

## Ambleside Commercial Areas Draft Plan

This Draft Plan has been prepared as part of the Ambleside Local Area Plan (LAP) process to support Council’s consideration of next steps for the Commercial Areas.

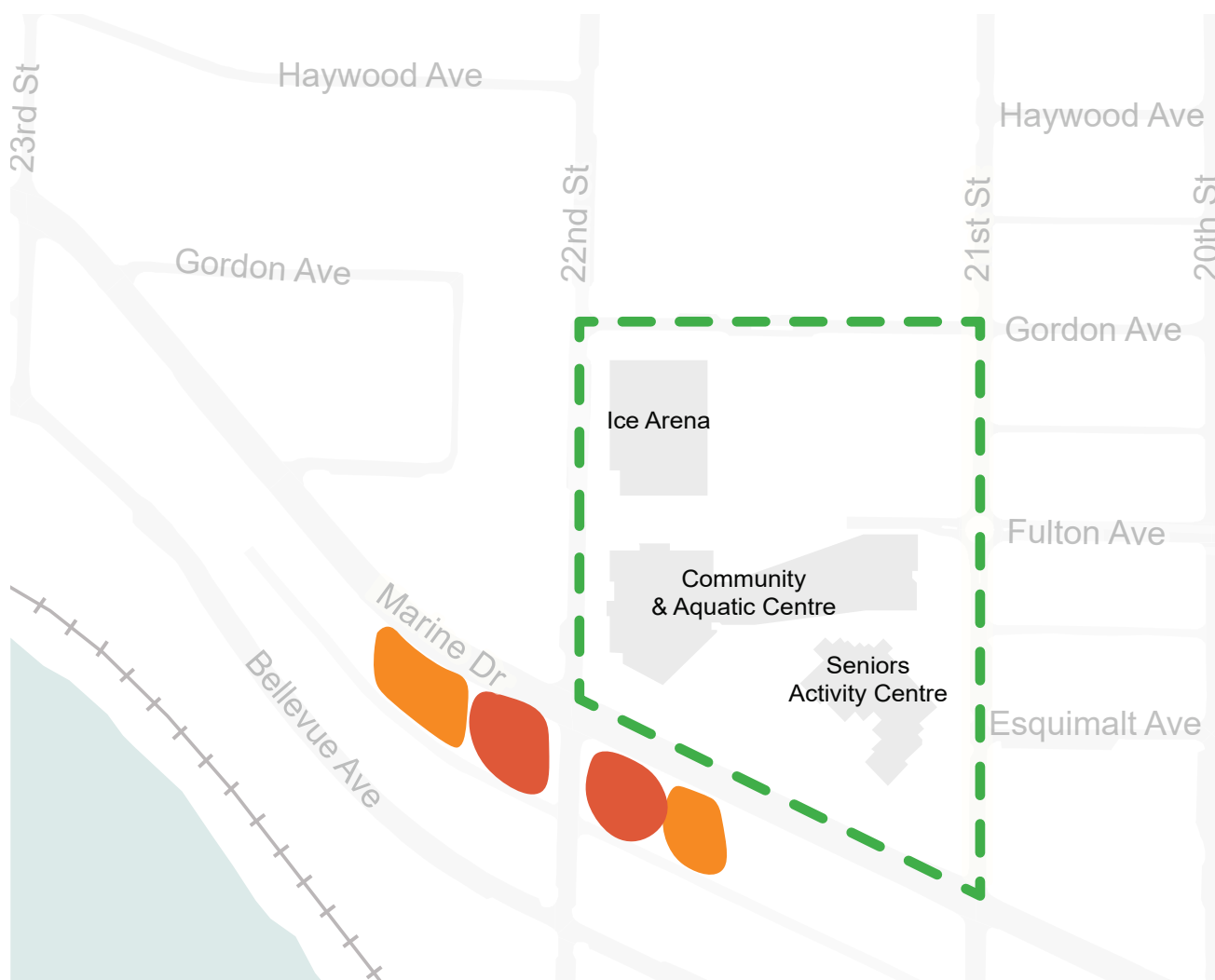
It includes 11 sections, with maps, diagrams, illustrations, and text outlining the draft content of a future LAP:

1. Strengthen Hollyburn and Support the Civic Site
2. Confirm the Public Realm System
3. Create Great Retail Street Experiences
4. Integrate Multimodal Transportation Strategies
5. Enable Low-Rise Redevelopment
6. Support a Complete Community
7. Provide Opportunities to Focus Commercial Vibrancy
8. Establish Four Signature Placemaking Opportunities
  - a. The Western Gateway
  - b. The Waterfront Precinct
  - c. The Village Square Precinct
  - d. The Eastern Gateway
9. Shape Development to Create Variety
10. Articulate Buildings to Frame Great Streets
11. Manage this Plan to Deliver Desired Outcomes

**Caveat:** This is a Draft Plan (not an approved bylaw) and is subject to change. Proposed heights and densities are expressed as “up to”, typically within a range. This does not mean that the maximums indicated would be achieved on any given site.



# 1 Strengthen Hollyburn and Support the Civic Site



Civic site



6-8 storeys and 2.5 FAR, with street-level commercial. Upper storeys may be strata residential where there is at least one additional storey of commercial. No additional commercial is required where all residential is rental and/or seniors housing.



