

## **NOTICE OF PUBLIC HEARING – JULY 18, 2022**

**BYLAW 2434: WHITE ROCK ZONING BYLAW, 2012, NO. 2000, AMENDMENT  
(CD ZONE 62 1453 STAYTE ROAD) BYLAW, 2022, NO. 2434**

**CIVIC ADDRESS: 1453 Stayte Road**

**PURPOSE:** Bylaw 2434 proposes to rezone the subject property from the "RS-1 One Unit Residential Zone" to the "Comprehensive Development Zone (CD) 62". If approved, it would enable the development of the proposed townhouse project in the form of 20 units which are 3 storey ground-oriented units with a roof top deck (ranging from 288 sq.ft. to 808 sq.ft.).

**WHITE ROCK**  
*My City by the Sea!*

**Documents:**

| Author  | Document   | Item # |
|---|--|--------|
| Director of Planning and Development Services | Regular Council corporate report dated June 13, 2022 | R-1    |
| Corporate Administration Department           | Minutes – Various Extracts                           | R-2    |

**Written Submissions:**

| Author        | Date Received | Resident? | Status | Item # |
|---------------|---------------|-----------|--------|--------|
| None to date. |               |           |        |        |

THE CORPORATION OF THE  
**CITY OF WHITE ROCK**

15322 BUENA VISTA AVENUE, WHITE ROCK, B.C. V4B 1Y6

**NOTICE OF PUBLIC HEARING**  
**MONDAY, JULY 18, 2022**

**NOTICE** is hereby given that the Council of the City of White Rock will hold an opportunity for public participation for a Public Hearing on **MONDAY, JULY 18, 2022**, at **5:00 P.M.** in accordance with the *Local Government Act* and the *Planning Procedures Bylaw*. All persons who deem their interest in property is affected by the proposed bylaw / application shall be afforded an opportunity to be heard **in person, via telephone or by forwarding written submissions** reflecting matters contained in the proposed bylaw / application that is the subject of the Public Hearing. At the Public Hearing, Council will hear and receive submissions from the interested persons in regard to the bylaw / application listed below:

**BYLAW 2434:                WHITE ROCK ZONING BYLAW, 2012, NO. 2000,**  
**AMENDMENT (CD ZONE 62 1453 STAYTE ROAD)**  
**BYLAW, 2022, NO. 2434**

**CIVIC ADDRESS: 1453 STAYTE ROAD (See Site Map)**

**PURPOSE:** Bylaw 2434 proposes to rezone the subject property from the "RS-1 One Unit Residential Zone" to the "Comprehensive Development Zone (CD) 62". If approved, it would enable the development of the proposed townhouse project in the form of 20 units which are 3 storey ground-oriented units with a roof top deck (ranging from 288 sq.ft. to 808 sq.ft.).

The proposed application and associated reports can be viewed online on the agenda and minutes page of the City website, [www.whiterockcity.ca](http://www.whiterockcity.ca), under Council Agendas from July 5, 2022, until July 18, 2022. If you are unable to access the information online, please contact the Corporate Administration department at 604-541-2278, between the hours of 8:30 a.m. and 4:30 p.m., or leave a voicemail and staff will ensure you have the information made available to you.

**ADDITIONAL INFORMATION**

Further details regarding the subject of the Public Hearing may be found online: [whiterockcity.ca/publichearings](http://whiterockcity.ca/publichearings)

Contact the Planning and Development Services Department for any questions regarding this application: 604-541-2136 | [planning@whiterockcity.ca](mailto:planning@whiterockcity.ca)

**[VIEW THE PLANNING REPORT, BYLAWS AND RELATED DOCUMENTS](#)**

Online at [whiterockcity.ca/publichearings](http://whiterockcity.ca/publichearings)

## SUBMIT YOUR COMMENTS

- **Email:** [clerksoffice@whiterockcity.ca](mailto:clerksoffice@whiterockcity.ca) with “Bylaw 2434 (1453 Stayte Road)” noted in the subject line
- **Mail:** City Hall at 15322 Buena Vista Avenue, White Rock, V4B 1Y6

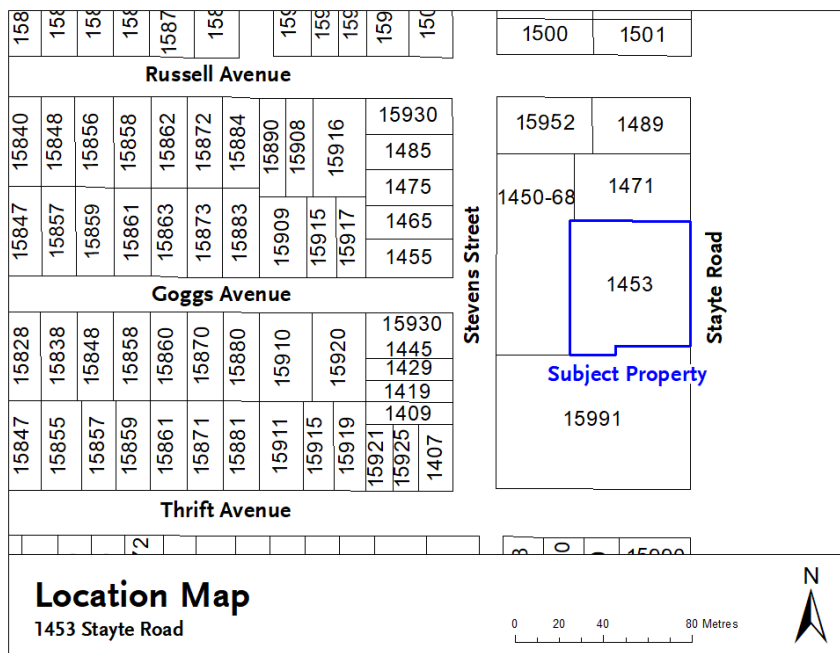
All submitted comments will be distributed to Council and must be received by 12:00 p.m. noon on the day of the public hearing.

- **In Person:** Attend in person at City Hall Council Chambers.
- **Register to speak at the public hearing by phone:** Refer to the City of White Rock Website at [whiterockcity.ca/publichearings](http://whiterockcity.ca/publichearings) and follow the instructions regarding the sign up process or call 604-541-2127.

## WATCH THE PUBLIC HEARING

Live online or view the video the following day at [whiterockcity.ca/agendas](http://whiterockcity.ca/agendas)

**SITE MAP: 1453 Stayte Road**



July 5, 2022

Tracey Arthur, Director of Corporate Administration

THE CORPORATION OF THE  
**CITY OF WHITE ROCK**  
CORPORATE REPORT



**DATE:** June 13, 2022

**TO:** Mayor and Council

**FROM:** Anne Berry, Director, Planning and Development Services

**SUBJECT:** White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD Zone 62 – 1453 Stayte Road) Bylaw, 2022, No. 2434

---

**RECOMMENDATIONS**

THAT Council:

1. Receive for information the corporate report dated June 13, 2022, from the Director of Planning and Development Services, titled "White Rock Zoning Bylaw, 2012, No 2000, Amendment (CD Zone 62 – 1453 Stayte Road) Bylaw, 2022, No. 2434."
  2. Give first and second readings to "White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD Zone 62 – 1453 Stayte Road) Bylaw, 2022, No. 2434" as presented, and direct staff to schedule the required Public Hearing;
  3. Direct staff to resolve the following issues prior to final adoption, if Bylaw No. 2434 is given third reading after the public hearing:
    - a) Ensure that all engineering requirements and issues, including of a 2.0 metre road dedication on the Stayte Road frontage and completion of a servicing agreement, are addressed to the satisfaction of the Director of Engineering and Municipal Operations;
    - b) Confirm and ensure the recommendations of the final arborist report, approved by the Director of Planning and Development Services and, more specifically the City's Arboricultural Technician, are implemented and maintained through future demolition and construction activities; and
  4. Pending adoption of "White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD Zone 62 – 1453 Stayte Road) Bylaw, 2022, No. 2434," consider issuance of Development Permit No. #423 for 1453 Stayte Road.
- 

**EXECUTIVE SUMMARY**

This application proposes to rezone the property from the "RS-1 One Unit Residential Zone" to the "Comprehensive Development Zone (CD) 62" and issue a Development Permit for 1453 Stayte Road. If approved, it would enable the development of the proposed townhouse project in the form of 20 units which are 3 storey ground-oriented units with a roof top deck (ranging from 288 sq.ft. to 808 sq.ft.). The size of the units ranges from 1,215 sq. ft. to 1,996 sq. ft. Overall,

staff supports the proposal subject to the recommended conditions. A copy of draft Zoning Amendment Bylaw No. 2434 is included in this corporate report as Appendix A.

### **PREVIOUS COUNCIL DIRECTION**

| <b>Motion # &amp; Meeting Date</b> | <b>Motion Details</b>   |
|------------------------------------|---|
| 2019-LU/P-006<br>March 11, 2019    | THAT the Land Use and Planning Committee directs staff to work with the applicant on other options for the site located at 1453 Stayte Road, noting concern with the proposed density.<br><br>CARRIED   |
| 2019-LU/P-045<br>December 16, 2019 | THAT the Land Use and Planning Committee: <ol style="list-style-type: none"> <li>1. Receives for information the corporate report dated December 16, 2019 from the Director of Planning and Development Services titled "Information Report on Revised Development Application – 1453 Stayte Road (ZON&amp;MJP 18-017)"; and</li> <li>2. Directs staff to prepare a revised draft Zoning Amendment Bylaw and Development Permit for Land Use and Planning Committee consideration after the applicant provides the final drawings and Traffic Impact Study regarding the proposed driveway access location change.</li> </ol> CARRIED |
| 2020-211<br>April 20, 2020         | THAT Council receives for information the corporate report dated April 20, 2020, from the Director of Planning and Development Services, titled "Updated Zoning Amendment Bylaw and Development Permit for 1453 Stayte Road (ZON&MJP 18-017);"<br><br>CARRIED   |
| 2020-225<br>April 20, 2020         | THAT Council gives first and second readings to "White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-62 – 1453 Stayte Road) Bylaw, 2019, No. 2287" as presented.<br><br>CARRIED  |
| June 22, 2020                      | Public hearing for (Bylaw 2287)<br><br>CARRIED  |
| 2020-360<br>June 29, 2020          | THAT Council gives third reading to "White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-62 – 1453 Stayte Road) Bylaw, 2019, No. 2287."<br><br>DEFEATED  |
| LU/P-45<br>October 26, 2020        | THAT the Land Use and Planning Committee recommends that Council endorse the zoning amendment application at 1453 Stayte Road proceed to the next stage in the application review process.<br><br>CARRIED   |

## **INTRODUCTION/BACKGROUND**

### **Project Overview**

#### **2019 Application**

This project has been previously presented to Council in a different form of a development proposal. Staff have prepared a summary of the past application. At the March 11, 2019, Land Use and Planning Committee meeting, staff brought forward a corporate report and draft bylaws for a Zoning Bylaw Amendment and Development Permit for 1453 Stayte Road. The March 11 development proposal involved a four (4) storey residential development with one level of underground parking and 54 residential units. Staff recommended support for the development as the proposed building form conformed to the Official Community Plan's (OCP) guidelines for height and density and demonstrated compliance with the Multi-Family Development Permit Area Guidelines. Staff also noted that the proposed development was configured to provide ample outdoor amenity space for future residents, minimize privacy and shadowing impacts on adjacent neighbours, and exhibited a reasonable height transition and 'fit' with its neighbours through the lowering of the building on the site. During the discussion, Land Use and Planning Committee (LUPC) noted concerns regarding the proposed density and directed staff to work with the applicant on other options for the site. Other items of discussion at LUPC included reducing the height of the project. After the direction was received from the LUPC, the applicant worked with staff to revise the application and address the concerns of residents and the Committee.

On December 16, 2019, the LUPC was presented a corporate report titled "Information Report on Revised Development Application – 1453 Stayte Road (ZON&MJP 18-017)." The report described the applicant's proposed revisions to the project since the LUPC first considered it on March 11, 2019. After receiving feedback from the LUPC, the proposal was amended to incorporate 49 units, a reduction of five (5) units from the previous proposal (and one less than shown in the revised plans on December 16, 2019). This resulted in a slightly different unit mix of eight (8) three-bedroom units, 22 two-bedroom units, and 19 one-bedroom units compared to the previous seven (7) three-bedroom units, 23 two-bedroom units, and 24 one-bedroom units. At the December 16, 2019, meeting, the LUPC directed staff to prepare a revised draft Zoning Amendment Bylaw and Development Permit for LUPC consideration. At the April 20, 2020, meeting Council gave first and second readings as presented. Council defeated the application at the June 29, 2020, meeting.

Bylaw, 2022, No. 2287, 2019 received two readings and was defeated at the June 29, 2020, meeting. Bylaw No.2287 is being abandoned and replaced with Bylaw, 2022, No. 2434 to reflect the new application.

#### **2020 Application (Current)**

The proposed townhouse project consists of 20 units which are 3-storey ground-oriented units with rooftop decks (figure 1) (ranging from 288 sq. ft. to 808 sq.ft.). The size of the units ranges from 1,215 sq. ft. to 1,996 sq. ft. Each unit has a double car garage and a den on the ground floor, living space on the second floor and bedrooms on the third floor.

The architectural aesthetics of the proposed project takes its cues from the surrounding neighbourhood. The materials combine elements such as wood tone lap siding, cementitious horizontal lap siding, and cementitious panels to bring texture, warmth, and character to the building façade. A balcony with corner posts overhangs the main entry door denoting the building entrance.

The new application was presented to the LUPC on October 26, 2020. The public information meeting was held on December 9, 2020, and went to the Advisory Design Panel (ADP) on July 20, 2021. At that time, the ADP deferred making a recommendation on the project pending the resolution of issues listed by the Panel and requested that the application be brought back for the applicant to speak to how the issues have been addressed. Accordingly, on May 15, 2022, the applicant presented the following revisions of the application:

- Removed 1 unit (21 units revised to 20 units) to reduce the density;
- Updated the site plan to accommodate the new outdoor amenity area (North of Block 2, in the center of the lot);
- Reconfigured the floor layout to create a new unit type in Block 2 of the site plan. (There are now 4 units in Block 2, previously there were 5 units);
- Revised the elevations and sections of Block 2 accordingly.
- Concerns about the play area being located next to Stayte Road. The play area's location has since been moved to address these concerns.
- Re-generated the shadow study for the latest site plan layout.
- Updated the design rationale and project data to reflect the above changes.



Figure 1 - Proposed Street Scape.

At the May 17, 2022 meeting, the ADP was overall in support of the design based on the revisions made by the applicant. The Committee resolved:

*THAT the Advisory Design Panel supports the application for the development proposal at 1453 Stayte Road proceeding to Council, subject to the Council consideration about the future widening of Stayte Road.*

There were concerns regarding the 2-metre road dedication required by Engineering along the Stayte Road frontage. The main concern was that if Stayte Road were to widen, it would impact the front units' form and character. Overall, there were concerns that the road would move closer to the development's front doors, leading to a reduced buffer between the street and the road. Thus, reducing the public realm.



In discussion with the Engineering Department, it was determined that the question raised by the ADP is not an issue. The long-term plans for Stayte Road do not include widening the road to two lanes on both sides of the road. Stayte Road is a north-south arterial road on the border with the City of Surrey. Stayte Road generally consists of one travel lane in each direction, with on-street parking pockets on the west side of the street in some locations. A multi-use pathway is provided on the west side of the roadway between North Bluff Road and Pacific Avenue. The multi-use pathway is entirely separated from the roadway by a treed boulevard. North Bluff Road is shared ownership between the City of Surrey and the City of White Rock, with White Rock's jurisdiction on the west half of the roadway. The Integrated Transportation And Infrastructure Master Plan (ITIMP) identifies North Bluff Road as a greenway corridor, including All Ages and Abilities bicycle facilities.

The cross-sections developed as part of the ITIMP focus on revising the City's portion of Stayte Road in the future based on a 20.12-metre cross-section (10.06-metre cross-section within White Rock). The plans for this road include upgrading the existing multi-use pathway to separated pedestrian and bicycle paths on the west side of the street (see Figure 2). A future 2.00-metre road dedication may be required to rebuild the sidewalk due to the current design of the pathway and parking pockets. Therefore, the additional 2.00-metre road dedication required by engineering is to rebuild the sidewalk due to the current design of the pathway and parking pockets.

The ITIMP improvements on Stayte Road can also be coordinated with several other infrastructure improvements, including drainage improvements between Pacific Avenue and Buena Vista Avenue (Year 4) and between Buena Vista Avenue and Russell Avenue (Year 5) and sewer improvements between Cliff Avenue and Buena Vista Avenue (Year 2). Pavement upgrades are also a medium priority between Columbia Avenue and Cliff Avenue. Two streetlight improvements have also been identified (Year 2 and Year 7). The date of this construction is not unknown but will be in the next 10 years.

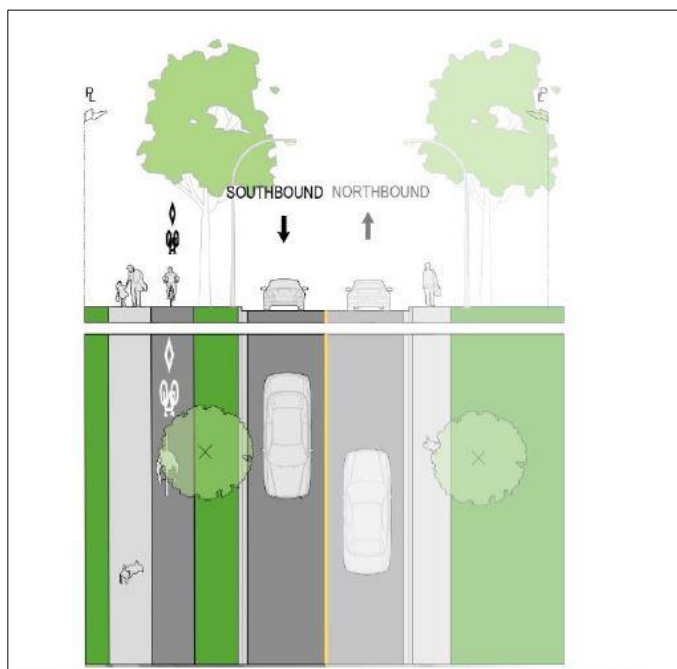


Figure 2 Stayte Road Proposed Cross-Section

Other approval requirements will include confirmation of servicing and street upgrades, finalized through a Works and Services Agreement.

### Neighbourhood Character

The property is close to a school, shops, and services. It is also near a bus transit route. In addition, Stayte Road is an arterial road constructed to a standard that can accommodate the proposed density of this development. Therefore, the amount of additional traffic generated by the proposal is not expected to impact the road system significantly. The site is located between North Bluff Road and Thrift Avenue. The surrounding neighbourhood consists of commercial mixed-use, duplexes, multifamily development, and single-family homes.



Figure 3 - Neighborhood Context.

### White Rock Official Community Plan, 2017, No. 2220

The Official Community Plan (OCP) sets out land use, density, height, and other policy directions for development applications. The subject property is designated 'Urban Neighbourhood.' The objective of this land-use policy area is to enable a mix of multi-unit residential uses that support existing affordable housing stock, strengthen nearby commercial services, and provide the further transition from the Town Centre, Lower Town Centre, and Town Centre Transition Area.

