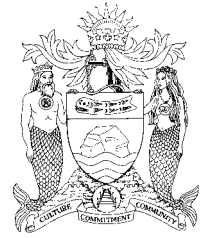


**\*Live Streaming/Telecast:** Please note that Standing Committees, Council Meetings, and Public Hearings held in the Council Chamber are being recorded and broadcasted as well included on the City's website at: [www.whiterockcity.ca](http://www.whiterockcity.ca)

Administration (604) 541-2212  
E-mail [clerksoffice@whiterockcity.ca](mailto:clerksoffice@whiterockcity.ca)

THE CORPORATION OF THE  
**CITY OF WHITE ROCK**  
15322 BUENA VISTA AVENUE, WHITE ROCK, B.C. V4B 1Y6



January 24, 2019

A **LAND USE AND PLANNING COMMITTEE MEETING** will be held in the **CITY HALL COUNCIL CHAMBERS** located at **15322 Buena Vista Avenue, White Rock, BC**, on **MONDAY, JANUARY 28, 2019** to begin at **6:00 p.m.** for the transaction of business as listed below.

T. Arthur, Director of Corporate Administration

## A G E N D A

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*Councillor Kristjanson, Chairperson*

1. **CALL MEETING TO ORDER**
2. **ADOPTION OF AGENDA**

**RECOMMENDATION**

THAT the Land Use and Planning Committee adopt the agenda for January 28, 2019 as circulated.

3. **ADOPTION OF MINUTES**

**Page 2**

a) December 10, 2018 – Land Use and Planning Committee Meeting

**RECOMMENDATION**

THAT the Land Use and Planning Committee adopt the minutes of the December 10, 2018 meeting as circulated.

4. **INFORMATION REPORT UPDATE ('BEACHWAY') – 15654/64/75 NORTH BLUFF ROAD/ 1570/80 MAPLE STREET AND 1593 LEE STREET (ZON/MJP 19-002)** **Page 6**  
Corporate report dated January 28, 2019 from the Director of Planning and Development Services titled "Information Report Update ('Beachway') – 15654/64/75 North Bluff Road/ 1570/80 Maple Street and 1593 Lee Street (Zon/MJP 19-002)".

**RECOMMENDATIONS**

THAT the Land Use and Planning Committee receive for information the corporate report dated January 28, 2019 from the Director of Planning and Development Services, titled "Information Report Update ('Beachway') – 15654/64/75 North Bluff Road/ 1570/80 Maple Street and 1593 Lee Street (Zon/MJP 19-002)".

5. **CONCLUSION OF THE JANUARY 28, 2019 LAND USE AND PLANNING COMMITTEE MEETING**

**PRESENT:** Councillor Fathers, Chairperson  
Mayor Walker  
Councillor Chesney  
Councillor Johanson  
Councillor Kristjanson (arrived at 4:06 p.m.)  
Councillor Manning  
Councillor Trevelyan

**STAFF:** D. Bottrill, Chief Administrative Officer  
T. Arthur, Director of Corporate Administration  
C. Johannsen, Director of Planning and Development Services  
C. Isaak, Manager of Planning

Press: 0  
Public: 6

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1. **CALL MEETING TO ORDER**  
The Chairperson called the meeting to order at 4:00 p.m.

2. **ADOPTION OF AGENDA**

2018-LUP-050 **It was MOVED and SECONDED**  
THAT the Land Use and Planning Committee adopts the agenda for  
December 10, 2018 as circulated.

**CARRIED**

3. **ADOPTION OF MINUTES**

a) November 19, 2018 – Land Use and Planning Committee Meeting

2018-LUP-051 **It was MOVED and SECONDED**  
THAT the Land Use and Planning Committee adopts the minutes of the  
November 19, 2018 meeting as circulated.

**CARRIED**

Councillor Kristjanson arrived at the meeting at 4:06 p.m.

4. **PROCESS FOR OFFICIAL COMMUNITY PLAN AND ZONING  
AMENDMENTS FOR THE LOWER TOWN CENTRE AND  
1310 JOHNSTON ROAD**

Corporate report dated December 10, 2018 from the Director of Planning and  
Development Services titled “Process for Official Community Plan and Zoning  
Amendments for the Lower Town Centre and 1310 Johnston Road”.

The corporate report was presented by the Director of Planning and Development Services and the following discussion points were noted:

- It is noted in the corporate report that 1310 Johnston Road, 12 to 6 stories (draft zone heights from the November 7, 2018 special meeting), it is through a further review of the Official Community Plan (OCP) that may indicate a lower or taller height for this property. This is amendable, Council may amend the draft zones.
- It was clarified that height in the area is not being set at this time (it was required there be a draft zone to begin the review process) for this purpose only it was stated as six (6) stories. There will be public input for this. Once input has been received and reviewed along with a technical report then Council will consider their decision.

2018-LUP-052

**It was MOVED and SECONDED**

THAT Land Use and Planning Committee recommends that Council direct staff to proceed with the public consultation process for the proposed bylaw amendments outlined in the December 10, 2018 corporate report titled “Process for Official Community Plan and Zoning Amendments for the Lower Town Centre and 1310 Johnston Road”.

**CARRIED**

2018-LUP-053

**It was MOVED and SECONDED**

THAT Land Use and Planning Committee:

1. Receives for information the corporate report dated December 10, 2018 from the Director of Planning and Development Services, titled “Process for Official Community Plan and Zoning Amendments for the Lower Town Centre and 1310 Johnston Road”; and
2. Recommends that Council direct staff to send an invitation, along with a copy of this report, to landowners affected by the proposed bylaw amendments (all those in the 1300-block of Johnston Road) to meet with Council and/or submit written correspondence to Council regarding the proposed amendments.

**CARRIED**

5.

**2019 OFFICIAL COMMUNITY PLAN REVIEW: PROPOSED SCOPE AND PROCESS**

Corporate report dated December 10, 2018 from the Director of Planning and Development Services titled “2019 Official Community Plan Review: Proposed Scope and Process”.

The corporate report was presented by the Director of Planning and Development Services and the following discussion points were noted:

- Discussions will be important to be held with the City of Surrey, in regard to their plans north of North Bluff Road.  
It was noted this is currently underway where staff have been in contact in regard to the City of Surrey’s Semiahmoo Town Centre Plan
- Parking considerations, it is best to work through this as one (1) common matter

- It was confirmed that each phase of the review will include an opportunity for public consultation where there will be a series of meetings to obtain feedback and it will be reported back to the Land Use and Planning Committee via a summarizing report. Also toward the end of the process there will be a further public hearing held for the OCP as a whole (including all the phases)
- Would like to see that all input from the public consultation be noted and include information as to how the City did (are the public satisfied that what they noted during the process was captured)
- Business protection for those who want to relocate in the City – Good Neighbour Policy is being brought forward and business protection can be explored further at that time. An objective would be to enhance the ability for businesses to move within the City so they are able to obtain business continuity.
- Single family areas east side and west side of the City
- Rezoning from single family to multi-family development
- Additional funds of \$50,000 are required for the waterfront portion of the OCP review in order to give assistance with the public consultation process as well for Urban Design Landscape Architecture including character defining elements - what should be the boundaries – what are their identifiers
- Why is the Town Centre not being included as a height review? It is currently stated that growth concentration is to be in the Town Centre along with an Urban Design Plan
- Want to ensure the public have their input as to what they would like to see in the OCP (believe the review must include the Town Centre)
- FAR and height must be included
- Parking, ensure that there is enough on site
- Rent evictions, developer to give rent at previous amount for the previous renters

The OCP review scope as presented was reviewed.

2018-LUP-054

**It was MOVED and SECONDED**

THAT the Land Use and Planning Committee:

1. Receives for information the corporate report dated December 10, 2018, from the Director of Planning & Development Services, titled “2019 Official Community Plan Review: Proposed Scope and Process”;
2. Endorses the proposed scope, consultation approach and process for the 2019 OCP Review and direct staff to commence the OCP review; and
3. Recommends that Council authorize \$50,000 in funding to conduct the 2019 OCP Review.

2018-LUP-055

**Amendment to the Main Motion**

**It was MOVED and SECONDED**

THAT the Land Use and Planning Committee amends the proposed scope of the consultation approach and process for the 2019 OCP review to include the Town Centre as part of the project scope.

**DEFEATED**

Councillors Chesney, Fathers, Trevelyan  
and Mayor Walker voted in negative

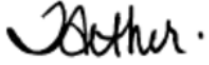
Question was called on the Main Motion and it was

**CARRIED**  
Councillors Johanson, Kristjanson  
and Manning voted in the negative

6. **CONCLUSION OF THE DECEMBER 10, 2018 LAND USE AND PLANNING  
COMMITTEE MEETING**

The Chairperson declared the meeting concluded at 5:25 p.m.

\_\_\_\_\_  
Councillor Fathers, Chairperson

  
\_\_\_\_\_  
Tracey Arthur, Director of  
Corporate Administration

Unapproved

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



**DATE:** January 28, 2019

**TO:** Land Use and Planning Committee

**FROM:** Carl Johannsen, Director of Planning and Development Services

**SUBJECT:** Information Report Update ('Beachway') – 15654/64/75 North Bluff Road / 1570/80 Maple Street and 1593 Lee Street (ZON/MJP 19-002)

---

**RECOMMENDATION**

THAT the Land Use and Planning Committee receive for information the corporate report dated January 28, 2019 from the Director of Planning and Development Services, titled "Information Report Update ('Beachway') – 15654/64/75 North Bluff Road / 1570/80 Maple Street and 1593 Lee Street (ZON/MJP 19-002)."

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**INTRODUCTION**

On July 23, 2018 the Land Use and Planning Committee (LUPC) received a corporate report from the Director of Planning and Development Services, titled "Initial OCP Amendment Application Report – North Bluff / Maple Street to Lee Street (18-011 OCP)." The application at the time required an increase in gross floor area ratio (or 'FAR') density above what was permitted in the Official Community Plan (OCP) and would have required an OCP amendment.

Council subsequently directed staff to work with the applicant on a revised application that did not require an OCP amendment. This corporate report provides a brief update outlining changes to the application, which now does not require an OCP amendment and will now proceed as a rezoning and major development permit application. Location and ortho photo maps of the subject property are attached as Appendix A. The corporate report from July 23, 2018 is attached as Appendix B, for LUPC's information.

**PAST PRACTICE / POLICY/LEGISLATION**

**OCP Land Use and Policy**

The OCP designation for the subject properties is 'East Side Large Lot Infill Area.' This land use generally allows multi-unit residential buildings with a density up to 1.5 FAR (gross floor area ratio), in three storey buildings. The properties adjacent to North Bluff Road could be developed as apartments or ground-oriented townhouses and the properties adjacent to Lee Street could be developed as ground-oriented townhouses.

Under the Housing chapter of the OCP, under policy 11.2.1.c, several areas in the City, including the subject properties on North Bluff Road, are identified as being eligible for additional density up to 2.5 FAR and a maximum height of up six storeys when developed as 'affordable rental housing developments.' Affordable rental developments require 30% of the units in the overall project to be rented at a rate affordable to low-to-moderate income households. As noted in the

July 23, 2018 report, based on the 2018 criteria for 'low and moderate income limits' from BC Housing, an affordable rent for this proposal is \$1,400 base rent (exclusive of utilities and insurance, but including parking) for one-bedroom units and \$2,000 base rent for two-bedroom units as a maximum initial rent.

### **Zoning Bylaw**

The properties are currently zoned 'RS-1 One Unit Residential' in the City's Zoning Bylaw, which allows single family homes with secondary suites, among other accessory uses.