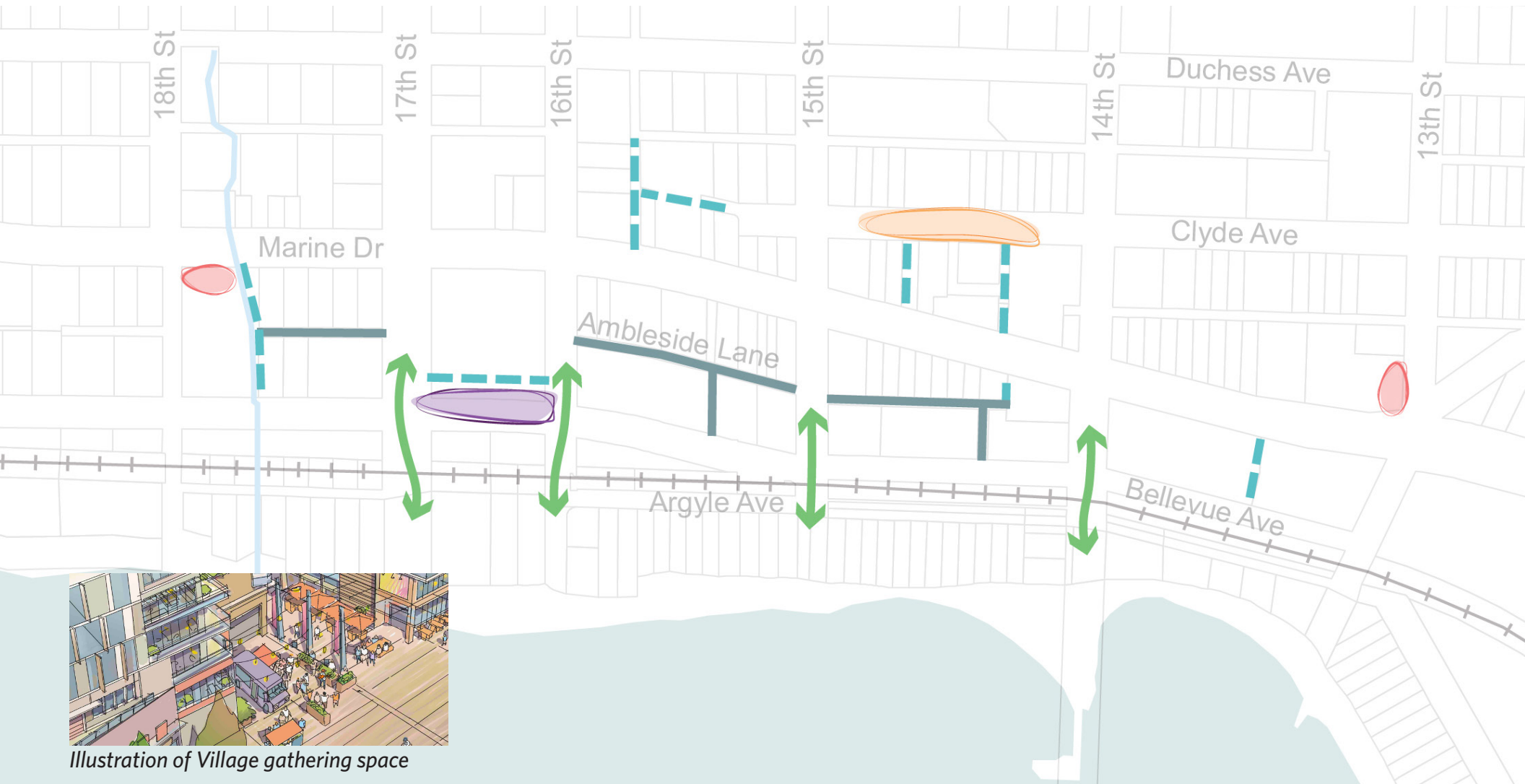
4-5 storeys and 2.0 FAR, with street-level commercial.









Illustration of Hollyburn

Amenity contributions negotiated through the rezoning processes for these four sites should be directed towards supporting the financing of any redevelopment or refurbishment of the civic site. Based on the finalization of any plan(s) for the civic site, increases to the maximum heights and FARs for these four sites may be considered to enable greater amenity contributions towards, and design fit with, the civic site.

## 2 Confirm the Public Realm System






-  Bookend arrival plazas
-  Waterfront gathering space
-  Village gathering space

-  Vibrant lanes/pedestrian connections
-  Potential daylit creek
-  Improved waterfront-village connections

### 3 Create Great Retail Street Experiences



Illustration of Waterfront retail street

-  **Waterfront (along the central portion of Bellevue Ave):** Focus on cafes, restaurants, speciality retail, and potentially a hotel, with an emphasis on outdoor seating, patios, retail displays, and window-shopping opportunities.
-  **Active (along Marine Dr and the wider north-south 14th and 17th streets):** Require active retail frontages with improved sidewalks and public realm fronting buildings, and with no office uses permitted at street-level.
-  **Flexible (along Clyde Ave, 15th and 16th streets, and the edge of Bellevue Ave):** Enable a mix of retail, services, office, and live-work spaces at street-level for varied businesses that support the diverse needs of employers and residents.

## 4 Integrate Multimodal Transportation Strategies



①



Provide on-street parking and use redevelopment to increase overall off-street parking supply within the village.

②



Require publicly accessible parking on larger sites when they redevelop.

③



Consider expanding the Waterfront Park when publicly accessible parking is provided elsewhere.

④



Purchase remaining lot to complete the Waterfront Park.

