

THE CORPORATION OF THE
CITY OF WHITE ROCK
CORPORATE REPORT



DATE: September 23, 2024

TO: Mayor and Council

FROM: Anne Berry, Director, Planning and Development Services

SUBJECT: Consideration of first three readings of Zone Amending Bylaw No. 2520 (CD-71) – 1363 Johnston Road (ZON 20-020)

RECOMMENDATIONS

THAT Council:

1. Receive for information the corporate report dated September 23, 2024, from the Director of Planning and Development Services, titled "Consideration of first three readings of Zone Amending Bylaw No. 2520 (CD-71) – 1363 Johnston Road (ZON 20-020);"
2. Give first, second and third reading to "White Rock Zoning Bylaw, 2024, No. 2506, Amendment No. 5, 2024, No. 2520 (1363 Johnston Road [Rezoning from the CR-2 Lower Town Centre Area Commercial/Residential Zone to the CD-71 Zone]);"
3. Direct staff to further negotiate the Transportation Demand Management measure proposed by the Applicant within the Parking study (prepared by CTS Traffic Engineering Specialists dated September 10, 2024) attached as Appendix D or alternate methods for contribution, and report back to Council with an update before entering into an agreement to secure the accepted TDM measure prior final adoption;
4. Direct staff to resolve the following issues before bringing "White Rock Zoning Bylaw, 2024, No. 2506, Amendment No. 5, 2024, No. 2520 (1363 Johnston Road [Rezoning from the CR-2 Lower Town Centre Area Commercial/Residential Zone to the CD-71 Zone])" back for consideration of final adoption:
 - a) Ensure that all engineering requirements and issues, including the registration of a 2.8 metre statutory right of way along the Johnston Road frontage, and the execution of a Works and Servicing Agreement are addressed to the satisfaction of the Director of Engineering and Municipal Operations;
 - b) Submit a Traffic Impact Study to the satisfaction of the Director of Engineering and Municipal Operations;
 - c) Confirm that 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;
 - d) Complete the demolition of the existing buildings to the satisfaction of the Director of Planning and Development Services;

- e) Enter into an agreement with the City that secures the Transportation Demand Management measure once negotiated;
- f) Registration of Section 219 restrictive covenants for shared parking restrictions;
- g) Registration of Section 219 restrictive covenants for Community Amenities;
- h) Develop a Construction Management Plan for staff approval; and,
- i) Develop a Comprehensive Addressing Plan for staff approval.

EXECUTIVE SUMMARY

The City has received a combined Zoning Bylaw Amendment and Major Development Permit Application to change the zoning of the property at 1363 Johnston Road. The proposal is for a 5-storey mixed-use development that includes one (1) level of underground parking, ground floor commercial space and three (3) storeys of apartments above.

The proposal is consistent with the objectives and policies of the Official Community Plan's (OCP) Lower Town Centre land use designation which applies to the subject property.

This application is being presented to Council for first three bylaw readings. A copy of Draft Zoning Amendment Bylaw No. 2520 is included in this corporate report as Appendix A, location and ortho maps of the property are included in Appendix B, and the Applicant's drawing package is included as Appendix C.

The Major Development Permit application will be presented to Council at a later date.

PREVIOUS COUNCIL DIRECTION

Motion # & Meeting Date	Motion Details
2020-LU/P-044 October 26, 2020	THAT the Land Use and Planning Committee recommends that Council endorse that the zoning amendment application at 1363 Johnston Road proceed to the next stage in the application review process. CARRIED
2020-544 November 9, 2020	THAT Council resolve that the zoning amendment application at 1363 Johnston Road is to proceed to the next stage in the application review process. CARRIED

INTRODUCTION/BACKGROUND

The Applicant is proposing to rezone the subject from the "CR-2 Lower Town Centre Area Commercial/Residential" Zone to a property-specific Comprehensive Development (CD) zone to allow for the proposed development which includes ten (10) condo units and approximately 93 square metres of commercial space over one level of underground parking. Uses permitted in the current CR-2 zoning and the proposed CD zoning are both consistent with the OCP land use designation.

