for presentation, sections/model views, the view corridor analysis, interactive model very helpful to understand the site. Streetscape, question what future of street is? Fair number of materials being introduced how will these be continued onto next parcel. *Streetscape plan is in place for the core of Ambleside. Scrutinized plans to streetscape plan. Implementation of plan is unfolding.*
- Very little boulevard space with trees being inserted. Opportunity to parking is essential, a planted boulevard as opposed to tree grates? *Mixture of street trees along with plantings would be fine.*
- Massing is appropriate. Mitigates tower to the west. Unfortunate access to parking from Bellevue. Bellevue has issues all the way along, proximity to Marine Drive. Main critique, building is too fine. Like the finesse, materials are appropriate.
- Streetscape, height is appropriate. Interface of parkade has to be dealt with.
- There are ways to share a driveway. 3 spaces for public could be a CRU use as well.
- Concur with many remarks. Building could be higher. Building should align with podium of building next door. A Transitional zone might be appropriate to a tough planning challenge. Strongly support have another level or looking at the sectional components. Well considered building. Likes the top level. Streetscape real opportunity to allow the inclusion of another CR unit. Salmon incorporating to entrance of unit. Gaining more street frontage is desirable. Unique studios, smaller
- Congratulate on application (developer). Very supportive of package design. Encourage to look at additional floors.
- Agree with many of the comments. Change to height through the OCP all the work done in the Viewscape, some impact. In future higher buildings will have a domino effect. Fits in on Bellevue, looks good at this height or higher. Landscape on roof, well worked out, on private spaces as well. Streetscape & Bellevue Streetscape how does it relate to the street? Lane should be used for parking and servicing. Encourage people activity.
- Documents presented extremely well articulated. Interactive model is appreciated, as well as material board. Lacking, ground level experience on Bellevue Avenue, where people walk and interact with the building. Solution for consideration work with the District, make the entry way, gate is closed; the whole façade is a whole composition. 3 parking stalls can be removed?

Resolution:

It was Moved and Seconded:

THAT the Design Review Committee has reviewed the development application for the Masonic Hall site and recommends resubmission that addresses the following concerns:

1. investigate the removal of the driveway on Bellevue Avenue and have all access from lane;
2. failing the removal of the driveway on Bellevue Avenue, look at converting some front parking stalls to commercial space and incorporate the art component on the parking gate;
3. consider zero lot line at the first residential level on the west side so that the interface of the parkade to the west of the site is substantially mitigated.

CARRIED

APPENDIX C – DRC MINUTES (*continued*)

March 26, 2015

**1763 Bellevue Avenue (Masonic Hall)
FILE: 1010-20-15-012**

Background:

Lisa Berg, Senior Community Planner, referred to the points raised from the February 19, 2015 meeting and spoke relative to the changes to the development application.

Project Presentation:

Architects Dan Parke and Karl Gustavson opened the presentation. Addressing the comments from the previous meeting, the architects stated that the proposed revision to the entrance to the parking garage responded to the Committee's request to revisit the issue of the parking entrance.

Three different options for parking were explored at the site, including parking access from a private driveway west of the property (owned by Hollyburn Plaza). The issue of the latter was that this was a narrow driveway, and some elements of the design would be lost to accommodate parking with this arrangement. A joint access agreement opportunity was discussed with the owner of Hollyburn Plaza; however, the owner of that property was not willing to permit use of the private driveway.

A second option explored was parking accessed only from Ambleside Lane to north of the property, but the grading from this entrance was very steep and difficult to accommodate, and would include many steep and long internal ramps.

A split level parkade was the third option presented, with access from Ambleside Lane and from Bellevue Avenue onto different levels.

It was ultimately decided that the split level parkade, with an entrance from Bellevue Avenue, but nestled in deeper from the street, was the best option. The main entry to both the public parking and the parkade was at street level to Bellevue Avenue. An additional entry from the lane to the mezzanine level was also shown. The amount of parking increased with this design as a third level of underground parking was added. A commercial space was now present above the Bellevue Avenue parking entrance. Walls were pushed out to the property line to accommodate the additional parking.