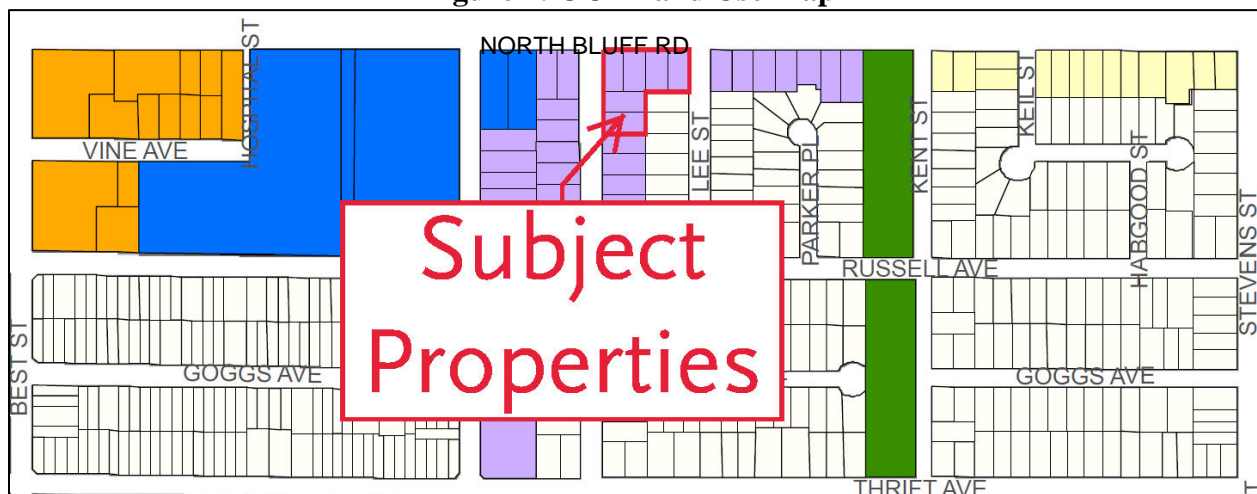
### **ANALYSIS**

#### **Existing Land Use Context**

The surrounding neighbourhood is generally comprised of low density, detached residential homes, with the exception of the 'Altus' sales centre on the west side of Maple Street. Several institutional uses are also in close proximity to the site, with the BC Hydro substation and Peace Arch Hospital to the west, and Earl Marriott Secondary School (in Surrey) and Maccaud Park to the east.

Figure 1 below highlights the subject properties on the OCP land use designation map. Properties designated 'East Side Large Lot Infill Area' are coloured in purple, and the subject properties are outlined in red.

**Figure 1: OCP Land Use Map**



Four of the six subject properties have frontage on North Bluff Road, which is a major arterial that is part of TransLink's Major Road Network (MRN) and has bus service and direct access to Highway 99.

#### **Rezoning and Development Permit Approvals Required**

The properties are currently zoned 'RS-1 One Unit Residential' in the City's Zoning Bylaw, which allows single family homes with secondary suites, among other accessory uses. The proposed project would require rezoning by Council to a Comprehensive Development (CD) zone to allow the proposed height and density parameters supported by OCP policy 11.2.1.c (up to 2.5 FAR and a maximum height of up six storeys when developed as 'affordable rental' housing developments). A major development permit for form and character, energy and water conservation and the reduction of greenhouse gases would also be required.

### Previous Proposal

The July 23, 2018 corporate report to the Land Use and Planning Committee included an overview of a new development application submitted by Bridgewater Development Corp on July 13, 2018. This application was for a proposed development with a total of 98 residential units, including 29 affordable rental apartment units and 55 strata apartment units in buildings up to six (6) storeys that front on North Bluff Road, and 14 three-storey townhouse units that front on Maple Street.

The proposed density for the apartment site exceeded the OCP maximum density by 0.26 FAR (2.76 FAR proposed; 2.5 FAR allowed) and the proposed density for the townhouse site exceeded the OCP maximum density by 0.04 FAR (1.54 FAR proposed; 1.5 FAR allowed).

Council subsequently directed staff to work with the applicant on a revised application that did not require an OCP amendment (i.e. that did not exceed the maximum density in the OCP).

### Revised Proposal

Following Council's previous direction to work with staff on a revised application that did not require an OCP amendment, the applicant has submitted a new rezoning and Development Permit application on January 2, 2019. The new proposal does not exceed the maximum density allowed in the OCP and therefore does not require an amendment to the OCP. As the subject properties' current zoning is RS-1, and as noted above, an amendment to the zoning bylaw ('rezoning') would be required to allow the proposal, as well as a Development Permit to regulate the form and character of the development. Appendix C of the corporate report provides a table outlining the changes in development statistics from the original application to the revised application.

A site plan of the proposal is included below as Figure 2, with an enlarged version of the same site plan included as Appendix D to this corporate report.

**Figure 2: Site Plan**





### **Affordable Housing Component**

The applicant has proposed that the 25 apartment units in the building facing Lee Street be secured at “below market” rentals and operated by a non-profit housing society. This represents almost 34% of the total number of units on the apartment site and is more than minimum 30% of units required in order to access the bonus density and height permitted under OCP policy 11.2.1.c.

As noted in the July 23, 2018 corporate report, based on the 2018 criteria for ‘low and moderate income limits’ from BC Housing, an affordable rent for this proposal is \$1,400 base rent (exclusive of utilities and insurance, but including parking) for one-bedroom units and \$2,000 base rent for two-bedroom units. This would be the maximum initial rent required to qualify as affordable rental housing.

The final rental rates and other details surrounding the affordable rental units (including requiring that the market strata units would not be occupied until after the affordable rental building had received its occupancy permit) would be secured through a Housing Agreement Bylaw.

### **Next Steps**

Consistent with the process for a Zoning Bylaw amendment and Major Development Permit application (outlined in Schedules H and L of Planning Procedures Bylaw No. 2234), the following are the next steps for the application:

1. The applicant will install development notification signs on the property, and a public information meeting hosted by the applicant and attended by staff will be scheduled to allow residents an opportunity to provide early input on the proposal.
2. The application materials will be circulated to internal departments for comment, as well as to staff at the City of Surrey and the Surrey School District.
3. An Advisory Design Panel meeting will be held to receive advice and direction on the form and character of the proposed development.

A detailed corporate report for a future LUPC meeting to consider this application will be prepared upon completion of the technical and public review processes.

### **BUDGET IMPLICATIONS**

Further details regarding the Development Cost Charges associated with the project will be brought forward in the detailed corporate report noted above.

In accordance with Council Policy 511: ‘Density Bonus/Amenity Contribution’, a Community Amenity Contribution (CAC) would be required, and Council may consider reducing the amenity contribution target based on the provision of affordable rental housing.

Council Policy 511 currently allows a reduction of up to 50% of an applicable amenity contribution for secured market rental floorspace, and up to a waiver of 100% of amenity contribution for affordable rental floorspace (where at least 30% of the units are owned or managed by non-profit groups and designed to be affordable for low and moderate income households). Almost 34% of the total units in the apartment component of this application are being proposed as “below market” rentals, to be operated by a non-profit housing society.

## **CONCLUSION**

As a follow-up to a previous OCP amendment application information corporate report, the applicant has revised the density of the proposal to below the maximum 2.5 gross floor area ratio (FAR) for the affordable rental apartment side and 1.5 FAR for the townhouse site, consistent with the OCP. The applications no longer require an OCP amendment. This report is provided to Council for information regarding the revised proposal, which includes a zoning bylaw amendment and Major Development Permit application. A detailed corporate report regarding this application will be provided to LUPC for consideration upon completion of the technical and public review processes.

Respectfully submitted,



Carl Johannsen, MCIP, RPP  
Director of Planning and Development Services

### **Comments from the Chief Administrative Officer:**

This corporate report is provided for information.



Dan Bottrill  
Chief Administrative Officer

Appendix A: Location and Ortho Photo Maps

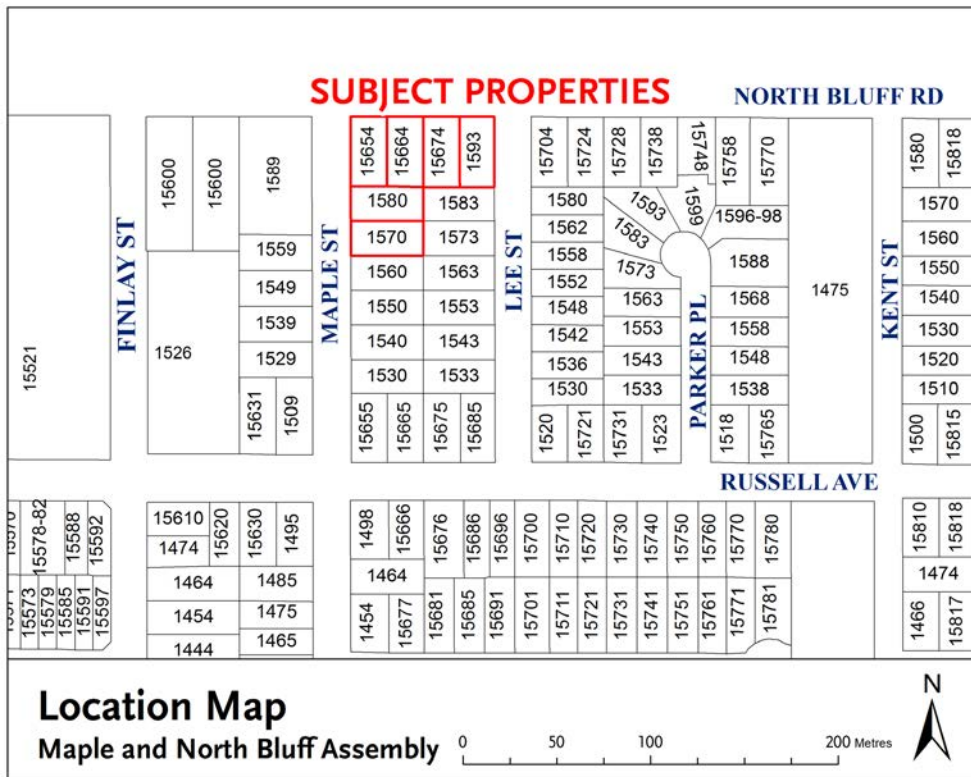
Appendix B: Corporate Report dated July 23, 2018 titled "Initial OCP Amendment Application Report – North Bluff / Maple Street to Lee Street (18-011 OCP)"

Appendix C: Comparison of Original Development Proposal Statistics with Revised Proposal

Appendix D: Renderings and Landscape Site Plan

### APPENDIX A

### Location and Ortho Photo Maps



### Location Map

Maple and North Bluff Assembly 0 50 100 200 Metres

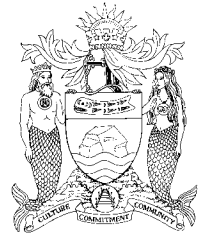


### Orthophoto

Maple and North Bluff Assembly 0 50 100 200 Metres



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



**DATE:** July 23, 2018

**TO:** Land Use and Planning Committee

**FROM:** Carl Johannsen, Director of Planning and Development Services

**SUBJECT:** Initial OCP Amendment Application Report – North Bluff / Maple Street to Lee Street (18-011 OCP)

---

**RECOMMENDATIONS**

THAT the Land Use and Planning Committee:

1. Receive for information the corporate report dated July 23, 2018 from the Director of Planning and Development Services, titled “Initial OCP Amendment Application Report – North Bluff / Maple Street to Lee Street (18-011 OCP);” and
  2. Recommend that Council refer the OCP amendment application back to staff, and direct staff to work with the applicant on a revised rezoning and Major Development Permit application, for an affordable rental housing development that includes a reduced FAR (2.5 gross floor area ratio consistent with the OCP) and design refinements, and for a townhouse development that includes a reduced FAR (1.5 gross floor area ratio consistent with the OCP).
- 

**EXECUTIVE SUMMARY**

An Official Community Plan (OCP) Amendment application has been received regarding a development proposal on an assembly of six adjacent properties at 15654, 15664 and 15575 North Bluff Road, 1593 Maple Street, and 1570 and 1580 Maple Street.