The proposed development does not meet the off-street parking requirements outlined by the City's Zoning Bylaw and requires a parking reduction of a total of five (5) stalls. As such, the Applicant has agreed to offset one (1) residential parking shortage by proposing a Transportation Demand Management (TDM) measure which is detailed below within this staff report. The remaining four (4) visitor and commercial parking space reductions are supported by a parking study submitted by the Applicant which is also detailed further in this report for Council's consideration of the variance.

Staff is supportive of the Major Development Permit application as the form and character of the proposed development is consistent with the Official Community Plan and the Lower Town Centre Development Permit Area by demonstrating a downward transition in height and density and includes family-friendly housing.

Staff recommend Council give first, second and third readings to the proposed Zoning Bylaw Amendment subject to the recommended conditions noted in this staff report. A public hearing for the Zoning Amendment is prohibited per Section 464(3)(d). Following the third reading of the Zoning Bylaw Amendment, the Applicant would be required to fulfill several conditions prior to final adoption of the Bylaw and issuance of the Major Development Permit.

ANALYSIS

Site Context

The Applicant is proposing to develop a 4-storey mixed-use building consisting of 10 residential units and one commercial unit at ground level. This development is proposed on a site consisting of a single property currently hosting a single-family home which is the last remaining single-family use along this block frontage. The site is in a mixed-use area and existing buildings in the immediate vicinity are composed primarily of low-rise buildings of various ages. The lot moderately slopes from north to south.



Figure 1: Looking west on Johnston Road at the site plus neighbouring buildings

The site's frontage is formed on the east by Johnston Road, a primary collector road across from which will sit the 12-storey multi-family residential development, Solterra, which is currently under construction. The site can also be accessed from Winter Lane on the west which services the commercial properties to the east of this lane.

The property is located close to a school, shops, and services. It is also along a bus transit route. Several high-density mixed-use developments are located further north across Thrift Avenue in the Town Centre, and the neighbourhoods to the east and west are made up mostly of low-rise residential buildings. The 3-storey Winter Estates apartment complex is located southwest of the

subject site and separated by Winter Lane (see Figure 2 below). White Rock Elementary is located to the southeast across Roper Avenue.