This designation contemplates providing opportunities for more low-scale multi-unit residential buildings that build on the character of existing apartment areas. In reference to permissible densities and heights, OCP Policy 8.5.2 would allow a density of up to 1.5 FAR (gross floor area ratio) in buildings up to four storeys in height in the Urban Neighbourhood designation.

This site is within the Multi-Family Development Permit Area (DPA). The objectives of this Development Permit Area are to:

- Establish an attractive, comfortable, well-connected, pedestrian-oriented environment
- Ensure the compatibility of new development with adjacent existing buildings
- Enhance the quality of life
- Conserve energy and water and reduce GHGs
- Enhance the character of the built environment and public realm in the City of White Rock

### Zoning Bylaw No. 2000

The subject property is currently zoned 'RS-1 One Unit Residential' in the White Rock Zoning Bylaw. The intent of this zone is to accommodate one-unit residential buildings on lots of 464 m<sup>2</sup> (4,995 ft<sup>2</sup>) or larger. Under the current zoning, the subject property would be permitted to construct a 17,000 ft<sup>2</sup> (excluding basement, garage, and other areas) single-family dwelling with a maximum height of 7.7 metres (25.26 feet). Development Permit Area - Multi-Family Development Permit Area Guidelines.

### Traffic Impact Study

The traffic impact study (Attachment D) is for 23 units and this revised development is for 20 units. Due to the lower number of units staff did not feel it was necessary to have the application update the study. The overall impact of the development on current traffic patterns is low.

## **FINANCIAL IMPLICATIONS**

The following fees would be collected if approved for rezoning and subdivision (Table 3). Note these fees are subject to change:

**Table 1: Applicable Development Costs**

|   | Fee<br>(per unit) | Units<br>Subject to<br>Fee | Sub-Total           |
|---|-------------------|----------------------------|---------------------|
| City of White Rock Development Cost Charges (DCCs)            | \$11,253.27       | 20                         | <b>\$225,066.00</b> |
| TransLink DCCs  | \$2,470.00        | 20                         | <b>\$49,400.00</b>  |
| Metro Vancouver (Regional) DCCs                               | \$4,695.00        | 20                         | <b>\$93,900.00</b>  |
| Surrey School District School Site Acquisition Charges (SSAC) | \$1,000.00        | 1                          | <b>\$20,000.00</b>  |
| <b>Total</b>  |                   |                            | <b>\$388,366.00</b> |

This development does not meet the threshold for Community Amenity Contributions.

## **COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS**

A Public Information Meeting (PIM) for this proposal was held on December 9, 2020. Most questions and concerns from the residents were related to:

- Building height, size, density, privacy and noise.
- Green space, landscape and arborist reports, and grading.
- Traffic impact, visitor parking and pedestrian safety
- Fire safety
- Garbage & recycling

These concerns have been addressed to staff's satisfaction and meet the requirements of our bylaws and policies. A copy of the applicant's PIM Summary is included in Appendix C.

## **INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS**

The zoning bylaw amendment application and development permit were referred to municipal departments for comments. Comments provided to the applicant have been addressed related to this stage of the rezoning proposal.

Approval of the final detailed (civil) designs and the execution of a "Works and Servicing Agreement" to the satisfaction of the Director of Engineering and Operations would be required as a condition of 3<sup>rd</sup> reading.

### **CLIMATE CHANGE IMPLICATIONS**

The applicant has identified several building strategies to improve the environmental performance of the building and construction activities. These include:

- Each unit has large windows with high-performance glazing that meet North American Fenestration Specification (NAFS), with operable panes for natural ventilation and light penetration. At the same time, all the sliding doors are recessed to be sheltered from peak summer sun exposure.
- To reduce heat absorption and to improve energy efficiency, light coloured/reflective roofing is specified for the building roof.
- Higher 'R' values (insulation) for the building envelope and a tighter air barrier to reduce heat losses during winter and heat gains during summer, reducing HVAC requirements.
- An automatic high-efficient mechanical irrigation system will be specified to reduce water wastage.
- A site construction waste recycling program will be implemented in accordance with the Metro Vancouver construction recycling requirements.

The proposed development is located adjacent to TransLink bus services (the 361 and 363 community shuttles) that connect the site with local shopping, services, and the White Rock Centre Bus Exchange. It is also located within 400 metres of the 375 bus route to Guildford. As well, the Stayte Road cycle path provides convenient access for cycling to East Beach. The availability and proximity of these modes of travel would assist in reducing the need for residents and visitors to use personal vehicles.

The proposed development would be required to provide a minimum of four parking spaces with electric vehicle charging stations and another minimum four parking spaces 'roughed-in' for future connection.

### **IMPLICATIONS FOR TREE PRESERVATION AND TREE CANOPY ENHANCEMENT**

A total of 50 replacement trees are required per City of White Rock Tree Management Bylaw No. 1831. Cash-in-lieu of the on-site replacement of the trees, amounting to \$75,000, will be required prior to the issuance of a Tree Management Permit for any future work. A condition of third reading is ensure that the recommendations of the final arborist report, approved by the Director of Planning and Development Services and, more specifically the City's Arboricultural Technician, are implemented and maintained through future demolition and construction activities.

### **ALIGNMENT WITH STRATEGIC PRIORITIES**

Council has expressed a desire to support a high quality of life in the City. The ability to support residential infill can help lessen the demand for sprawl while also making the best use of existing infrastructure.

### **OPTIONS / RISKS / ALTERNATIVES**

The following options for Council's consideration are:

1. Give first and second readings to "White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-62 – 1453 Stayte Road) Bylaw,) Bylaw, 2022, No. 2434" and Development Permit No. 423 as presented, and direct staff to schedule the required public hearing; or
2. Reject "White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-62 – 1453 Stayte RD), Bylaw, 2022, No. 2434" and Development Permit No. 423; or
3. Defer consideration of "White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-62 – 1453 Stayte RD), 2019,) Bylaw, 2022, No. 2434" and Development Permit No. 423 pending further information to be identified.

Staff recommends Option 1, which is incorporated into the recommendations at the beginning of this corporate report.

### **CONCLUSION**

This application proposes to rezone the property from the "RS-1 One Unit Residential Zone" to the "Comprehensive Development Zone (CD) 62" and issue a Development Permit for 1453 Stayte Road. If approved, it would enable the proposed townhouse project that consists of 20 units which are 3 storey ground-oriented units with a roof top deck (ranging from 288 sq.ft. to 808 sq.ft.). The size of the units ranges from 1,215 sq. ft. to 1,996 sq. ft. Overall, staff supports the proposal subject to the recommended conditions noted.

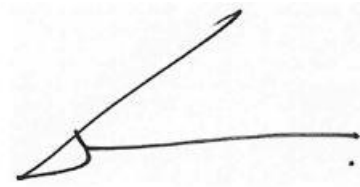
Respectfully submitted,



Anne Berry  
Director, Planning and Development Services

**Comments from the Chief Administrative Officer**

I concur with the recommendations of this corporate report.

A handwritten signature in black ink, consisting of a stylized 'G' followed by a horizontal line and a small dot at the end.

Guillermo Ferrero  
Chief Administrative Officer

- Appendix A: Draft Zoning Amendment Bylaw No. 2434
- Appendix B: Draft Development Permit No. 423
- Appendix C: Public Information Meeting (PIM) Summary
- Appendix D: Traffic Impact Study for 1453 Stayte Road

**The Corporation of the  
CITY OF WHITE ROCK  
BYLAW No. 2434**



A Bylaw to amend the  
"White Rock Zoning Bylaw, 2012, No. 2000" as amended

The CITY COUNCIL of the Corporation of the City of White Rock in open meeting assembled  
ENACTS as follows:

1. THAT Schedule C of the *White Rock Zoning Bylaw, 2012, No. 2000* as amended is further amended by rezoning the following lands:

Lot B Section 11 Township 1 New Westminster District Plan 84401  
PID: 015-689-573

(1453 Stayte Road)

as shown on Schedule "1" attached hereto, from the 'RS-1 One Unit Residential Zone' to the  
'CD-62 Comprehensive Development Zone.'

2. THAT *White Rock Zoning Bylaw, 2012, No. 2000* as amended is further amended:

(1) by adding to the Table of Contents for 'Schedule B (Comprehensive Development Zones)', Section 7.62 CD-62 Comprehensive Development Zone';

(2) by adding the attached Schedule "2" to 'Schedule B (Comprehensive Development Zones)' Section 7.62 CD-62 Comprehensive Development Zone'.

3. This bylaw may be cited for all purposes as "*White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-62 – 1453 Stayte Road) Bylaw, 2022, No. 2434*".

|                                      |                 |                  |        |
|--------------------------------------|-----------------|------------------|--------|
| Public Information Meeting held this | 9 <sup>th</sup> | day of December, | , 2020 |
| Read a first time this               |                 | day of           | , 2022 |
| Read a second time this              |                 | day of           | , 2022 |
| Considered at a Public Hearing this  |                 | day of           | , 2022 |
| Read a third time this               |                 | day of           | , 2022 |
| Adopted this                         |                 | day of           | , 2022 |

---

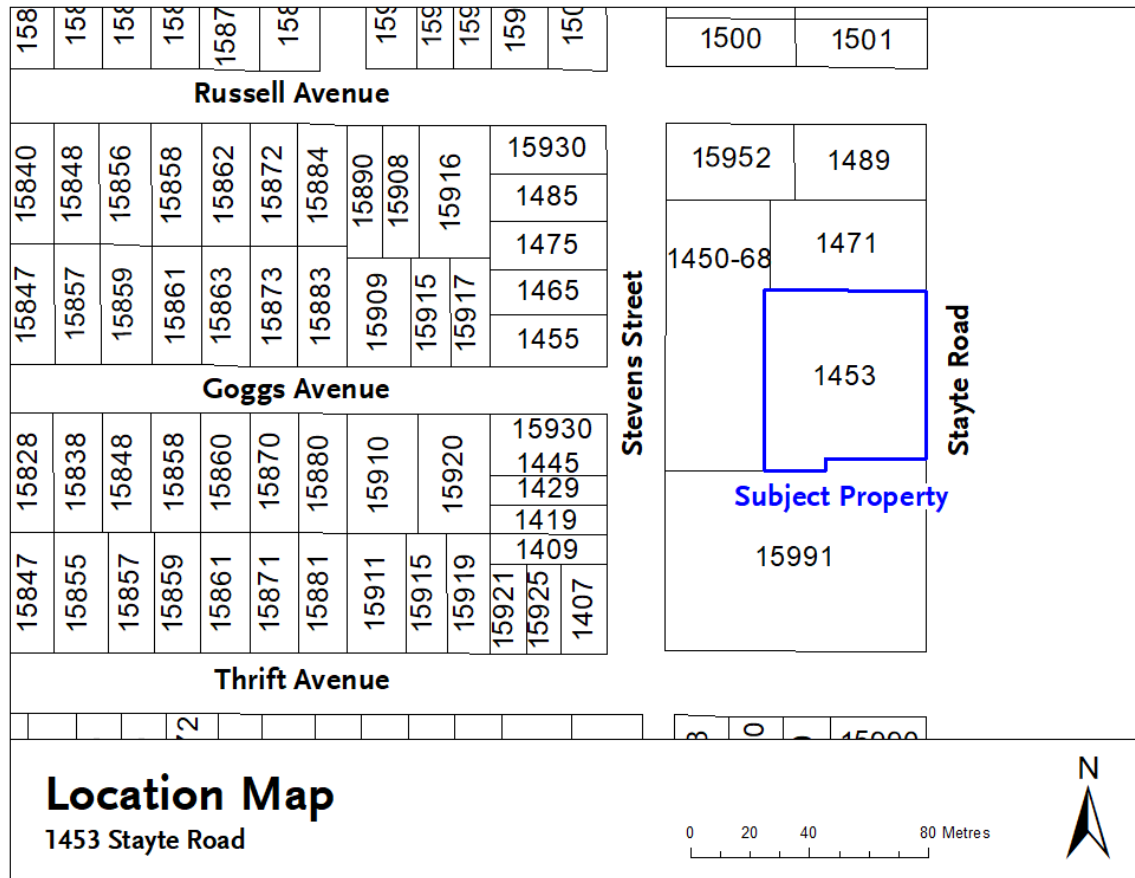
Mayor

---

Director of Corporate Administration



## Schedule “1”



## Schedule “2”

### 7.62 CD-62 COMPREHENSIVE DEVELOPMENT ZONE

#### INTENT

The intent of this zone is to accommodate the development of three-storey townhouse development on a site of approximately 3,163 square metres.

1. Permitted Uses:
  - (a) *Townhouse use*
  - (b) *accessory home occupation* use in accordance with the provisions of section 5.3 and that does not involve clients directly accessing the *principal building*
2. Lot Coverage:
  - (a) *lot coverage* shall not exceed 42%
3. Density:
  - (a) The maximum *gross floor area* shall not exceed 0.905 times the lot area.
  - (b) The maximum number of *dwelling units* must not exceed 20.
5. Building Height:
  - (a) The *principal building* shall not exceed a height of 73.5 metres geodetic.
  - (b) *Ancillary buildings* and *structures* shall not exceed a height of 5.0 metres from the *finished grade*.
6. Siting Requirements:
  - (a) Minimum setbacks are as follows:

|   |              |
|---|--------------|
| (i) Setback from front (east) lot line            | = 1.5 metres |
| (ii) Setback from rear (west) lot line            | = 6.0 metres |
| (iii) Setback from interior side (north) lot line | = 4.0 metres |
| (iv) Setback from interior side (south) lot line  | = 3.0 metres |
  - (b) Notwithstanding the above, the following siting exemptions are permitted:
    - (ii) Balconies may encroach by up 1’-6” (0.46 m) and roofs projecting 1’-0” (0.31 m) into the setback from front (east) lot line (Block 1).
    - (jj) Balconies may encroach by up 3’ (0.92 m) and roofs projecting 1’-0” (0.31 m) into the setback from interior side (north) lot line. (Block 4).
    - (kk) Balconies may encroach by 3’ (0.92 m) and roofs projecting 1’-0” (0.31 m) into the 3.0m Setback from interior side (south) lot line (Block 3).
    - (ll) Eaves may encroach by up to 1.6 metres into all required lot line setbacks.
    - (iv) *Ancillary buildings* and *structures* may be located on the subject property in accordance with the Plans prepared by Atelier Pacific Architecture dated

February 21, 2020 that are attached hereto and on file at the City of White Rock, with the exception that no *ancillary buildings* or *structures* are permitted within a 2.0 metre distance from the front (east) lot line

7. Parking:

Parking shall be provided in accordance with Sections 4.14 and 4.17, with the minimum number of spaces required as follows:

- (a) A minimum of forty (40) spaces shall be provided for the *multi-unit residential use*
- (b) A minimum of one (1) of the required forty (40) spaces shall be provided as accessible parking spaces and shall be clearly marked in accordance with the B.C. Building Code Requirements.
- (c) A minimum of four (4) stalls must have electric charging capacity.
- (d) A minimum of four (4) stalls must be roughed for electric charging capacity.

8. Bicycle Parking:

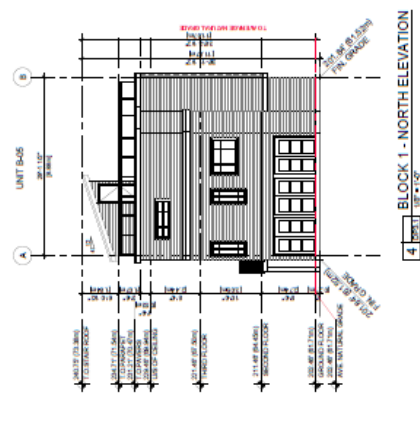
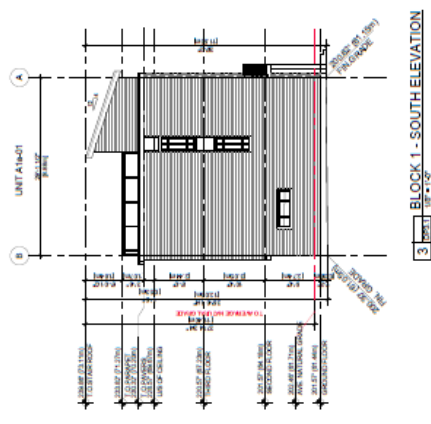
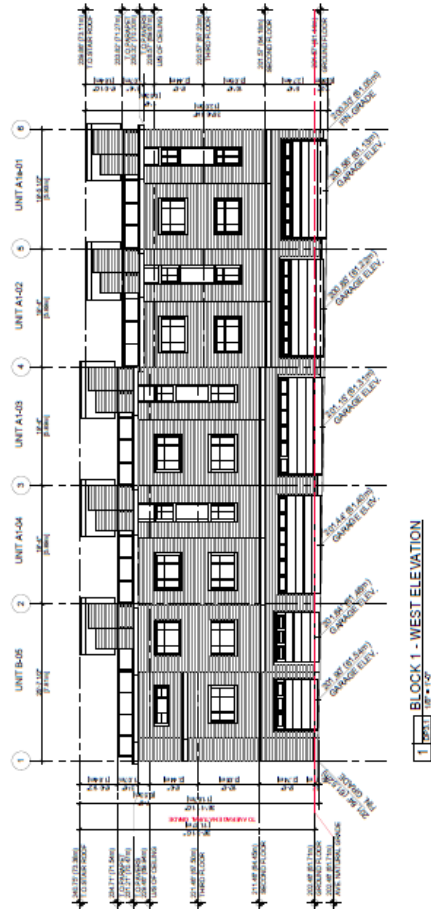
Bicycle parking shall be provided in accordance with Section 4.16, with the minimum number of spaces required as follows:

- (a) A minimum of twenty (20) Class I spaces shall be provided
- (b) A minimum of four (4) Class II spaces shall be provided

9. Loading:

- (a) One loading space shall be provided for the *multi-unit residential use* in accordance with Section 4.15



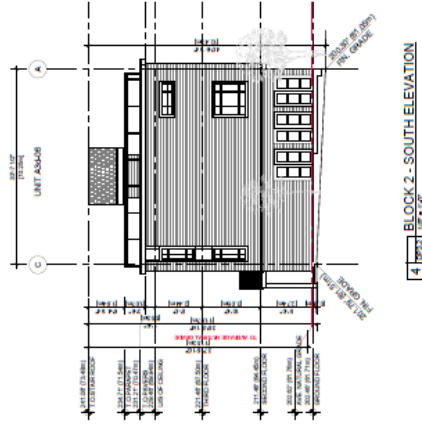
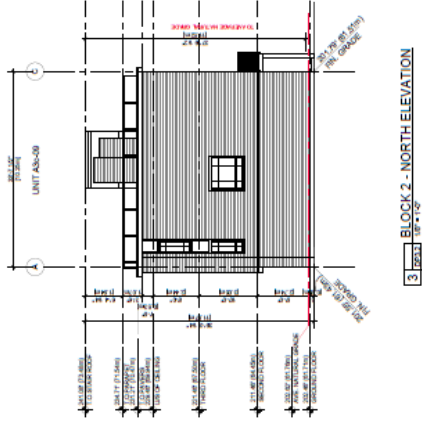
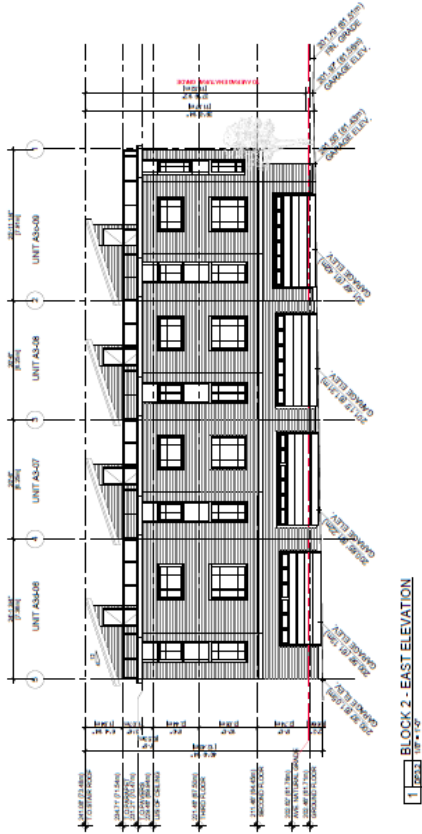


