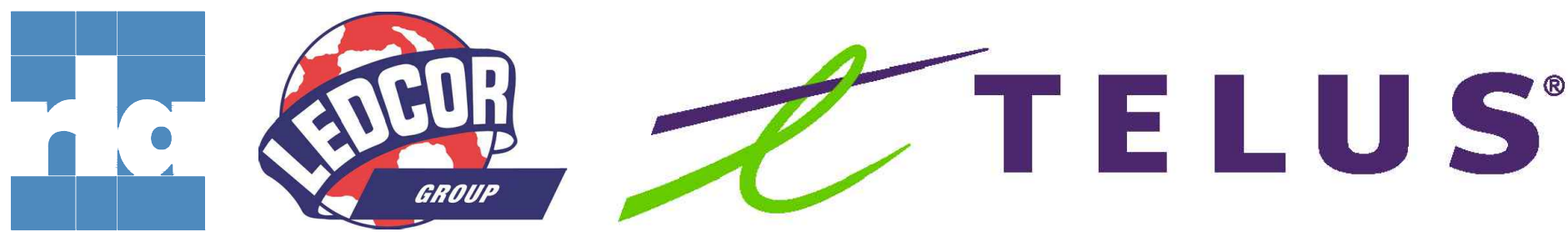


Subm #2 - Revisions
Illustrated in clouds and
boxes such as this one

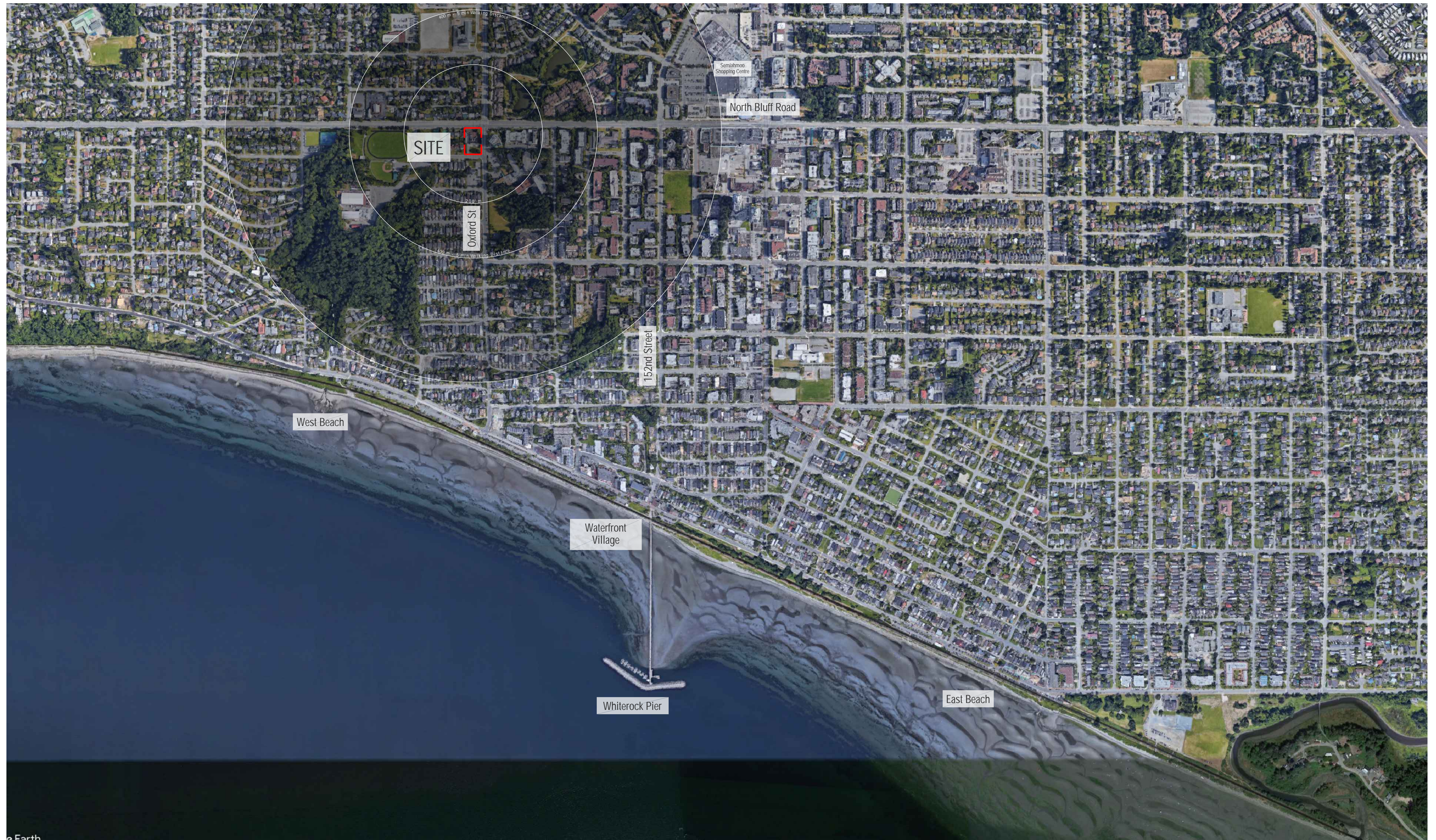


TELUS LIVING

RESIDENTIAL DEVELOPMENT

1 4 7 8 0 N O R T H B L U F F R O A D
P R E - A P P L I C A T I O N P A C K A G E
2 0 2 4 - 0 6 - 0 3 W H I T E R O C K , B . C .

Subm #2 - Revision
Distance circles added



eEarth



REZONING INTENT AND DESIGN RATIONALE

The proposed residential housing development is located on the corner property of 14780 North Bluff Road at the intersection with Oxford Street incorporating 100 rental apartment homes near the Town Centre, Centennial Park, Southmere Village Park and across the street from Evergreen Community.