This proposal consists of two developments: on Maple Street the applicant is proposing a three-storey townhouse development with a proposed gross Floor Area Ratio (FAR) density of 1.54, and on North Bluff they are proposing three apartment residential buildings up to six (6) storeys in height with a proposed gross Floor Area Ratio (FAR) of 2.76. The townhouse development would have 14 stratified units, and the apartment development would include 29 affordable rental units in one building which would be managed by a non-profit society, and 55 strata residential units in the other two buildings.

While the proposed apartment development meets the minimum 30% of units to be below market rents (i.e. affordable to low-to-moderate income households) to be eligible for the OCP density bonus for affordable rental housing developments, it exceeds the maximum FAR in the OCP by 0.26 FAR. The proposed townhouse development exceeds the maximum FAR by 0.04, and while it adds housing diversity to the community the townhouse portion does not provide an affordable housing component.

While staff support the provision of affordable rental housing, staff do not support the proposed FAR in either the townhouse or apartment components of the application.

This report sets out options for consideration by the Land Use and Planning Committee, in terms of giving direction to staff on how this application should be managed moving forward. These options include staff:

1. Working with the applicant to revise the application, to be consistent with the current OCP FAR for these properties (1.5 gross FAR for the townhouses and 2.5 gross FAR for the apartments) and include a refined building design; or
2. Working with the applicant to revise the townhouse portion of the application only, to be consistent with the current OCP FAR for these properties (1.5 gross FAR) and include a refined building design, and continue to process an OCP amendment application for the apartment portion of the application in its current form with affordable rental housing; or
3. Continue to process the entire proposal in its current form, including the OCP amendment, with the next step being a Public Information Meeting to be hosted by the Applicant.

## **INTRODUCTION**

The Planning and Development Services Department has received an OCP Amendment application for 15654, 15664 and 15575 North Bluff Road, 1593 Maple Street, and 1570 and 1580 Maple Street. This corporate report provides initial, high-level staff analysis and commentary on this application, for the Land Use and Planning Committee's (LUPC) information.

Staff seek feedback from the LUPC on whether this OCP Amendment application should be:

- moved forward in its current form; or
- referred back to staff, with direction from the LUPC to staff regarding suggested revisions to the application.

The townhouse portion of the application is a three-storey townhouse development with a proposed gross Floor Area Ratio (FAR; the building density) of 1.54, and 14 townhouse units. The apartment portion involves three residential buildings up to six (6) storeys in height, with a proposed FAR of 2.76. The proposal includes 84 residential dwelling units (29 of which are being proposed as 'affordable rental units'), and a separate amenity building of 58 square metres (629 square feet). The orthophoto and location map is included as Appendix A of this corporate report, and the applicant's drawing package is included as Appendix D (including site plan, conceptual massing drawings, and commentary on the relationship with City OCP policies).

## **PAST PRACTICE / POLICY / LEGISLATION**

On October 23, 2017 Council adopted a new OCP (*White Rock Official Community Plan, 2017, No. 2220*), which sets out land use, density, height and other policy directions for new development applications.

Under the Housing chapter of the OCP, under policy 11.2.1.c, several areas in the City, including the subject properties, are identified as being eligible for additional density up to 2.5 FAR and a maximum height of up six storeys when developed as 'affordable rental housing developments' (30% of the units in the overall project must be rented at a rate affordable to low-to-moderate income households). These affordable rental housing developments are also eligible to have community amenity contributions (CACs) reduced or waived in recognition of the value of the below market housing provided, and applicable Development Cost Charges may be credited

back to the developer if Council establishes an Affordable Housing Reserve Fund with cash-in-lieu CACs.

The new OCP also includes policy regarding OCP Amendment applications. According to Section 19.3 (page 76) OCP Amendment applications are to be reviewed by staff and an initial information report on the proposal presented to Council for review and feedback to staff. As stated in the OCP, Council may then refuse the application or direct City staff to continue processing it.

This approach provides the Committee opportunity to provide direction on OCP Amendment applications, prior to these applications being presented at a Public Information Meeting and proceeding through the application process, as set out in the Planning Procedures Bylaw.

## **ANALYSIS**

### **Existing Land Use Context**

All of the subject properties are currently zoned ‘RS-1 One Unit Residential Zone’ which permits one-unit residential units with a 7.7 metre (25.26 feet) maximum height, and each is currently occupied by a detached residential building.

The surrounding neighbourhood is generally comprised of low density, detached residential homes, with the exception of the ‘Altus’ sales centre on the west side of Maple Street. Several institutional uses are also in close proximity to the site, with the BC Hydro substation and Peace Arch Hospital to the west, and Earl Marriott Secondary School (in Surrey) and Maccaud Park to the east.

Four of the six subject properties have frontage on North Bluff Road, which is a major arterial that is part of TransLink’s Major Road Network (MRN) and has bus service and direct access to Highway 99.

### **Townhouse Site**

The two Maple Street properties are 0.36 acres (1,450 square metres; 15,603 square feet) in overall size.

In terms of OCP land use the subject properties are in the ‘East Side Large Lot Infill Area’ designation, which allows a maximum FAR of 1.5 (see Appendix D) in three-storey ground oriented townhouses. There is no ‘density bonus’ policy applicable to the Maple Street properties.

### **Apartment (‘Flats’) Site**

The four North Bluff Road fronting properties are 0.7 acres (2,850 square metres; 30,679 square feet) in overall size.

In terms of OCP land use the subject properties are in the ‘East Side Large Lot Infill Area’ designation, which allows a maximum FAR of 1.5 (see Appendix D) in three-storey apartments or ground oriented townhouses. Up to 2.5 FAR is also available, if at least 30% of the residential units in a development consists of affordable rental units (affordable to low-to-moderate income households).

For 2018, the BC Housing definition for “low and moderate income limits” (i.e. the qualifying income ‘ceiling’) for a one-bedroom unit is \$71,200 (the median income for families without children in BC), and \$104,440 for a two-bedroom units (the median income for families with children in BC). In order to provide housing at rent levels affordable to households 15-20% below this income level, staff would be targeting a \$1,400 base rent (exclusive of utilities and insurance, but including parking) for one-bedroom units and \$2,000 base rent for two-bedroom

units as a maximum rent, with any further rent reductions based on support from other levels of government or other agencies. This would result in these households paying approximately 30% of their pre-tax income on shelter costs (rent plus utilities and insurance), which is considered affordable by CMHC.

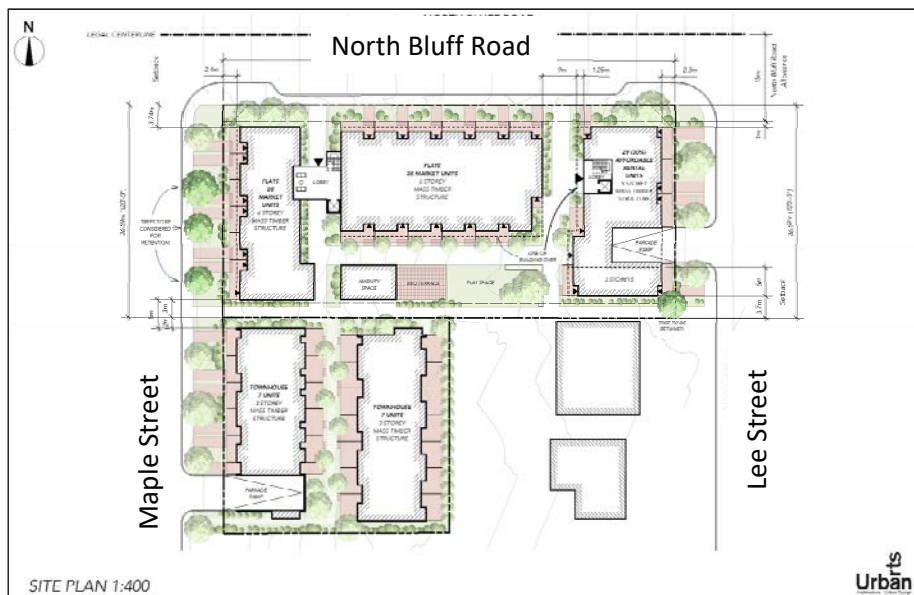
The applicant has indicated that a non-profit housing provider is interested in owning and managing the affordable rental portion of the site. More information regarding the potential non-profit organization will be brought forward should the application advance further.

A conceptual massing (aerial perspective image) of the proposed development is included below as Figure 1, the proposed site plan is included as Figure 2, and a more detailed and enlarged drawing package is available in Appendix D.

**Figure 1: Conceptual Massing (view from SE)**



**Figure 2: Proposed Site Plan**



### Proposed FAR in Relation to the OCP

The proposed OCP Amendment application for the townhouse site involves an FAR of 1.54. As noted above, staff do not support the proposed FAR, which is 0.04 FAR (795 square feet) above the maximum FAR permitted. The applicant could reduce the proposal to the OCP 1.5 FAR density by reducing the floor area of the 14 units by 56 square feet each (on average).

The proposed OCP Amendment application for the apartment site involves an FAR of 2.76. Staff do not support the proposed FAR, which is 0.26 FAR above the maximum FAR available for affordable rental housing developments of 2.5.

This being said, staff note that the density allowed in the OCP without providing affordable rental housing on these properties is 1.5 FAR (in a three storey building). This development scenario generates a residual land value (i.e. the value of the development less the costs of development, including profit) which may be the same or close to the residual land value for a proposed development that incorporates a 1.0 FAR bonus density and six storey height.

This is because not all of the bonus density in a 2.5 FAR/6 storey scenario may result in revenues high enough to cover the cost of construction; noting that an affordable rental housing development requires 30% of the units in the project to be affordable rental, approximately 25% of the bonus density may be market condo/rental, but the remaining 75% of the bonus density will need to be set at affordable rent levels, which in turn may not cover the costs of constructing the additional floor area.

Due to this scenario, it appears the applicant is proposing additional density to improve the financial viability of the project. Alternatively, the applicant could reduce the price they are willing to offer to the landowner to improve financial viability, but this may also result in the properties ultimately being developed at 1.5 FAR (and without an affordable rental component).

The applicant has provided an OCP amendment rationale for the apartment site (attached as Appendix “B”) and the townhouse site (Appendix “C”), and has described the relationship with the proposal and other OCP objectives in their drawing package attached as Appendix D. Should Council wish to advance the apartment application at the currently proposed density (2.76 FAR), it is recommended that staff be directed to prepare an amendment bylaw to the OCP that would allow up to 2.8 FAR for all three sites identified in Figure 11 of the OCP.

### Townhouse Design Commentary

The applicant has proposed that all 14 townhouses be situated over a single level underground parking garage, with two parking spaces provided per unit in a tandem configuration. The townhouses range in size between 137 square metres (1,470 square feet) and 166 square metres (1,784 square feet), and all have three bedrooms. Each townhouse can access the unit directly from the parkade via an internal staircase, with some units having habitable area (e.g. a den/office space) on the parkade level. While the townhouses are three-storeys in height, they also are designed with rooftop decks to provide additional outdoor living space for residents. The rooftop decks are proposed to be accessed via a spiral staircase, which staff have identified as possible conflict with the Building Code. The applicant’s architect has communicated that they will pursue an Alternative Solution with the Building Permit application for the spiral staircases.

### Apartment Design Commentary

The applicant has proposed several unique design features as part of the apartment project. The use of “mass timber” structures (typically consisting of glulam beams and cross-laminated timber panels) for residential buildings has occurred at several projects in the University of British Columbia (“Brock Commons” and “Virtuoso”) and the applicant has proposed to use mass



timber construction methods for both the apartment and townhouse residential components of the development. See Appendix E for “mass timber / CLT” examples provided by the applicant.

Within the two market strata residential buildings, the design stacks two-level units on top of each other (i.e. units have entries on floors 1, 3, and 5, with additional space on levels 2, 4, and 6), with internal stairs providing access between levels. This allows the elevators to stop on alternating floors (“skip stops”), and increases the amount of floor area available for units by eliminating hallways on floors where the elevator does not stop.