The landscape architect spoke relative to the revised landscape plan for the site. Landscaping was removed from where the salmon art initially was. There are now two small planting areas in the south-west section fronting Bellevue Avenue, and the salmon art piece is limited to the entrance area. The salmon art panel has also been reduced in height.

Furthermore, because the north west corner unit has been pushed out, there is additional patio space resulting in more landscaping on either side of the expanded unit.

Committee Questions:

The Committee questioned the presenters on whether any green lighting been implanted, on what sort of mechanical systems were in the suites, and on the positioning of the salmon art piece.

APPENDIX C – DRC MINUTES *(continued)*

The presenters responded that they were utilizing LEED gold standards, electric baseboards and heat recovery water units, and that the salmon art piece was positioned on the garage door as well as by the entrance.

Committee Comments:

Members' comments on the application included:

- A recommendation that it would be more aesthetic for the main entrance to be wider, given the basic symmetry of the building.
- An appreciation for the added commercial space, while retaining parking spaces, and for the expanded suite. It was also recommended that the screen wall for the expanded suite could have Boston Ivy planted at its base.
- An appreciation for the additional retail on the streetscape.
- An observation that although the marriage between the base and the upper units was very symmetrical, the off-centre entrance detracted from the overall symmetry of the building.
- A commendation for addressing the Committee's comments and suggestions, and that the art piece balanced out the lack of symmetry of the entrance.
- An overall appreciation for the reworking of the parkade entrance, although a reduction of driveways along Bellevue Avenue should be pursued, and thus the driveway should be positioned from the north lane, while recognizing that this positioning could mean a change to the form of the building. It was also noted that the art on the parking gate would not be seen for a good portion of the day as the gate would likely be up for most of the day.

Discussion ensued relative to the parking: that the driveway off of Bellevue Avenue would be a third driveway in close proximity, which could result in traffic issues relative to pedestrians, cyclists, and other vehicles; that the amenity of public parking is not what is driving the development application so perhaps alternate community amenities could be considered; if public parking is being offered it needs to be easily accessible; and that the entrance to the lobby was not wide enough and was asymmetrical, so perhaps the applicant could consider alternatives.

It was Moved and Seconded:

THAT if public parking is the desired community amenity, the Design Review Committee considers the parking access to be well executed, and

THAT the Design Review Committee recommends support of Development Application No. 14-052 – Masonic Hall (1763 Bellevue Ave) ; SUBJECT TO further review by Staff of the following items:

1. Investigate alternate community amenities that would eliminate the need for a driveway on Bellevue Avenue.

**6 IN FAVOUR
ONE AGAINST
CARRIED**

APPENDIX D – ACDI MINUTES

Development and Inclusion Sub-committee & Meeting

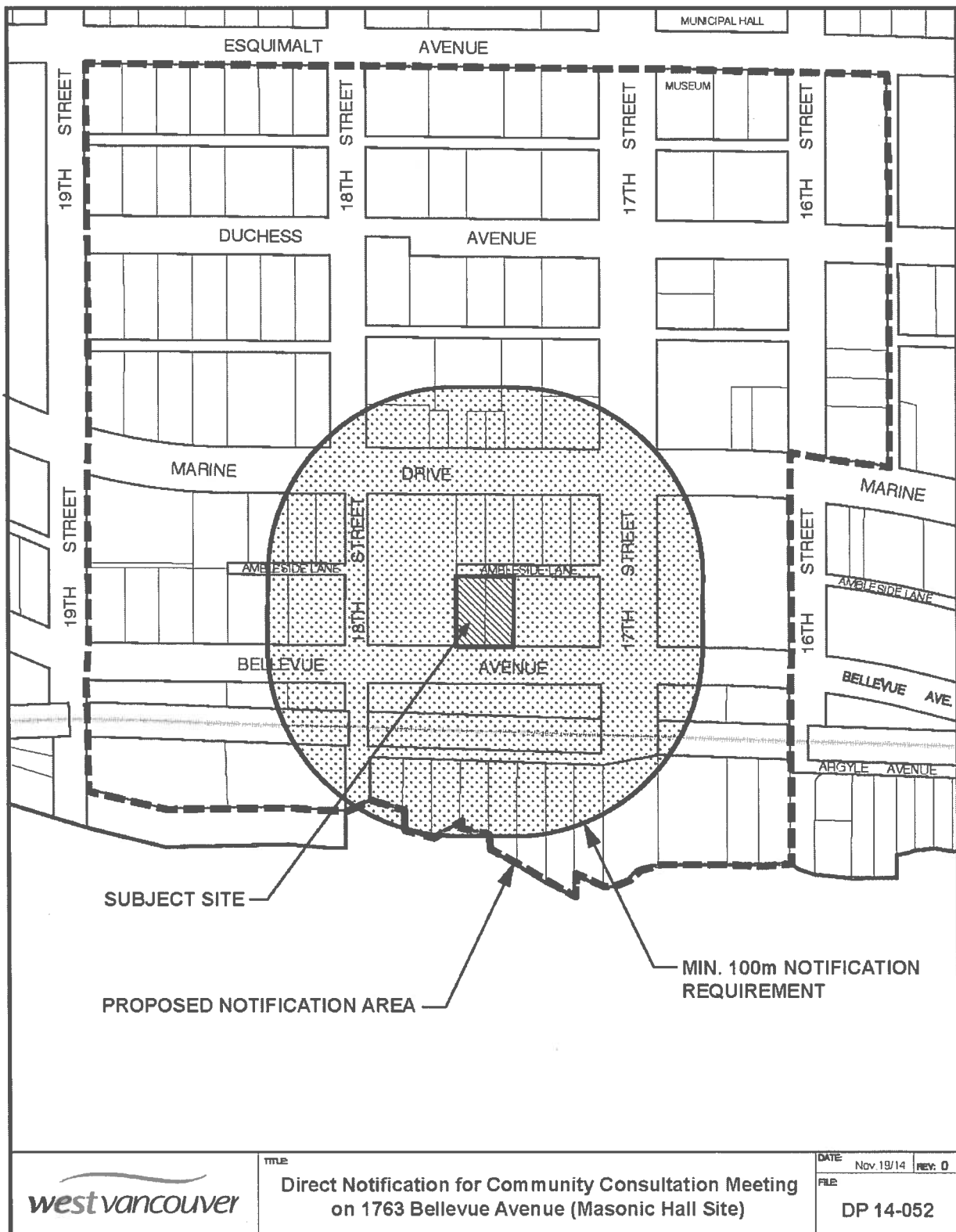
February 12, 2015

ACDI recommendations for Masonic Hall, 1763 Bellevue Avenue:

- Consider at least two units built to CNV Adaptable Design Guidelines Level 3 (all units are already designed to Level 2)
- Visual alarms for fire/carbon monoxide should be installed in all common spaces and individual units wired for this feature to be added by the resident if they so require - the deaf and hard of hearing have to be able to be warned of such an emergency in the common areas of the building and in their private units (if required) and need a visual system.
- Audible announcements in the elevators. There are accessible models available through elevator manufacturers - blind and partially sighted people cannot access an elevator independently without audible announcements. The announcement also recites what floor the doors are opening on. In a building with many floors this is a fantastic feature. Also good for residents who are senior, or who have developmental disabilities.
- Outside intercom should have a video relay and tactile lettering/numbering or audio announcement - the deaf and hard of hearing would need a visual connection to the person they are buzzing. Those who are blind or partially sighted would need resident info in tactile lettering or audio menu.
- Emergency stairwells should have yellow paint and tactile surfacing on the bull nose edge of the stair - for people with low or no vision having to evacuate in an emergency situation

APPENDIX E – PUBLIC NOTIFICATION AREA MAP

Approved by Council on December 15, 2014



APPENDIX F – SUMMARY OF THE COMMUNITY CONSULTATION MEETING

Held April 22, 2015

SUMMARY OF THE MEETING:

The District of West Vancouver hosted and facilitated a COMMUNITY CONSULTATION MEETING at the direction of Council on the proposed redevelopment plans for 1763 Bellevue Avenue (Masonic Hall) on April 22, 2015.

The meeting began at 6:00 p.m. with an Open House, where boards containing information about the project and a physical model of the building and surrounding block were on display. Staff and applicant representatives were available for discussions and questions. At 7:00 p.m., using a PowerPoint presentation, staff reviewed the purpose of the meeting, the required development approvals and the next steps in the process. Using a PowerPoint presentation and the physical model, the architects for the project described the proposal. A question and answer period followed and the meeting finished at 9:10 p.m.