The use and built form of the development aligns with the vision presented in White Rock's Official Community Plan by proactively addressing current issues of growth management and housing needs of the community. It will build upon this great community's spirit and potential.

PROJECT DESCRIPTION

The subject site is home to existing TELUS communication network infrastructure. This proposal is to downsize the infrastructure and integrate 100 units of purpose-built market rental housing for workforce, middle-income families and down-sizers living in White Rock.

The intention is that this residential building will be designed to integrate into the existing site context of traditional homes and West Coast Modern architecture. Nestled into the site and stepping into the sloping topography, it will feel naturally suited.

The building mass follows the street grid by forming a south westerly L shape in plan and is comfortably setback from the street for ample landscaping opportunities. Ground floor homes facing both streets will have individual front doors and private patios to create a residential street-scape character.

The L shaped plan allows for an open backyard court for outdoor amenity space. Residents will be able to garden, relax or gather for social interaction. It will have plenty of sunlight and open to views to the south with Boundary and Semiahmoo Bays.

The proposed massing of the building aligns with the White Rock Community's vision to allow up to six-storey buildings for low rise rental housing. The Town Centre Transition Area will need to be amended to include this site.

It is envisioned that the design would include exterior materials like brick, natural wood colour, and a mix of horizontal and vertical siding. The building will rest on a strong plinths of brick that ground the base of the building to the site, while the upper levels feature a mixture of lighter colour siding that lets the top levels blend into the sky.

The intent is to create a building with West Coast contemporary expression reflected in various design elements. The building would utilize simple geometric shapes with a strong lineal overhang to express a contemporary architecture while also protecting exterior walls from inclement weather. Materials will reflect the West Coast style with wood-like feature materials and heavy timber entry structures.

The main entrance for the apartment building is located on Oxford Street for convenient level access and for the desirable residential aspect of this street. The entry will be a feature to maintain the residential character of the neighbourhood.

This building is proposed to include an indoor amenity space, adjacent to the entrance lobby and opens up to the west backyard court for direct access to the outdoor amenity.

Two levels of parking are provided under the apartment building with access from the lowest point of the site, off the quieter Vine Avenue. Secure bicycle storage will be located in the parking level in the storage areas. It is expected that vehicle use may be reduced by the proximity to the transit routes and walkable amenities.

The main building entry will be welcoming and provide direction from the street. Landscape elements of the streetscape will consist of planted areas for privacy and visual appeal with a row to street trees blend into the existing neighbourhood.

The project represents compact, energy efficient housing on a transit route close to jobs, schools, and parks. It will provide a step forward in energy efficiency and carbon footprint reduction.