# Proposed Residential Development

1453 STANTE ROAD, WHITE ROCK, B.C.  
VINHOMES PROPERTIES INC.  
ATELIER PACIFIC ARCHITECTURE INC.  
March 16, 2022

DP3.1  
ELEVATIONS  
BLOCK 1  
SCALE 1/8" = 1'-0"



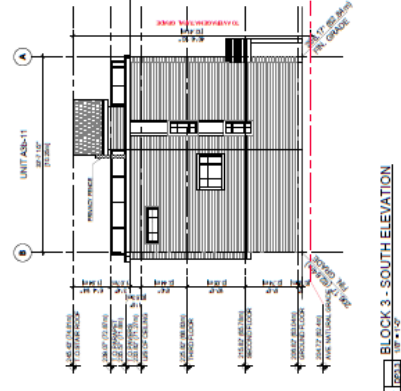
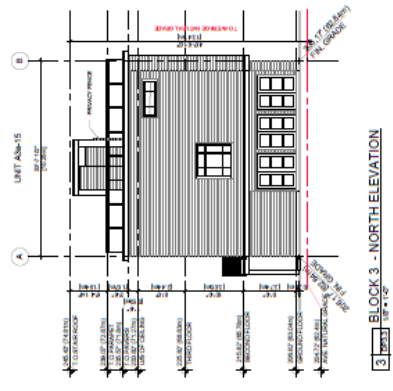
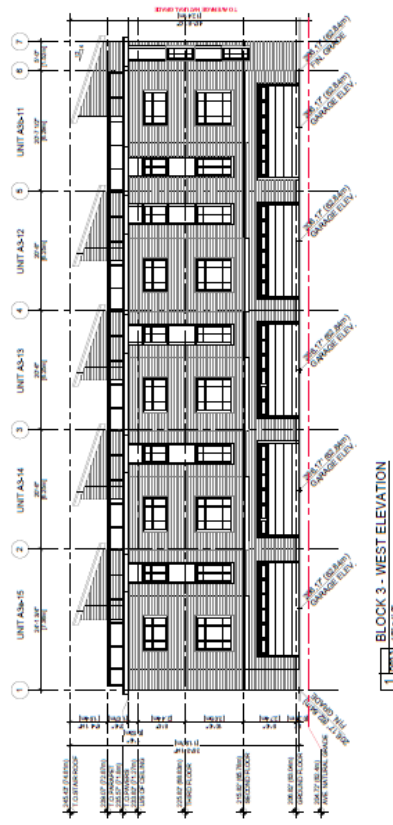


Proposed Residential Development  
1453 STAYTE ROAD, WHITE ROCK, B.C.  
VANHOME PROPERTIES INC.  
ATELIER PACIFIC ARCHITECTURE INC.  
March 16, 2022

DP3.2  
ELEVATIONS  
BLOCK 2  
SCALE 1/8" = 1'-0"





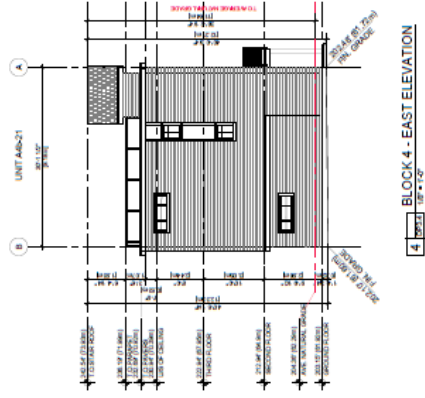
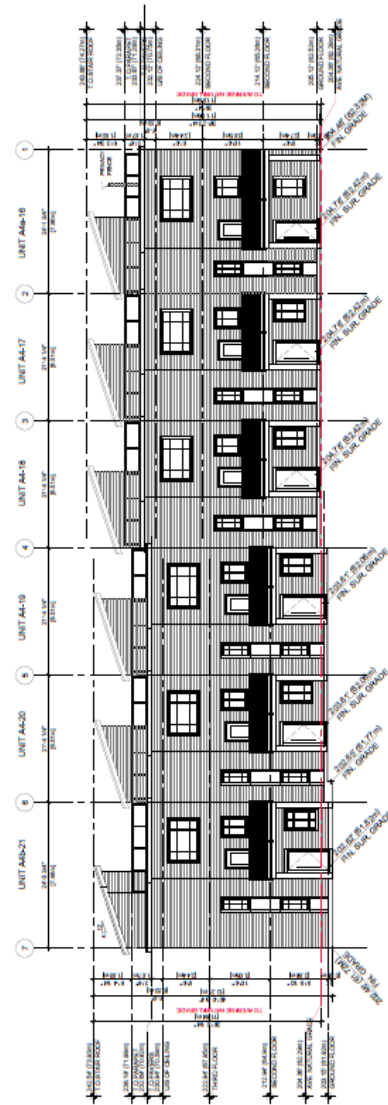
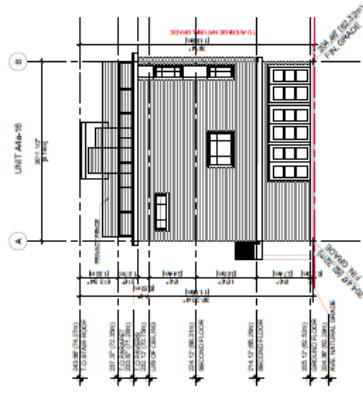


# Proposed Residential Development

1453 STATE ROAD, WHITE ROCK, B.C.  
 VANHOME PROPERTIES INC.  
 ATELIER PACIFIC ARCHITECTURE INC.  
 March 16, 2022

DP3.3  
 ELEVATIONS  
 BLOCK 3  
 SCALE: 1/8" = 1'-0"





## Proposed Residential Development

1453 STAYTE ROAD, WHITE ROCK, B.C.

VANHOMME PROPERTIES INC.  
ATELIER PACIFIC ARCHITECTURE INC.

March 16,

### DP3.4

## ELEVATIONS BLOCK 4

SCALE: 1/8" = 1'-0"





**THE CORPORATION OF THE  
CITY OF WHITE ROCK**

**DEVELOPMENT PERMIT NO. 423**



1. This Development Permit No. 423 is issued to 1120578 B.C LTD as the owner and shall apply only to ALL AND SINGULAR those certain parcels or tracts of land and premises situate, lying and being in the City of White Rock, in the Province of British Columbia, and more particularly known and described as:

Legal Description:

Lot B Section 11 Township 1 New Westminster District Plan 84401  
(1453 Stayte Road)

PID: 015-689-573

As indicated on Schedule A

2. This Development Permit No. 423 is issued pursuant to the authority of Sections 490 and 491 of the *Local Government Act, R.S.B.C. 2015*, "*Chapter 1*" as amended, and the "White Rock Official Community Plan Bylaw, 2017, No. 2220" as amended, and in conformity with the procedures prescribed by the "City of White Rock Planning Procedures Bylaw, 2017, No. 2234" as amended.
3. The terms, conditions and guidelines as set out in "*Chapter 1*" as amended, and the "White Rock Official Community Plan Bylaw, 2017, No. 2220" as amended that relate to the "Multifamily Development Permit Area" shall apply to the area of land and premises hereinbefore described and which are covered by this Development Permit.

4. Permitted Uses of Land, Buildings and Structures

Land, buildings, and structures shall only be used in accordance with the provisions of the "CD-62 Comprehensive Development Zone" of the "White Rock Zoning Bylaw, 2012, No. 2000" as amended.

5. Dimensions and Siting of Buildings and Structures on the Land

All buildings and structures to be constructed, repaired, renovated, or sited on said lands shall be in substantial compliance with the Plans prepared by Atelier Pacific Architecture Inc. and van der Zalm + associates Inc. hereto in accordance with the provisions of Section 491 of the *Local Government Act*:

Schedule B  
Schedule C

Site Plan  
Building Elevations

Schedule D            Renderings  
Schedule E            Landscaping Plans

These Plans form part of this development permit.

6. Terms and Conditions:

- a) The applicant shall enter into a Servicing Agreement to provide frontage improvements and on-site works and services in accordance with Section 506 of the *Local Government Act* and to the acceptance of the Director of Engineering and Municipal Operations;
  - b) The applicant shall provide landscaping for the development in substantial compliance with the Landscape Plans (Schedule E) to the acceptance of the Director of Planning and Development Services and the Director of Engineering and Municipal Operations;
  - c) The permittee must also submit an estimate for the cost of landscaping, along with securities in the amount of \$440,000.00 (125% of the cost of landscaping) to the City prior to the issuance of a building permit.
  - d) Rooftop mechanical equipment shall be screened from view to the acceptance of the Director of Planning and Development Services;
  - e) The hydro kiosk is to be located on site to the acceptance of the Director of Planning and Development Services.
7. In the interpretation of the Development Permit all definitions of words and phrases contained in Sections 490 and 491 of the *Local Government Act, R.S.B.C. 2015, Chapter 1* as amended, and the “White Rock Official Community Plan Bylaw, 2017, No. 2220”, as amended, shall apply to this Development Permit and attachments.
8. Where the holder of this Permit does not obtain the required building permits and commence construction of the development as outlined in this Development Permit within two years after the date this Permit was authorized by Council, the Permit shall lapse, unless the Council, prior to the date the Permit is scheduled to lapse, has authorized further time extension of the Permit.
9. This permit does not constitute a subdivision approval, a tree management permit, a demolition permit, or a building permit.

Authorizing Resolution passed by the Council for the City of White Rock on the \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_.

This development permit has been executed at White Rock, British Columbia on the \_\_\_\_\_ day of \_\_\_\_\_ 20\_\_.

The Corporate Seal of THE CORPORATION  
OF THE CITY OF WHITE ROCK was hereunto  
affixed in the presence of:

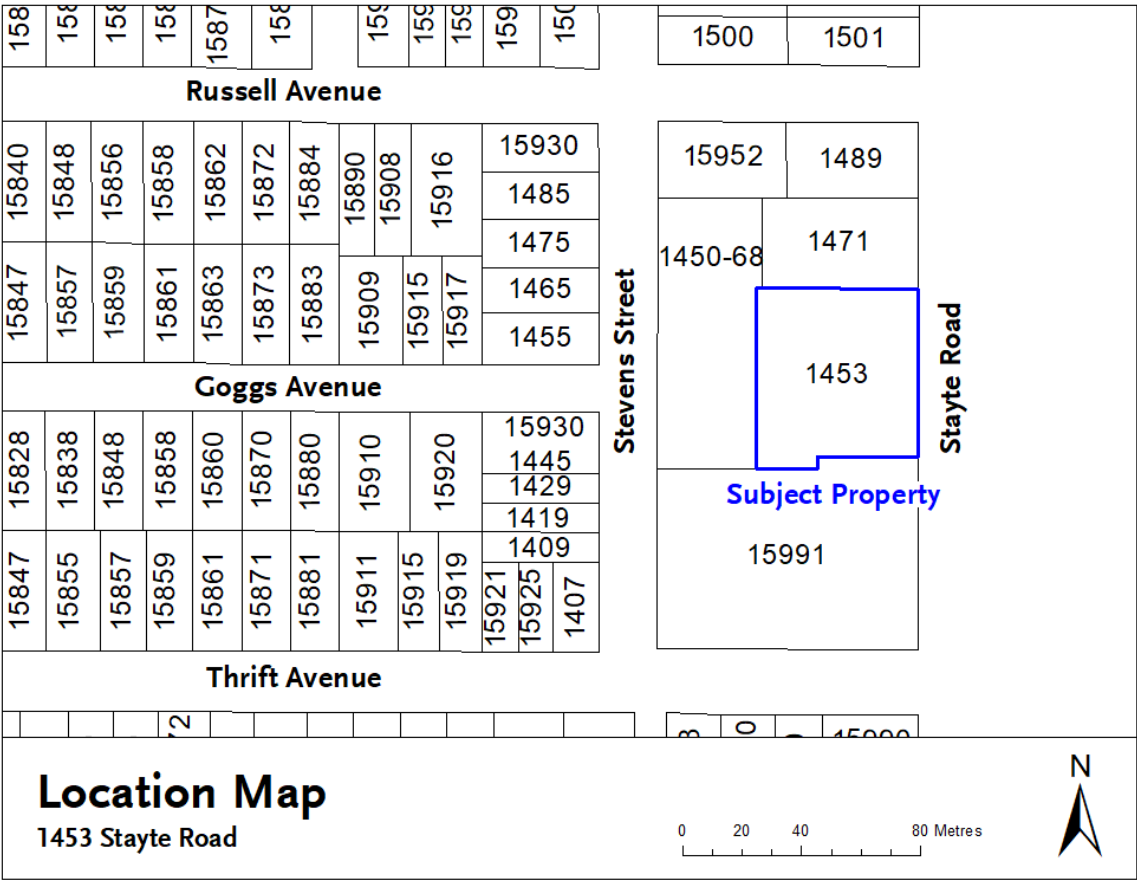
---

Mayor  
Authorized Signatory

---

Director of Corporate Administration  
Authorized Signatory

Schedule A – Location Map



Schedule B – Site Plan



## Schedule C – Elevations



## Proposed Residential Development

1453 STAYTE ROAD, WHITE ROCK, B.C.

YANHONG PROPERTIES INC.  
ATELIER PACIFIC ARCHITECTURE INC.

March 16, 2009



DP 5.0

## MATERIAL BOARD





1 [PS-1] 10' x 15' BLOCK 1 - WEST ELEVATION



3 [PS-3] 10' x 15' BLOCK 1 - SOUTH ELEVATION

### MATERIAL LEGEND: (COLOR SCHEME-1)

- 1 CEMENTITIOUS LAP SIDING (WOODGRAIN: MANTIC SUMMER WHEAT) OR EQUIVALENT
- 2 CEMENTITIOUS SHIP-LAP SIDING (WOODGRAIN: COLOR: BAKED TREX) OR EQUIVALENT
- 3 CEMENTITIOUS SHIP-LAP SIDING (WOODGRAIN: COLOR: AGED SILVER) OR EQUIVALENT
- 4 CEMENTITIOUS PANEL BOARD (WOODGRAIN: COLOR: BAKED TREX) OR EQUIVALENT
- 5 CEMENTITIOUS LAP SIDING (WOODGRAIN: COLOR: STORM DART) OR EQUIVALENT
- 6 GRABED DOOR / ENTRY DOOR (COLOR: DARK GREY)
- 7 WINDOW / DOOR FRAME / RAILING FRAME (COLOR: BLACK)
- 8 GLAZING PANEL (TRANSPARENT)
- 9 WOOD ROOF / PORCH DOOR (COLOR: WHITE)
- 10 CEMENTITIOUS SOFFITS (WOODGRAIN: FINISH: PAINTING: COLOR: (COLOR: BAKED TREX) OR EQUIVALENT)
- 11 ASPHALT SHINGLES (COLOR: DARK GREY)



2 [PS-2] 10' x 15' BLOCK 1 - EAST ELEVATION



4 [PS-4] 10' x 15' BLOCK 1 - NORTH ELEVATION

## Proposed Residential Development

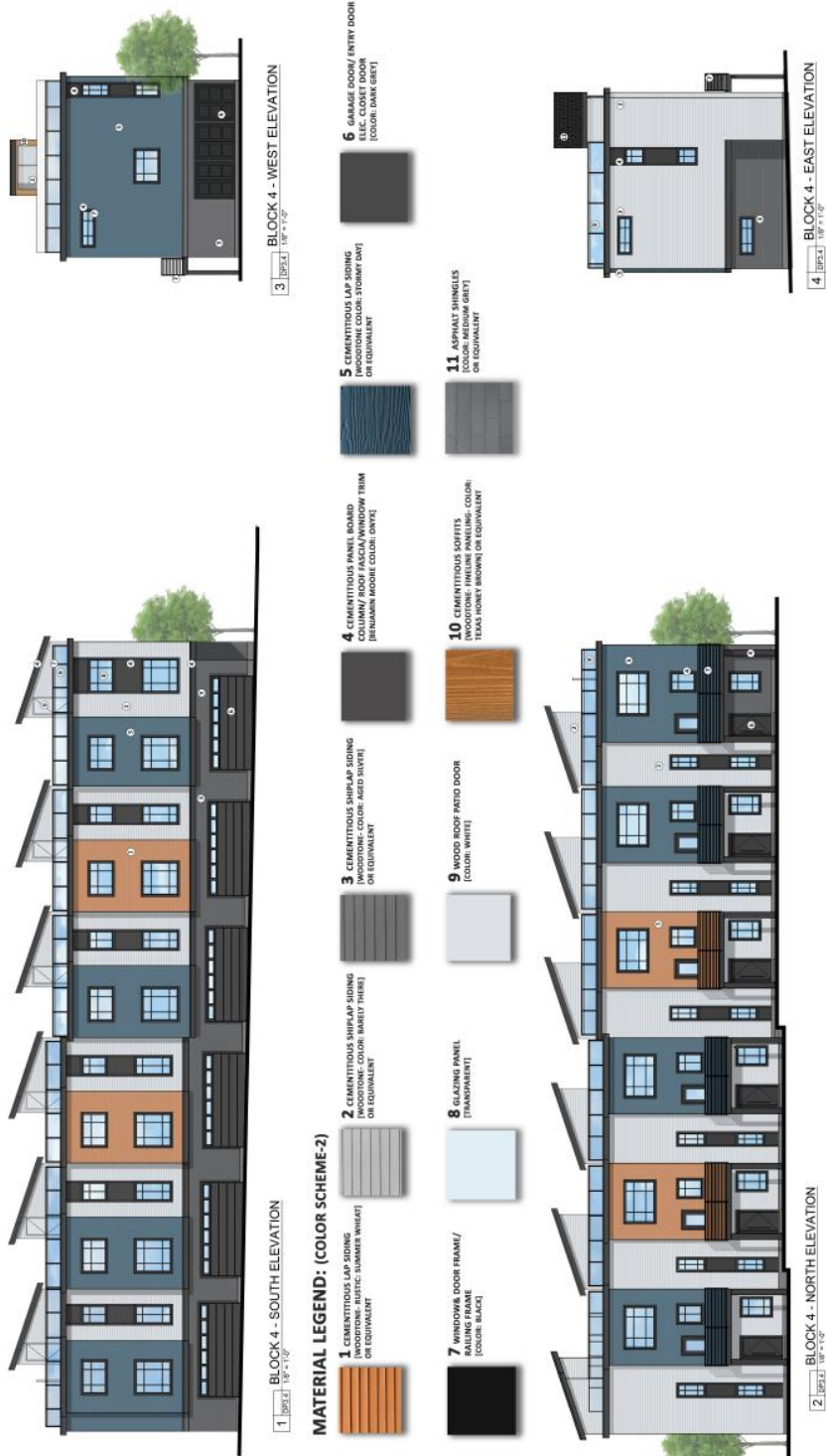
1453 STAYTE ROAD, WHITE ROCK, B.C.