ATTENDANCE:

Staff: Lisa Berg, Stephen Mikicich & Chris Bishop

Council: Craig Cameron, Mary-Ann Booth & Christine Cassidy (*for portions of the meeting*)

Applicant Representatives: Karl Gustavson, Dan Parke & Francis Connelly

Public: 41 attendees

HOW THE MEETING WAS ADVERTISED:

The meeting was advertised via a direct-mail drop to all owners and occupants of land within a defined boundary on a map approved by Council (attached). Approximately 1,000 invitations to the meeting were mailed. Notices of the meeting were posted at Municipal Hall, on the development application webpage

(<http://westvancouver.ca/home-building-property/planning/major-applications/masonic-hall-1763-bellevue-avenue>) and the online Community Calendar.

A 4'x4' sign was posted on the building facing Bellevue Avenue on March 24, 2015. The sign contained information about the development proposal and the Community Consultation Meeting on April 22, 2015.

CONCLUSION

The meeting spanned a period of approximately three hours. Attendees viewed the display materials by the applicant, had discussions, filled out hardcopies of the online questionnaire, listened to presentations by staff (on process) and the applicant and asked questions. The Consultation Meeting reveals that there is support for the project; however concerns were raised by members of the public.

In general terms, the themes that emerged from the Meeting were:

Opposed:

- Amending the OCP & loss of “Community Use” at the site
 - Considering an OCP amendment and the upcoming OCP review process
 - Need for community use/public assembly in the area

APPENDIX F – SUMMARY OF THE COMMUNITY CONSULTATION MEETING *(continued)*

- Ambleside Context
 - Surrounding building heights/storeys relative to the proposed height/number of storeys
 - Impact on surrounding views/sunlight
- Spot Zoning
 - Allowing a different use/incompatibility
 - The offered public parking is not enough to warrant the change in land use

Support:

- Appropriate Land Use
 - Fits within the area (commercial & residential mix)
 - Mixed use adds to vibrancy
- Economic Development & Renewal (revitalization)
 - Need for new investment in Ambleside
 - Buildings beyond three storeys are needed.
- Public parking
 - Supports commercial area and John Lawson Park
 - Identified as a public benefit in the OCP

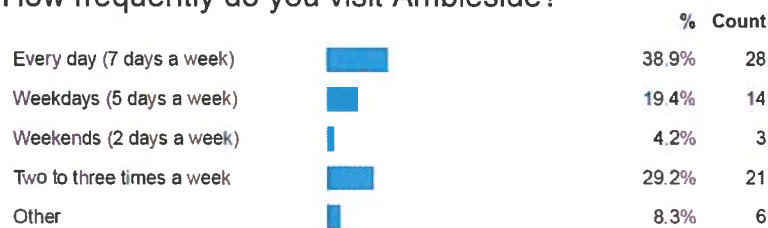
APPENDIX G – WestvancouverITE QUESTIONNAIRE SUMMARY

A summary of the development proposal and an online questionnaire were posted on WestvancouverITE (<http://westvancouver.ca/westvancouverITE/>) from April 7, 2015 to April 30, 2015. The forum had 175 “attendees” and 103 responses to the questionnaire resulting in 5.2 hours of public comment. Percentages noted from WestvancouverITE are based on multiple responses permitted per question (*i.e. selecting an answer and then choosing “other” to add detail which may add to more than 100%*).

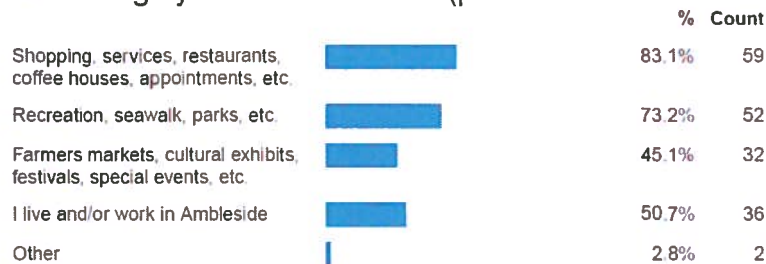
Summary of Questionnaires:

Section 1: Ambleside

1) How frequently do you visit Ambleside?