⑤



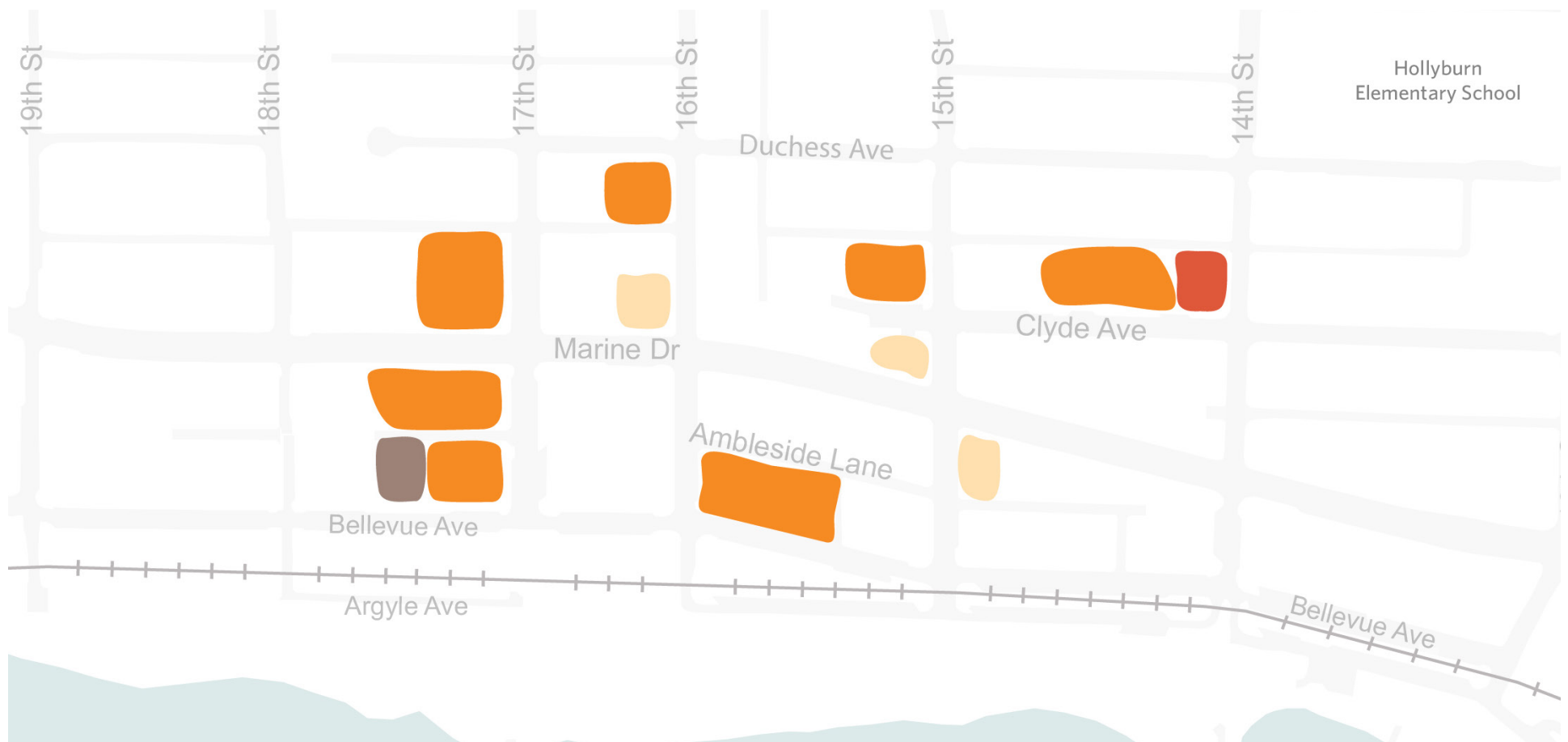
Enhance the Spirit Trail for all users, and explore bicycle options on Bellevue Ave.

## 5 Enable Low-Rise Redevelopment



- 3-4 storeys and 1.75-2.0 FAR, with street-level commercial. Low-rise development should be encouraged with waived amenity contributions, parking reductions on constrained sites, and a 10% density bonus where all residential is rental.





## 6 Support a Complete Community



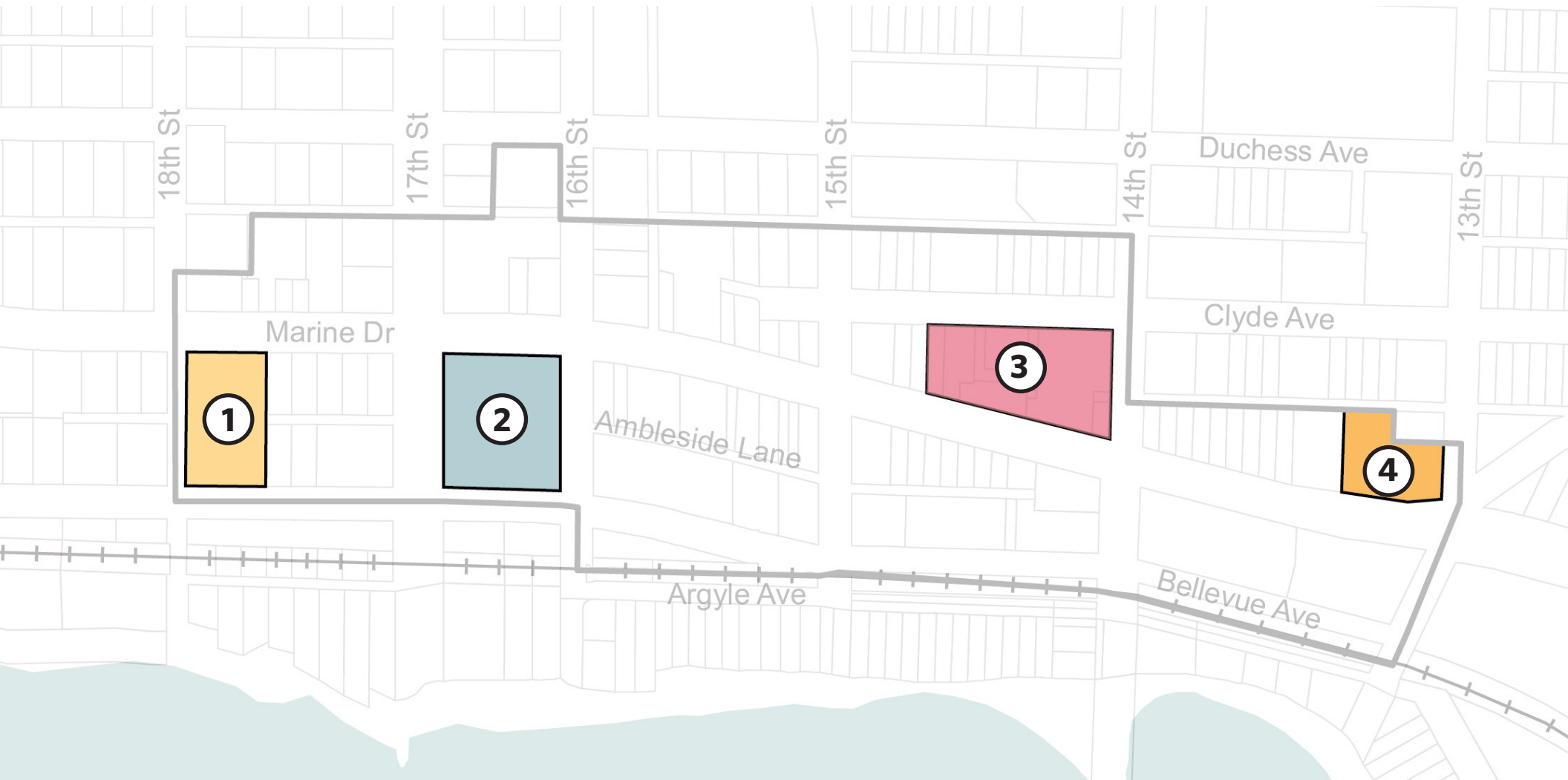
- Existing gas stations to remain, with any rezoning to consider the overall availability of local fueling options. Redevelopment may be 3-4 storeys and 1.75-2.0 FAR, with street-level commercial. Upper storeys may be strata residential where there is at least one additional storey of commercial. No additional commercial is required where all residential is rental.
- 5 storeys and 2.25 FAR, with street-level commercial. 6 storeys and 2.5 FAR may be considered where there is at least one additional storey of commercial, or where all residential is rental or is 80% strata with 20% below-market rental.
- 6 storeys and 2.5 FAR, with street-level commercial. All residential must be rental or 80% strata with 20% below-market rental.
- 6-8 storeys and 2.5 FAR, with at least one storey of community use. The street level should be commercial and/or community use.