The building for the affordable or below market rental housing also has two-level units on the ground level, but for the remaining levels include hallways and the elevators stop on every floor. Other notable aspects of the apartment concept design include:

- The OCP family friendly housing policy calls for a minimum of 10% three bedroom units and 35% either two or three bedrooms, and the overall proposal includes 22% three bedroom units (22 total) and 80% of units (79 total) as either two or three bedroom guidelines;
- The applicant has provided all 25 ground floor apartment units and 14 townhouse units with front door access on the ground level to the street or a common courtyard, in accordance with the City’s family friendly housing policy; and
- The applicant has included a road dedication on North Bluff Road to bring the ultimate road width to 30 metres (15 metres on either side of the centre line) in order to achieve the enhanced streetscape and bicycling facilities identified in the City’s Strategic Transportation Plan.

Staff also note that further design refinements need to be considered by the applicant, to ensure the proposed development fits appropriately on the site. These could include increasing the proposed building separations, reducing lot coverage, and increasing the building setback from the adjacent single family home to the south; these refinements will likely result in a lower FAR for this component of the proposal.

#### Options for Committee’s Consideration

While staff support the proposed affordable rental component, staff do not support the proposed OCP Amendment in its current form, primarily due to the proposed FARs exceeding the OCP maximum density for both the townhouse and apartment portions of the proposal.

The townhouses are very close to OCP compliance (only 0.04 FAR above), and the apartments at 2.76 being above the maximum 1.5 FAR in the East Side Large Lot Infill Area land use, and above the maximum 2.5 FAR maximum density for affordable rental housing developments.

Increasing permitted OCP densities on a site-specific basis will likely lead to future requests for similar OCP amendments, as prospective purchasers will ‘bid’ higher for the land on the basis of an anticipated increase in density. Staff do not believe that the densities in the approved OCP need to be increased in order to accommodate the projected increases in population.

Noting that design refinements to both the apartment and townhouse sites will likely reduce FAR but not fundamentally change the application, and based on the above analysis, the LUPC can consider these options, amongst other feedback, in directing how staff should manage this application moving forward:

1. Staff work with the applicant to revise their rezoning and major development permit application to be consistent with the maximum FAR for affordable rental housing

developments (2.5 FAR maximum), and the maximum FAR for the townhouse portion of the development (1.5 FAR maximum). This includes refining the apartment building design to increase separation and setback distances, which in turn will likely reduce the FAR closer to or below 2.5 FAR,

**or**

2. Staff work with the applicant to revise the townhouse portion of the application, to be consistent with the current OCP FAR for these properties (1.5 FAR), and continue to process an OCP amendment application for the apartment portion of the application in its current form with affordable rental housing;

**or**

3. Staff continue to process the entire proposal in its current form, with the next step being a Public Information Meeting, followed by review by the Advisory Design Panel.

Additional Considerations

Should this proposed application move forward, staff note there are additional considerations that the applicant will need to meet and that the LUPC should be aware of, including:

- the OCP requires new multi-unit residential and mixed use buildings to include one (1) electric vehicle charging station and one (1) ‘rough in’ for every ten (10) parking spaces;
- on-site loading spaces for the apartment site and townhouse site are not currently identified on the drawing package, and adequate provision of these loading spaces including analysis of off-street turning movements would need to be resolved before the application would be forwarded to the Advisory Design Panel. The addition of loading spaces may also influence the currently proposed FARs;
- a road dedication is required along North Bluff Road to widen the road allowance to a 30 metre arterial condition (15 m from centerline), to allow for an enhanced streetscape (wider sidewalks, bicycle paths, boulevards, lighting, street trees, etc.) that is consistent with the City’s *Strategic Transportation Plan*, which identifies North Bluff Road as a potential ‘complete street’;
- the applicant has proposed an ‘affordable housing’ component of twenty-nine (29) dwelling units. Staff are supportive of including rental units in this proposal; this location is conducive to rental housing in terms of being adjacent to the Town Centre and frequent transit. However, if the application proceeds with an OCP Amendment involving a higher FAR staff strongly suggest that the level of affordability provided by the applicant be increased. These affordable rental units will also need to be secured by way of a Housing Agreement as rental for the life of the building;
- this development would be eligible for a reduction of Community Amenity Contributions (CAC), according to Council Policy 511; and
- noting that water, stormwater and sanitary servicing master plans are currently being developed to guide development-related upgrades to these services, and that these master plans are based on FARs in the current OCP, and it is important to note that increasing the FAR on this property and potentially other properties may undermine the basis of these servicing plans, and require significant additional servicing upgrades and funding.

## **CONCLUSION**

The Planning and Development Services Department has received an OCP Amendment application for 15654, 15664 and 15575 North Bluff Road, 1593 Maple Street and 1570 and 1580 Maple Street. While staff support the affordable housing component, staff do not support the proposal in its current form, primarily due to the FAR being over what is identified in the OCP.

Staff seeks feedback from the Land Use and Planning Committee on whether this OCP Amendment application should be:

- referred back to staff, with direction from the LUPC to staff regarding suggested revisions to the application; or
- moved forward in its current form.

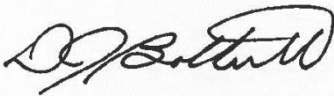
Respectfully submitted,



Carl Johannsen, MCIP, RPP  
Director of Planning and Development Services

### **Comments from the Chief Administrative Officer:**

This corporate report is provided for Committee's information.



Dan Bottrill  
Chief Administrative Officer

Appendix A: Location and Ortho Photo Maps

Appendix B: Applicant's Official Community Plan Amendment Rationale Letter - Apartments

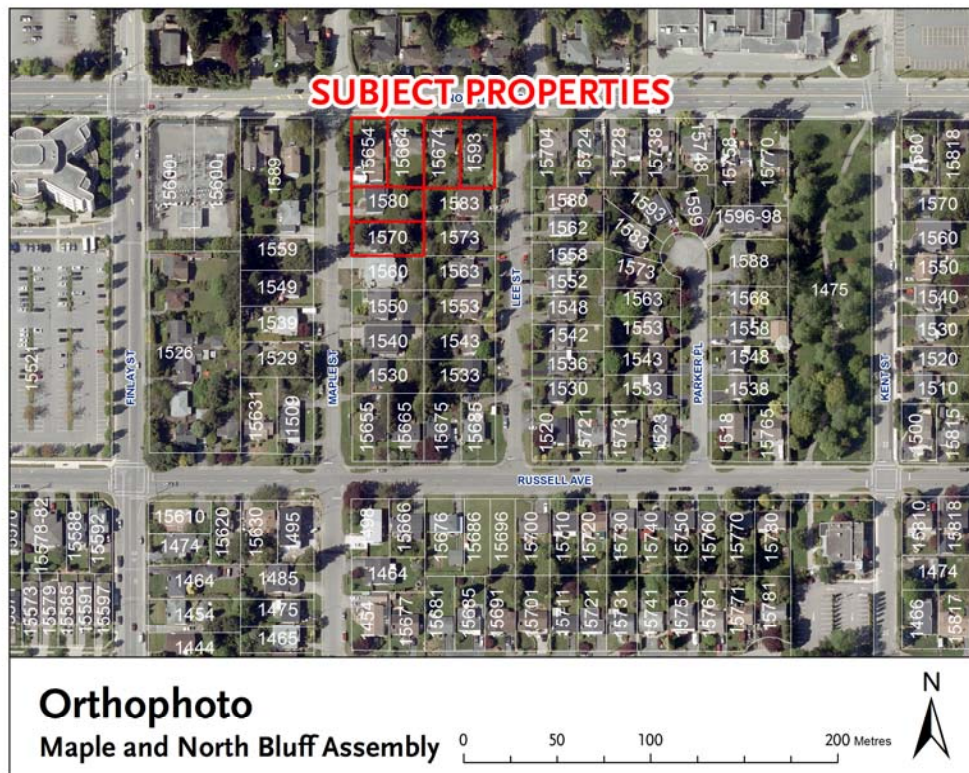
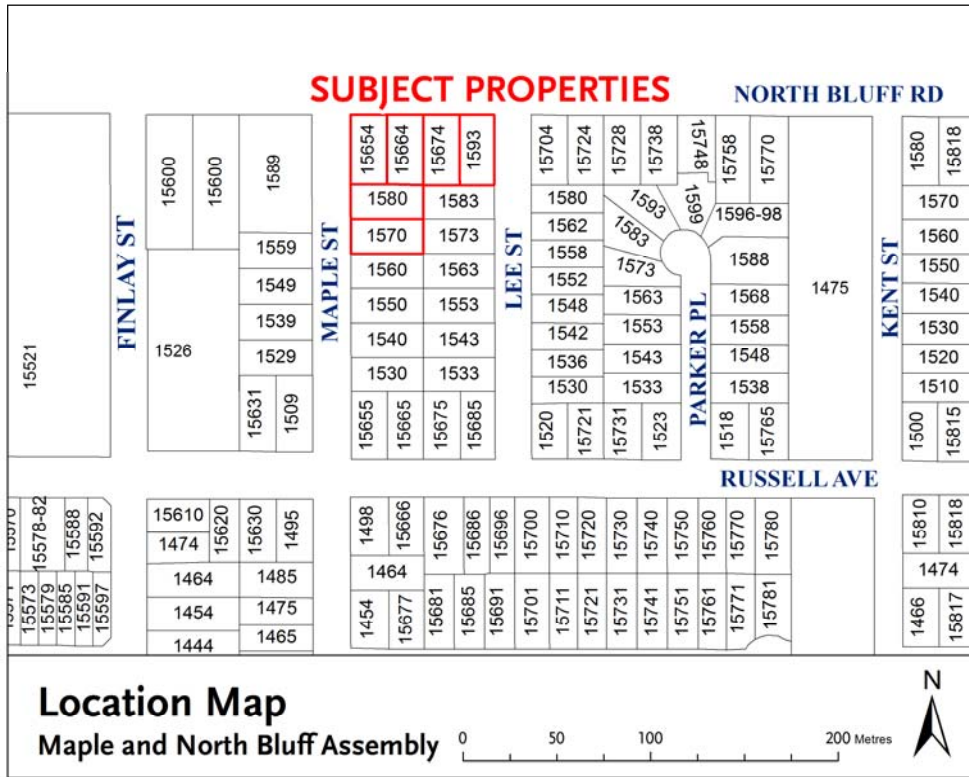
Appendix C: Applicant's Official Community Plan Amendment Rationale Letter - Townhouses

Appendix D: Drawing Package

Appendix E: Information on Mass Timber (CLT) Precedent Projects from Applicant

## APPENDIX A

### Location and Ortho Photo Maps



## **APPENDIX B**

### **Applicant's Official Community Plan Amendment Rationale Letter – Apartments**

On behalf of Mr. Ragbir Gurm, Urban Arts Architecture has submitted an OCP Amendment application to the City of White Rock for the redevelopment of 15654, 15564, 15674 North Bluff Road and 1593 Lee Street. The development proposal is for a multi-family residential complex.

The subject site is one of three sites in White Rock identified in the OCP for density increase over the base density of 1.5 up to a maximum of 2.5 to support rental and other non-market housing.

The OCP Policy 11 overview defined affordable Rental developments are those in which at least 30% of the units are owned or managed by non-profit groups and designed to be affordable for low and moderate-income households.

We believe that the benefits to the White Rock community of an affordable rental project, based on OCP 11, are significant and will provide the City with housing to support a wide variety of individuals and families. We have reviewed our application to ensure both compliance and economically feasibility. Our application meets the objectives of the OCP Policy 11 by providing 30% of the units as affordable rental housing that will be owned and managed by an Non-Profit Organization (NPO), and providing a mix of housing types suitable for families, singles and seniors.