YANHOUE PROPERTIES INC.  
ATELIER PACIFIC ARCHITECTURE INC.

March 15, 2023



DP 5.1  
COLOUR ELEVATION  
& MATERIAL LEGEND  
COLOUR SCHEME -1



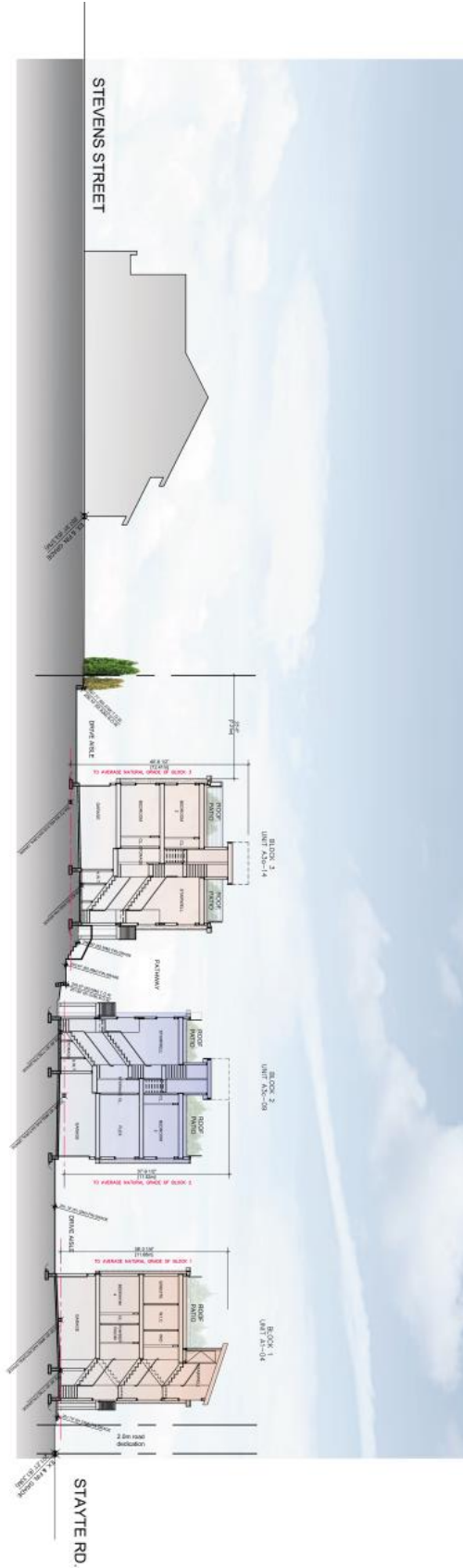
DP 5.2  
COLOUR ELEVATION  
& MATERIAL LEGEND  
COLOUR SCHEME- 2

Proposed Residential Development  
1453 STAYTE ROAD, WHITE ROCK, B.C.  
VANHOUE PROPERTIES INC.  
ATELIER PACIFIC ARCHITECTURE INC.  
March 15, 2022





1 SITE SECTION  
11/10





1 PROPOSED STATE ROAD STREETSCAPE  
1" = 10'-0"



2 PROPOSED STATE ROAD STREETSCAPE  
1" = 10'-0"

## Proposed Residential Development

1453 STATE ROAD, WHITE ROCK, B.C.

YANPOKE PROPERTIES INC.  
ATELIER PACIFIC ARCHITECTURE INC.

MARCH 15, 2022



DP 5.5  
STREETSCALE  
SITE SECTION

Schedule D – Renderings

PREPARED BY:  atelier *pacific* architecture inc.



DEVELOPMENT PERMIT RE-SUBMISSION

Date: March 16, 2022

Proposed Residential Development

1453 STAYTE ROAD, WHITE ROCK, B.C.  
VANHOME PROPERTIES INC.  
ATELIER PACIFIC ARCHITECTURE INC.



DP 0.0a  
COVER PAGE

Schedule E – Landscape Plans





Notes:

1. See Landscape Sections for typical yard soil depth design which go above and beyond Canadian Landscape Standard requirements.

[illegible]

Notes:

Notes:

1. See Landscape Sections for typical yard soil depth design which go above and beyond Canadian Landscape Standard requirements.



Quercus Puberula

*Pachymarcha Testudinaria*

Blackburn, B. 1996. *Blackburn's Birds*. London: Poyser.





**VDZ+A**  
 VANDER ZANDEN ARCHITECTURE  
 1453 Stayte Road  
 White Rock, B.C. V4B 4C6  
 Tel: 604.682.2824  
 Fax: 604.682.2825  
 www.vdz.ca

Drawing # **LS-02**  
 VZD Project # **DP2018-20**  
**SECTIONS**  
 Drawing Title

|  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |

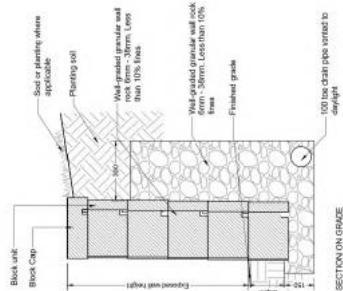


[illegible]

**Project:**  
1453 Stayite Road

**Location:**  
1453 Stayite Road  
White Rock, B.C.

|                    |                |                  |                                   |        |
|--------------------|----------------|------------------|-----------------------------------|--------|
| Drawn:<br>MT<br>ET | Created:<br>TM | Approved:<br>VCE | Original Print Size:<br>24" x 36" | Shore: |
|--------------------|----------------|------------------|-----------------------------------|--------|



SECTION ON GRADE

Notes:

1. Refer to Geotechnical
2. Valley Stone
- Colour: Grey
3. Install with vertical batts

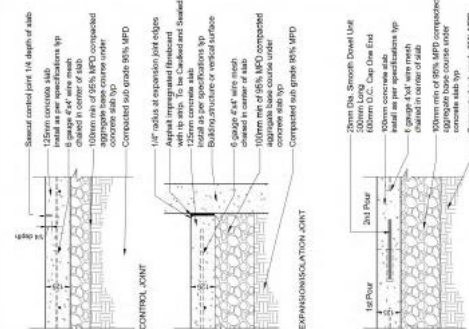


Diagram illustrating the components and installation of a house number:

- Aluminum plate mounted to post
- Unit number to be laser cut out of Aluminum
- Strip lighting below aluminum plate to illuminate numbers and path
- Full cedar post

Manufacturer: Quorum  
 Material: Cedar post mounted with brushed Aluminum plates  
 Dimensions: 10" x 10" x 10" (plate numbers laser cut into plate)

UNIT POSTS

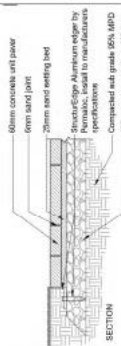


### 3 CONCRETE JOINTS



**Manufacture:** Forms and Surfaces or approved equals

7 BENCHES



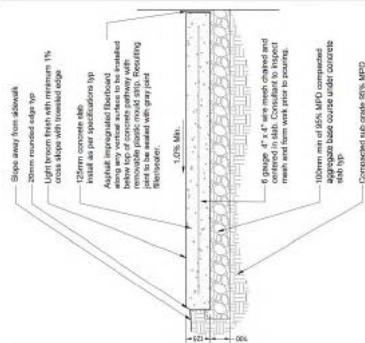
NOTES:

1. Seeding used to meet ASTM C33 or CSA A23.1 (FAT).
2. All sand to meet ASTM C144 or CSA A178.
3. All components are specified as approved alternate.
4. Contractor to ensure all shapers of all components for Landscape Architect approval.
5. Contractor to provide no visible pooling occurs on plane surface.
6. All joints to be tight fit.
7. All power cuts to be minimum 1/2" deep.

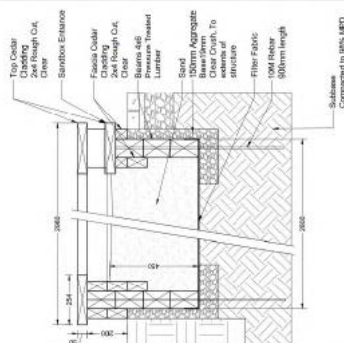
**2** CONCRETE PAVERS  
Scale 1:10



**RAISED DECK**



1. Contractor to provide expansion joints where concrete meets all vertical structures.
2. Horizontal section at 1500mm o.c. both ways unless shown otherwise. Refer to plans.
3. Curlew concrete on 120mm smooth finish or to match existing concrete pathway
4. All components as specified or approved alternate.
5. Concrete to slope to drain.
6. Expansion joint every 3000mm o.c. both ways.
7. Contractor to contact Landscape architect for schedule approval prior to cutting.



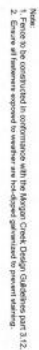
Notes:

1. All exposed feeding and fascia to be sanded smooth.
2. Apply Sibaers Cethyl SPFD to all Order elements. Colour: Oak. All members to be fastened with hot dipped galvanized hardware.

5 SAND PIT







**1** **PRIVACY FENCE**  
Scale 1/20

Drawing Title:  
**DETAILS**

100

Project #: P2018-20

|              |           |
|--------------|-----------|
| Drawing #:   | VDZ       |
| <b>LD-03</b> | <b>DR</b> |



atelier **pacific** architecture inc.

Jan 22, 2021

Planning and Development Services  
City of White Rock  
15322 Buena Vista Avenue,  
White Rock, BC  
V4B 1Y6

**Attention: Greg Newman, Manager of Planning**

**RE: ZON & MJP No. 20-019 – 1453 Stayte Road, White Rock- Public Information Meeting**

Dear Greg,

Please find enclosed, on behalf of our clients, the following:

1. Our minutes of the Public Information Meeting (PIM) dated December 9<sup>th</sup>, 2020 and copies of the boards displayed. These files can be found in the dropbox link below:  
[https://www.dropbox.com/s/8vfvm2hy6bzsi0s/1453%20Stayte%20Road%2C%20White%20Rock-%20APA%26%20VDZ%20for%20PIM 2020-12-09.pdf?dl=0](https://www.dropbox.com/s/8vfvm2hy6bzsi0s/1453%20Stayte%20Road%2C%20White%20Rock-%20APA%26%20VDZ%20for%20PIM%202020-12-09.pdf?dl=0)
2. Our PIM Summary report in response to the questions and comments received during the PIM.

If the above are in order, we would like to proceed as soon as possible with the municipal approval process.

Yours very truly,

Brian Shigetomi, senior associate

Atelier Pacific Architecture Inc.  
111- 3823 Henning Drive  
Burnaby, BC V5C 6P3  
VIA email: [info@atelierpacific.com](mailto:info@atelierpacific.com)

#111-3823 henning drive burnaby, bc canada v5c 6p3  
t 604.662.8689 | f 604.662.8655  
[info@atelierpacific.com](mailto:info@atelierpacific.com) | [www.atelierpacific.com](http://www.atelierpacific.com)  
**brian shigetomi** | senior associate



**RE: ZON & MJP No. 20-019 – 1453 Stayte Road – Public Information Meeting**

**MINUTES OF THE PUBLIC INFORMATION MEETING**

Minutes of the Public Information Meeting held online on Wednesday Dec 09, 2020 from 5:30pm to 7:15pm.

**IN ATTENDANCE**

- Kai Zhao of Vanhome Properties Inc.
- Michael Lu of Vanhome Properties Inc.
- Neil Deng of Vanhome Properties Inc.
- Greg Newman of City of White Rock
- Brian Shigetomi of Atelier Pacific Architecture Inc.
- Gloria Song of Atelier Pacific Architecture Inc.
- Travis Martin of Van Der Zalm and Associates Landscape Architecture Ltd.

**ON DISPLAY**

- A streetscape showing the proposed project and the neighbouring properties
- Site plans comparing the previous and current project proposal
- An optional roof plan proposing reduced roof decks@ Block 3 with visual screen, which will provide additional privacy for the neighbours to the west side.
- A site section showing the proposed buildings and their relationship to the natural grades
- Two pages of shadow analysis showing the impact of the proposed project on surrounding neighbours
- A colour map showing the alternating colour schemes
- Two building colour schemes indicating exterior finishes and materials
- Photos showing a reference project with similar roof top access stairwell and roof patio we did in city of Langley previously.
- Reference photos and rendering from two projects, in the City of Langley, showing a similar elevations and roof patios as our proposed projects.
- Coloured streetscapes showing the existing and proposed street streetscape.
- Coloured/ rendered site plan showing the proposed site treatment/ landscaping by the Landscape Architect together with various precedent images and typical section.



## **MEETING MINUTES**

Prior to the online meeting, notices indicating the date/ time and purpose of the Public Information Meeting were posted online to the local residents and interested parties.

The majority of questions and concerns from the residents were related to:

- a) Building height, size, density, privacy and noise.
- b) Green space, landscape and arborist reports, and grading.
- c) Traffic impact, visitor parking and pedestrian safety
- d) Fire safety
- e) Garbage & recycling

The following is a list of concerns raised by the neighbours:

1. Some residents had concerns that the height of the project would lead to a loss of sunlight and privacy for adjacent properties. They would prefer visual barriers on the roof deck facing the west and south sides.
2. Some residents had concerns regarding the density. They would prefer 20 units instead of 23 units shown in the proposal.
3. Some residents had concerns that the proposal has a lack of green space and on-site outdoor amenity areas. They are hoping to see more trees and green space on the lot especially on the west side.
4. Some residents state that they would like to see more affordable housing.
5. Some residents would prefer duplexes or 2-storey townhouses (with roof top patios) over the proposed 3 storey townhouse (with stairwell access to a rooftop patio) as the proposal gives the appearance of a 4-storey townhouse. They are concerned that the proposal does not fit the character of the neighbour as the proposed height is higher than the neighbouring 2-storey dwellings. They are also concerned that the proposed height will obstruct the views from the neighbouring buildings.
6. Some residents inquired about the average square footage, the number of bedrooms, and the size of the basements (if any) in each unit. They were also interested in how the proposal considers the natural topography as outlined in the OCP.
7. Some residents inquired about the arrangement of garbage and recycling sorting and pick-up.
8. Some residents had concerns regarding the proposed amount of visitor parking stalls. They believe that 3 visitor parking stalls are insufficient to service the proposed number of units.



9. Some residents had concerns regarding the potential noise generated by the proposed units including the activity of residents playing on the internal roads.
10. Some residents questioned if there are coniferous trees on or near the property line and would like the setback required to protect those trees. They would like the developer to retain larger trees and remove the dangerous cotton woods. They had also requested that the city provide copies of the proposal's arborist report.
11. Some residents are concerned that the 46 cars from the proposed townhouse units will increase the traffic load to surround streets which are already crowded (etc. Stayte Road & 160 Ave.). Some residents also have concerns regarding pedestrian safety, for students commuting to school and the seniors visiting the senior's centre. Some residents have suggested a mirror or a speed bump just prior to exiting to Stayte road. Some residents believe that the driveway sightlines are inadequate and looking for a solution.
12. Some residents have concerns that the west setback is insufficient for fire separation. Some residents would like to know if owners would be allowed barbecues on the roof-top patio and if a sprinkler system will be installed to prevent fires if no firewalls are proposed between unit roof-tops? Some residents concerned that fire can spread from the unit's third floor to the rooftop.
13. Some residents feel that the proposed elevation and materials are not aesthetically pleasing.
14. Some residents would like to know if any E.V. charging stations are provided in the proposed garages.
15. Some residents would like to know the purpose of the structures, with double doors, on the side of the buildings. Some residents noted that the electrical closets seem to be located at the front of the building.
16. Some residents inquired about the proposed heating system and if any air conditioning will be provided?
17. Some residents would like to know if a builder/contractor been chosen. They would like to know the anticipated completion date of the project and if the city has approved this timeline. They would also like to know if the latest proposal has been reviewed by the Design Advisory Panel.
18. Some residents have noted that the current proposal fits the neighbourhood better than the previous proposal. The density is more suited to the neighbourhood and the shadows were considered.

The meeting ended around 7:15pm.



## DEVELOPER'S RESPONSE/DISCUSSION

### 1. **PRIVACY**

- In terms of privacy at the roof top, the developer intends to pull back the roof deck on block 3 to create a buffer between rooftop activity and the adjacent neighbours to the west. A screen will be designed/installed visually separating the rooftop patio and west property line which will improve privacy for the neighbours to the west. Owners of the unit can have planters with small shrubs or gardens on the roof-top patio to provide additional screening.
- The same strategy will be applied on the westerly unit of Block 4. A screen will be installed (running north-south) to restrict access to the western portion of the roof and to give privacy to the neighbours to the west.
- On the ground level, planting will be provided along the west property line as a visual barrier.

### 2. **DENSITY**

- The proposed development is intended to conform to the development and design principal as defined in the Official Community Plan (OCP) Bylaw Consolidated as of March 18, 2019.
- The developer is intending to reduce the number of proposed units by 1-2 units to reduce the density to 21-22. Please note the current proposal has already reduced the unit count from 50, in the original application, to a 23 units proposal. Additional reductions in unit count would be detrimental to the project.

### 3. **GREEN SPACE**

- Given the layout of the town houses and the area required to provide access to them, there is limited area on the ground plane to propose green spaces. The green space that is proposed is located at the north west corner and is oriented to allow maximize sunlight and to provide a quiet and comfortable space for activities and a safe space for children to play.
- There are park areas in the neighbourhood within walking distance.
- The proposed roof-top patios provide significant outdoor space and is becoming more common in Canada. Roof-top patios receive more sunlight compared to the typical balcony or at-grade patios and can be used as garden spaces, or for outdoor activities.
- The developer is intending to reduce the number of units by 1-2 units from original proposal to provide more on-site at grade green space that can be programed as outdoor amenities.





#### **4. AFFORDABLE**

- The developer is open to work with the City of White Rock on future projects that will benefit the community and assist with growing families.
- This townhouse proposal provides an alternative, more affordable option compared to the current single-family dominated market especially for young families.
- Reducing the units to two storey units will make 3-Bedroom units infeasible and will not help growing family's who are the target market.
- The developer aims to provide more affordable housing options for families where single-family houses and duplexes are not financially accessible for everyone especially young families in White Rock. In addition, there are significant numbers of new single-family houses being brought on to the market but very few to no townhouse developments.

#### **5. HEIGHT& STOREYS & STAIRWELLS**

- The floor area at the top of the stairs will be designed to not exceed the minimum dimension requirements of a landing as per the BC Building Code to reduce the size of the stairwells. As per BCBC 9.10.4.4. [1][c] of the BC Building Code 2018, A roof-top enclosure shall not be considered as a storey in calculating the building height if the roof- top enclosure is provided for a stairway used for no purpose other than for access or egress.
- The floor height of the stairwell can be reduced by approx. 1'-0". The height of the parapet can be minimized, and a glazed guardrail proposed to reduce the visual height of the buildings. Additionally, partial of the flat roof will be changed to slope roof to reduce the visual height and the impact of shadows on neighbouring properties.