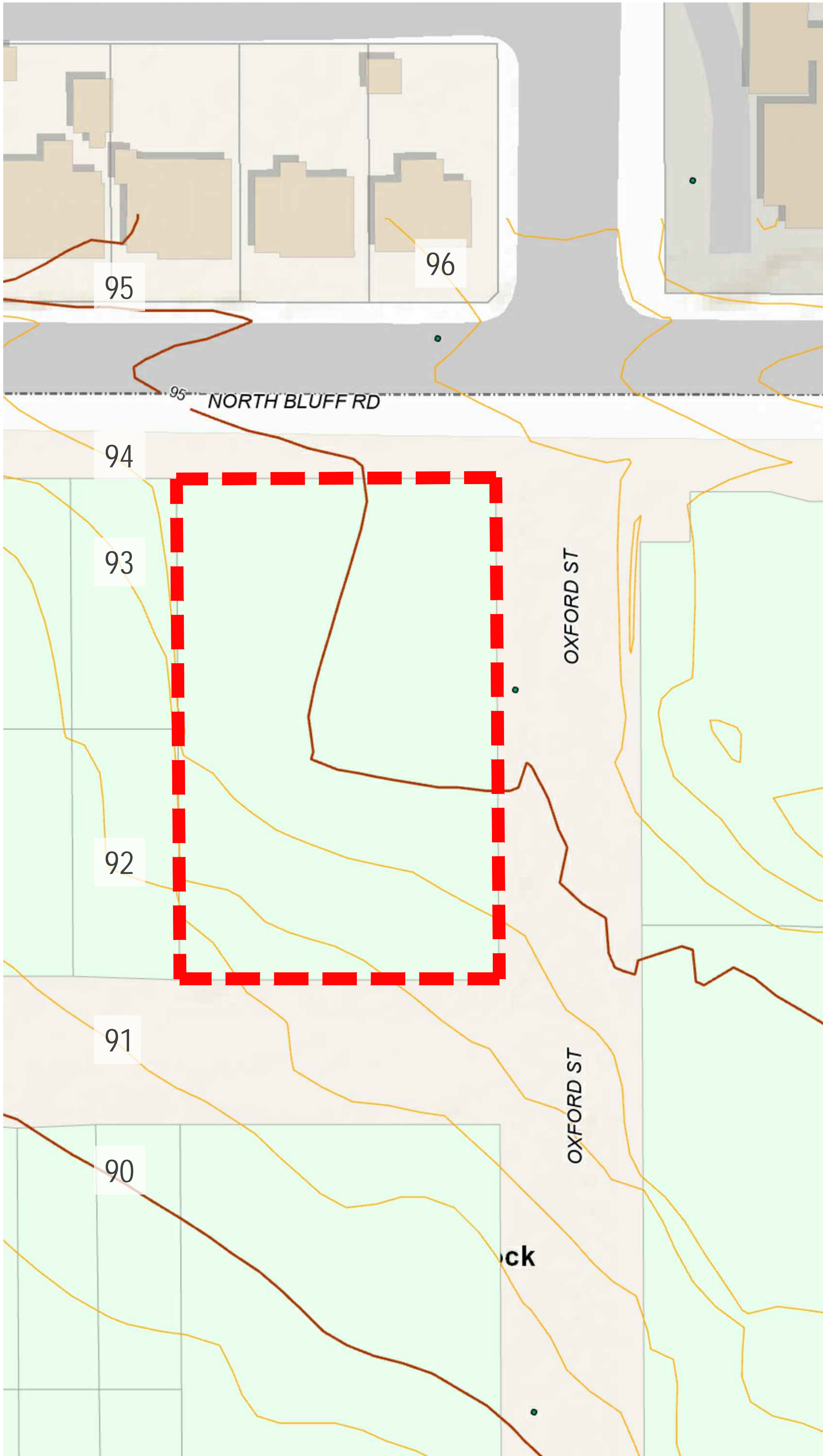
<div>Multi Family Housing Project 14780 North Bluff Road City of White Rock, BC</div> <div>Project Data and Zoning Analysis</div> <div>updatedJune 3, 2024</div> <div>from September, 2021 version of Bylaw No. 2000</div>			
<div>Zoning Regulations</div> <div>6.14.1</div>	<div>Zoning Criteria</div> <div>Permitted Uses:</div> <div>Multi-Unit Residential Use</div> <div>- In one or more principal buildings & either accessory</div>	<div>Proposed:</div>	<div>Comparison to RM-3 Zone</div>
6.14.2	<div>Lot Size:</div> <div>Minimum Lot Width</div> <div>Minimum Lot Depth</div> <div>Minimum Lot Area</div>	<div>149.6 ft</div> <div>233.25 ft</div> <div>34,944 sf</div>	<div>18.0 meters59.05 feet</div> <div>30.5 meters100.06 feet</div> <div>742.0 m27986.63 sf</div>
6.14.3	<div>Lot Coverage:</div> <div>Maximum Lot Coverage per Fee-Simple Lot</div>	<div>approx.60%</div>	<div>45%</div>
6.14.4	<div>Density:</div> <div>Allowable number of dwelling units shall be based on Lot area:</div> <div>1 Dwelling unit per 44.4m2 (478.4sf) of Lot Area up to a maximum of 90 units per 0.4 ha (1.0ac)</div> <div>And a Maximum Residential Floor Area of 2.0 the Lot Area</div> <div>Bonus Density:</div> <div>Increase in Maximum Residential Floor Area where common recreational facilities are provided within principal building for the exclusive use of the occupants</div> <div>Increase in Maximum Residential Floor Area where storage and laundry facilities are provided within each of the individual dwelling units</div>	<div>100 units</div> <div>84,181 sf2.45 FSR</div>	<div>44.4 m2/unit478.4 sf/unit</div> <div>34,944 sf Lot Area =73.0 units</div> <div>2.0 FSR69,888 sf</div> <div>37.0 m2 Total398.26 sf Total</div> <div>5.6 m2/unit60.28 sf/unit</div>
6.14.5	<div>Building Heights:</div> <div>Principal Buildings shall not exceed a height of</div>	<div>25 m</div>	<div>23.0 m75.64 ft</div>
6.14.6	<div>Setbacks & Step-backs:</div> <div>Front Lot line</div> <div>Rear Lot Line (not abutting a lane)</div> <div>Rear Lot Line (abutting a lane)</div> <div>Interior Side Lot Line (not abutting a lane)</div> <div>Interior Side Lot Line (abutting a lane)</div> <div>Exterior Side Lot Line</div>	<div>6.0 meters</div> <div>6.0 meters</div> <div>6.0 meters</div> <div>6.0 meters</div> <div>6.0 meters</div> <div>6.0 meters</div>	<div>Principal Building</div> <div>6.0 meters19.7 feet</div> <div>6.0 meters19.7 feet</div> <div>6.0 meters19.7 feet</div> <div>6.0 meters19.7 feet</div> <div>6.0 meters19.7 feet</div> <div>6.0 meters19.7 feet</div>
4.14.1	<div>Off-Street Parking Requirements</div> <div>Apartment Residential Use</div>	<div>1.1 cars per unit Proposed</div> <div>110 stalls total</div> <div>100 parking stalls</div> <div>10 visitor stalls</div>	<div>1.0 spaces/dwelling unit</div> <div>0.10 visitor spaces/dwelling unit</div>
4.13.3	<div>Reduction in Required Parking</div> <div>The minimum required on-site parking may be reduced by up to 10% where</div> <div>-transportation demand management measures, including the use of car co-operatives, or car-share programs, are provided, and</div> <div>-the reduction in minimum on-site parking requirements is substantiated by a parking study that is prepared by a registered professional engineer and is subject to review and approval by the City; and</div> <div>-the proponents offer and enter into a covenant to require continuation of the transportation demand management measure.</div>	<div>Subm #2 - Revision</div> <div>Parking rate updated</div>	
4.16.3	<div>Bicycle Parking</div> <div>Apartment, Townhouse Use</div>	<div>Required</div> <div>100 stalls</div> <div>Provided</div> <div>100 stalls</div> <div>Complies</div>	<div>Class 1 (Long-Term Secured)</div> <div>1 space/dwelling unit</div>