The proposed density is Residential FAR 2.4 which results in a Gross FAR of 2.76. At this density the project is marginally financially viable. The factors which affect the viability are:

- (1) The allocation of 30% of the residential area for affordable rental housing that is to be owned and managed by an NPO will be sold at a discount,
- (2) The additional area requirements of the multi storey building due to the provision of interior circulation & amenity space results in a lower net: gross and increased cost,
- (3) The 2.5 FAR will result in a BCBC Part 3 building in order to preserve a generous public realm, as compared to a BCBC Part 9 Building at 1.5 FAR. Mechanical systems, structural and seismic consideration, electrical requirements are all significantly increased in a Part 3 building, resulting in an increased cost for the building.
- (4) There has been a significant upward movement in construction costs (Note: these have now been exacerbated by the new tariffs on steel.)
- (5) The specifications required by BC Housing for the affordable housing projects will result in higher costs.

Theoretical development options are as follows:

- (1) FAR 1.5 – residential Part 9 Building at almost 100% efficiency yields approximately 46,000 square feet of livable space.
- (2) Gross FAR 2.5 – Part 3 building at about 86% efficiency yielding gross area of 76,697 square feet and net area of 65,959 square feet divided into about 46,000 square feet of market units and 19,600 square feet of affordable rental units.
- (3) Residential FAR 2.4 – Part 3 building at about 86% efficiency yielding gross area of 84,897 square feet and net area of 73,660 square feet divided into about 51,500 square feet of market units and 22,000 square feet of affordable rental units.

Based on our costing and financial analysis a development scheme under options (1) and (3) are viable, whereas option (2) is not viable.

Therefore, our application before council is to permit development under option (3) scenario, to bring 22,000 square feet of much needed affordable housing units to the City.

## **APPENDIX C**

### **Applicant's Official Community Plan Amendment Rationale Letter - Townhouses**

The OCP Rationale as included in the drawing package previously submitted on June 13, 2018.

As noted in our drawing submittal, the total above grade FAR for the townhouses is 20,950 sq ft for an above grade FAR of 1.342. The additional below grade unit FAR area is a total of 2,325 sq ft for a total residential FAR of 1.49. This includes the area as defined by the by-law to the middle of the exterior walls. This also includes the below grade area to the middle of the walls separating the units from the parking area. It is our understanding that the FAR is based on the above definition of residential floor area, and excludes the parkade. We believe that with an above grade FAR of 1.342 and a total FAR of 1.49, the project meets the intent of the White Rock OCP.

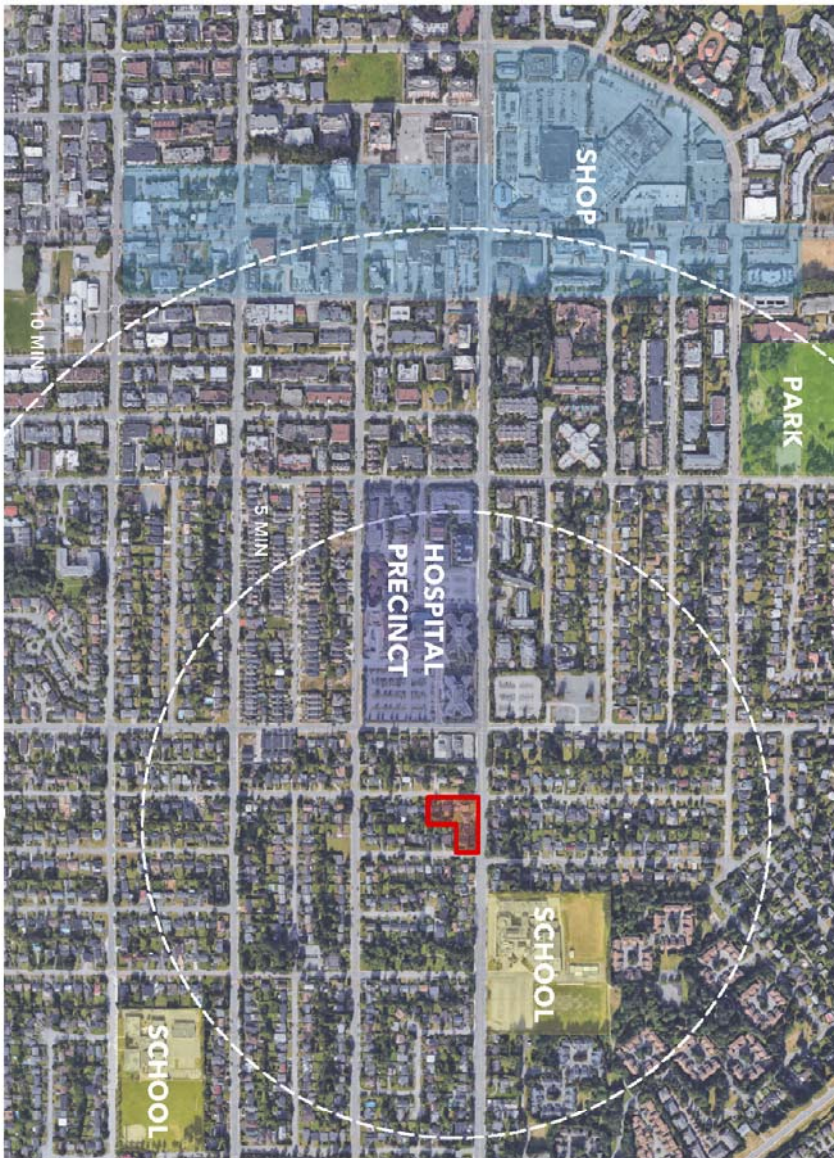
**APPENDIX D**  
**Drawing Package**



NORTH BLUFF ROAD DEVELOPMENT  
CITY OF WHITE ROCK OCP AMENDMENT SUBMISSION / MAY '18, 2018

**Urban**  
Architecture Urban Design

PROJECT OVERVIEW



**SITE + CONTEXT**

The North Bluff Road Development is located within the East Site Large Lot Infill Development Permit Area, approximately 10 minutes walk from White Rock Town Centre. The site is bound by North Bluff Road to the north, Maple Street to the west and Lee Street to the east.

The development's adjacency to White Rock Town Centre provides it with a number of amenities within walking distance including Peace Arch Hospital, elementary and secondary schools, a large urban park, and ample shopping and entertainment spaces.

**PROPOSED PROJECT**

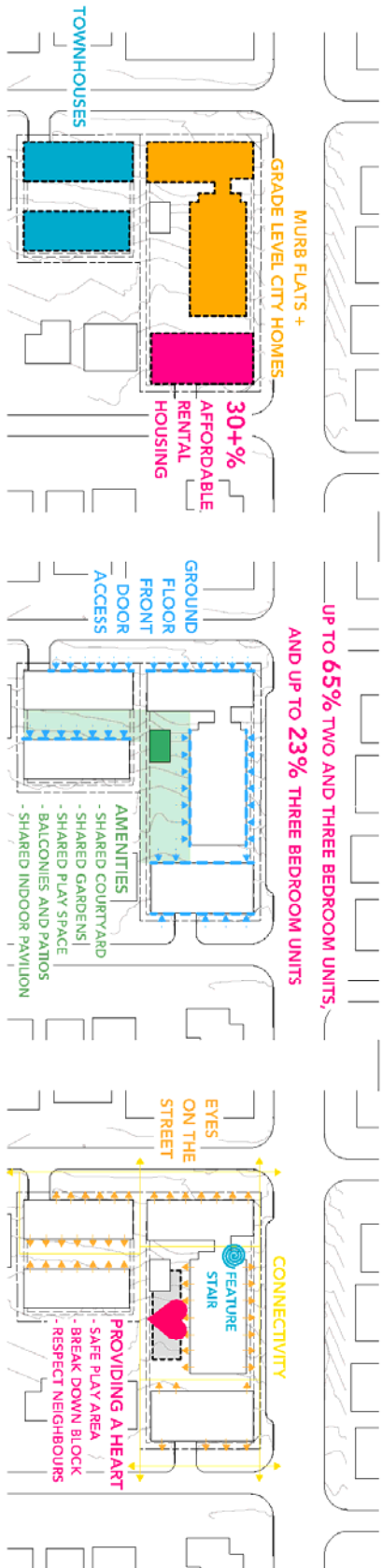
Per the City of White Rock Official Community Plan, the project consists of a 6-storey development on North Bluff and a 3-storey townhouse development along Maple Street. The 6-storey development on North Bluff is comprised of a market multi-unit residential building at North Bluff and Maple, and an affordable non-market rental housing development at the corner of North Bluff and Lee.

The project will revitalize 6 existing single family home lots, into a vibrant and new development with a mix of residential forms and choices, focused on family and age friendly housing options.

Open and engaging spaces are provided to enhance the character of the built environment, and an emphasis on socially-oriented urban design principles encourages the opportunity for development of a strong and vibrant community.



OCP GOALS + OBJECTIVES



**A DIVERSITY OF HOUSING CHOICES**

The project offers a diversity of housing choices with the aim to provide appropriate + affordable options for residents living in White Rock. A six storey Multi-Unit Residential Building (MURB) at the corner of North Bluff and Maple will provide a combination of innovative and contemporary 1, 2 and 3 bedroom flat and skip stop units, punctuated at grade by two-level city home units. Three storey ground oriented Townhouses along Maple Street step down to compliment the existing neighbourhood and ensure compatibility of new development with adjacent existing buildings, while providing dense urban living in elegant 3 bedroom homes with generous outdoor space. At the corner of North Bluff and Lee Street, affordable non-market rental housing units will be developed in partnership with a local non-profit housing provider to ensure at least 30% of the North Bluff development units are available to residents in need of affordable housing options.

**FAMILY AND AGE-FRIENDLY HOUSING**

A focus on family and age-friendly housing options and design is exhibited through unit mix and design, as well as an emphasis on both private and shared outdoor amenity spaces. The development intends to cater to a variety of household structures by placing particular emphasis on two and three bedroom units, as well as stacked skip-stop, and grade level city and townhouses to encourage family living. Throughout the development ground-floor units with front door access to the street help to address accessibility concerns for the elderly and people with disabilities. Robust amenity space including outdoor shared play space and gardens, as well as an indoor pavilion encourage community development within the project as well as with neighbours.

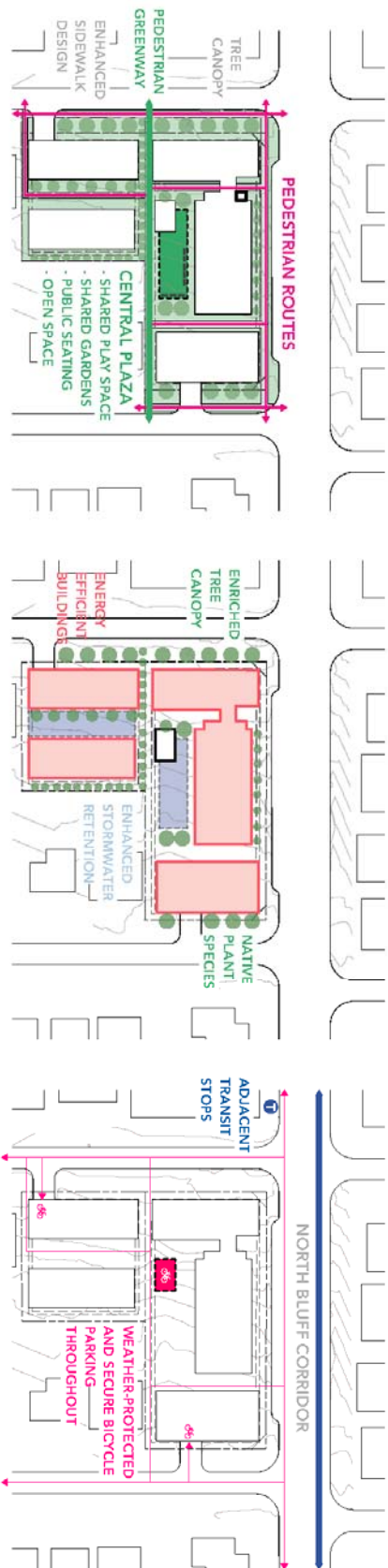
**BUILDING COMMUNITY**

The project's emphasis on socially-oriented urban design principles encourages the opportunity for development of a strong and vibrant community. The block is broken down into smaller parts, and opened up to create a centralized courtyard, accommodating amenity spaces and pedestrian routes through the site, and creating a dynamic and engaging relationship to the streets. The central courtyard creates a safe play area for children away from car traffic, and provides space for residents to gather and connect within their community. Grade level access to units throughout the project enables "eyes on the street", building awareness of community and encouraging residents to informally look out for their neighbours. A feature stair, generous lobby, and similar design attributes throughout the development will further offer opportunities for residents to engage and connect with their neighbours and build their community.