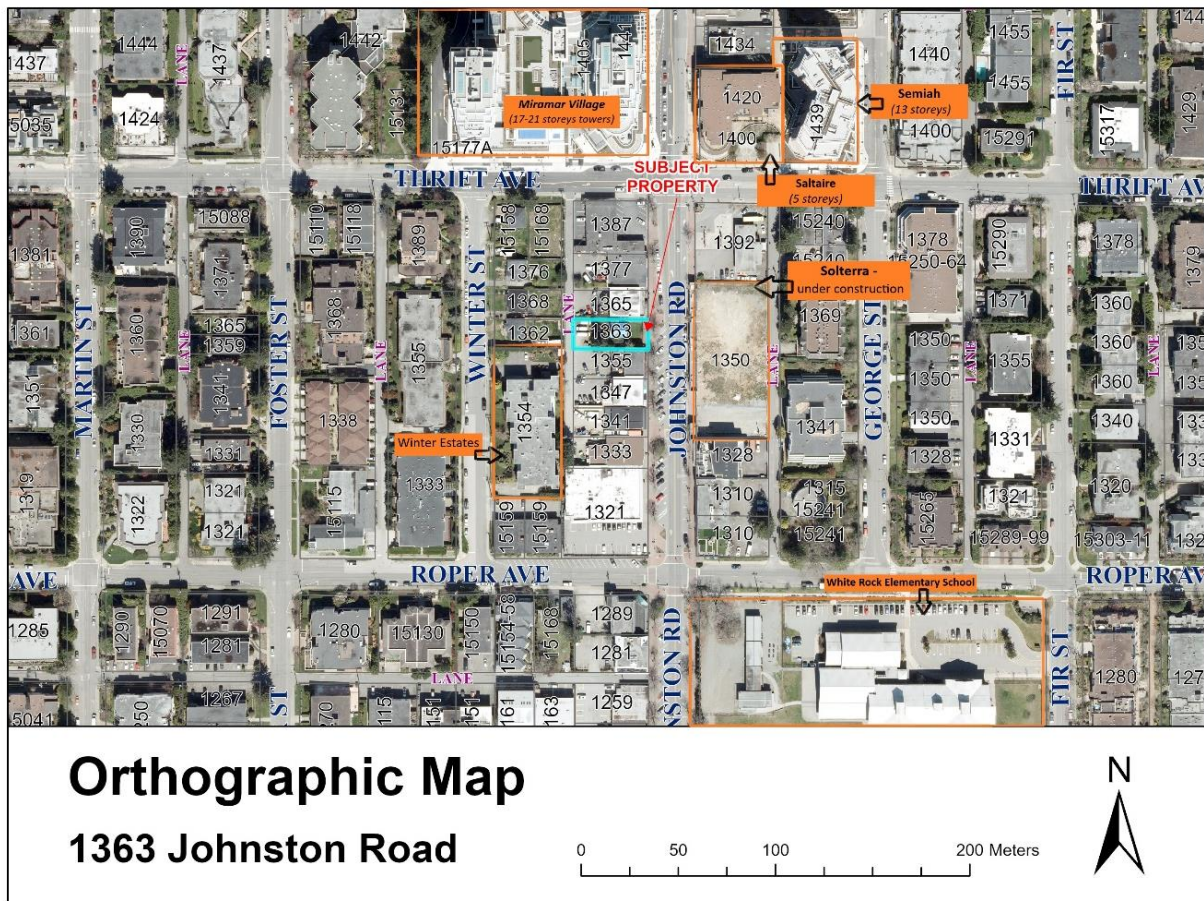


Figure 2- Subject Property and surrounding neighbourhood context

Official Community Plan

This property's OCP land use designation is Lower Town Centre and is comprised of a diverse mix of uses while smaller in scale than the Town Centre. This designation intends to build on the existing village-like character and reinforce the low-rise, pedestrian scale of the area. All lands designated for mixed-use or multi-family residential, and are 4 storeys or more, are subject to a Major Development Permit (DP) to address building form and character.

Additionally, this designation seeks to provide opportunities for more modest residential intensification to support local businesses and public transit within walking distance of the Town Centre. This land use designation allows for multi-unit residential uses and mixed-uses (commercial/residential) in primarily mid-rise and low-rise buildings. The allowable density is up to 3.5 FAR in buildings transitioning from 6 to 4 storeys in height along Johnston Road

between Thrift Street and Roper Avenue (see Figures 3 and 4 below).



Figure 3: Maximum FAR in the Town Centre, Town Centre Transition, and Lower Town Centre Areas (Figure 9 in OCP). The Parcel highlighted in green is the subject site.



Figure 4: Maximum Building Heights in the Town Centre, Town Centre Transition, and Lower Town Centre Areas. The Parcel highlighted in green is the subject site.

The proposed development complies with the Official Community Plan but is inconsistent with the existing zone in the Zoning Bylaw. As such, a Comprehensive Development Zone is proposed to accommodate it.

Development Proposal and Zoning Comparison

The proposed development is for a four-storey mixed-use development that consists of one level of below-grade parking, a ground-floor commercial space and 10 residential units above. The proposal includes a mix of eight (8) two-bedroom and two (2) three-bedroom units ranging from 726 square feet to 1,284 square feet. An internal courtyard on the second storey is proposed as a common amenity space for the residents, and each unit has access to private balcony space. The units are proposed as condos and are to be stratified. One commercial space totalling approximately 1,000 square feet (92.9 square metres) is proposed at the ground level.