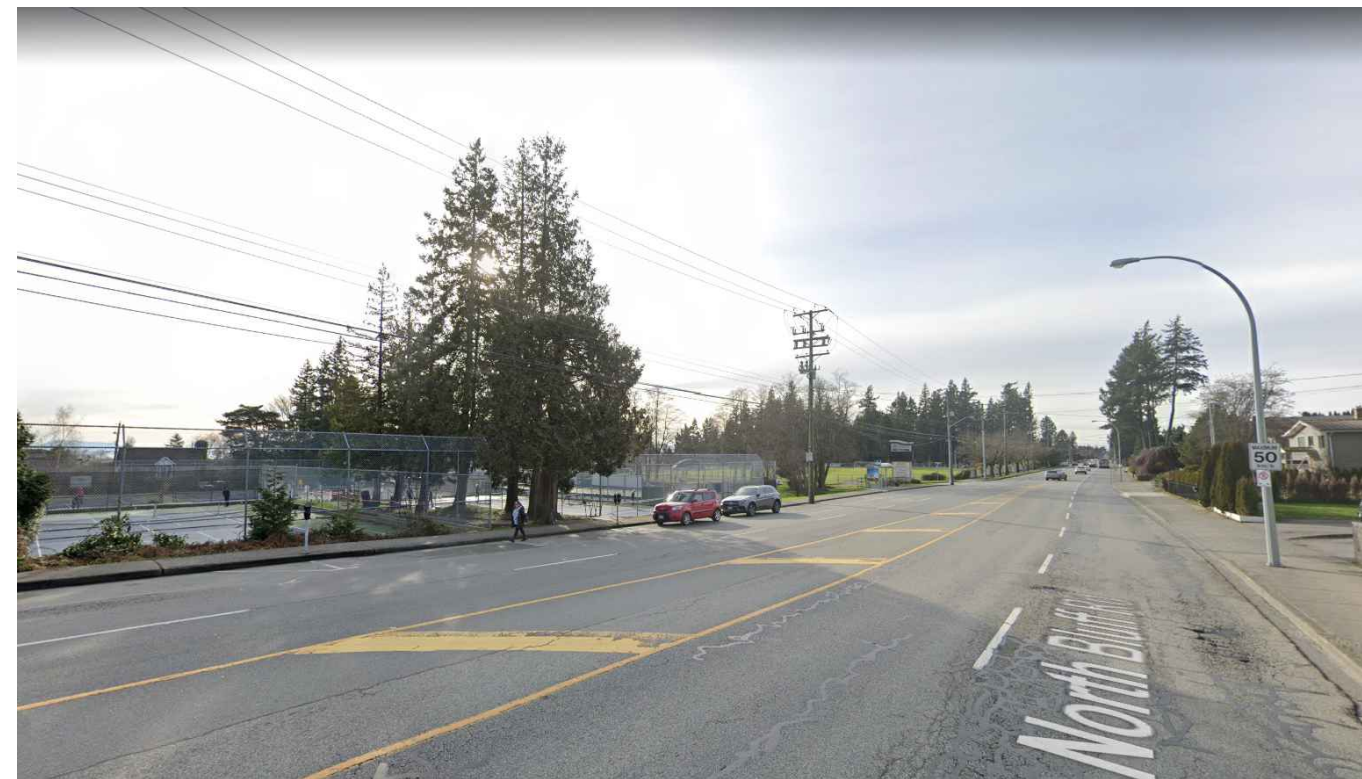
Current Zoning Map



Zoning shown on the OCP Context Map



Project Topography Map



1



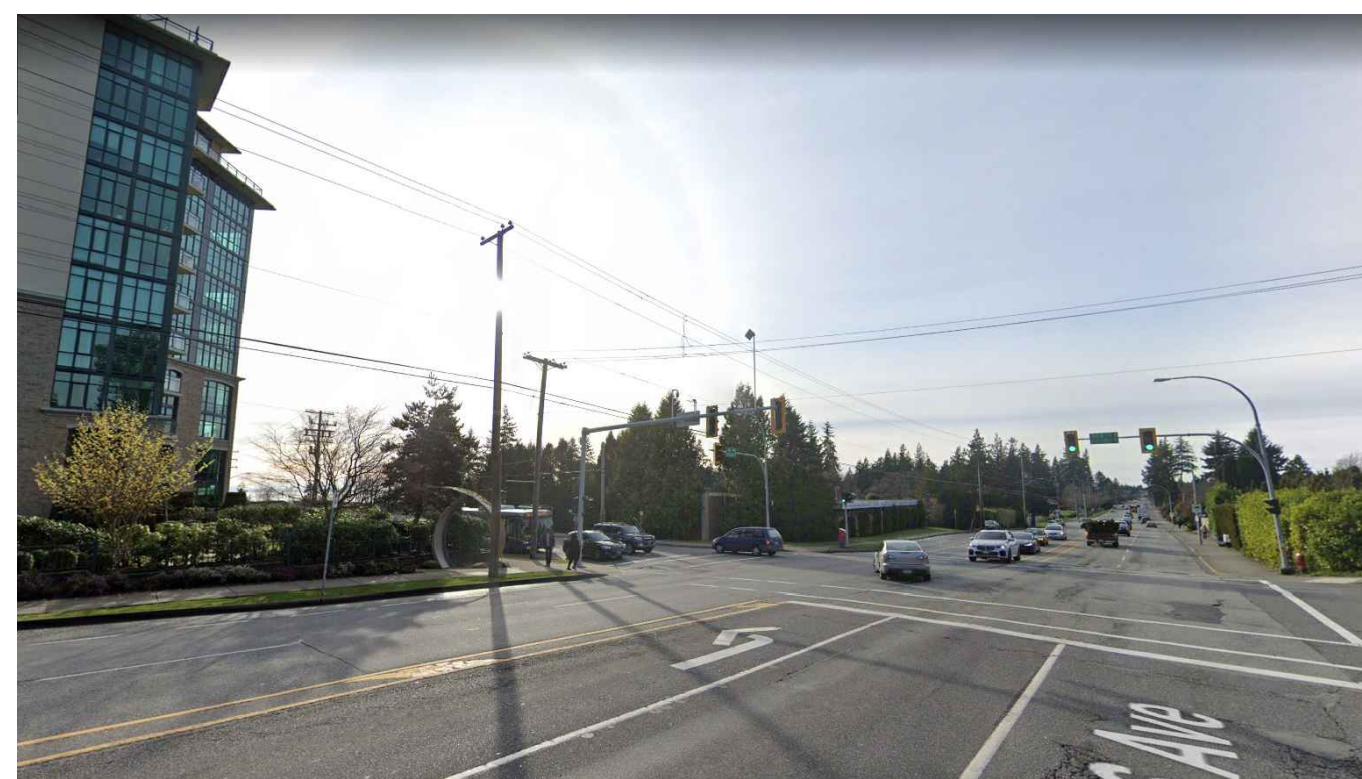
2



3



4



5



6



7



8



9



10



Definitions
FSR (Floor Space Ratio): FSR is measured as per White Rock bylaw conventions. Excluded Amenity space from FSR (TBD)

Net Saleable/Rentable Area: Area is measured from corridor side of corridor wall, centreline of core and party walls and from the exterior face of the exterior sheathing or concrete at exterior walls

Common Area, Amenities & Circulation: All above grade common areas and circulation areas are measured the same as Net saleable above.

Gross Buildable Area: All areas up to exterior face of sheathing at exterior wall or concrete wall, including residential, commercial and common spaces, but excluding parking areas

Gross Parking Area: Includes all above or below grade parking, including parkade stairs, building services rooms, mech/elec rooms, bike storage, storage lockers. Area is measured to the outside face of exterior concrete walls.

Project Details:

AREA SUMMARY SHEET - 6 STOREY - PRELIMINARY										June 3 2024
Project Address:		14780 North Bluff Road, Whiterock, BC								
Consultant:		RLA Architects Inc								
ZONING SUMMARY			FAR		Total (SF)					
Gross Site Area					34,944 SF					
Residential Gross Buildable			2.45		85,571 SF					
TELUS Bunker (Gross Buildable)			0.15		5,400 SF					
Gross Buildable Area (excl parkade)			2.60		90,971 SF					
Net Residential Area					74,881 SF					
BUILDING SUMMARY										
RESIDENTIAL UNITS		Mix %	Units	Ratio	Cars	Unit Area (SF)		Saleable (SF)		
S1 - Studio		13.0%	13	1.00	13.0	468 sf		6,084 sf		
A1 - 1 Bedroom		19.0%	19	1.00	19.0	575 sf		10,925 sf		