004

**NORTH BLUFF ROAD DEVELOPMENT**  
 CITY OF WHITE ROCK OCP AMENDMENT SUBMISSION / MAY 18, 2018

OCP GOALS + OBJECTIVES



**ENHANCED PUBLIC REALM**

The project focuses on providing open and engaging spaces for public life, enhancing the character of the built environment and public realm. A network of pedestrian routes link to a central courtyard and pedestrian greenway to establish a well connected pedestrian-oriented environment. Green space both within and surrounding the site provides area for growth of a healthy tree canopy, improving the character and walkability of the neighbourhood. The central courtyard creates a generous outdoor space for use as a play area and shared gardens for the residents. Seating is provided throughout the site, offering opportunities for rest and enjoyment. The project also embraces an enhanced sidewalk design that separates pedestrians from vehicle traffic, that minimizes driveways crossing pedestrian routes, and that maintains an intimate urban relationship between street and building, to establish a public realm that is attractive and comfortable for the neighbourhood residents.

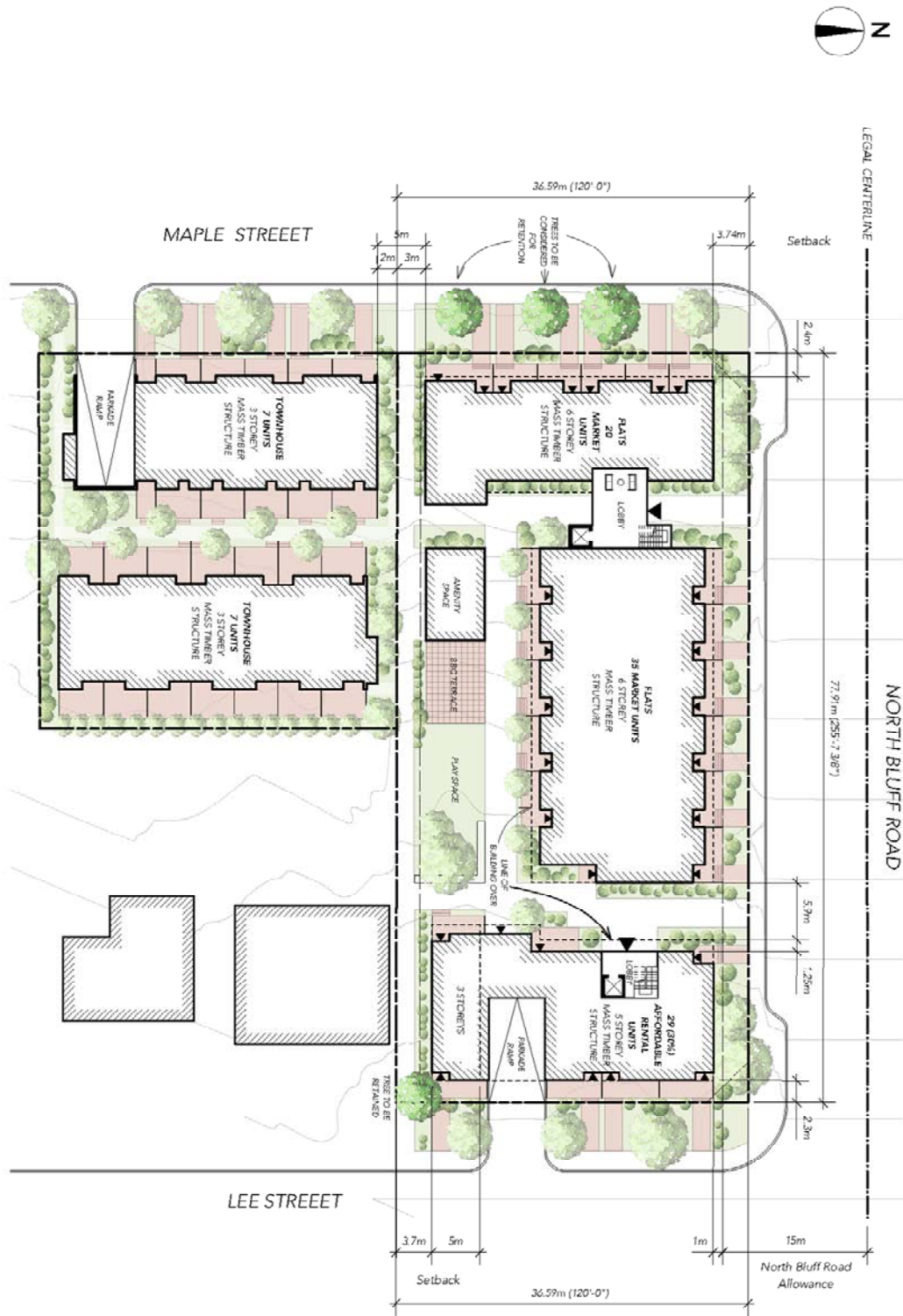
**ENVIRONMENTAL STEWARDSHIP**

The development espouses principles of environmental stewardship in building and urban design by aiming to protect the environment, conserve energy and water, and reduce greenhouse gas emissions. The project design will incorporate high performance building envelopes and mechanical systems to conserve energy and reduce greenhouse gas emissions. Enhanced stormwater retention strategies will be incorporated into the buildings and site design to manage the quality and quantity of rainwater runoff. An enriched tree canopy, native plant species, and xeriscaping will ensure the landscape supports a rich biodiversity, enhancing the natural environmental and human health performance of the community.

**TRANSIT + BICYCLE NETWORK**

The project's proximity to the North Bluff transit corridor supports that growth of a compact transit-oriented development, helping to reduce greenhouse gas emissions and pollution. Abundant, weather protected and secure bicycle parking will be provided both at grade and within underground parkades. The central courtyard and connections to surrounding streets will provide a network of cycling options, to help enhance the comfort and convenience of cycling throughout the site and surrounding neighbourhood.

SITE PLAN 1:400



**FLATS**  
**PROJECT INFORMATION**

**Civic Information**

15654 North Bluff Road, White Rock, BC (Lot 1)  
 15664 North Bluff Road, White Rock, BC (Lot 2)  
 15674 North Bluff Road, White Rock, BC (Lot 3)  
 1593 Lee Street, White Rock, BC (Lot 4)

**Development Area**

East Site Large Lot Infill Development Permit Area

**Required Setbacks**

NORTH 2m to 3m  
 SOUTH 2m to 3m  
 WEST (MAPLE STREET) 2m to 3m  
 EAST 2m to 3m

**Legal Description**

Lots 1 to 4, Section 11 Township 1,  
 New Westminster District, Plan 20673

2.5 FAR  
 76,697 sq. ft.

OCP - POLICY 8.7.2 DENSITY + HEIGHT  
 OCP - POLICY 11.2.1 NEW NON-MARKET RENTAL HOUSING

OCP - Policy 22.8.1 BUILDINGS  
 (22.8 EAST SIDE LARGE LOT INFILL  
 DEVELOPMENT PERMIT AREA)

**Parcel Identifier**

PID: 009-452-265 LOT 1  
 PID: 009-452-273 LOT 2  
 PID: 009-452-290 LOT 3  
 PID: 009-452-303 LOT 4

**Maximum Allowable Building Height**

6 Storeys

OCP - POLICY 11.2.1.d NEW NON-MARKET RENTAL HOUSING

**Maximum Allowable Site Coverage**

N/A

**FLATS**  
 DEVELOPMENT DATA

<b>30,679</b> sq ft	<b>2,850.2</b> sq m	<b>30,679</b> sq ft	<b>2,850.2</b> sq m
<b>SITE AREA</b>		<b>SITE AREA</b>	
<b>2.76</b>		<b>2.76</b>	
<b>GROSS FAR</b>		<b>GROSS FAR</b>	
<small>GROSS FLOOR AREA</small>		<small>GROSS FLOOR AREA</small>	
<b>2.40</b>		<b>2.40</b>	
<b>RESIDENTIAL FAR</b>		<b>RESIDENTIAL FAR</b>	
<small>FLOOR AREA RATIO</small>		<small>FLOOR AREA RATIO</small>	
<b>52.9%</b>		<b>52.9%</b>	
<b>SITE COVERAGE</b>		<b>SITE COVERAGE</b>	
<small>16,229 sq. ft.</small>		<small>16,229 sq. ft.</small>	
<b>86.9%</b>		<b>86.9%</b>	
<b>EFFICIENCY</b>		<b>EFFICIENCY</b>	
<b>30%</b>		<b>30%</b>	
<b>AFFORDABLE RENTAL UNITS</b>		<b>AFFORDABLE RENTAL UNITS</b>	
<small>AFFORDABLE NON-MARKET RENTAL HOUSING UNITS TO BE DEVELOPED IN PARTNERSHIP WITH A LOCAL NON-PROFIT HOUSING PROVIDER TO ENSURE AT LEAST 30% OF THE UNITS ARE AVAILABLE TO RESIDENTS IN NEED OF AFFORDABLE HOUSING.</small>		<small>AFFORDABLE NON-MARKET RENTAL HOUSING UNITS TO BE DEVELOPED IN PARTNERSHIP WITH A LOCAL NON-PROFIT HOUSING PROVIDER TO ENSURE AT LEAST 30% OF THE UNITS ARE AVAILABLE TO RESIDENTS IN NEED OF AFFORDABLE HOUSING.</small>	
<b>84,897</b> sq ft		<b>84,897</b> sq ft	
<b>GROSS FLOOR AREA</b>		<b>GROSS FLOOR AREA</b>	
<small>EXCLUDING PARKADE</small>		<small>EXCLUDING PARKADE</small>	
<b>73,660</b> sq ft		<b>73,660</b> sq ft	
<b>RESIDENTIAL FLOOR AREA</b>		<b>RESIDENTIAL FLOOR AREA</b>	
<b>1,935</b> sq ft		<b>1,935</b> sq ft	
<b>INDOOR AMENITY</b>		<b>INDOOR AMENITY</b>	
<small>COURTYARD PAVILION (629 sq. ft.) LOBBIES (778 sq. ft.) FEATURE STAIR (528 sq. ft.)</small>		<small>COURTYARD PAVILION (629 sq. ft.) LOBBIES (778 sq. ft.) FEATURE STAIR (528 sq. ft.)</small>	
<b>8,264</b> sq ft		<b>8,264</b> sq ft	
<b>INTERIOR CIRCULATION</b>		<b>INTERIOR CIRCULATION</b>	
<b>1.5</b>		<b>1.5</b>	
<b>CAR PARKING SPACES</b>		<b>CAR PARKING SPACES</b>	
<b>PER MARKET DWELLING UNIT</b>		<b>PER MARKET DWELLING UNIT</b>	
<small>1.2 SPACES PER DWELLING UNIT + 0.3 VISITOR SPACES PER DWELLING UNIT</small>		<small>1.2 SPACES PER DWELLING UNIT + 0.3 VISITOR SPACES PER DWELLING UNIT</small>	
<b>1.0</b>		<b>1.0</b>	
<b>CAR PARKING SPACES</b>		<b>CAR PARKING SPACES</b>	
<b>PER RENTAL DWELLING UNIT</b>		<b>PER RENTAL DWELLING UNIT</b>	
<small>1.0 SPACES PER DWELLING UNIT</small>		<small>1.0 SPACES PER DWELLING UNIT</small>	
<b>1.2</b>		<b>1.2</b>	
<b>BICYCLE PARKING SPACES</b>		<b>BICYCLE PARKING SPACES</b>	
<b>PER DWELLING UNIT</b>		<b>PER DWELLING UNIT</b>	
<small>CLASS 1: 1 SPACE PER DWELLING UNIT CLASS 2: 0.2 SPACES PER DWELLING UNIT</small>		<small>CLASS 1: 1 SPACE PER DWELLING UNIT CLASS 2: 0.2 SPACES PER DWELLING UNIT</small>	