The main pedestrian entrance and access to the commercial units are proposed to be off Johnston Road. Access to the below-grade parkade will be from Winter Lane located at the rear (west) of the property. Secured bike storage room has been proposed within the building for residents. Two

additional bike racks have also been proposed at the front building for public use by shoppers and visitors.

Two (2) shared visitor and commercial parking spaces and one (1) loading bay are located at the rear of the building to service commercial customers, residential visitors and deliveries/moving trucks. The proposed development includes a total of 13 off-street parking stalls, 11 for resident parking, 2 shared spaces for visitors and commercial space. The Applicant is seeking a parking reduction of five (5) spaces. A detailed overview of the proposed parking reduction is included later in this report under the 'Parking Variance and Transportation Demand Management (TDM) Measure' section. A rendering of the proposed development on the subject is included in Figures 5 and 6 below.



Figure 5: View looking east with frontage on Johnston Road



Figure 6: View looking west with access from Winter Lane

Due to the subject site’s location in the Town Centre and along Johnston Road, White Rock’s main retail corridor, the proposed building will connect with existing adjacent retail buildings with no interior lot line setbacks to form a continuous street wall. Landscaping for the proposed project will include patterned hardscape to provide visual interest to higher neighbouring buildings. The building is set back on the fourth storey to create a pedestrian scale, and to maximize solar exposure for adjacent developments, in accordance with the Lower Town Centre Development Permit Area Guidelines.

To facilitate the proposed development, the subject property is proposed to be rezoned from the CR-2 Lower Town Centre Area Commercial/ Residential Zone to a site-specific Comprehensive Development (CD) Zone. Table 1.0 below compares the requirements of the CR-2 Zone and the specific details of the proposed CD Zone. The architectural and landscape plans for the proposed development are attached as Appendix C.

Table 1: Existing and Proposed Zoning

	CR-2 Lower Town Centre Area Commercial/ Residential Zone	Proposed CD Zone
Minimum Lot Area	534.2 m ² / 5,750.5 ft ²	564.29 m² / 6,073.97 ft²
Max. Lot Coverage	65%	91%
Max. Density	1.75 FAR	2.55 FAR
Max. Building Height	10.7 m / 35.1 ft	15.51 m / 50.9 ft
Minimum Setbacks		
Front	1.5 m / 4.92 ft	5.8 m / 19.03 ft
Interior	0.0 m	0.0 m
Rear	1.5 m / 4.92 ft	3.0 m / 9.84 ft
Off-Street Parking	18 spaces (Residential + Visitor - 15 spaces; Commercial - 3 spaces)	13 spaces (11 residential; 2 shared visitor + commercial)
Off-Street Loading	1 space	1 space

The existing Floor Area Ratio (FAR) permitted in the CR-2 Zone is 1.75. The proposed FAR is 2.55, which is less than the 3.5 FAR permitted in the OCP. A draft of the CD-71 zone is attached as Appendix A.

A total of ten (10) residential units are proposed within this development; eight (8) two-bedroom units and two (2) three-bedroom units. It is important to note that the proposal conforms to various elements of the OCP’s “Family Friendly Housing” policies. For reference, the Family-Friendly Policy (i.e., OCP Policy 11.1.1(b)) provides that a minimum of 35% of the units should be two or three bedrooms, and 10% of all units in the development should be three-bedroom units, which this proposal meets.

Statutory Right-of-way Requirement

The City’s Engineering and Municipal Operations department has requested a 2.8-metre surface statutory right of way (SRW) along the Johnston Road Frontage rather than a road dedication due to the proposal including a below-grade parkade proposed from property line to property line. The SRW is intended to enable the creation of improvements to the City’s boulevard (e.g., installation

of a multi-use, widened sidewalk, boulevard enhancement, etc.), thereby contributing to a more “complete” street.