B1 - 1 Bedroom + Den		12.0%	12	1.00	12.0	697 sf		8,364 sf		
B2 - 1 Bedroom + Den		30.0%	12	1.00	12.0	766 sf		9,192 sf		
B3 - 1 Bedroom + Den		5.0%	5	1.00	5.0	747 sf		3,735 sf		
B4 - 1 Bedroom + Den		1.0%	1	1.00	1.0	677 sf		677 sf		
C1 - 2 Bedroom		4.0%	4	1.00	4.0	869 sf		3,476 sf		
C2 - 2 Bedroom Elev.		5.0%	5	1.00	5.0	870 sf		4,350 sf		
C3 - 2 Bedroom + Den		38.0%	17	1.00	17.0	966 sf		16,422 sf		
C4 - 2 Bedroom Corner		12.0%	12	1.00	12.0	956 sf		11,472 sf		
		100.0%	100		100.0	749		74,881 sf		
*** 10% of units will be rented at 20% below market value										
Common & Circulation Area (including Lobby)								9,300 SF		
Amenity Area								1,390 SF		
Subtotal								10,690 SF		
RESIDENTIAL SUMMARY										
Gross Buildable Area (SF)								85,571 SF		
Net Residential Efficiency								87.5% Efficiency		
Total Number of Floors of Residential								6 floors		
TELUS										
TELUS Network Facility						5,400 sf		5,400 SF		
Gross Buildable Area (SF)								5,400 SF		
Total Number of Floors in Network Facility								3 floors		
PARKADE REQUIREMENTS										
			Required			Provided				
Stalls - Residential		1.1 spaces per unit	100 cars			117 cars				
Stalls - TELUS Network Facility		as req	2 cars			2 cars				
Total			102 Stalls			119 Stalls Provided				
Stalls On Surface						2 cars				
Stalls Underground						117 cars				
Bicycle Storage										
1 bikes per unit								100 Bikes		
Storage Lockers								TBD Lockers		
Total Parking Gross Area (including storage, and service)								45,766 SF		
								391 sf per stall		
								391 sf per stall		

INSPIRATIONAL IMAGES

Natural blue sky hues emulate mountains and ocean tones.



Mt. Baker

Modern building and aesthetics becoming more common in the vicinity



Condo Building

Major attraction of the area, and a historic dock.