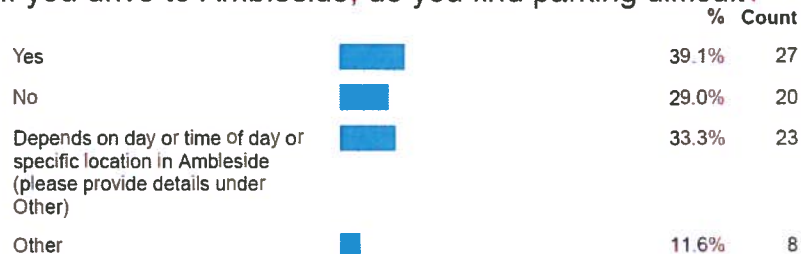
2) What brings you to Ambleside? (please choose all that apply)



3) How do you arrive to Ambleside?



4) If you drive to Ambleside, do you find parking difficult?



APPENDIX G – WestvancouverITE QUESTIONNAIRE SUMMARY (continued)

Section 2: Parks & Recreation

5) Do you visit/use the parks in the Ambleside neighbourhood?



6) Which park or parks to you typically frequent in Ambleside? (choose all that apply)



7) If you arrive to the parks or seawalk by private vehicle, where do you typically park?

Answered 49
 Skipped 23
 15th 17th along ambleside argyle ave **bellevue** bellview car **drive** dunderave home
 john lawson lot marine often park parking sometimes spot **street** usually
 walk work

8) Do you also do other things in Ambleside while you are there to use the parks (i.e. visit a coffee house, grab some groceries or stop at the bank machine, etc?)



Section 3: The Proposal

9) What are your thoughts on amending the OCP to allow for a mixed commercial and residential building of more than 5 storeys (with a provision of 15 public parking spaces)?

Answered 72
 Skipped 0
 15 3 5 agree ambleside area better **building** community
 current **density** development feet from good **height** high higher
 more much need needs ocp other **parking** proposal
 proposed public s **site** so spaces storey storeys stories support than
 think too **use**

APPENDIX G – WestvancouverITE QUESTIONNAIRE SUMMARY *(continued)*

10) It is expected that developing the site with 20 residential units and 2,904 square feet of commercial space with 15 public parking spaces (in addition to parking required for the building) will support greater vibrancy in Ambleside. Do you agree or disagree? Please tell us why.

Answered 71

Skipped 1

- add additional **agree** ambleside any area **building**
business commercial **community density** development
disagree do fit increased like **living more** need needs new Ocp park
parking people **public** residential s space spaces **support**
sure traffic **use vancouver vibrancy** west what

11) Do you think a mixed-use building (commercial and residential) is appropriate for the site? Please tell us why under "other."

		%	Count
Yes		72.9%	51
No – I think it should be developed for another use or combination of uses (please specify under Other)		17.1%	12
Other		35.7%	25

12) Do you think that a 7-storey building is appropriate or not for the site? Please tell us why or why not under "other."

		%	Count
Appropriate		60.6%	43
Not appropriate		31.0%	22
Other		45.1%	32

13) Tell us what you think of the proposed public parking provision included within the development plans:

a) Do you think that added public parking (15 spaces) is an appropriate amenity being offered as part of the redevelopment of the site? Please tell us why under "other."

		%	Count
Yes		57.1%	40
No		30.0%	21
Other		52.9%	37

b) Would you use this parking when visiting the area?

		%	Count
Yes		60.3%	41
No		39.7%	27

APPENDIX G – WestvancouverITE QUESTIONNAIRE SUMMARY *(continued)*

c) If public parking was available at the site, what time duration do you think it should be available for?

Answered 57
Skipped 15
1 2 2-3 24 2hrs 3 4 7 8 all daily day during hour hours how limited long longer
maximum parking repeat two up weekends

14) Do you think there are alternative or additional public amenities that should be considered as part of the redevelopment proposal? Please provide details under "other."

		%	Count
Yes		31.3%	20
No		60.9%	39
Other		26.6%	17

15) How do you feel about the development proposal? Please provide details under "other."