## 7 Provide Opportunities to Focus Commercial Vibrancy



-  Consider residential-only use at 8 storeys and 2.5 FAR where all rental or where 80% strata with 20% below-market rental.
-  Consider a comprehensive rezoning of both sites to allow the transfer of existing density from 1590 Bellevue Ave to 1763 Bellevue Ave, provided that 1590 Bellevue Ave be granted to the District as public space in lieu of amenity contribution, and that the height of 1763 Bellevue Ave not exceed 10 storeys.
-  Existing commercial area
-  Potential commercial area with above considerations

## 8 Establish Four Signature Placemaking Opportunities



**1** Western Gateway  
see section 8a

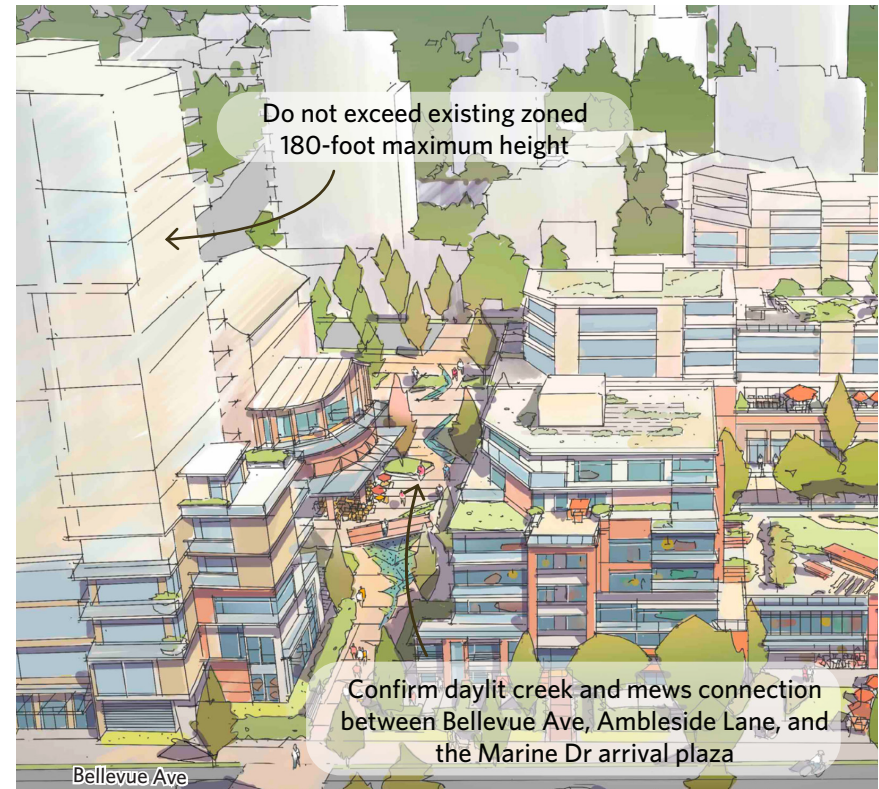
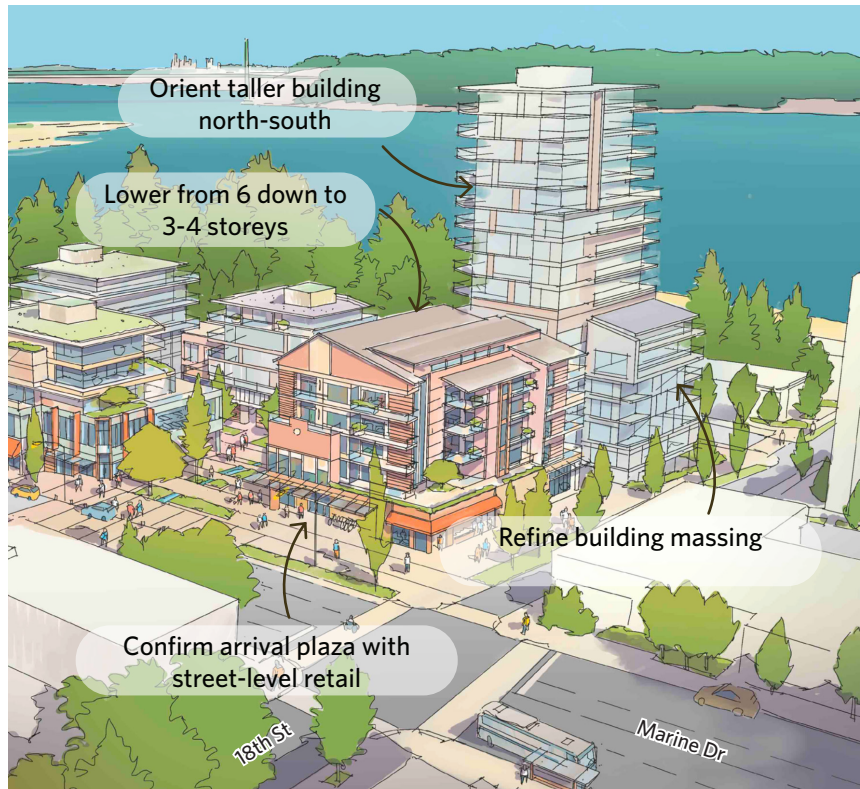
**2** Waterfront Precinct  
see section 8b