Parking Variance and Transportation Demand Management (TDM) Measure

One of the more substantive areas of zoning relief sought by the Applicant is to the off-street parking requirement. Under the Zoning Bylaw, for a zone that is **not** site-specific (i.e. a Comprehensive Development zone), developers are required to provide off-street parking in accordance with the general regulations set out in section 4.14 of the bylaw, as itemized for this project in the Table 2.0 below:

Table 2: Typical Parking Requirements

Development Type or Use	Sectional 4.14 Parking Ratio	# of Spaces required
Apartment (Residents)	1.2 spaces per unit (x 10 units)	12
Apartment (Visitors)	0.3 spaces per unit (x 10 units)	3
Commercial	1 per every 37m ² floor area	3
Total		18

The proposed development does not meet the minimum parking requirements as outlined in Table 2.0 above. A Comprehensive Development zone, as is proposed for this development, may specify more or less off-street parking than is generally required under section 4.14. The Applicant is proposing to provide a total of 13 off-street parking spaces, as outlined in the table below. This is a 27% (5 spaces) reduction in the overall parking supply for this development.

Table 3: Proposed Parking Requirements

Development Type or Use	Actual Parking Ratio	# of Spaces provided
Apartment (Strata Residents)	1.1 spaces per unit (x 10 units)	11
Apartment (Visitors)	0.1 spaces per unit (x 10 units)	1
Commercial	1 per every 37m ² floor area	1
Total		13

The Zoning Bylaw (Section 4.14.3) does allow for the minimum parking spaces to be reduced by up to 10% where Transportation Demand Management (TDM) measures are provided in accordance with a report from a professional engineer and secured through a covenant placed on the property’s title.

Policy 13.5.5 of the OCP also states that parking requirements can be reviewed for new developments to ensure oversupply does not occur, in addition to considering reducing requirements in denser areas.

In support of the parking relief requested, the Applicant has provided a parking study prepared by CTS Traffic Engineering Specialists, revision date September 10, 2024 (see Appendix D). The study assessed the feasibility of shared parking between visitors, commercial retail and loading parking spaces, in addition to recommending a TDM measure to support the reduction of one residential parking space. Table 4.0 that follows outlines the parking shortfall as determined by staff.

Table 4: Parking Shortfall (Proposed Variance)

Development Type or Use	# of Spaces required	# of Spaces provided	Shortfall
Apartment (Strata Residents)	12	11*	1
Apartment (Visitors)	3	2^ <i>(to be shared between the uses)</i>	2
Commercial	3		2
			5

*Staff support the reduced parking ratio of 1.1 spaces per unit for apartment units, based on the availability of transit options in the immediate area, the one transit pass provided by the Applicant as a TDM measure.

^2 of the commercial spaces parking would be shared by the visitors outside of business hours, per the section below.

Transportation Demand Management (TDM) Measure

The Applicant has outlined the following TDM measure in the parking study (see Appendix D), for the reduction in one (1) residential parking space.

Pre-loaded Transit Pass (approx. \$100)	<p>One (1) pre-loaded monthly transit pass for a period of 10 years for the residential unit deficient one vehicle parking space (<i>one of the three bedroom units have been identified for this TDM measure</i>).</p> <p>OR</p> <p>A pre-loaded monthly transit pass for a period of 1 year for all residential units.</p>
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Recognizing that the location of the proposed development is in close proximity to transit and located on a commercial corridor, staff is supportive of reducing the parking requirement for the residential units to 1.1 space per unit (to a total of 11 spaces for 10 units). Staff concerns and comments regarding the proposed TDM measure is detailed further in this report.

If Council supports the application moving forward, the TDM measure will be secured via a covenant to require the continuation of the TDM measure.