		%	Count
Supportive		66.7%	46
Opposed		30.4%	21
Other		21.7%	15

16) What are your thoughts regarding the proposed: uses; building form and character; and scale?

Answered 53
Skipped 19
appropriate area attractive better big building
character community density design far fit form good
height high land like location look looks more much neighbourhood
ocp residential scale site so space street support t than too use very
well west what

17) Do you have any additional comments about the proposed development?

Answered 35
Skipped 37
all ambleside any approval area better bigger community
consider council design developers development down far forward
get make more need needs new ocp parking planning
please proposal proposals public so street t take than they trying
up use west what

APPENDIX G – WestvancouverITE QUESTIONNAIRE SUMMARY *(continued)*

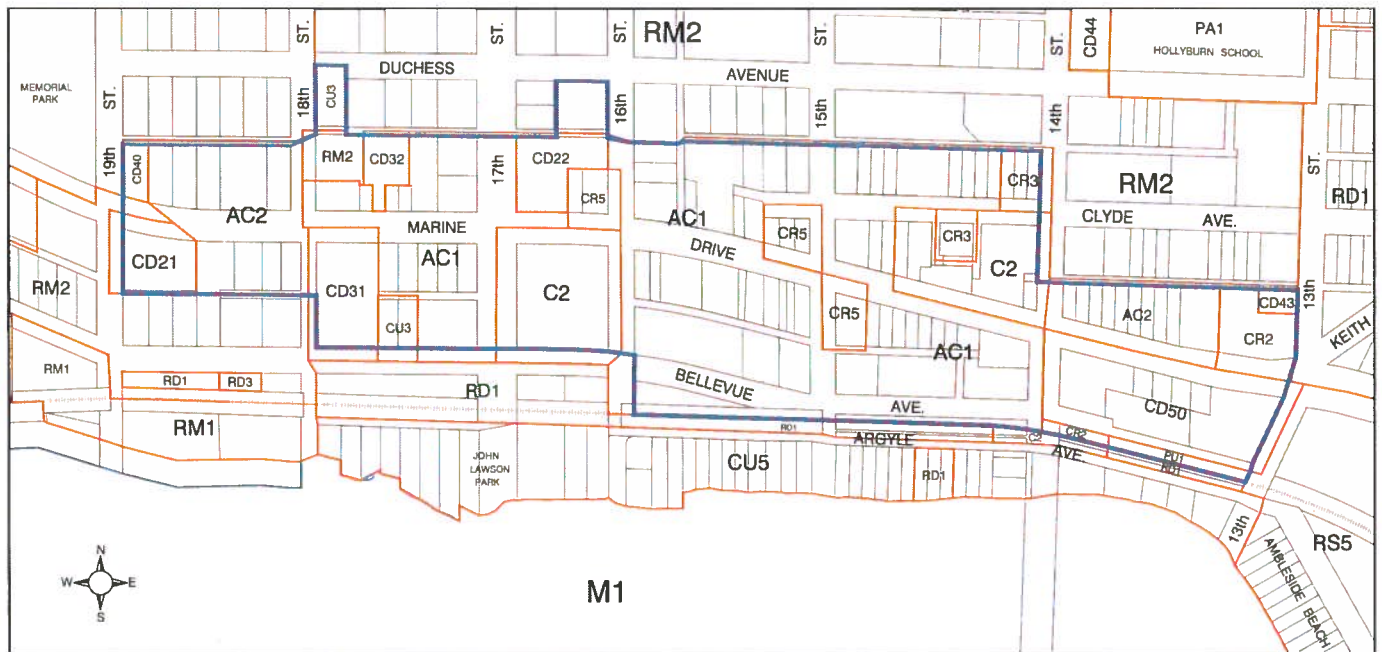
Section 4: You

18) Please tell us where you live:

		%	Count
Ambleside resident		40.0%	28
West Vancouver resident living outside Ambleside		35.7%	25
West Vancouver business owner or operator		8.6%	6
Other		15.7%	11