**TOWNHOUSES**  
 PROJECT INFORMATION

<p><b>Civic Information</b></p> <p>1570 Maple Street, White Rock, BC (Lot 7)                  1580 Maple Street, White Rock, BC (Lot 6)</p>	<p><b>Development Area</b></p> <p>East Site Large Lot Infill Development Permit Area</p>	<p><b>Required Setbacks</b></p> <p>NORTH 2m to 3m                  SOUTH 2m to 3m                  WEST (MAPLE STREET) 2m to 3m                  EAST 2m to 3m                  OCP - Policy 22.8.1 BUILDINGS (22.8 EAST SIDE LARGE LOT INFILL DEVELOPMENT PERMIT AREA)</p>
<p><b>Legal Description</b></p> <p>Lots 6 and 7, Section 11 Township 1,                  New Westminster District, Plan 20673</p>	<p><b>Maximum Allowable Density</b></p> <p>1.5 FAR                  23,404 sq. ft.                  OCP - POLICY 8.7.2 DENSITY + HEIGHT</p>	<p><b>Maximum Allowable Building Height</b></p> <p>3 Storeys                  OCP - POLICY 8.7.2 DENSITY + HEIGHT</p>
<p><b>Parcel Identifier</b></p> <p>PID: 009-452-320 LOT 6                  PID: 009-452-338 LOT 7</p>	<p><b>Maximum Allowable Site Coverage</b></p> <p>N/A</p>	

**TOWNHOUSES**  
**DEVELOPMENT DATA**

**15,603** sq ft **SITE AREA**  
1,449.6 sq m

**1.49** **DENSITY**  
FLOOR AREA RATION (FAR)

**53.2%** **SITE COVERAGE**  
8,293 sq. ft.

**96.70%** **EFFICIENCY**  
EXCLUDING PARKADE  
**14** **CAR PARKING**  
12 STANDARD CAR STALLS  
2 ACCESSIBLE CAR STALL

**17** **BICYCLE PARKING**  
CLASS 1: 14 SPACES  
CLASS 2: 3 SPACES

**24,070** sq ft **GROSS FLOOR AREA**  
EXCLUDES PARKADE

**23,275** sq ft **FAR AREA**  
RESIDENTIAL FLOOR AREA

**10,786** sq ft **PARKADE**  
FAR AREA EXCLUSION

**127** sq ft **SHARED AMENITY**  
GARBAGE, RECYCLING, MAINTENANCE  
FAR AREA EXCLUSION

**UNIT FAR BREAKDOWN**

LEVEL / UNIT	FRONT LOT	SIDE LOT	REAR LOT	TOTAL
GROUND	542	542	542	542
SECOND	547	547	547	547
THIRD	428	428	428	428
TOTAL ABOVE GRADE	1,547	1,547	1,547	1,547
BASEMENT	228	232	213	210
TOTAL W/ BASEMENT	1,775	1,784	1,779	1,760
UNENCLOSED BALCONY / ROOF DECK	778	778	778	778

**14** **TOTAL TOWNHOUSE UNITS**

**7** **REAR LOT**  
3 BEDROOM  
3 STOREY  
**1,639** sq ft  
AVERAGE FAR AREA  
**49%** OF TOTAL FAR AREA

**5** **FRONT LOT**  
3 BEDROOM  
3 STOREY UNITS  
**1,763** sq ft  
AVERAGE FAR AREA  
**38%** OF TOTAL FAR AREA

**2** **SIDE LOT**  
3 BEDROOM  
2+ STOREY UNITS  
**1,493** sq ft  
AVERAGE FAR AREA  
**13%** OF TOTAL FAR AREA

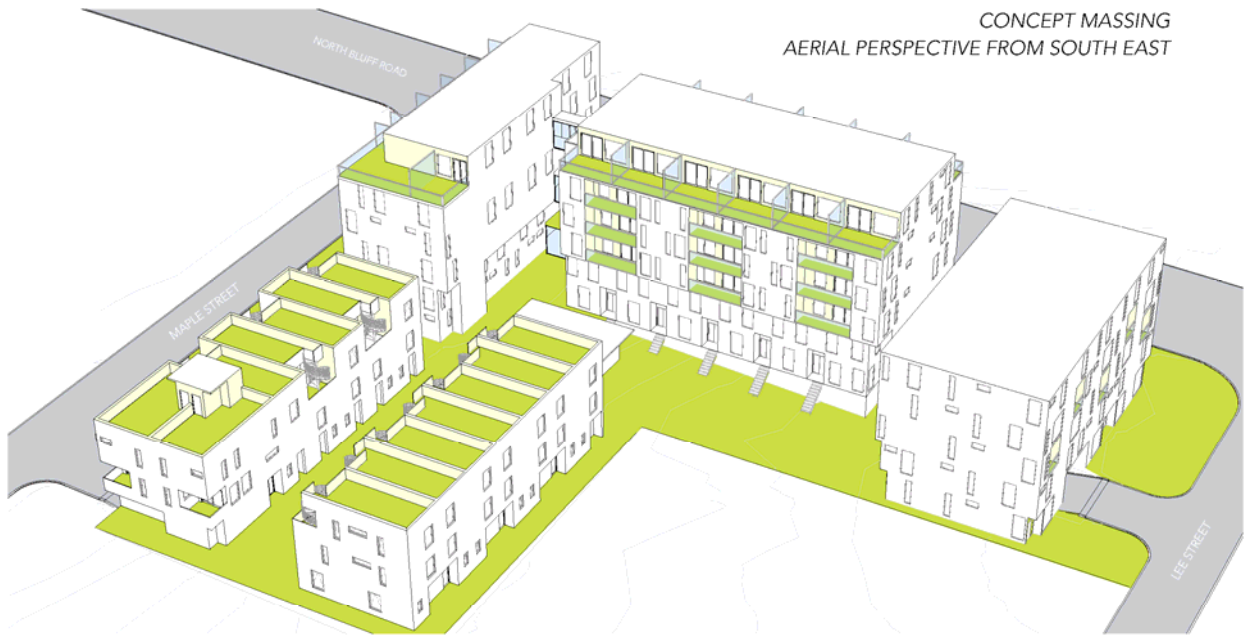


CONCEPT MASSING  
AERIAL PERSPECTIVE FROM NORTH WEST



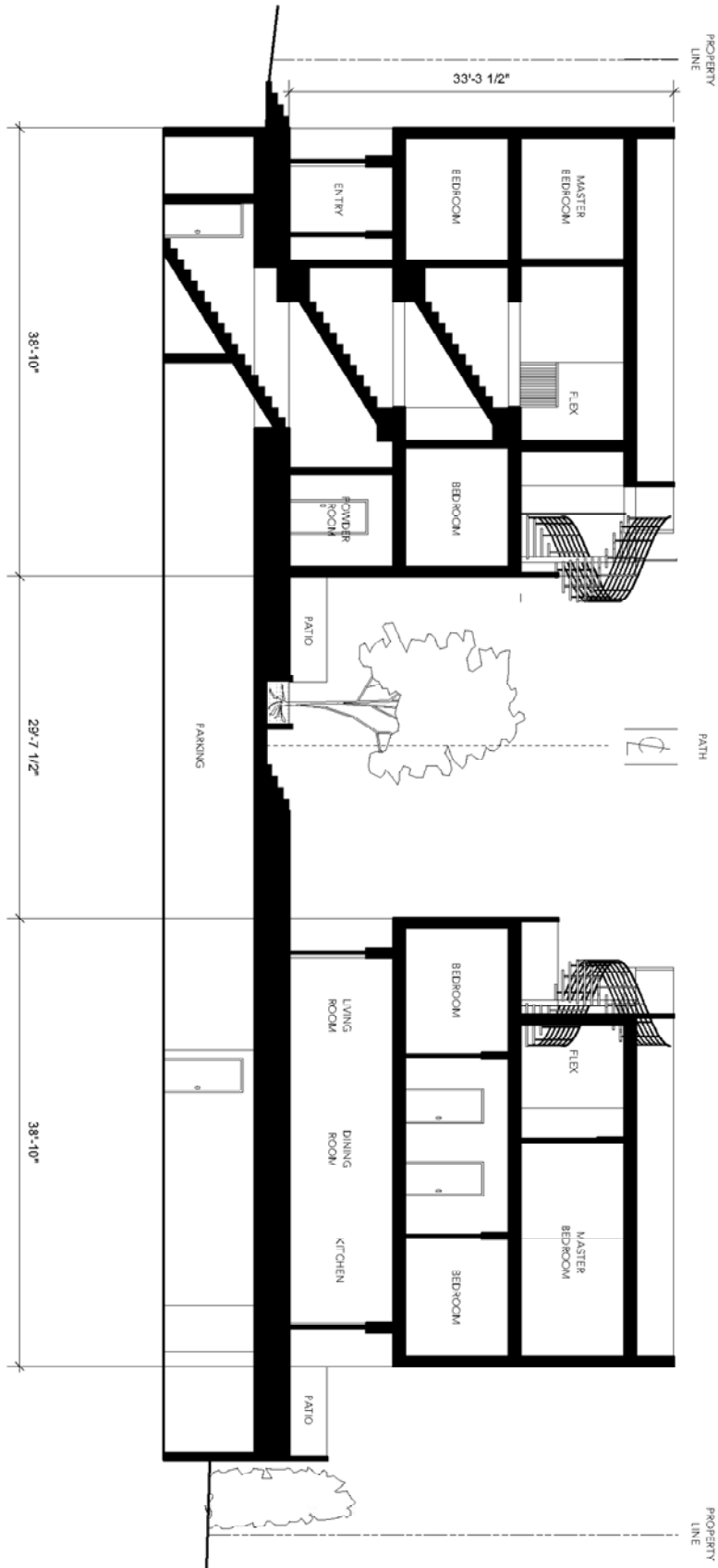
014 NORTH BLUFF ROAD DEVELOPMENT  
CITY OF WHITE ROCK PRE-DEVELOPMENT SUBMISSION / MAY 21, 2018

CONCEPT MASSING  
AERIAL PERSPECTIVE FROM SOUTH EAST





**TOWNHOUSES**  
**SECTION 1:100**



**Urban**  
 ARCHITECTURE URBANDESIGN

027

TOWNHOUSES

## **APPENDIX E**

### **Information on Mass Timber (CLT) Precedent Projects from Applicant**

#### **MULTI-UNIT RESIDENTIAL CLT CONSTRUCTION – LOCAL PRECEDENTS**



Naturally Wood, Forest Innovation Investment Case Study, **Virtuoso, Vancouver BC**

[https://www.naturallywood.com/sites/default/files/documents/projects/virtuoso\\_web.pdf](https://www.naturallywood.com/sites/default/files/documents/projects/virtuoso_web.pdf)

*“Virtuoso is a 10,000m<sup>2</sup>, six-storey residential condominium building located in the Wesbrook Village neighbourhood on the Vancouver campus of the University of British Columbia (UBC). The building is the tenth project to be constructed by developer Adera at UBC, and the first to use a hybrid system of light wood-frame and mass timber construction. The six-storeys of wood sit on top of a two-storey underground parking garage that is constructed in concrete.”*