White Rock Pier

Tones of White and Maroon



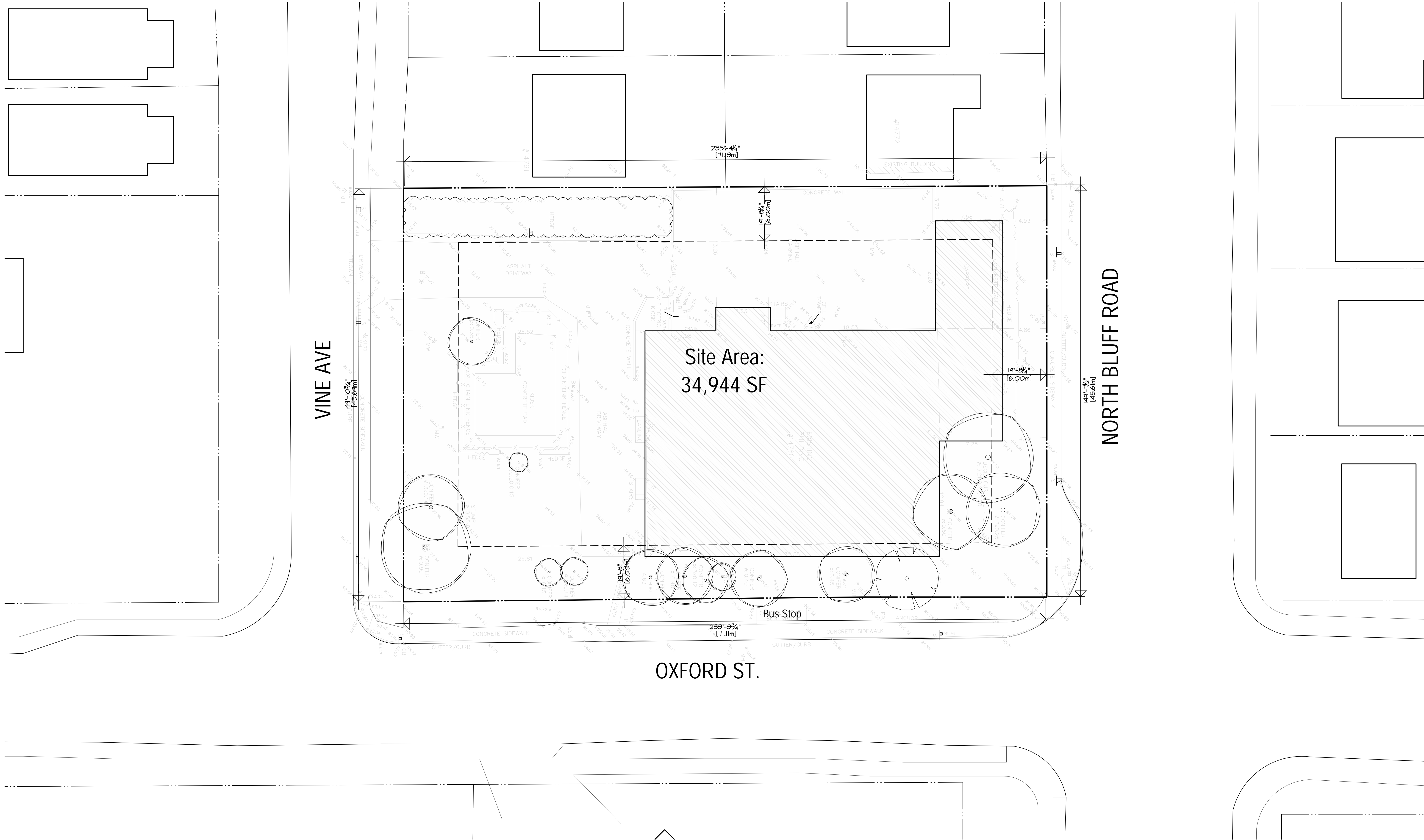
Historic Stewart Farm

Natural white tones and beach wood



Crescent Beach

Meandering coastline with perimeter trail