APPENDIX H – AMBLESIDE ZONING GRAPHIC OVERVIEW

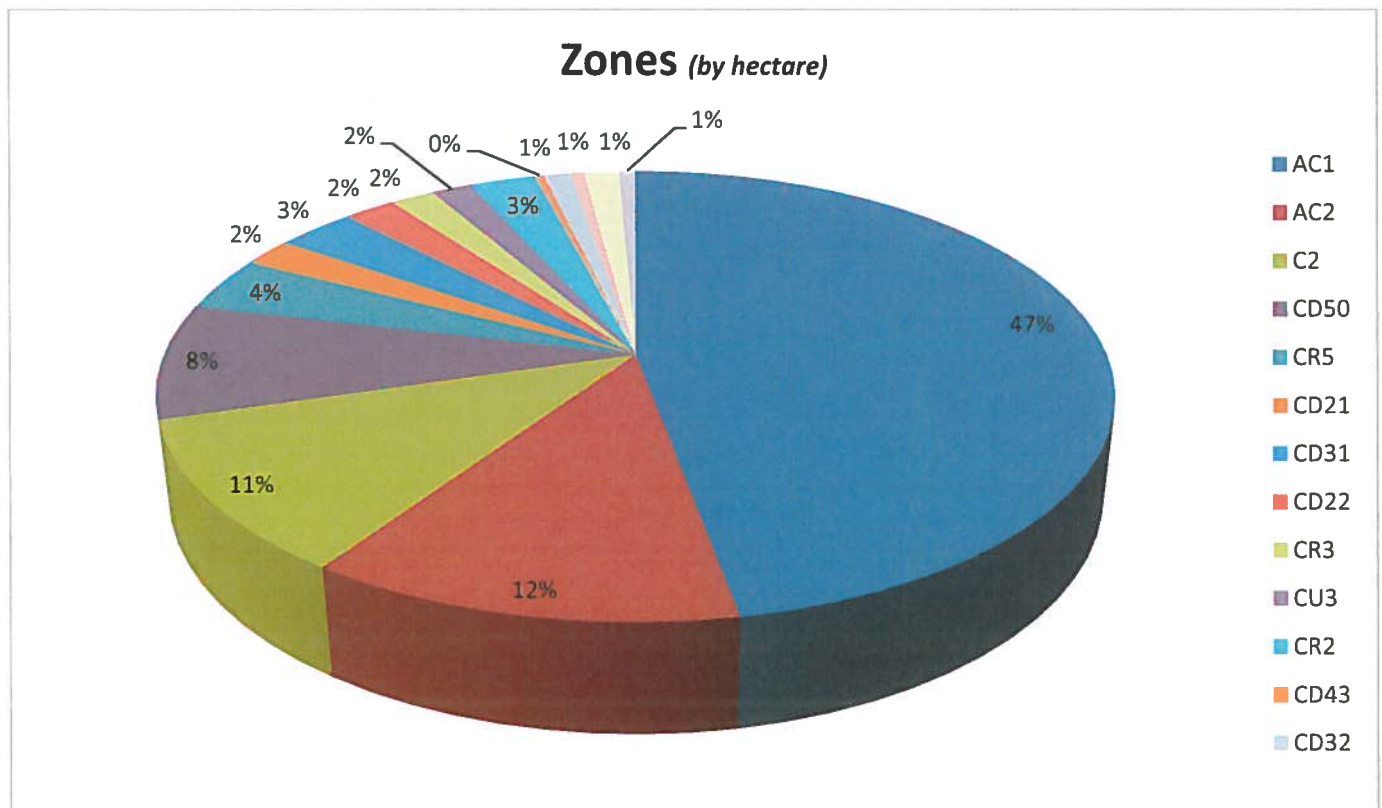
Ambleside Village Centre (DPA)