Seagate Structures, Brock Commons Construction Overview, **Brock Commons, UBC**

[https://seagatestructures.com/wp-content/uploads/2017/04/brock\\_commons\\_-\\_construction\\_overview.pdf](https://seagatestructures.com/wp-content/uploads/2017/04/brock_commons_-_construction_overview.pdf)

*“Brock Commons was the tallest wood building in the world at the time of its construction. It is part of a student residential complex, with 404 beds in studios and four-bed units, plus amenities for the campus community on the ground level. The structure is a mass-timber hybrid. There is a revolution happening that is changing the way we build cities, come join us. Get all the facts about this project in our detailed PDF download!”*

Innovation in Mass Timber Construction, Adera Development Corporation, Brock Commons, UBC.  
<https://youtu.be/h99kIHrULrg>

Brock Commons Construction Process, Seagate Structures, Brock Commons, UBC.  
<https://www.youtube.com/watch?v=6GZmthDZfZM&feature=youtu.be>

Brock Commons Time Lapse, Brock Commons, UBC.  
<https://youtu.be/9UmZ3SZkqlg>



Structurlam Case Study, **Penticton Lakeside Resort**

<http://www.structurlam.com/portfolio/project/penticton-lakeside-resort/>

*“The Penticton Lakeside Resort expanded its facilities with a six-story building, adding 70 units to the lakeside property. Structurlam provided the cross-laminated timber, used in the all-wood construction of the building. The glulam beams, columns and CLT panels were all used to complete the new building.”*

MULTI-UNIT RESIDENTIAL CLT CONSTRUCTION – GLOBAL PRECEDENTS



World's largest residential project in CLT launches in Montreal, Canadian Architect, **Arbora, Montreal.**  
<https://www.canadianarchitect.com/architecture/worlds-largest-residential-project-in-clt-launches-in-montreal/1003729458/>  
[https://arboragriffintown.ca/content/uploads/2015/09/ARBORA-GRIFFINTOWN\\_About-CLT-Solid-Wood.pdf](https://arboragriffintown.ca/content/uploads/2015/09/ARBORA-GRIFFINTOWN_About-CLT-Solid-Wood.pdf)

*"Developers LSR GesDev and Sotramont have officially launched the Arbora project, a residential and commercial development in Montreal's Griffintown area. With a total surface area of 597,560 square feet, Arbora aims to become the world's largest residential project featuring a cross-laminated timber (CLT) mass timber structure. Rental units are slated to be ready as of fall 2016 and the condos and townhouses will be completed in fall 2017."*



Structurlam Case Study, **Carbon 12, Portland Oregon.**  
<http://www.structurlam.com/wp-content/uploads/2017/04/Carbon-12-Case-Study-2.pdf>

*"A boutique collection of 14 units, Carbon 12 is a glass and timber showpiece located in Portland, Oregon. Its structure is assembled from prefabricated Structurlam GlulamPlus® beams and*

MULTI-UNIT RESIDENTIAL CLT CONSTRUCTION – GLOBAL PRECEDENTS



World's largest residential project in CLT launches in Montreal, Canadian Architect, **Arbora, Montreal.**  
<https://www.canadianarchitect.com/architecture/worlds-largest-residential-project-in-clt-launches-in-montreal/1003729458/>  
[https://arboragriffintown.ca/content/uploads/2015/09/ARBORA-GRIFFINTOWN\\_About-CLT-Solid-Wood.pdf](https://arboragriffintown.ca/content/uploads/2015/09/ARBORA-GRIFFINTOWN_About-CLT-Solid-Wood.pdf)

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Structurlam Case Study, **Carbon 12, Portland Oregon.**  
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*"A boutique collection of 14 units, Carbon 12 is a glass and timber showpiece located in Portland, Oregon. Its structure is assembled from prefabricated Structurlam GlulamPlus® beams and*

*columns, and CrossLam® CLT panels, which represent the next big evolution in the construction industry in the United States, and which have enormous positive economic and environmental potential.”*



Hawkins Brown, **The Cube Building, Hackny London**

[https://www.hawkinsbrown.com/cms/documents/Wenlock-Cross-The-Cube\\_Digital-Case-Study.pdf](https://www.hawkinsbrown.com/cms/documents/Wenlock-Cross-The-Cube_Digital-Case-Study.pdf)

*“The Cube is the UK’s tallest hybrid cross-laminated timber (CLT) building, with 80% of the structure being timber. This sustainable and efficient solution was inspired by our work in the education sector. Using prefabricated panels, the timber superstructure was built in just 20 weeks.”*



Case Study | **Stadthaus, Murray Grove, London** - Eight storeys of apartments featuring cross-laminated timber panels. TRADA Technology 2009.

<https://www.trada.co.uk/case-studies/stadthaus-murray-grove-hackney-london>

*“There is nothing in the building regulations that prohibits high-rise timber buildings, although the practical limit (and current code limitation) for stud wall timber frame is seven storeys. The Stadthaus (German for townhouse) is – with eight floors of timber structure – the tallest habitable timber building in the world. And architects and structural engineers are already working on timber buildings that will be considerably taller”*

## **BUILDING CODE COMPLIANCE, 6 STOREY CLT CONSTRUCTION**

Government of BC, Mid-rise Wood-Frame Residential Construction.

<https://www2.gov.bc.ca/gov/content/industry/construction-industry/building-codes-standards/forms-resources/historical-reports>

*“BC Building Code requirements changed in 2009 to increase the maximum height for wood-frame residential construction from four to six storeys. Read some of the analysis that was done prior to making this change.”*

Government of Canada, Construction Innovation, Six-storey combustible construction now permitted.

<https://www.nrc-cnrc.gc.ca/ci-ic/en/article/v20n1-6/>

*“The 2015 editions of the National Building Code (NBC) and the National Fire Code (NFC) now permit construction of six-storey buildings using traditional combustible materials (i.e., wood products). In the past, the Codes limited this type of construction to four storeys. The changes, 34 in the NBC and eight in the NFC, were developed in collaboration with industry, provincial authorities, fire services, research organizations, general interest groups and consultants in an effort to address their safety concerns.”*

Structurlam, CROSSLAM CLT, Canadian Technical Design Guide, 2018.

<http://www.structurlam.com/wp-content/uploads/2016/10/Canadian-Design-Guide-2018.pdf>

*“Code Acceptance - In Canada, CLT is now part of the Supplement to the National Building Code of Canada (NBC). The CSA-O86 Technical Committee has approved the adoption of CLT in the 2016 Supplement to the CSA-O86. This supplement will form a part of the 2014 edition of the CSA-O86 that is referenced by the 2015 edition of the NBC. The adopted package includes: 1) CLT as a structural member; 2) CLT connections; and 3) CLT as a lateral load resisting system. For code acceptance, all CLT products must be manufactured to the standards of ANSI/APA PRG 320-2012.”*

## APPENDIX C

### Comparison of Original Development Proposal Statistics with Revised Proposal

**Table 1: Apartment Site**

	Revised Proposal	Original Proposal
Number of Units	74 (25 below market rental, 49 strata)	84 (29 below market rental, 55 strata)
Gross Floor Area	7,125.4 m <sup>2</sup> (76,697 ft <sup>2</sup> )	7,887 m <sup>2</sup> (84,897 ft <sup>2</sup> )
Floor Area Ratio (Gross)	2.5	2.76
Lot Coverage	51%	52.9%
Height (to top of roof)	Six storeys (~18 metres)	Six storeys (~18 metres)
Parking Spaces	99	112

**Table 2: Townhouse Site**

	Revised Proposal	Original Proposal
Number of Units	14	14
Gross Floor Area	2,174.3 m <sup>2</sup> (23,404 ft <sup>2</sup> )	2,236.2 m <sup>2</sup> (24,070 ft <sup>2</sup> )
Floor Area Ratio (Gross)	1.5	1.54
Lot Coverage	53%	53%
Height (to top of roof)	Three storeys (~12 metres)	Three storeys (~12 metres)
Parking Spaces	14	14



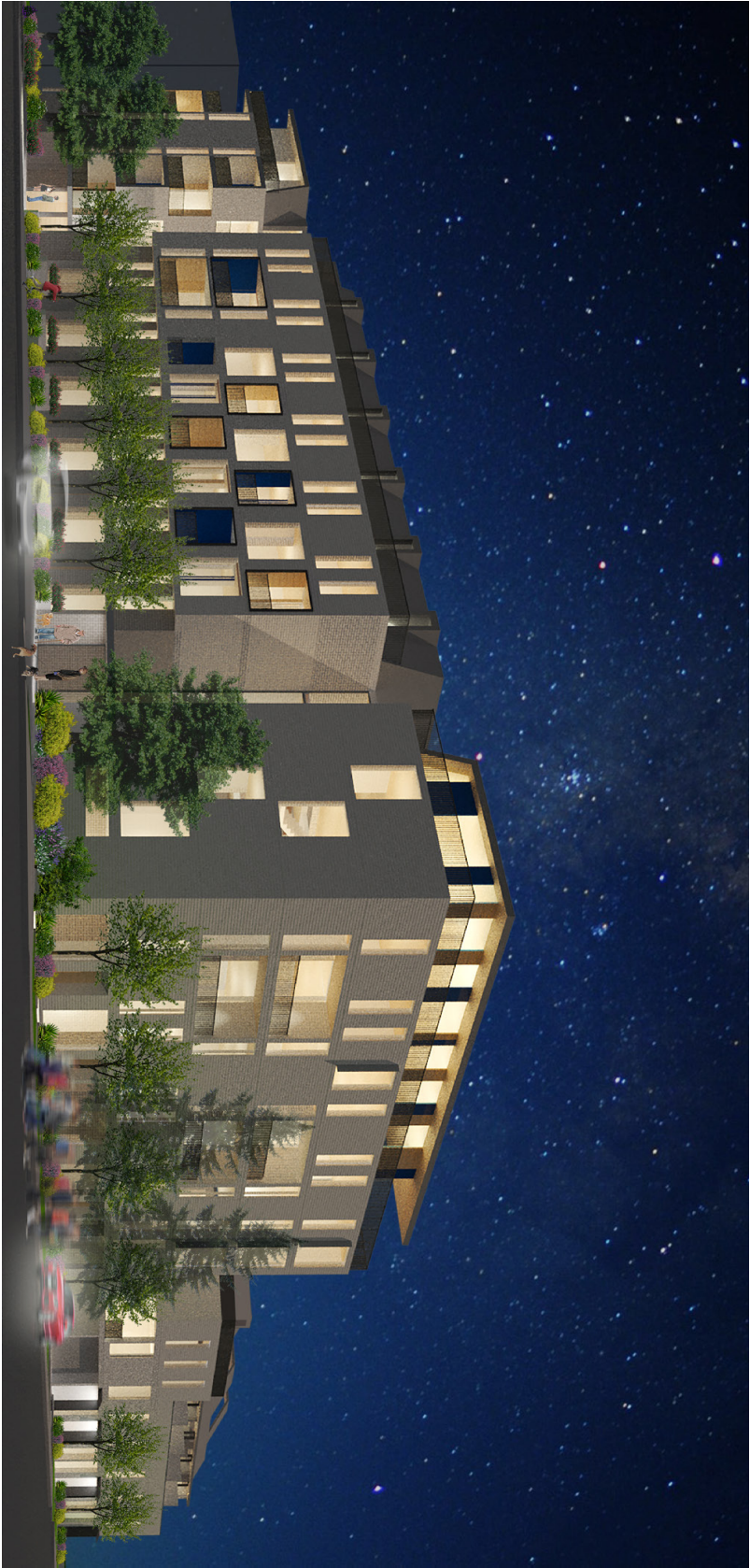
## **APPENDIX D**

### **Renderings and Landscape Site Plan**

View Southwest from North Bluff and Lee (Sunset)



View Southeast from North Bluff and Maple (Night)



### Landscape Site Plan