#### **6. FLOOR PLAN SIZE& LAYOUT& DESIGN**

- The proposal has 3-unit types. The floor area ranges from 1,172 sq.ft. to 1,556 sq.ft. (average sq.ft. of all units is approx. 1,400 sq.ft.). All units are 3-bedrooms except for a single unit (Unit type B) having 2 bedrooms.
- 3-bedroom units are ideal for growing families and family's aging in place. Private roof-top patios are a safe and open place for play especially for families with younger children.

#### **7. GARBAGE& RECYCLING**

- Curb pick-up service for each unit is proposed. Garbage and recycle containers will be brought out on the apron of driveway for pick-up.



## **8. VISITOR PARKING& BICYCLE PARKING**

- The current City of White Rock off-street parking bylaw does not have a requirement for visitor parking stalls in townhouse projects. The current proposal provides 3 visitor parking stalls (2 small car stalls + 1 accessible stall).
- A report from ISL Engineering and Land Services (dated Sept 11, 2020) analyzed passenger car turning paths using AutoTURN software for the internal vehicle circulation and access to the visitor parking spaces. It was determined that the drive aisle configuration and the proposed visitor parking stall dimensions are adequate to accommodate mid-sized passenger cars.
- The developer is also intending to enlarge the 2 small car stalls to regular size stalls.

## **9. NOISE**

- The 6-meter setback is proposed to mitigate the potential noise impact to the neighbors on the west. The yards are located on the east side of Block 3, to move the outdoor private play area away from the westerly neighbours. The strata road will not be used as often as the backyards, so will be quieted.
- The roof-top patio has been set back from the west property line for block 3 to reduce the impact of noise on the neighbors to the west.
- Walls will be designed to conform to BC building code STC requirements.

## **10. ARBORIST& LANDSCAPE**

- There are existing hedges along the property line that will remain. We have proposed a fence and additional hedges to extend the existing hedge to act as a landscape buffer.
- The current proposal will not affect the root systems of the existing coniferous trees.
- We note the concerns regarding the existing trees; however, none of the existing tree on site could be retained. This proposal will provide replacement trees that will grow and mature with the site.
- In terms of Planting, a mix of trees were proposed throughout the project including Maple, Cedar and Pine trees.
- The green space proposed is located at the north west corner and is oriented to allow for ample sunlight, providing a comfortable space for activities and a safe space for children to play. This area is programed with a small playhouse and sandbox.



- Copies of the proposal's arborist report can be requested from the City of White Rock staff.

#### **11. TRAFFIC IMPACT& PEDESTRIAN SAFETY**

- The development proposes ground-oriented units with landscaping along Stayte Road considering Crime Prevention through Environmental Design (CPTED) principals, giving sightlines to the streets and public/private roads and sidewalks.
- The city will require a 2.0 meter dedication of land along Stayte Road to allow for future bicycle path and pedestrian walk way.
- Decorative pavers proposed at the crossing near the site entrance can be raised to encourage vehicles to slow down before turning on to Stayte road. A stop sign can also be installed at the crossing.
- The traffic study prepared for the current proposal has shown that there is no detrimental impact of the project on the current and future road services.

#### **12. FIRE SAFETY**

- The proposal is currently under internal review by the City of White Rock for technical aspects of the proposal as it pertains to the BC Building Code and Fire Code. APA as well as the City, will be analyzing/reviewing the proposal for the building permit application so that the proposal meets BC Building Code.
- The proposed project provides at least a 6.0m yard setback from the west property line (6.0m to the elec. closet of block 4 and 7.25m to the block 3) which is in accordance with the setback requirement of zoning bylaw (based on RM-2). Spatial separation of buildings will be designed to conform to Part 9 of the BC Building code.
- This townhouse will be constructed in accordance with Part 9 of the 2018 British Columbia Building Code (BCBC). Units in each building are 3 storeys in height, in a side-by-side arrangement with 1h vertical fire separations constructed between units as per Sentence 9.10.9.14. (3).
- Sprinklers are to be installed per municipal bylaw and BC Building Code.
- The underside the roof deck will be rated to separate the units and roof patio to address concerns of barbeques on roof tops.

#### **13. ELEVATION & MATERIALS**

- The proposed project incorporates modern architecture elements while responding to the material language of the surrounding neighborhood. It uses a combination of elements in materials such as wood tone lap siding,



cementitious horizontal lap siding, and cementitious panel to bring texture, warmth and character to the building facades.

- This proposal also provides 2 different colour schemes to provide more visual interest and distinction between the buildings. Blocks 1 and 3 are finished with warm natural wood tones, while blocks 2 and 4 are finished with cooler blue tones. All cladding is painted cementitious board providing a durable and non-combustible finish.

#### **14. GARAGE & ELECTRIC CARS**

- All units have a side by side double garage, providing space for a variety of car types and sizes which is convenient for growing families.
- The developer is intending to install a level 2 EV car charging stall in each garage plus one at a visitor parking stall.

#### **15. OTHERS**

- The contractor has not yet been selected.
- In response to the anticipated completion date after final adoption by the City:
  - 2.5 months to prepare building permit drawings.
  - 6 or 7 months for the building permit approval process
  - 1 month for tendering and awarding of construction contract
  - Depending on the market at the time of construction, the project may take a couple of years if the project is to be phased.
- The structure with double door at the end of each block is the electrical closet.
- The heating system has not yet been selected. Units may have air conditioning.
- The City of White Rock will be continuing with their internal review of the proposal. The Advisory Design Panel will be conducted after their review.

#### **16. PUBLIC INFORMATION MEETING RECORD**

A video recording of the Public Information Meeting can be viewed at the YouTube link below:

<https://www.youtube.com/watch?v=RguEAZqGQrg>

#201, 8506 - 200th Street, Langley, BC V2Y 0M1 T: 604.371.0091 F: 604.371.0098

September 11, 2020

Our Reference: 32096

**Vanhome Properties**  
433 - 5811 Cooney Road,  
Richmond, BC V6X 3M1

Attention: Mr. Kai Zhao, Project Manager ([kai@vanho.ca](mailto:kai@vanho.ca))

Dear Sir,

Reference: **Traffic Impact Study for Residential Development at 1453 Stayte Road in White Rock, BC**

---

## 1.0 Introduction

### 1.1 Background

Vanhome Properties (Vanhome) retained ISL Engineering and Land Services (ISL) to undertake a Traffic Impact Study (TIS) to cover the transportation engineering services for the proposed development at 1453 Stayte Road in White Rock, British Columbia. The findings of this letter report could be used as part of a development rezoning application to the City of White Rock (the City).

Discussions with City staff were held and a Terms of Reference (ToR) for this TIS was developed and submitted on May 10, 2018 for review and approval. It was later updated based on the City's *Term of Reference for Traffic Study* (received on May 25, 2018) then resubmitted on May 28, 2018 (**Appendix A**). Previously, a four-storey multi-family residential building was proposed for this site, and ISL completed the TIS report (dated August 16, 2018) along with addendum letters and feedback reviews (prior to February 2020). The proposed housing type has been changed recently to a townhouse complex. It is expected that the 2018 ToR is still applicable to the updated site layout.

### 1.2 Study Objectives

The objectives of the traffic study are to estimate traffic generated by the proposed development, assess the performance of the nearby study intersections, evaluate potential traffic impacts to the surrounding road network, and recommend improvement measures, if required. Impacts on other transportation modes (transit commuters, pedestrians, and cyclists) as well as parking and loading requirements are discussed. All study findings (traffic surveys, intersection analyses, and potential recommendations) are summarized in this report.

### 1.3 Proposed Development

The proposed residential development will be located on the west side of Stayte Road between Russell Avenue and Thrift Avenue in White Rock. Based on the latest site plan (**Figure 1**) provided by Atelier Pacific Architect (dated September 10, 2020), the existing vacant lot will be developed into a 23-unit townhouse complex with outdoor common amenity space and three visitor parking stalls. Each unit will have three storeys, roof patio, and side-by-side garage. The development is expected to have approximately 31,700 square feet of residential area across 34,000 square feet of site area. The vehicular access to the townhouse complex will be on the north side off Stayte Road.

The development site is located in an urban neighbourhood, bounded by neighbourhood commercial building (north), duplex houses (west), a multi-family residential building (south), as well as single-family houses (east) on the City of Surrey side. According to the City's *2017 Official Community Plan (OCP)*, the land use area is intended for multi-family residential characteristics.



**Figure 1** Proposed Development Preliminary Site Plan (dated on September 10, 2020)

## 1.4 Study Area

The development site is located along the municipal boundary with the City of Surrey, which refers to Stayte Road (White Rock) as 160 Street in Surrey. Upon agreement with the City, as shown in **Figure 2**, the following two intersections were identified with the existing intersection traffic control types shown in brackets:

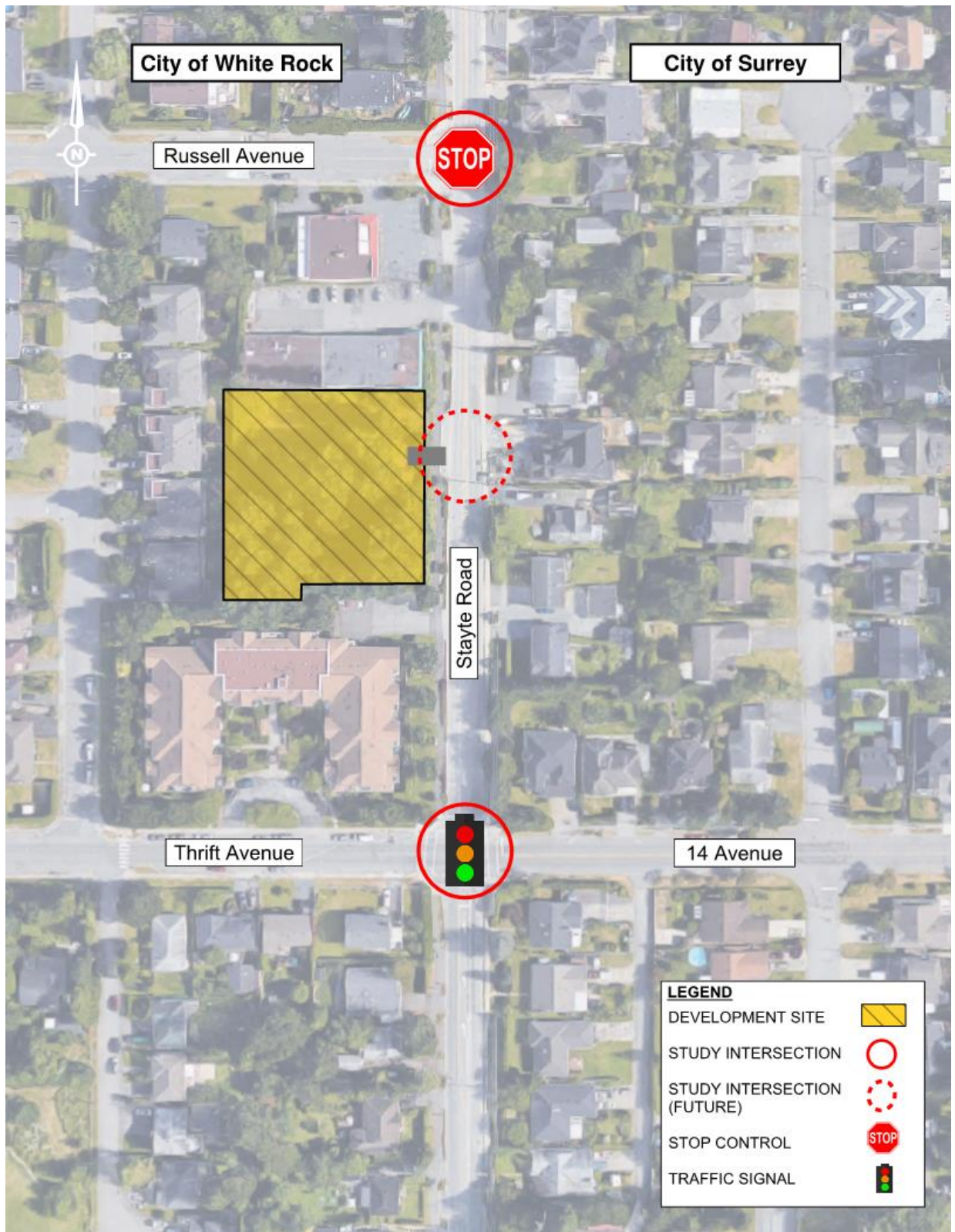
- Stayte Road and Russell Avenue (STOP-controlled at the eastbound approach)
- Stayte Road and Thrift Avenue / 14 Avenue (signalized)

The proposed access roadway for the development site along Stayte Road was analyzed as a STOP-controlled (eastbound) T-intersection.

According to the City's 2014 *Strategic Transportation Plan (STP)*, Stayte Road is a north-south arterial and intersects the east-west streets of Russell Avenue (neighbourhood collector) and Thrift Avenue (primary collector). All roadways within the study area are two-lane (one-lane each direction) cross-section, and on-street parking is allowed along the east-west avenues. These roads provide accesses for single-family detached houses, multi-family residential buildings, as well as neighbourhood commercial area (mainly southwest quadrant of the Stayte Road and Russell Avenue intersection). Left-turn storage lanes are provided at the northbound and southbound approaches of the Stayte Road and Thrift Avenue / 14 Avenue intersection.

ISL staff conducted a site visit on May 16, 2018 to observe the traffic conditions and the surrounding neighbourhood. Photographs and illustration of the study area, intersections, and access are shown in **Figure 3**.





*Figure 2 Study Area and Study Intersections*





**Figure 3** Site Visit Photographs

## 2.0 Background and Development Traffic

### 2.1 Background Traffic (2020)

Classified traffic count surveys (including cars, trucks, pedestrians, and bicycles) of two study intersections were conducted by ISL staff during a typical weekday (Wednesday, May 16, 2018). Peak periods of weekday AM (from 0730 to 0900 hours) and PM (from 1630 to 1800 hours) were collected at 15-minute intervals. The observed weekday AM and PM peak hours were found to be from 0800 to 0900 hours (8:00 to 9:00 AM) and from 1630 to 1730 hours (4:30 to 5:30 PM), respectively. The summary of traffic count survey results can be provided upon request.

To determine the background traffic volumes (2020), a 2% linear annual growth rate (agreed by the City) was applied to the 2018 surveyed traffic volumes. Due to such unprecedented times with COVID-19, some people shifted to a home-based workforce, so it is expected that the normal vehicle patterns might be affected. As shown in **Figure 4**, based on the estimated 2020 traffic volumes, through movements along Stayte Road were the major traffic flows in the study area. At the Thrift Avenue / 14 Avenue intersection, the eastbound and westbound through movements also experienced relatively high turning volumes during both peak hours. The overall heavy vehicle percentage was about 3% during the weekday AM and about 2% during the weekday PM peak hours.

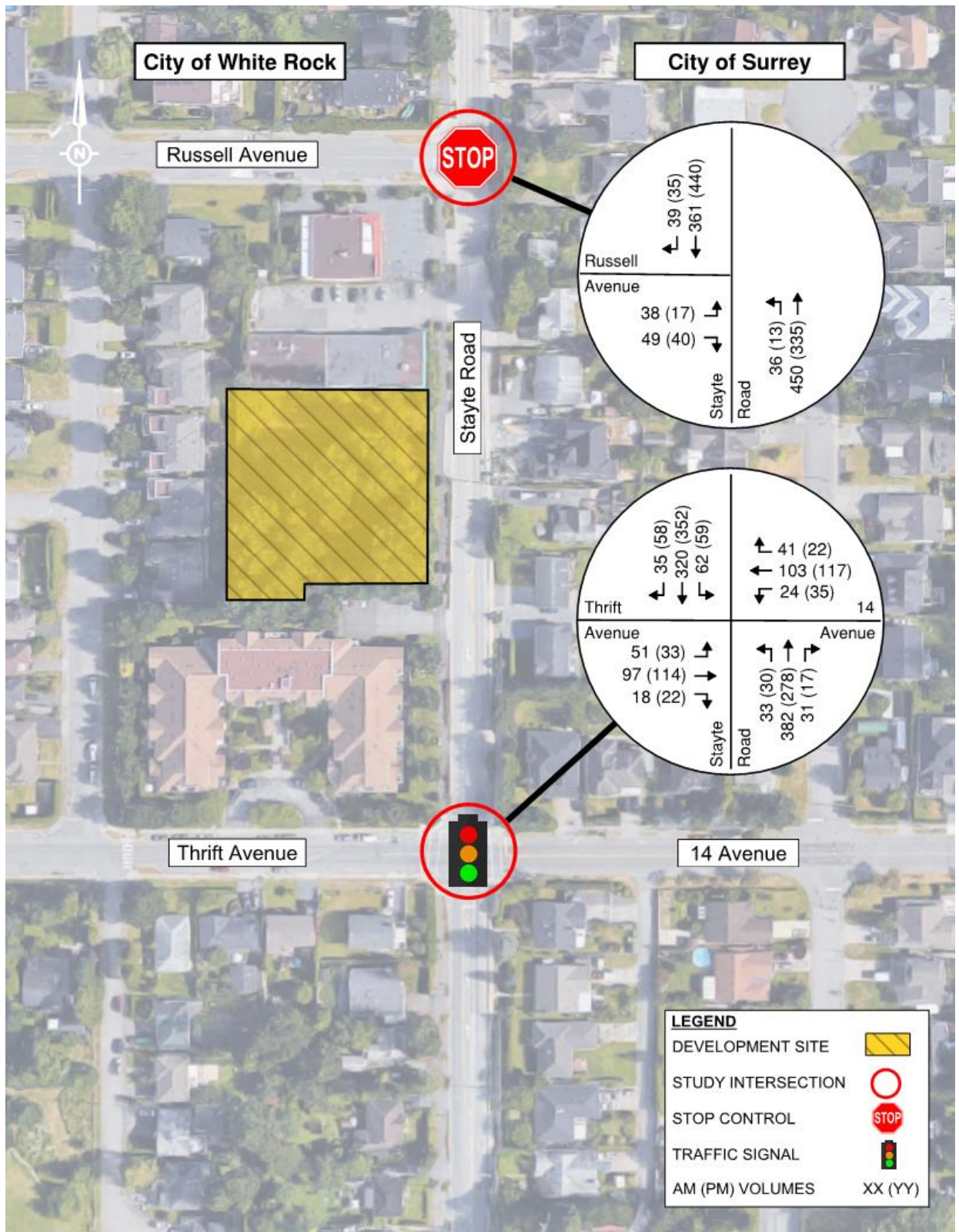


Figure 4 2020 Background Traffic Volumes



## 2.2 Proposed Development Traffic

As the proposed development is expected to be completed by 2022, three horizon years were considered in the traffic impact study, which were the opening year of 2022 (full build-out) and projected years of 2032 (10 years after full build-out) as well as 2045 (as requested to align with the City's OCP horizon year – *Imagine White Rock 2045*).