Ambleside Village Centre - 14.9772 ha

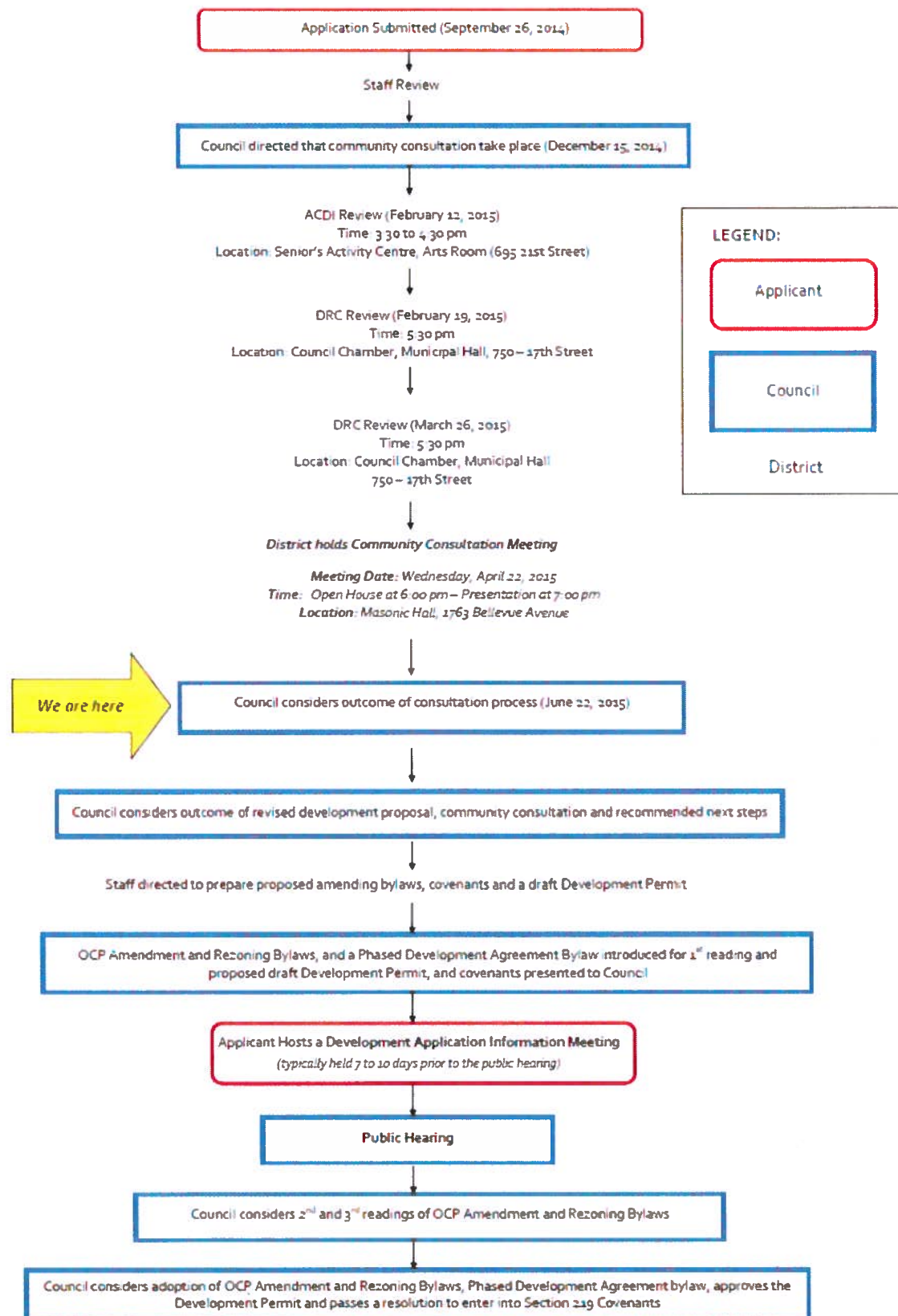
Total: 16 Zones 114 Properties

AC1 - 7.0584 ha	CD31 - 0.4691 ha	CD32 - 0.1569 ha
AC2 - 1.8528 ha	CD22 - 0.3154 ha	CD40 - 0.0847 ha
C2 - 1.6353 ha	CR3 - 0.2680 ha	RM2 - 0.2111 ha
CD50 - 1.2397 ha	CU3 - 0.2406 ha	PU1 - 0.0975 ha
CR5 - 0.5832 ha	CR2 - 0.4010 ha	
CD21 - 0.3077 ha	CD43 - 0.0558 ha	



APPENDIX I – PROCESS FOR CONSIDERATION

updated as of June 9, 2015



Note: This flowchart is posted on the District website and is kept up-to-date with the review process.