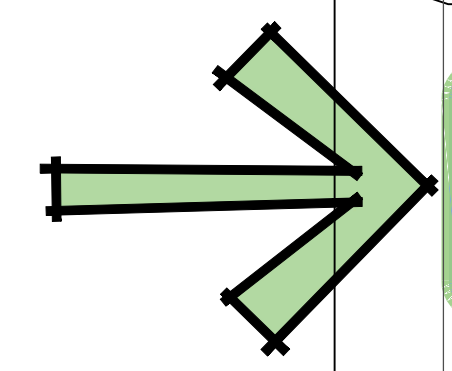


VINE AVE

NORTH BLUFF ROAD

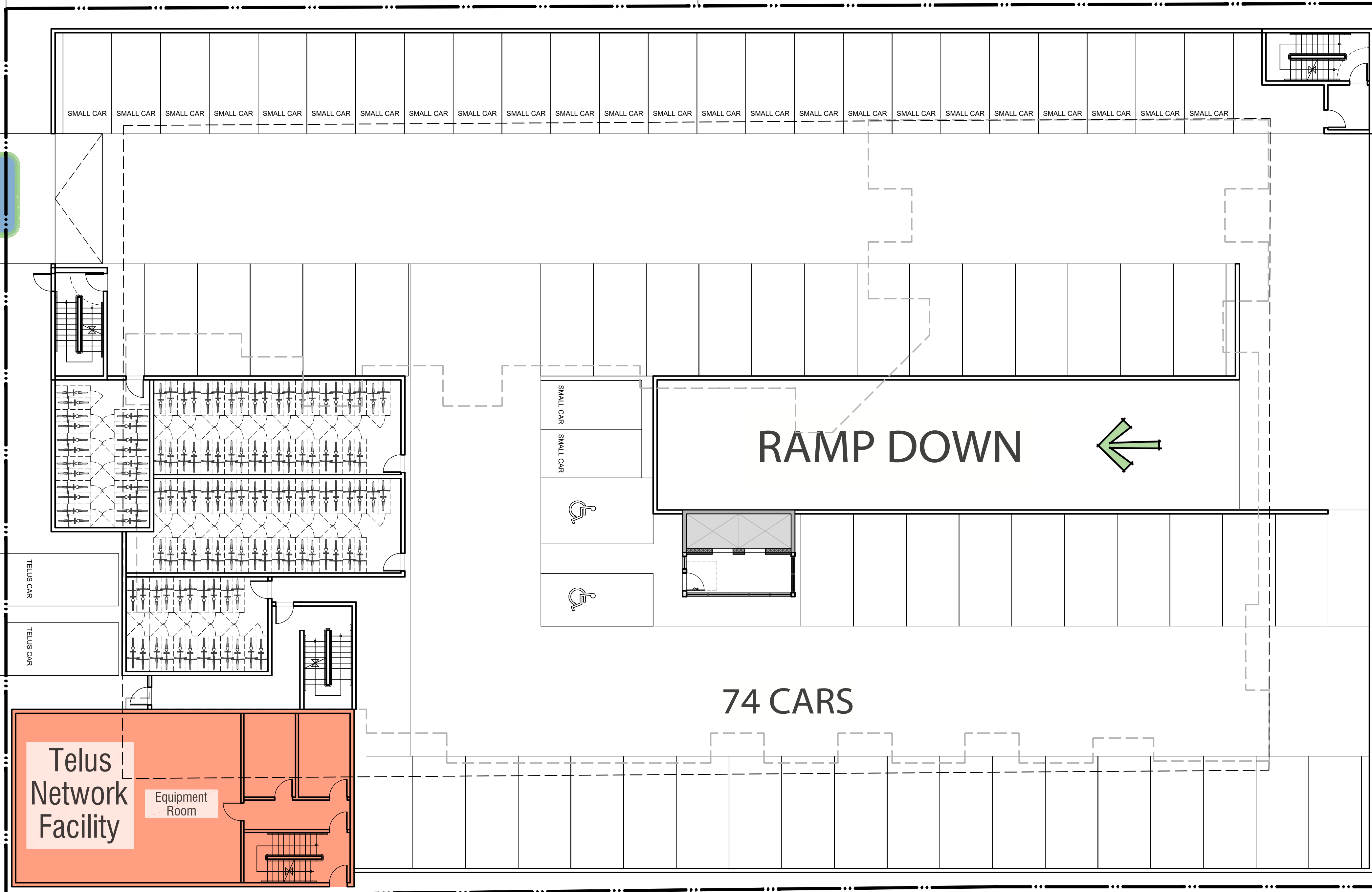
OXFORD ST.





VINE AVE

2 Telus
Parking Stalls

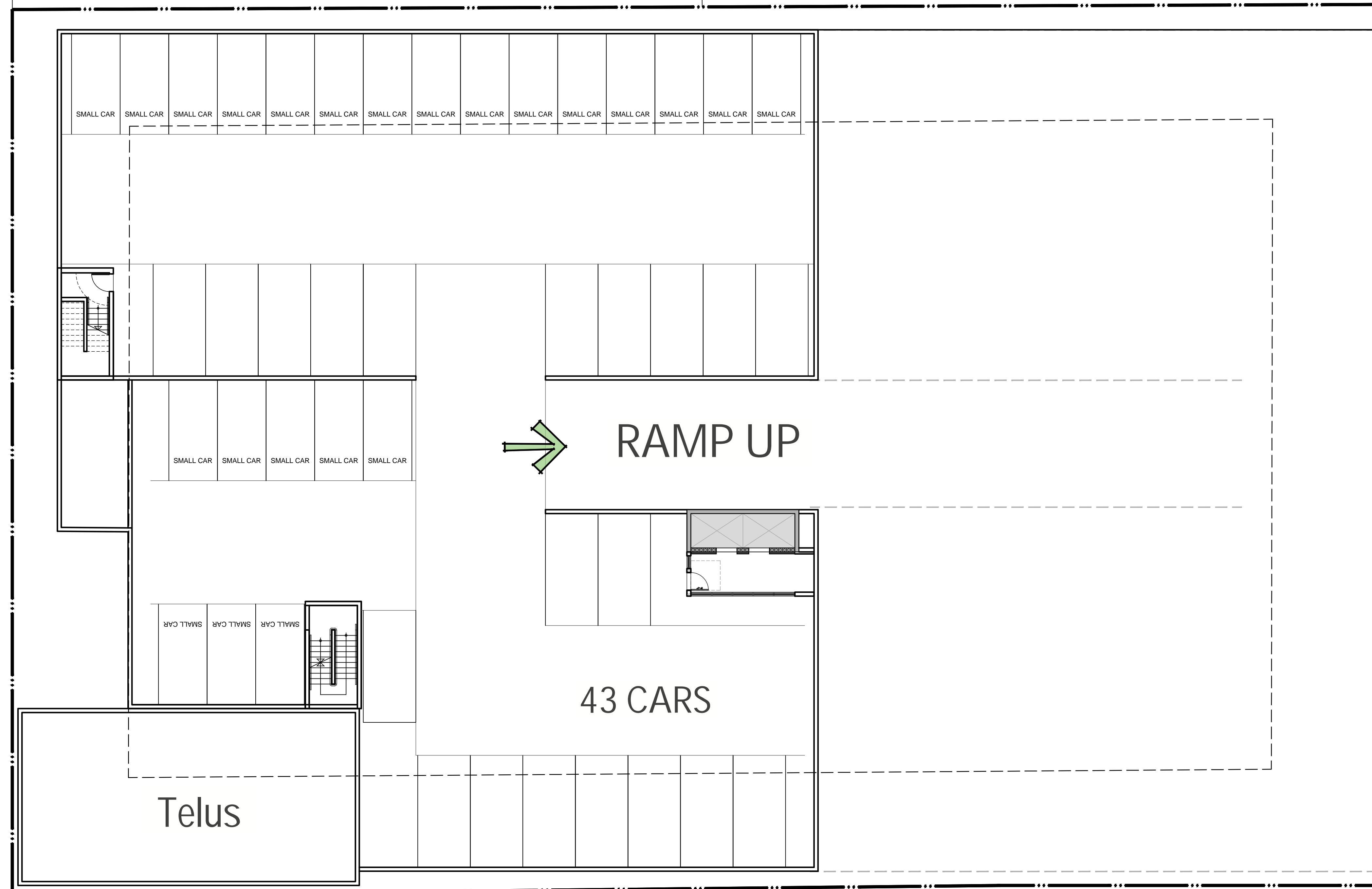


NORTH BLUFF ROAD

OXFORD ST.