**3** Village Square Precinct  
see section 8c

**4** Eastern Gateway  
see section 8d

## 8a Establish Four Signature Placemaking Opportunities The Western Gateway

Revise and confirm previous directions as indicated by the annotations below:

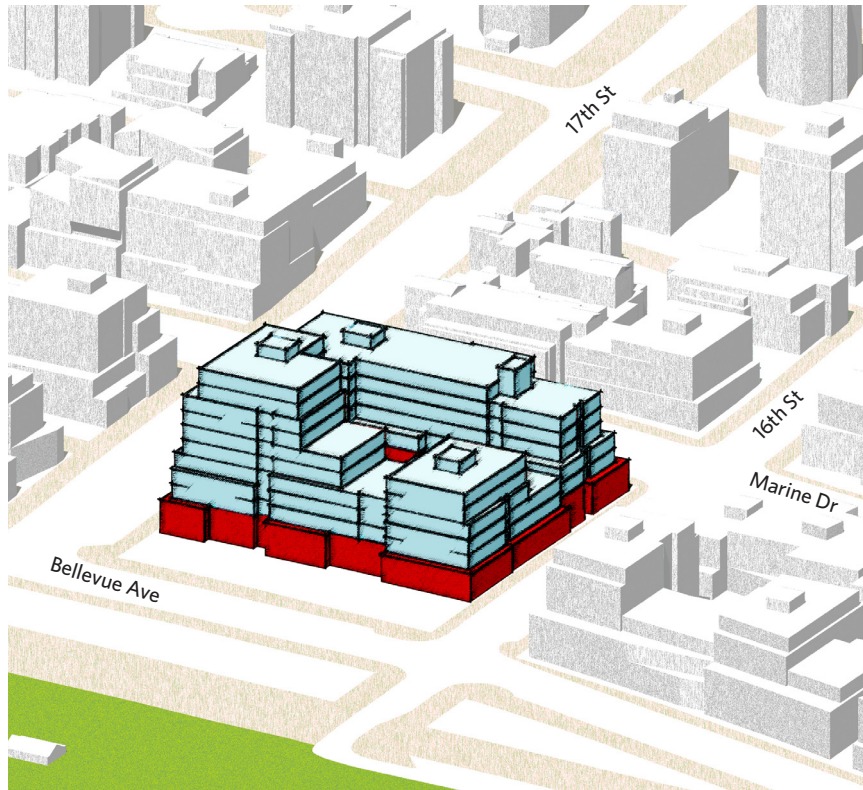


Mixed-use development at 3.0-3.5 FAR, maintaining the existing maximum permitted height of 180 feet on the southern portion, with 3-4 storeys on the northern portion, including:

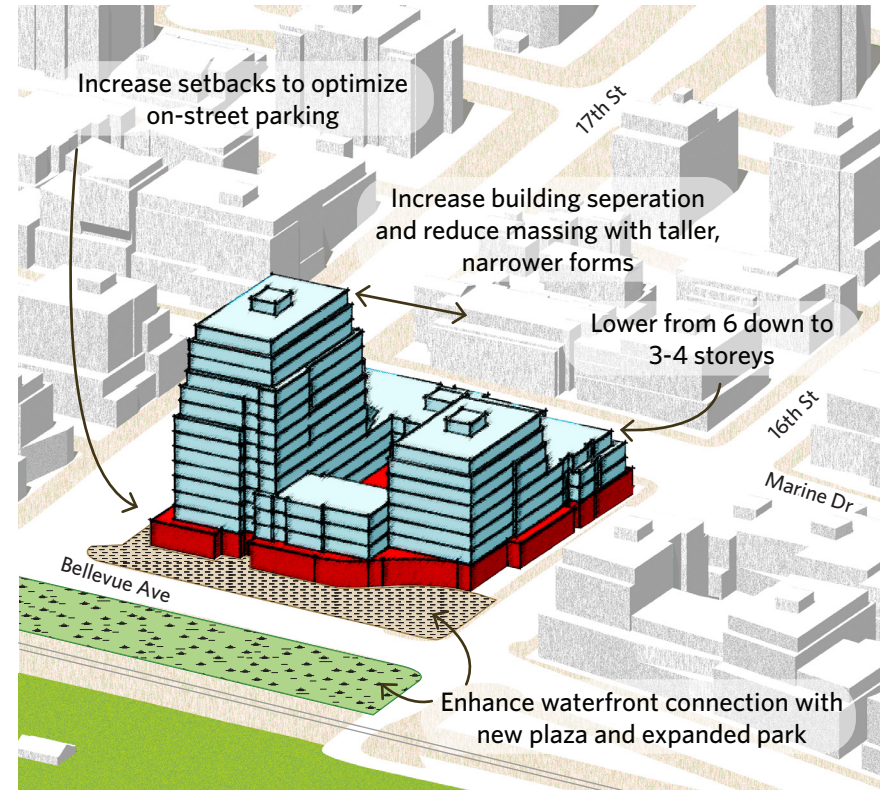
- a) an arrival plaza with street-level retail on Marine Dr; and
- b) a daylight portion of Lawson Creek with a pedestrian mews connecting Bellevue Ave, Marine Dr, and Ambleside Lane.