To forecast trips generated inbound and outbound from the proposed development during both peak hours, the *Institute of Transportation Engineers Trip Generation Manual – 10<sup>th</sup> Edition (ITE)* was used. Accordingly, mid-rise multifamily housing generally includes apartments, townhouses, and condominiums within the same building from three to ten levels (floors). However, due to the low dwelling units (23), higher *ITE* trips rates were established using Land Use Code 220 – Multifamily Housing (Low-Rise) to be considered as a conservative measure. The generated trips entering and exiting the proposed development during the weekday peak hours have been estimated in **Table 1**.

**Table 1** Vehicular Trip Generations of the Proposed Development

| Land Use    | Classification<br>[Land Use Code]       | Unit | Extent | Peak<br>Period | Trip<br>Rate | Two-Way<br>Trips | Directional Split |     | In | Out |
|-------------|---|------|--------|----------------|--------------|------------------|-------------------|-----|----|-----|
|             |   |      |        |                |              |                  | In                | Out |    |     |
| Residential | Multifamily Housing (Low-rise)<br>[220] | DU   | 23     | AM             | 0.46         | 11               | 23%               | 77% | 3  | 8   |
|             |   |      |        | PM             | 0.56         | 13               | 63%               | 37% | 8  | 5   |

**Table 1** shows the summary of inbound and outbound generated traffic volumes during weekday AM and PM peak hours. It indicates that during the weekday AM peak hour, a total of 11 vehicle trips are expected to be generated – 3 inbound and 8 outbound; during the weekday PM peak hour, a total of 13 vehicle trips are expected to be generated – 8 inbound and 5 outbound. It is considered that the same trip generation is applied for all three horizon years.

Trips generated by the proposed development were distributed and assigned to the surrounding road network generally based on the latest traffic patterns (prior to the COVID-19 pandemic) and achievable traffic routes. It is expected that higher traffic volumes exit to the north in the AM peak and enter from the north in the PM peak. The trip assignment proportions and generated trip volumes are provided in **Figure 5** and **Figure 6**, respectively.

## 2.3 Combined Traffic (2022, 2032, and 2045)

Development traffic was added to background traffic to determine the combined traffic volumes at the study intersections for all horizon years (2022, 2032, and 2045). To consider other future background traffic growth within and outside (such as from the City of Surrey) of the study area that is not generated by the proposed development, a linear annual growth rate of 2% was agreed by the City in this study and applied – yielding 50% projection over 25 years (for 2045). The 2032 and 2045 combined traffic volumes for the weekday AM and PM peak hours are shown in **Figure 7** and **Figure 8**.

The percentage of development traffic denotes the percentage of traffic that is generated by the proposed development compared to the total expected traffic during the 2045 horizon year traffic. At the major study intersections, the development traffic is expected to constitute 0.2% to 0.5% of the total intersection entering traffic volumes in 2045 as shown in **Table 2**.

**Table 2** Development Traffic as a Percentage of Total Intersection Entering Traffic Volume in 2045

| Study Intersection<br>(along Stayte Road) | Total Intersection<br>Entering Traffic |       | Development Traffic |    | Development Traffic<br>(Percent) |      |
|---|--|-------|---------------------|----|----------------------------------|------|
|   | AM                                     | PM    | AM                  | PM | AM                               | PM   |
| Russell Avenue                            | 1,470                                  | 1,325 | 6                   | 5  | 0.4%                             | 0.3% |
| Thrift Avenue                             | 1,820                                  | 1,720 | 5                   | 8  | 0.2%                             | 0.5% |

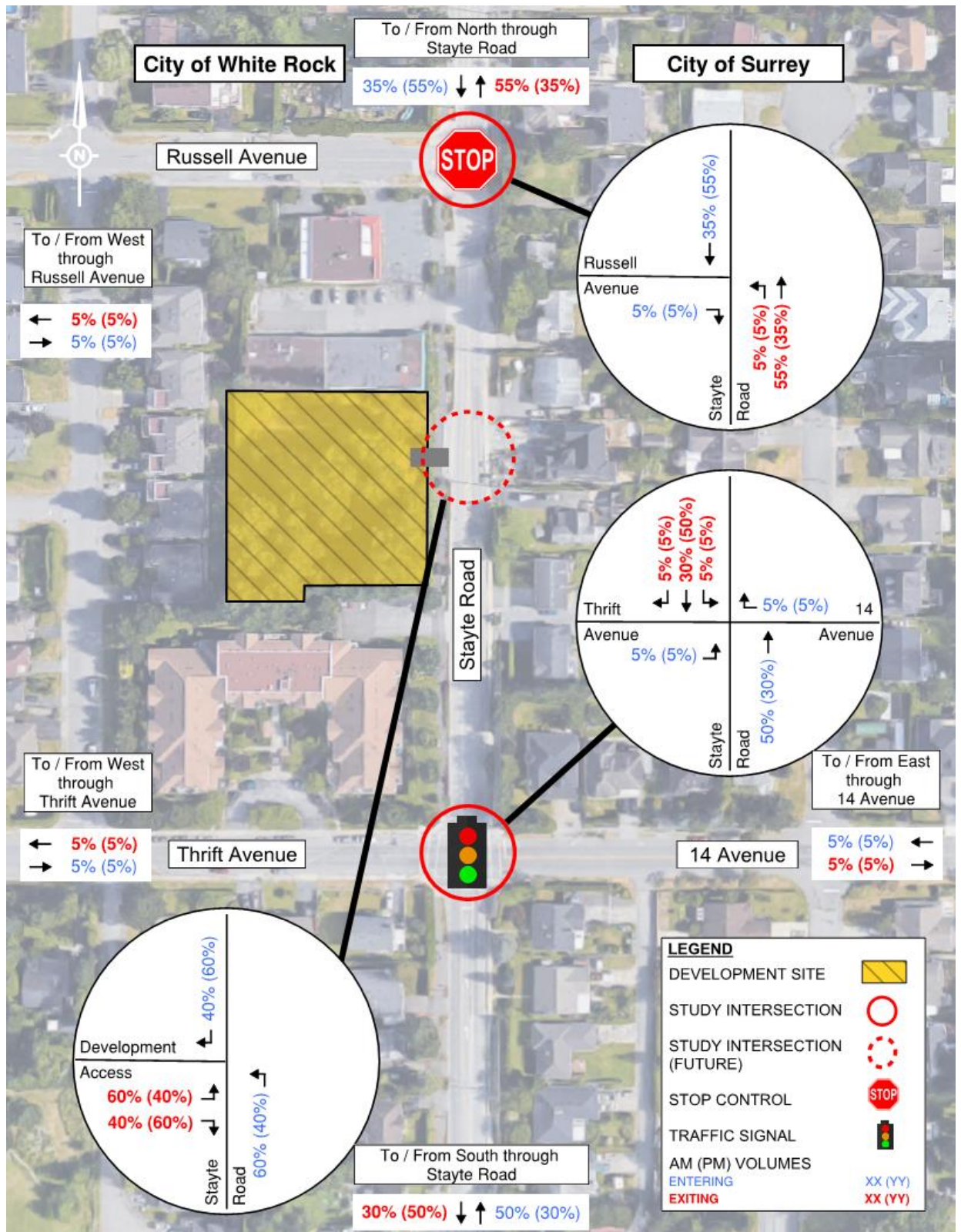


Figure 5 Generated Traffic Proportions



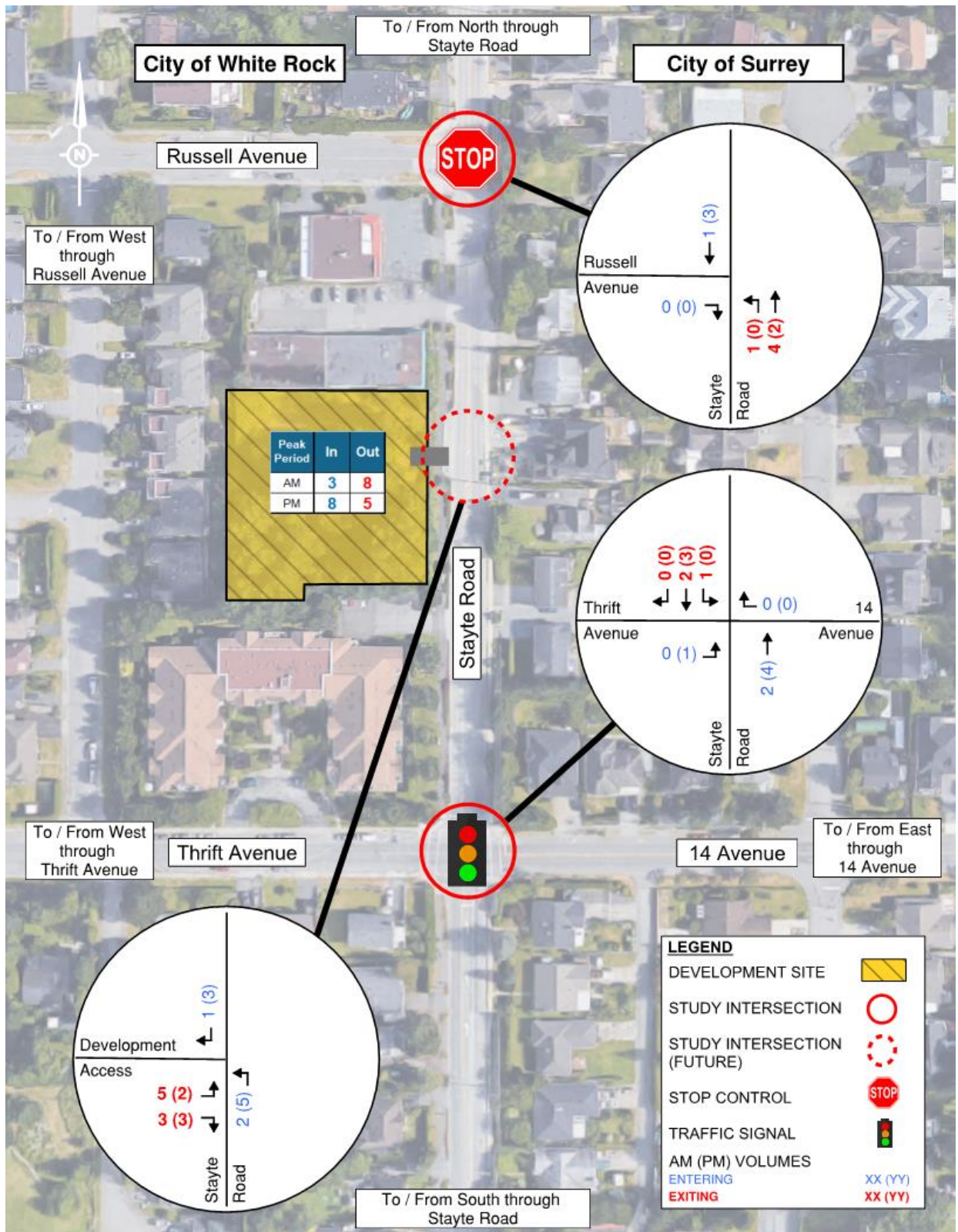
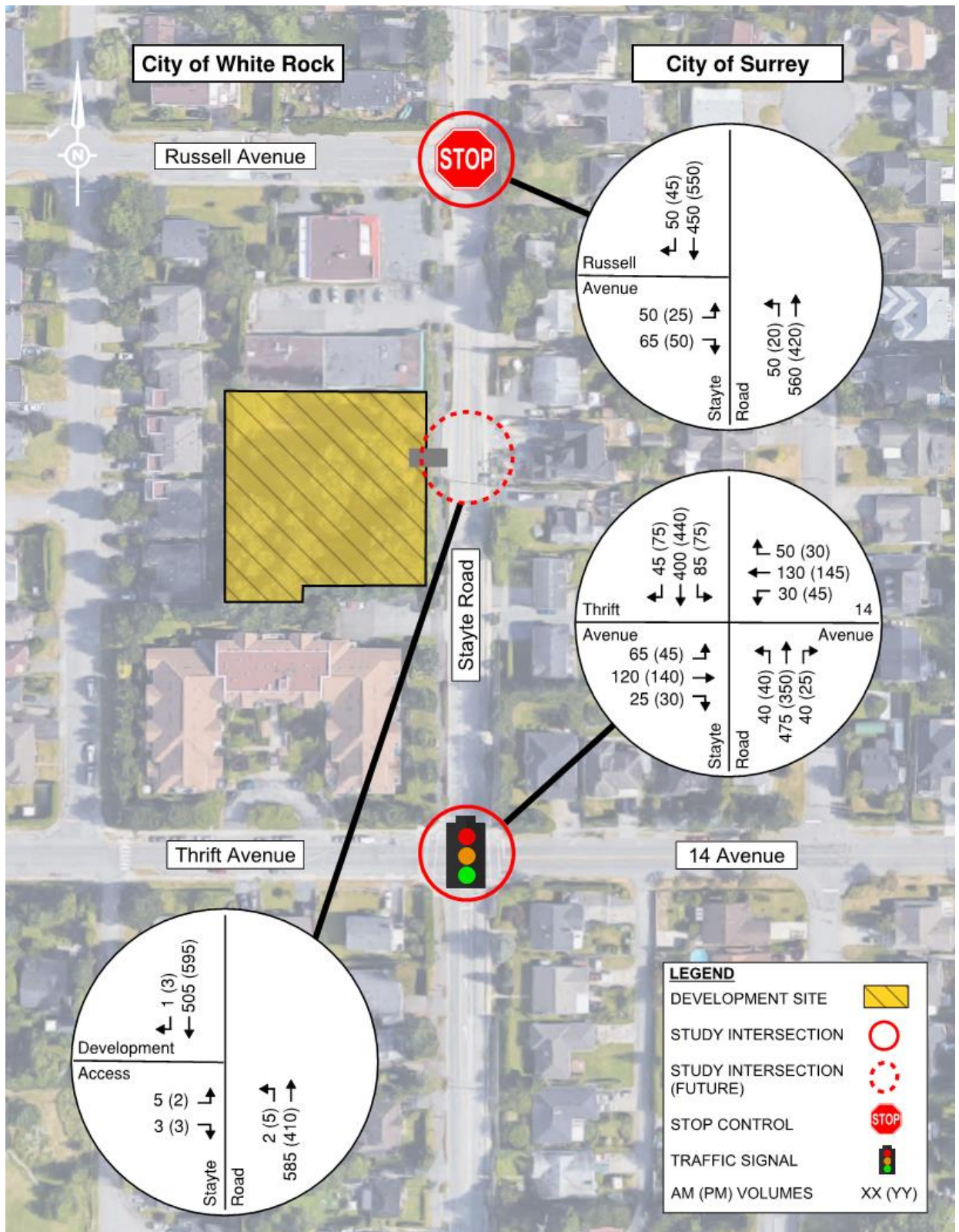
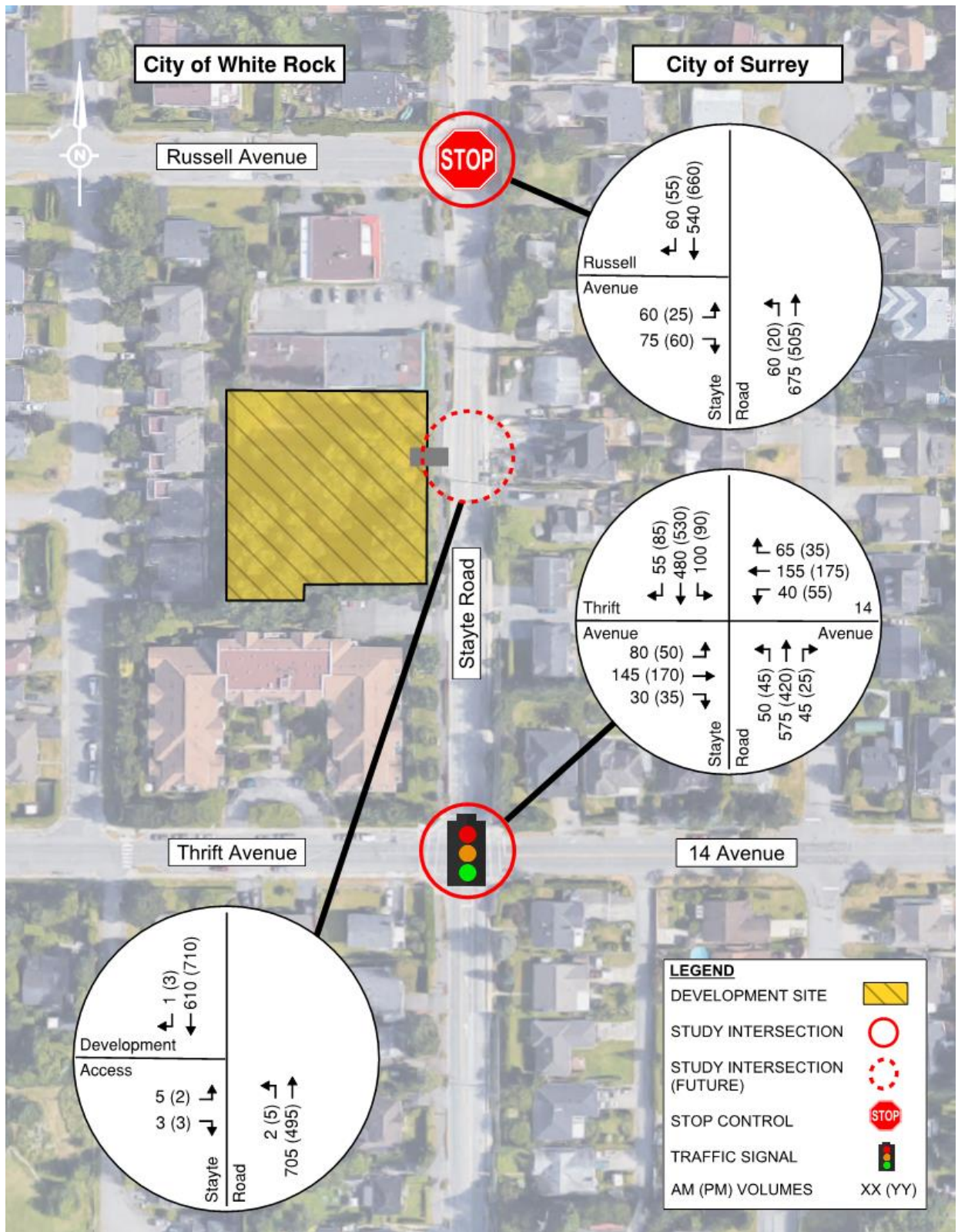


Figure 6 Generated Traffic Volumes



**Figure 7** 2032 Combined Traffic Volumes





**Figure 8** 2045 Combined Traffic Volumes



### 3.0 Traffic Operations Analysis

Traffic operation performances for signalized and STOP-controlled intersections were analyzed using *Synchro Version 9 software*, which is based on the standard methods of the *Highway Capacity Manual (HCM)*. In *HCM*, measures of effectiveness were developed including control delay (seconds per vehicle) and Level of Service (LOS). LOS is defined based on the average control delay for different traffic controls (**Table 3**). In traffic operation analysis for an urban area, LOS D or better is generally considered as an acceptable performance for both signalized and STOP-controlled intersections. The Synchro results are summarized in the following sections and the output could be provided upon request.