VINE AVE

NORTH BLUFF ROAD



RAMP UP

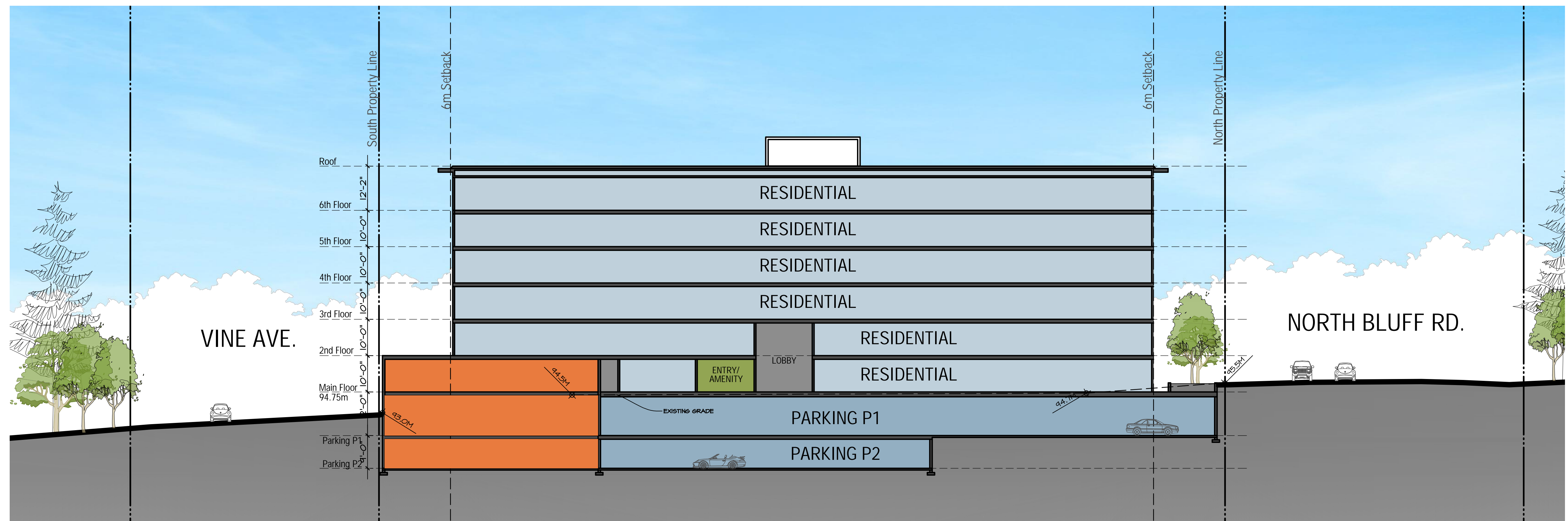
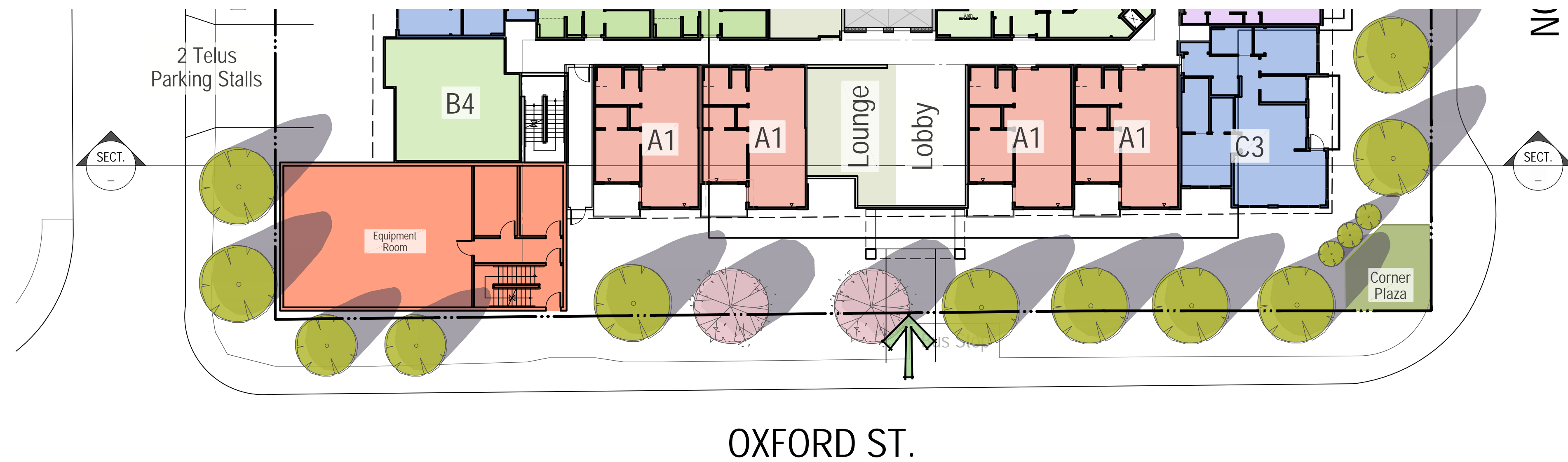
43 CARS

Telus

Bus Stop

OXFORD ST.

Subm #2 - Revision
Parking layout reconfigured





View from Corner of North Bluff Road and Oxford Street



View from Corner of Oxford Street and Vine Ave.



Entry view along Oxford Street