## 8b Establish Four Signature Placemaking Opportunities The Waterfront Precinct

### Previous



### Revised Draft

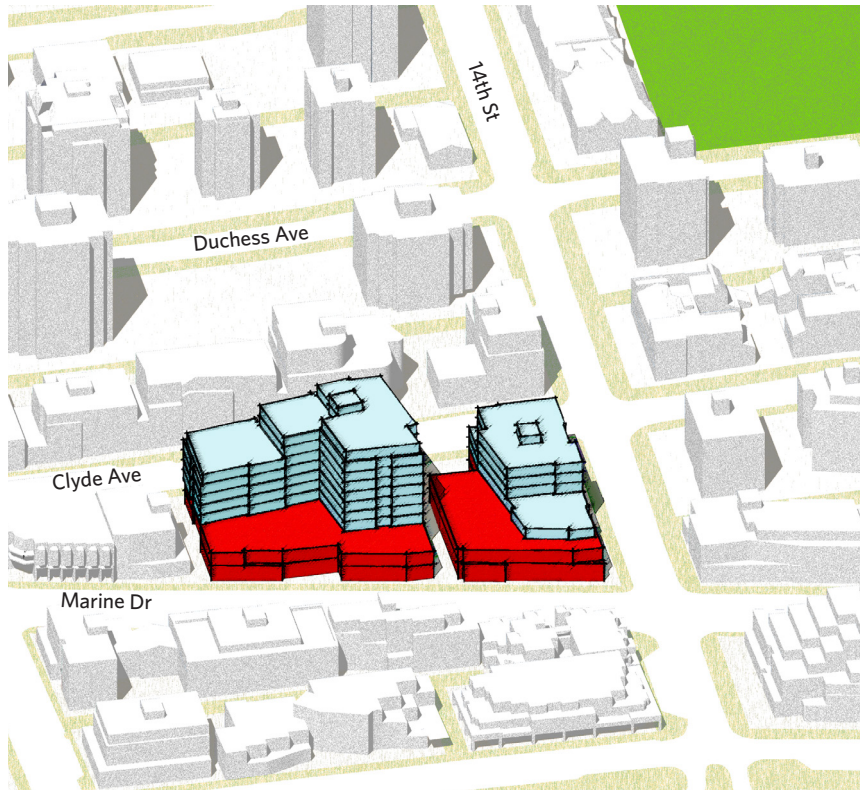


Mixed-use development at 3.5-4.0 FAR, with 10-14 storeys on the western portion, 6-8 storeys on the eastern portion, and 3-4 storeys on the remaining frontages, including:

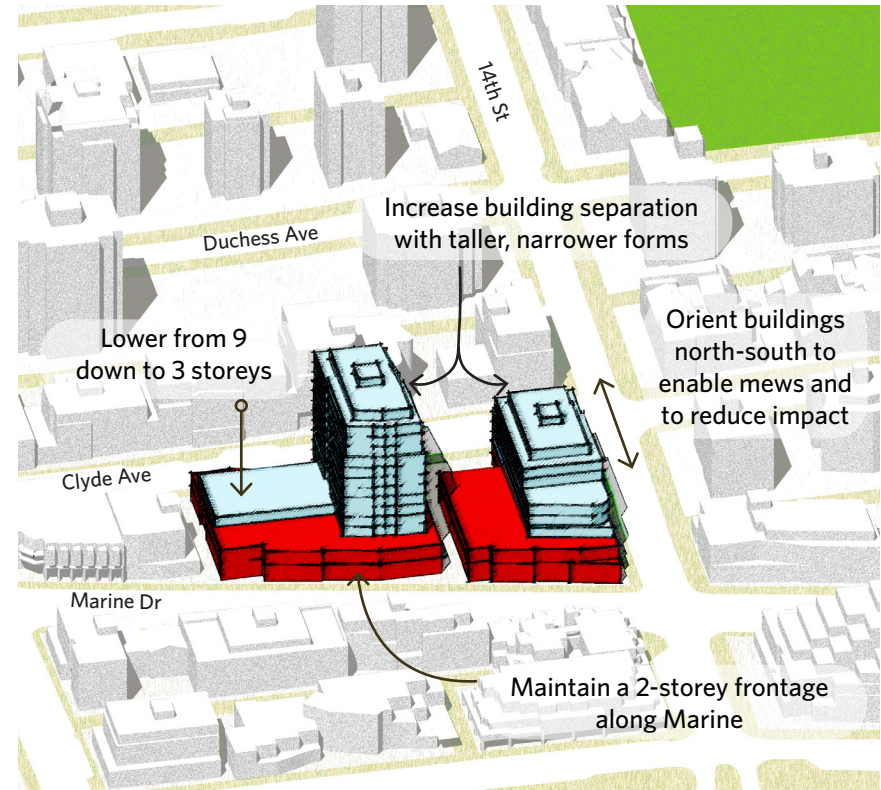
- a full-service grocery store;
- publicly accessible parking; and
- a waterfront plaza on Bellevue Ave.