**Table 3** LOS Definitions for Signalized and Unsignalized Intersections in HCM

| Traffic Control | LOS                            | A    | B     | C     | D     | E     | F   |
|-----------------|--------------------------------|------|-------|-------|-------|-------|-----|
| Signalized      | Delay<br>(seconds per vehicle) | 0-10 | 10-20 | 20-35 | 35-55 | 55-80 | >80 |
| Unsignalized    |                                | 0-10 | 10-15 | 15-25 | 25-35 | 35-50 | >50 |

Base (without proposed development traffic) and Combined (with proposed development traffic) traffic operations were analyzed and the results were summarized by peak hours and horizon years. The signal timings are estimated for this study, but signal timing optimization was applied for all traffic analyses.

For study intersections, the overall intersection delay (seconds per vehicle) and LOS, as well as critical movements (LOS E or F) are listed. For the critical movements, EB, WB, NB, and SB correspond to eastbound, westbound, northbound and southbound, respectively. L, R, and T imply left-turn, right-turn, and through movements, respectively. Lanes with shared movements are also indicated; for example, NBTR denotes as northbound movements with shared through-right lanes.

#### 3.1 Existing Traffic Operations (2020)

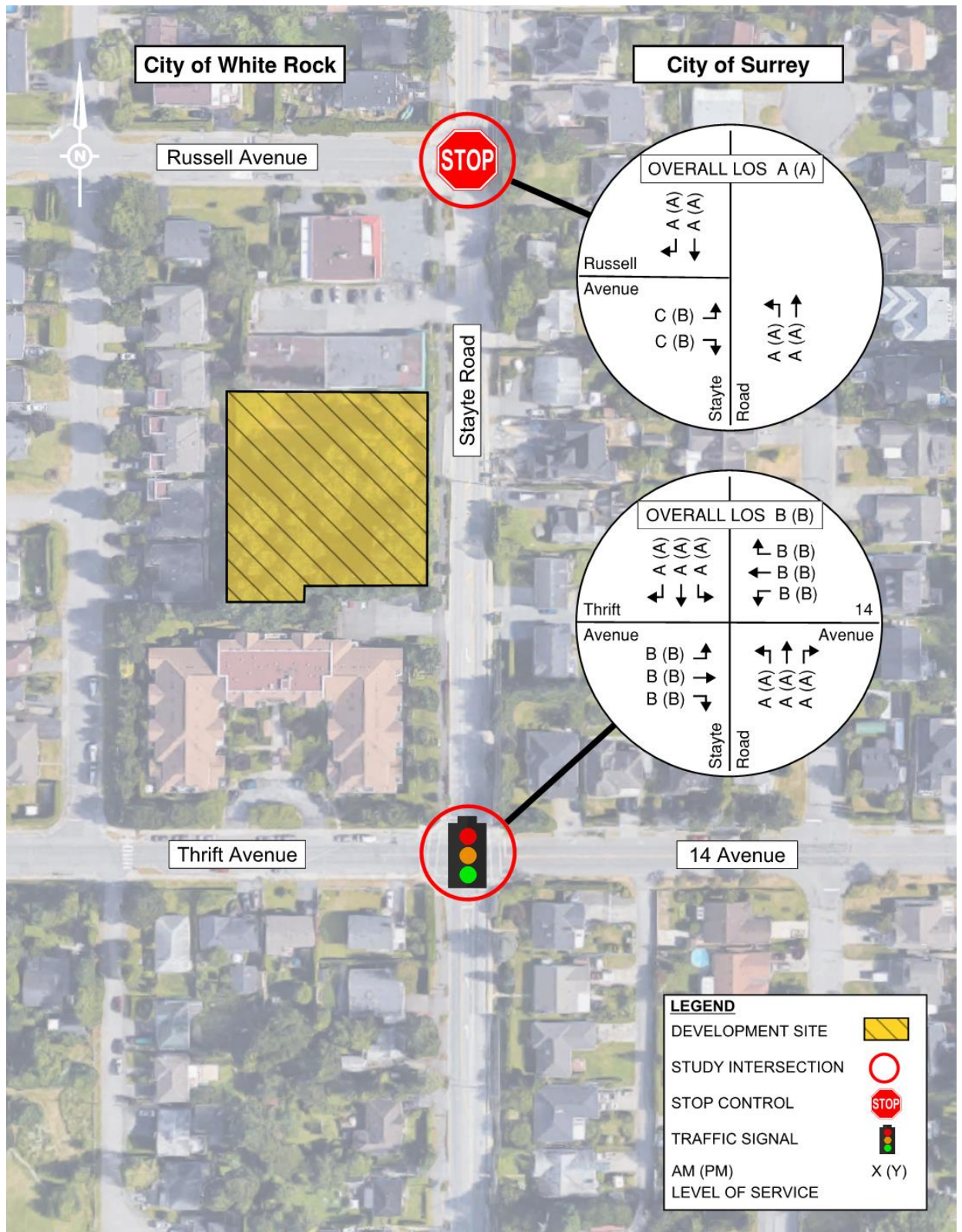
Synchro analysis results for the existing traffic condition (2020) are summarized in **Table 4** and illustrated in **Figure 9**. It is found that under the existing conditions, both study intersections are operating at LOS B or better overall and no critical movements (LOS E or F) are found during both peak hours.

**Table 4** Synchro Results for 2020 Background Traffic Conditions

| Study Intersection<br>along Stayte Road | Peak<br>Hour | Base      |     |                   |
|---|--------------|-----------|-----|-------------------|
|   |              | Delay (s) | LOS | Critical Movement |
| Russell Avenue<br>(STOP-controlled)     | AM           | 2.1       | A   | -                 |
|   | PM           | 1.1       | A   | -                 |
| Thrift Avenue<br>(signalized)           | AM           | 10.3      | B   | -                 |
|   | PM           | 10.4      | B   | -                 |

#### 3.2 Opening Year Traffic Operations (2022)

The 2022 traffic analyses were undertaken to determine and compare the traffic performances in the expected opening year without the proposed development (Base) and with the proposed development (Combined). A summary of the traffic performance at the study intersections is shown in **Table 5**. Analysis results indicate that, similar to the existing conditions, all study intersections and individual movements will operate under acceptable conditions (LOS B or better) during both peak hours.



**Figure 9** 2020 Level of Service (Without Development)

**Table 5** Synchro Results for 2022 Traffic Conditions

| Study Intersection along Stayte Road | Peak Hour | Base      |     |                   | Combined  |     |                   |
|--------------------------------------|-----------|-----------|-----|-------------------|-----------|-----|-------------------|
|                                      |           | Delay (s) | LOS | Critical Movement | Delay (s) | LOS | Critical Movement |
| Russell Avenue (STOP-controlled)     | AM        | 2.3       | A   | -                 | 2.4       | A   | -                 |
|                                      | PM        | 1.3       | A   | -                 | 1.3       | A   | -                 |
| Thrift Avenue (signalized)           | AM        | 10.7      | B   | -                 | 10.7      | B   | -                 |
|                                      | PM        | 10.8      | B   | -                 | 10.9      | B   | -                 |
| Development Access                   | AM        | -         | -   | -                 | 0.2       | A   | -                 |
|                                      | PM        | -         | -   | -                 | 0.1       | A   | -                 |

### 3.3 Future Traffic Operations (2032)

The 2032 traffic analyses were undertaken to determine the traffic impacts of the proposed development 10 years after full build-out. Analysis results (similar to existing and opening years – LOS B or better overall and no critical movements) for the 2032 traffic condition are illustrated in **Figure 10** and summarized in **Table 6**.

**Table 6** Synchro Results for 2032 Traffic Conditions

| Study Intersection along Stayte Road | Peak Hour | Base      |     |                   | Combined  |     |                   |
|--------------------------------------|-----------|-----------|-----|-------------------|-----------|-----|-------------------|
|                                      |           | Delay (s) | LOS | Critical Movement | Delay (s) | LOS | Critical Movement |
| Russell Avenue (STOP-controlled)     | AM        | 3.4       | A   | -                 | 3.5       | A   | -                 |
|                                      | PM        | 1.6       | A   | -                 | 1.6       | A   | -                 |
| Thrift Avenue (signalized)           | AM        | 12.1      | B   | -                 | 12.2      | B   | -                 |
|                                      | PM        | 12.2      | B   | -                 | 13.2      | B   | -                 |
| Development Access                   | AM        | -         | -   | -                 | 0.2       | A   | -                 |
|                                      | PM        | -         | -   | -                 | 0.1       | A   | -                 |

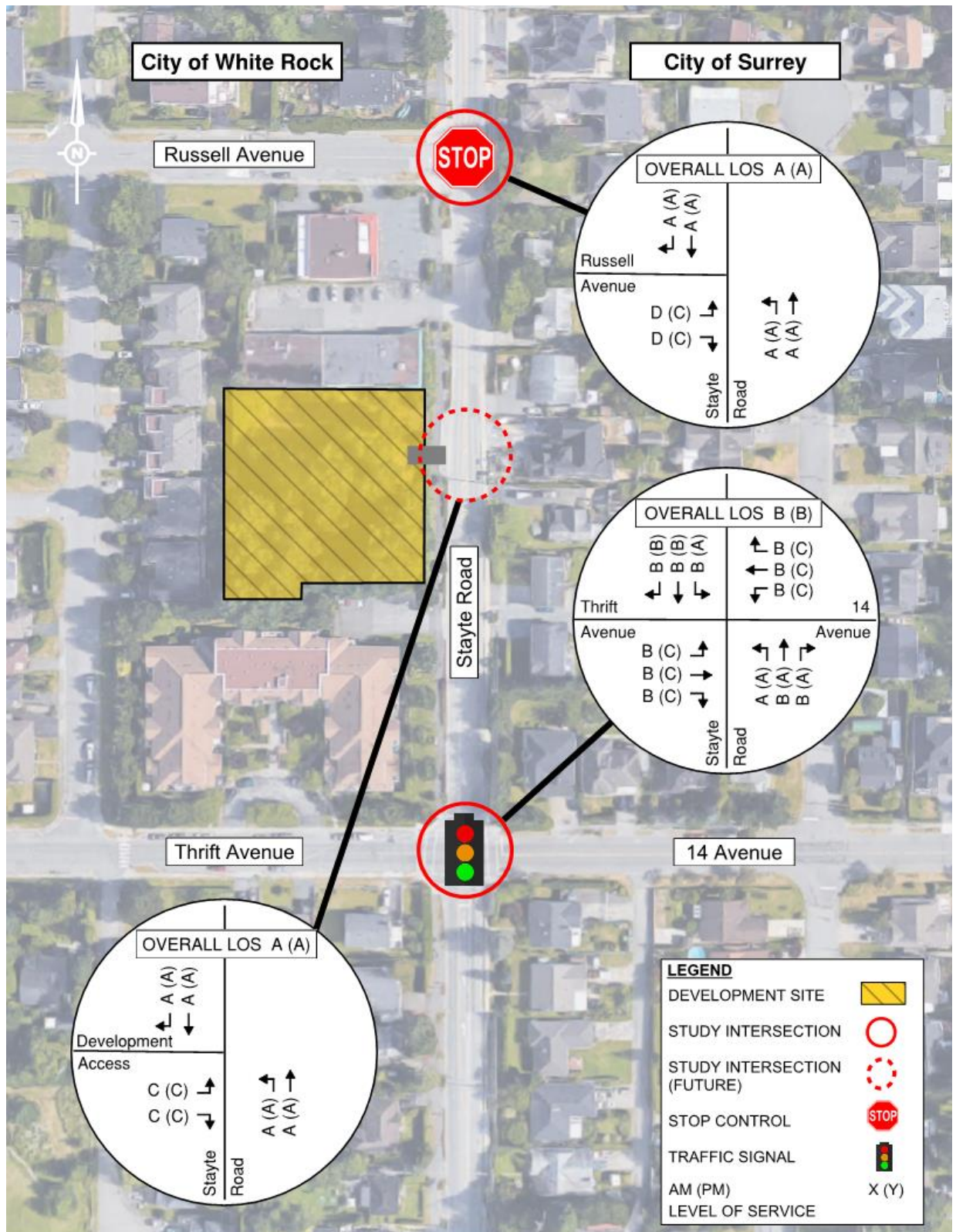
### 3.4 Future Traffic Operations (2045)

Analysis results for the 2045 traffic analyses are illustrated in **Figure 11** and summarized in **Table 7**. Similar to previous traffic performances, they indicate that all study intersections will continue to operate at acceptable conditions (LOS B or better) during both peak hours. In both Base and Combined cases, critical movement (eastbound) was identified during the weekday AM peak hour for Russell Road, mainly due to relatively high eastbound left-turn volumes under STOP-controlled operations with limited crossing gaps on the north-south free flow of Stayte Road; however, this eastbound left-turn traffic will not be directly related to the development traffic.

**Table 7** Synchro Results for 2045 Traffic Conditions

| Study Intersection along Stayte Road | Peak Hour | Base      |     |                   | Combined  |     |                   |
|--------------------------------------|-----------|-----------|-----|-------------------|-----------|-----|-------------------|
|                                      |           | Delay (s) | LOS | Critical Movement | Delay (s) | LOS | Critical Movement |
| Russell Avenue (STOP-controlled)     | AM        | 9.0       | A   | EBLR              | 9.9       | A   | EBLR              |
|                                      | PM        | 2.0       | A   | -                 | 2.0       | A   | -                 |
| Thrift Avenue (signalized)           | AM        | 17.1      | B   | -                 | 17.1      | B   | -                 |
|                                      | PM        | 16.4      | B   | -                 | 16.8      | B   | -                 |
| Development Access                   | AM        | -         | -   | -                 | 0.2       | A   | -                 |
|                                      | PM        | -         | -   | -                 | 0.1       | A   | -                 |





**Figure 10** 2032 Level of Service (With Proposed Development)

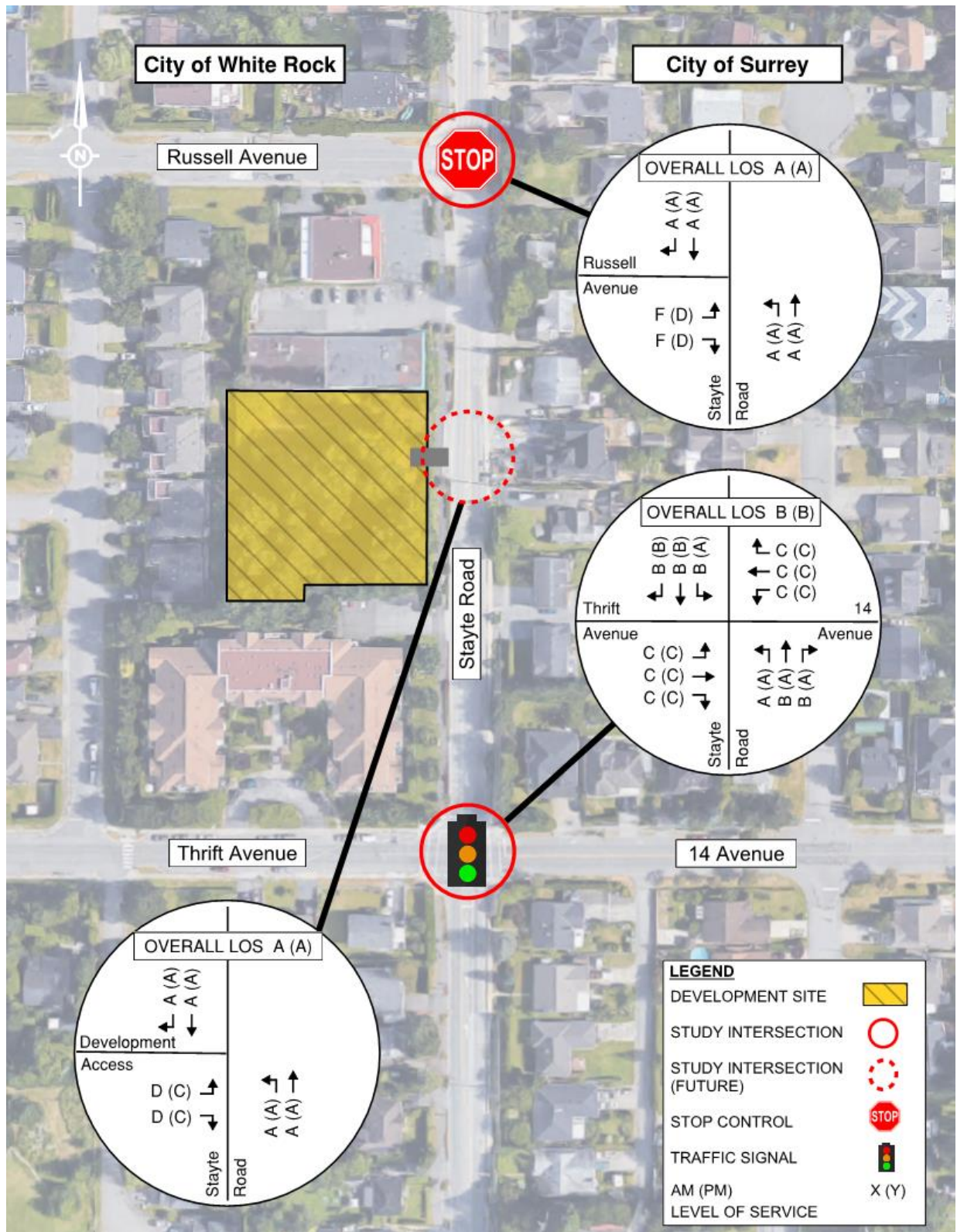


Figure 11 2045 Level of Service (With Proposed Development)



### 3.5 Development Access Roadway

As shown in **Table 5**, **Table 6**, and **Table 7**, the proposed development access with one lane each inbound and outbound direction off Stayte Road is expected to operate at LOS D or better for all scenarios (peak hours and horizon years). In 2045, the highest estimated vehicle delay was 29.9 seconds (half a minute) for outgoing vehicles (eastbound) during the AM peak hour. Estimated from SimTraffic (traffic microsimulation of Synchro), the maximum queue length (denotes the 95<sup>th</sup> percentile queue length) was 22.3 m (about five passenger cars) at the northbound approach, which is due to left-turn vehicles waiting for a crossing gap during the PM peak hour. The northbound and southbound queue lengths are within the spacing between the proposed development access and the adjacent building accesses. Therefore, no vehicle conflicts and traffic operation issues are expected accessing and egressing the proposed development access.

### 3.6 Traffic Operations Summary

All study intersections are expected to operate under LOS B or better during both peak hours in all horizon years. The only critical movement (eastbound) is expected during the AM peak hour in 2045 at the STOP-controlled intersection of Stayte Road and Russell Avenue. However, such traffic performance is expected even without development traffic. Furthermore, SimTraffic analysis results indicate the proposed development access will not generate any traffic operation issues to the adjacent buildings.

It should be noted that the development traffic makes up only less than 1% of the total entering traffic volumes at these major intersections during both peak hours in the future years of 2032 and 2045. These low percentages indicate that critical movement was mainly due to background traffic (annual growth) rather than the traffic generated by proposed development; noting 50% traffic growth from 2020 to 2045. Therefore, no intersection improvements are proposed for the traffic impact study.

## 4.0 Pedestrian, Cyclist, and Transit Review

It is understood that the overall Stayte Road will be constructed to the assigned road standards to become a Complete Street – *vibrant and amenable corridor supporting local trips by sustainable modes* – as per the City's *STP*.

**PEDESTRIAN** – All City's roads within the study area are provided with raised sidewalks. The raised sidewalk is used as a multi-use pathway on the frontage of the development site. With continuous sidewalks along streets fronting the proposed development and direct access close to the bus stops, walking will be encouraged for commuters to reduce short-distance vehicular trips. Marked pedestrian crosswalks are provided at both study intersections with pedestrian phases at the signalized intersection at Thrift Avenue / 14 Avenue. In the future, it is noted that the signalized intersection at Stayte Road and Thrift Avenue is to be upgraded with curb extension according to the City's *STP*, which will further improve the safety of crossing pedestrians with shorter crossing distance.

**CYCLIST** – It is clear that a safe, continuous, and convenient cycling network can encourage more people to bike more often, especially to school, work, communities, etc. According to the *OCP*, there are no bike lanes (existing and proposed) at the other roads within the study area. However, it is understood that there are currently plans by the City to provide bike lane connections to Stayte Road. Currently, a multi-use pathway is provided along the west side of Stayte Road and will be extended and connected to the south side of White Rock.

**TRANSIT** – Three major bus routes (Route 354, 361, and 363) are in the vicinity of the proposed development. Nearby bus stops are found along Stayte Road at Thrift Avenue / 14 Avenue (two north-south far-sided) and Russell Avenue (one westbound near-sided) for local community shuttles and peak period buses. It is expected some residents will take the public transit to their destinations; therefore, the actual traffic generated by the proposed development could be reduced. Based on the City's *STP*, local transit services on Russell Avenue is to be enhanced in terms of facility and frequency, routing to and from the community centre, hospital, etc.



## 5.0 Parking and Loading Requirements

**OFF-STREET PARKING** – The parking requirement for the development was verified using the City's *Zoning Bylaw No. 2000 (Bylaw)*. For townhouses, 2.0 parking spaces per dwelling unit for residents are required. In addition, one parking space for persons with disabilities is to be provided. The latest site plan indicates the proposed development will fulfil the City's *Bylaw* requirements. Moreover, three visitor parking stalls including one parking space for persons with disabilities are proposed. No parking reduction (Transportation Demand Management measures or Cash-in-lieu) are required and proposed. Passenger car turning path analysis was conducted using *AutoTURN software* for the internal vehicle circulation and accessing the visitor parking spaces. It was determined that the drive aisle configuration and the proposed visitor parking stall dimensions are adequate to accommodate mid-size passenger cars. Turning path drawings are provided in **Appendix B**.

**OFF-STREET LOADING** – For townhouse developments, no loading space is required as per the City's *Bylaw*. It is understood that the strata will engage a private waste disposal company to manage waste collection operations. Low profile compactors will move garbage/recycling/organic bins from each unit to the complex entrance for pickup.

**BICYCLE PARKING** – The City's *Bylaw* specifies a bicycle parking requirement of 1.0 spaces per dwelling unit for long-term secured (Class I) and 0.2 spaces per building for short-term (Class II). Thus, 23 Class I and 5 Class II bicycle parking spaces should be provided. Given the characteristic of the proposed housing type, it is expected that each townhouse can accommodate bicycle parking within their garage.

## 5.0 Conclusions

This letter report summarizes the study findings for the proposed development at 1453 Stayte Road in White Rock, British Columbia. At the full build-out (2022), the proposed residential development will consist of 23 townhouse units.

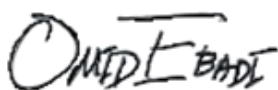
Traffic conditions for weekday AM and PM peak hours were analyzed for four horizon years – 2020 (existing), 2022 (full build-out), 2032 (10 years after full build-out), and 2045 (the City's *OCP* horizon year). Trip generation analysis indicates that a total of 11 and 13 two-way vehicle trips will be generated during the AM and PM peak, respectively.

All study intersections are expected to operate at LOS B or better during both peak hours in all horizon years. Critical movement (eastbound) was noticed at the STOP-controlled intersection of Stayte Road and Russell Avenue during the 2045 AM peak hour. Such performance is due to background traffic as the development traffic contributes less than 1% of the total entering traffic volumes at the nearby intersections. Major traffic issues are not expected along the stretch of Stayte Road as well as at intersections and accesses. Therefore, no intersection improvement measures are proposed from the results of this letter report.

Based on the City's *Zoning Bylaw*, the proposed development will fulfil the City's off-street parking requirements. Using *AutoTURN* software, the turning paths for passenger cars entering and exiting the complex were reviewed and anticipated to be satisfactory. No loading space is required as per the City's *Bylaw*, and a private waste disposal company with low profile compactors will manage the collection operations. It is also expected that each townhouse will accommodate bicycle parking within their garage.

If there are any questions or further information is required, please do not hesitate to contact the undersigned.

Yours truly,



Omid Ebadi, M.Sc., E.I.T.  
Transportation Engineer



Alvin Tse, P.Eng.  
Traffic / Road Safety Engineer

CC: Atelier Pacific Architect – Ms. Gloria Song, Intern Architect AIBC, RAIC ([gloria@atelierpacific.com](mailto:gloria@atelierpacific.com))

#201, 8506 – 200th Street Langley BC, V2Y 0M1 T: 604.371.0091 F: 604.371.0098

**Terms of Reference**

May 28, 2018

Our Reference: 32096

Attention: Carl Isaak, Manager of Planning, City of White Rock ([cisaak@whiterockcity.ca](mailto:cisaak@whiterockcity.ca))  
Rosaline Choy, Manager of Engineering, City of White Rock ([rchoy@whiterockcity.ca](mailto:rchoy@whiterockcity.ca))

Dear Sir/Madam:

**Reference:** Traffic Engineering Services at 1453 Stayte Road Development, White Rock, BC***Background***

A proposed residential development is located on the west side of Stayte Road between Russell Avenue and Thrift Avenue in White Rock. It will be consisted of a four-storey multi-family residential building (about 55 dwelling units) with an outdoor common area. An underground parking level is proposed for the building and vehicular access to the parkade will be on the south side of the proposed development through Stayte Road. The development site is bounded by neighbourhood commercial area (north) and multi-/single-family residential buildings (other sides).

Within the study area, the road network consists of arterials (Stayte Road – Major Road Network) and collectors (Thrift Avenue and Russell Avenue). It is understood that Stayte Road will be constructed to the latest road standards to become a Complete Street – vibrant and amenable corridor supporting local trips by sustainable modes – in accordance with the City's Strategic Transportation Plan (STP). Currently, an off-street pathway is provided along the frontage of the development site. Bus stops are found along Stayte Road, Russell Avenue, and North Bluff Road. In the future, it is noted that the signalized intersection at Stayte Road and Thrift Avenue is to be upgraded with curb extension according to the City's STP. Local transit services along Russell Avenue is to be enhanced in terms of facility and frequency, which routes to/from community centre, hospital, etc.

***Proposed Tasks***

Existing Conditions:

- Collect weekday AM and PM peak hour turning volumes at study intersections:
  - Stayte Road at Thrift Avenue (4-legged signal)
  - Stayte Road at Russel Avenue (3-legged Stop-controlled)

Trip Generation:

- Appropriate trip rates based on Institute of Transportation Engineers Trip Generation Manual (10<sup>th</sup> Edition)
- Trip distribution / assignment based on reasonable assumptions and achievable traffic routes

Traffic Conditions:

- Intersection performance at 2018 (existing), 2021 (expected opening year), 2031 (ten years after the expected opening year), and 2045 (matching the City's Official Community Plan)
- Use 2% annual linear growth rate to estimate the future background traffic volumes – yielding 54% over 27 years (greater than 30%, which should be sufficient to take into consideration of approved and in progress developments in the City of Surrey side)

Design Criteria:

- Parking/loading requirements and arrangements
- Analyze access/egress operations
- Internal circulation on-site

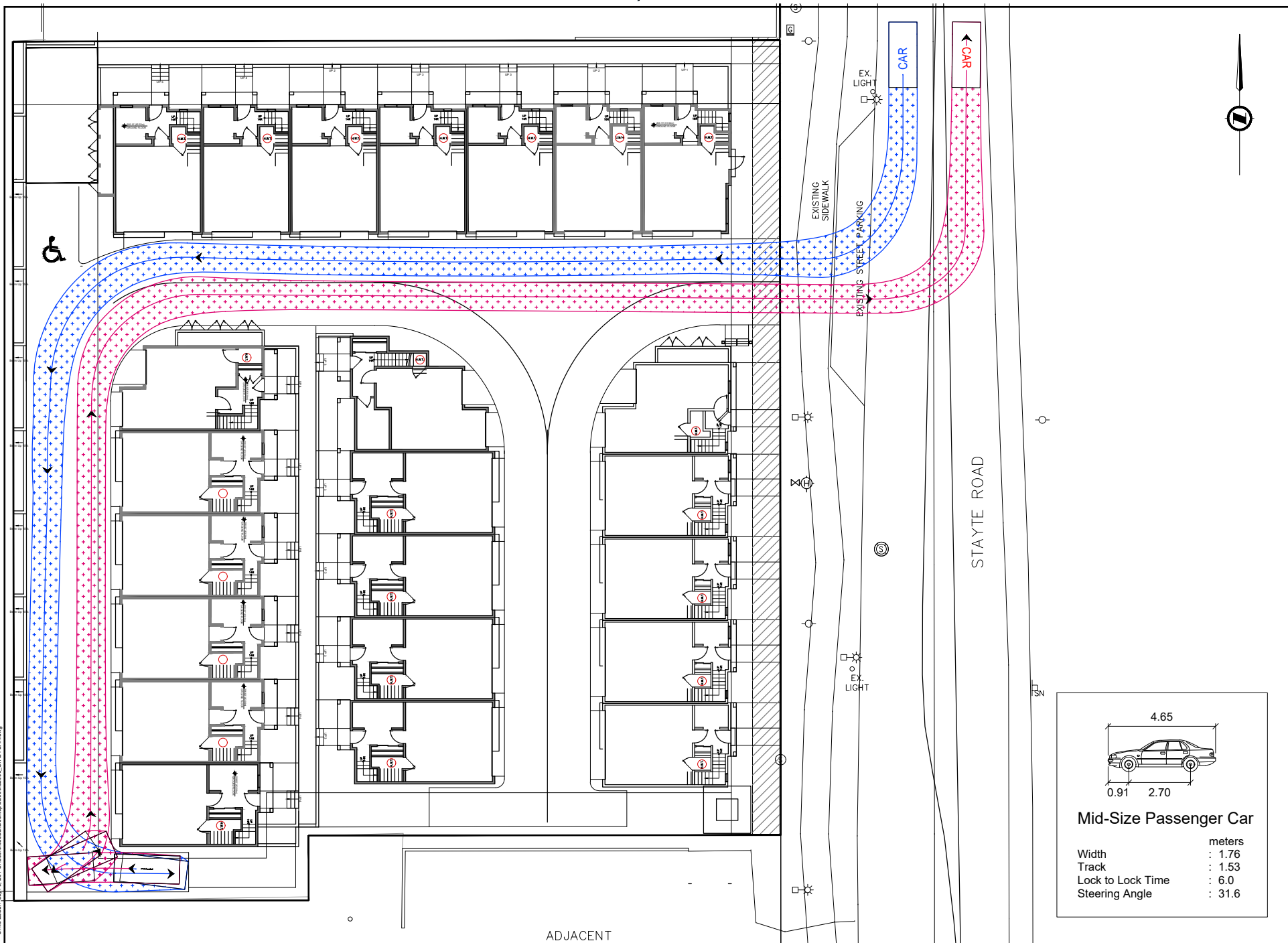
Other Users/Facilities:

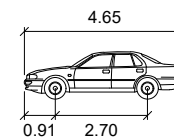
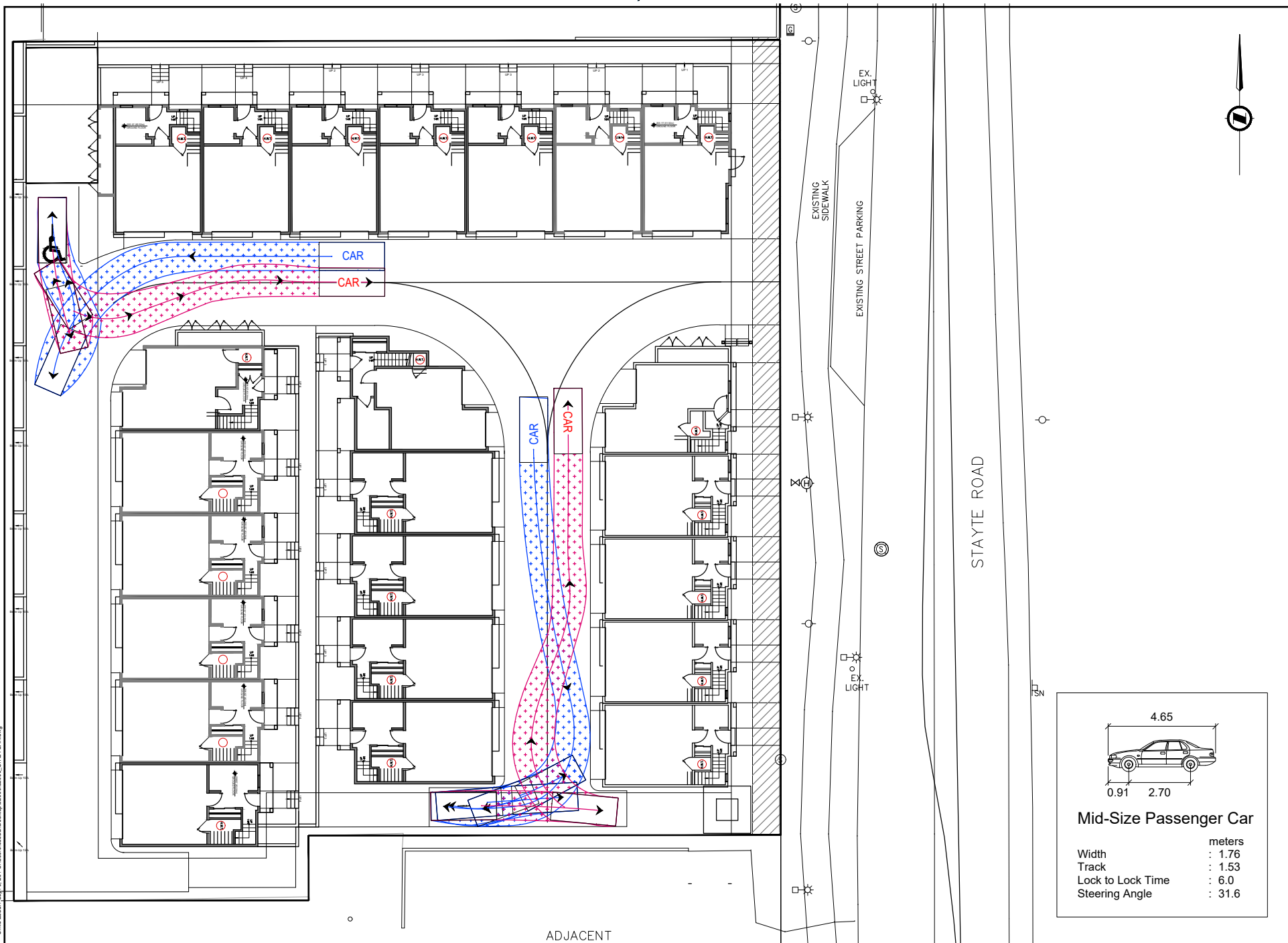
- Pedestrians
- Cyclists
- Transit

Prepared by: Alvin Tse

Reviewed by: Borg Chan







**Mid-Size Passenger Car**

|                   |        |      |
|-------------------|--------|------|
|                   | 0.91   | 2.70 |
|                   | 4.65   |      |
|                   | meters |      |
| Width             | : 1.76 |      |
| Track             | : 1.53 |      |
| Lock to Lock Time | : 6.0  |      |
| Steering Angle    | : 31.6 |      |



---

**MINUTE EXTRACTS REGARDING BYLAW 2434: WHITE ROCK ZONING BYLAW, 2012, NO. 2000, AMENDMENT (CD ZONE 62 1453 STAYTE ROAD) BYLAW, 2022, NO. 2434**

---

**Regular Council Meeting  
June 13, 2022****6.2.e WHITE ROCK ZONING BYLAW, 2012, NO. 2000, AMENDMENT (CD ZONE 62-1453 STAYTE ROAD) BYLAW, 2022, NO. 2434**

Corporate report dated June 13, 2022 from the Director of Planning and Development Services titled "White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD Zone 62 - 1453 Stayte Road) Bylaw, 2022, No. 2434.

**Note:** Bylaw 2434 is on the agenda for consideration under Item 8.1.b.

The Director of Planning and Development Services provided a PowerPoint overview of the project. It was noted that an updated version of Bylaw 2434 was provided On-Table for consideration (motion 2022-242).

**Motion Number: 2022-252** It was MOVED and SECONDED

**THAT Council receive for information the corporate report dated June 13, 2022, from the Director of Planning and Development Services, titled "White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD Zone 62-1453 Stayte Road) Bylaw, 2022, No. 2434".**

**Motion CARRIED (6 to 0)**

**8.1.b BYLAW 2434- WHITE ROCK ZONING BYLAW 2012, NO. 2000, AMENDMENT (CD 62-1453 STAYTE ROAD) BYLAW, 2019, NO. 2434**

Bylaw 2434 - A bylaw to amend the "*White Rock Zoning Bylaw, 2012, No. 2000*" to enable the development of a 20-unit townhouse project at 1453 Stayte Road.

**Note:** This Bylaw was the subject of a corporate report under Item 6.2.e.

**Note:** An updated Bylaw 2434 from what was in the agenda was included On-Table with the agenda approval (motion 2022-242).

**Motion Number: 2022-262** It was MOVED and SECONDED

**THAT Council give first and second reading to "*White Rock Zoning Bylaw 2012, No. 2000, Amendment (CD Zone 62 - 1453 Stayte Road) Bylaw, 2022, No. 2434*".**



**Motion CARRIED (5 to 1)**

**Motion Number: 2022-263** It was MOVED and SECONDED

**THAT Council direct staff to schedule the required Public Hearing for "*White Rock Zoning Bylaw 2012, No. 2000, Amendment (CD Zone 62 - 1453 Stayte Road) Bylaw, 2022, No. 2434*".**

Voted in the negative (1): Councillor Johanson

**Motion CARRIED (5 to 1)**

**Motion Number: 2022-264** It was MOVED and SECONDED

**THAT Council direct staff to resolve the following issues prior to final adoption, if Bylaw No. 2434 is given Third Reading after the Public Hearing:**

- a. **Ensure that all engineering requirements and issues, including of a 2.0 metre road dedication on the Stayte Road frontage and completion of a servicing agreement, are addressed to the satisfaction of the Director of Engineering and Municipal Operations;**
- b. **Confirm and ensure the recommendations of the final arborist report, approved by the Director of Planning and Development Services and, more specifically the City's Arboricultural Technician, are implemented and maintained through future demolition and construction activities.**

Voted in the negative (1): Councillor Johanson

**Motion CARRIED (5 to 1)**