## 8c Establish Four Signature Placemaking Opportunities The Village Square Precinct

### Previous



### Revised Draft

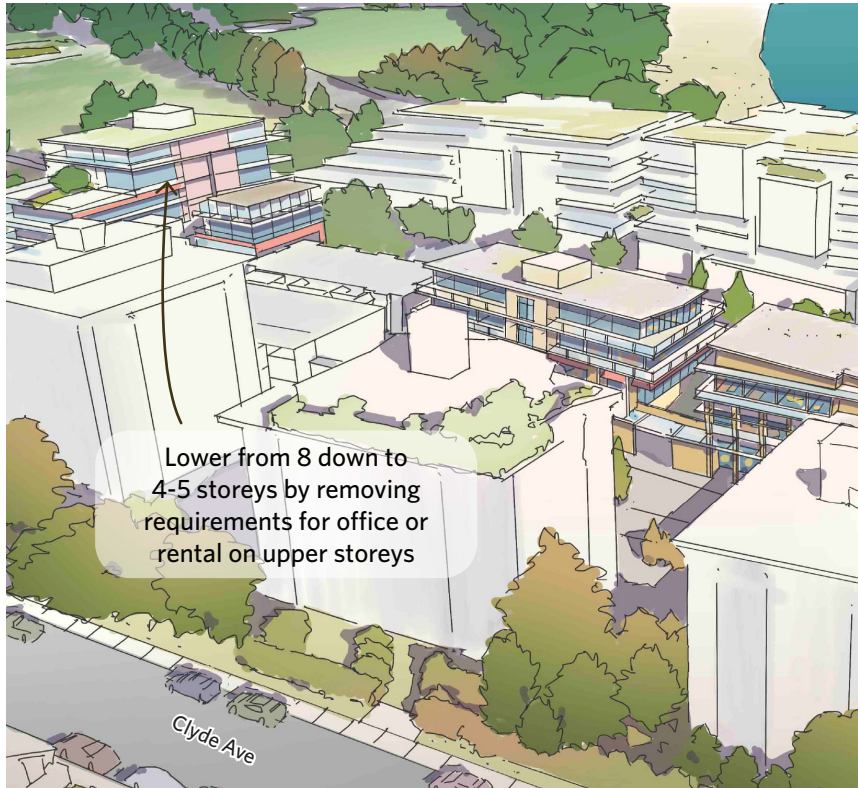


Mixed-use development at 3.5-4.0 FAR, with 10-14 storeys on the western portion, 6-8 storeys on the eastern portion, and 2 storeys on Marine Dr, including:

- publicly accessible parking;
- a village plaza on Clyde Ave; and
- two pedestrian mews connecting Marine Dr with the Clyde Ave plaza.

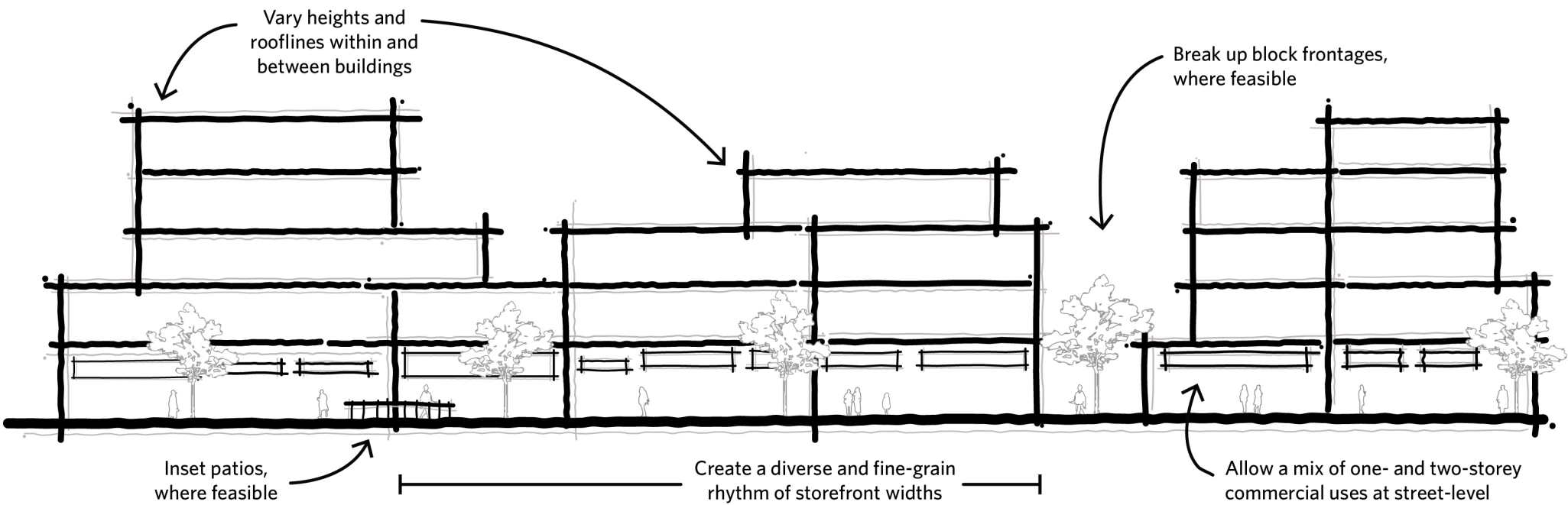
## 8d Establish Four Signature Placemaking Opportunities The Eastern Gateway

Revise and confirm previous directions as indicated by the annotations below:



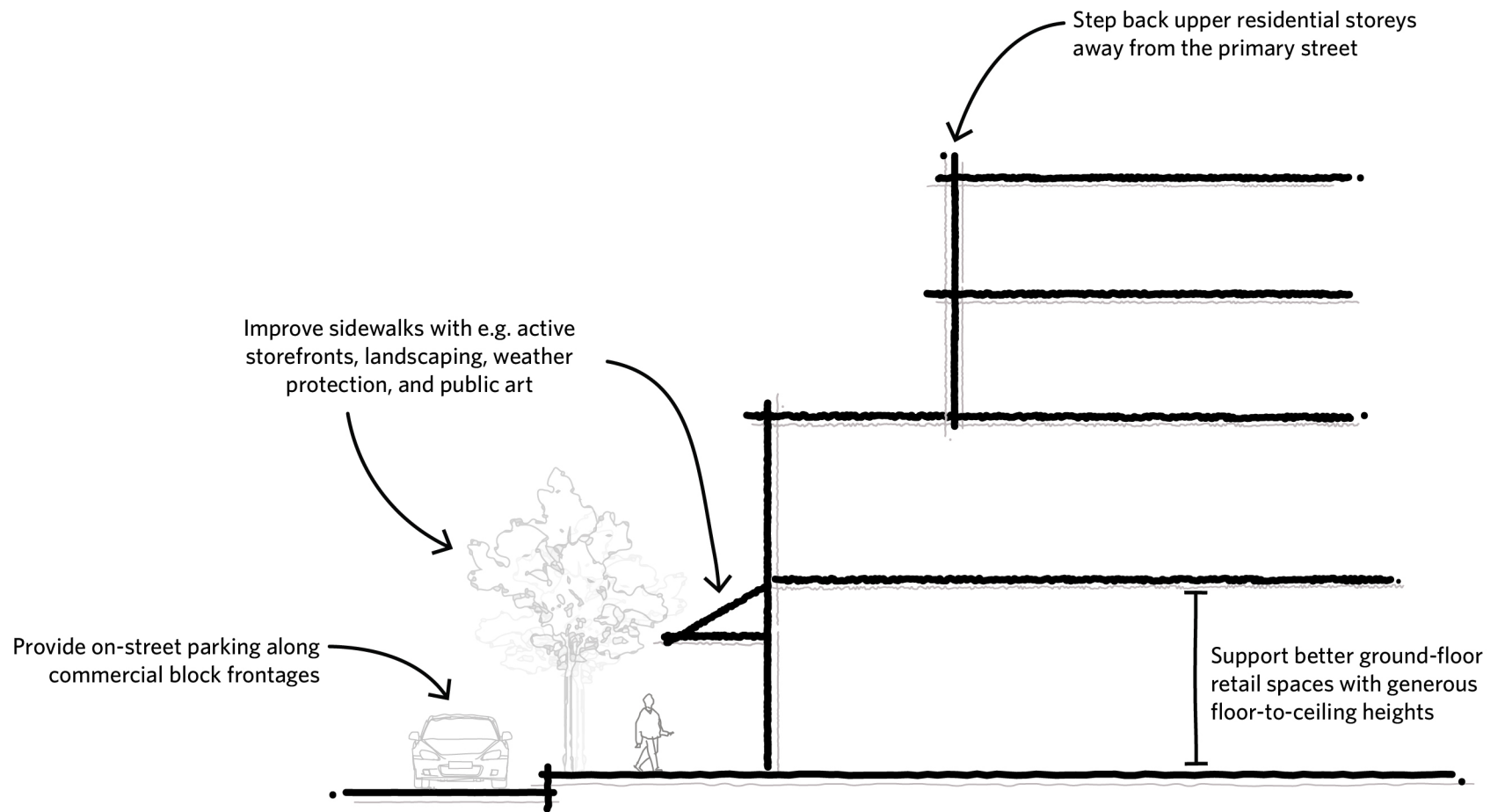
Mixed-use development at 4-5 storeys and 1.75-2.0 FAR, including an arrival plaza on the eastern portion of the site.

## 9 Shape Development to Create Variety



*Conceptual illustration of street elevation*

## 10 Articulate Buildings to Frame Great Streets



*Conceptual illustration of street section*

## **11** Manage this Plan to Deliver Desired Outcomes

Individual developments should contribute incrementally towards the overall vision for Ambleside’s commercial areas, as described in this Draft Plan. Applications will be considered based on all applicable sections and in accordance with the following:

### **Building Design**

- Celebrate the natural setting, including the sloping topography or “amphitheatre” and the proximity to the waterfront.
- Complement with, but be distinct from, adjacent buildings to introduce variety, with an eclectic mix of different architectural styles, colours, and materials.

### **Commercial Uses**

- Allow commercial-only development as an option on all sites.
- Consider additional density and/or height for hotel use or an arts facility, subject to a site-specific pre-application including contextual review and a report to Council.

### **Residential Uses**

- Support a range of unit sizes and types for different demographics, including seniors, rental and ownership options (unless specific housing requirements are indicated as a condition of density or height in any previous section).
- Allow rental as a residential use on all sites, and waive associated amenity contributions where rental tenure is secured in perpetuity.

### **Heritage**

- Consider heritage revitalization agreements where appropriate, including the possible transfer of density within the commercial area through a comprehensive rezoning process.

### **Transportation**

- Require a transportation impact assessment as part of each rezoning application.

### **Parking**

- Maintain off-street visitor and commercial parking requirements, unless varied based on site-specific constraints, and consider parking reductions for residential uses to lower vehicle demand and usage.

### **Public Amenities**

- Use amenity contributions to support the enhancement and/or renewal of local public facilities (including the civic site, library, and parks) and/or to support the creation of new public facilities.

### **Flexibility**

- Consider any proposed changes to FAR, use, or height on their merit, subject to a site-specific pre-application including contextual review and a report to Council.

### **Monitoring**

- Monitor the build-out of the LAP and review, if necessary, on a five-year basis.