Shared Parking

The shared parking proposal in the Applicant’s parking study (Appendix D) recommends two (2) stalls of shared parking for residential visitors and the commercial units based on a time-of-day user restriction: 9:00 a.m. to 6:00 p.m. for the commercial units, and 6:00 p.m. to 9:00 a.m. for visitors. Staff acknowledge that there may generally be a time difference in the parking demand for commercial uses relative to residential visitors, however, it is considered that a shared parking arrangement, to the extent proposed in the parking study, may not fully account for the impact on the availability of street parking in the Lower Town Centre area due to the project’s parking shortfall.

However, recognizing that the parking study has some merit regarding the shared parking approaches and that the Zoning Bylaw Section 4.14.5 contemplates provisions for shared parking between uses, staff recommend that, if Council supports the application moving forward, a covenant be registered to require the parking space restrictions for two (2) shared visitor and commercial spaces. More specifically, this involves these spaces changing to visitor spaces between 6:00 p.m. and 7:00 a.m. (to allow overnight visitors to stay past 6:00 a.m.) which aligns with similar restrictions for other developments that have a shared parking arrangement within the City. It also involves restricting the use of the commercial space on the ground floor to

specific commercial uses to not allow uses/occupancies that typically have high customer volumes and after-hours demand. Staff have developed the draft CD zone considering these factors and have listed specific *Retail Service Group 1 uses* permitted within this development for Council consideration.

Historically, depending on the scope of a proposal, additional amenity contributions have been offered and secured to mitigate the impact of parking reduction sought for new developments. Staff worked with the Applicant to negotiate compensation for the loss of four (4) visitor and customer parking spaces for this proposal. At this time, the Applicant is not proposing any additional amenity contribution in exchange for the relief sought for the loss of these parking spaces.

Staff Commentary

City staff have reviewed the updated Parking Study and are generally in concurrence with its findings. Staff recognize that the lack of provided parking by the proposed development may result in some spill over into nearby public parking and have therefore worked with the Applicant to mitigate potential parking conflicts.

From a staff perspective, the parking variance of a total of four (4) commercial and visitor parking spaces, and 1 residential off-street parking stall is relatively minor with respect to traffic impact on city streets in comparison to a similar variance to only residential parking stalls.

Staff is concerned that the single pass to one residential unit for ten (10) years may not sufficiently address the impact of the reduction in parking sought.

As such, this corporate report is in part intended to solicit feedback from the Council regarding the appropriateness of the parking supply presented by the Applicant and the TDM measure proposed. If the TDM measure offered by the Applicant is not sufficient to secure the loss of parking spaces, Council can seek an alternate means such as an additional amenity contribution that can go towards creating additional parking spaces elsewhere in the area that serve residents, shoppers and visitors, and could direct staff to engage in further discussions with the Applicant on the subject.

Public Art and Placemaking Art

The proposed development is situated in the heart of the uptown district and cultural corridor as identified in Council's Cultural Strategic Plan. New development projects in this area are required to continue to build on placemaking aspirations as outlined in this Strategic Plan.

The Applicant has been in discussion with the City of White Rock's Recreation and Culture Department on potential art opportunities with this development. Given the limited lot size, staff identified the *Private Sector Art Program* within Council Policy 708 to be best suited for this development. The 'private sector art program' is designed to encourage developers to commission site-specific artworks that are integrated into the public spaces adjacent to or part of the development project. Staff worked with the Applicant to determine the idea of integrating etched art into the glass panel on the guardrail as the public art component for this development as this would enhance and connect the pedestrian experience with its surroundings and, as desired in the Cultural Strategic Plan, "incorporate arts and culture into the daily life of the City." Figure 7 below shows the proposed location for the artwork for reference:



Figure 7: Proposed outdoor public art location (guardrail) on the subject property

If Council approves this application, staff will continue to work with the Applicant to ensure the selection of artistic elements is in keeping with the caliber of the City’s public art collection. This will be identified as a specific condition with the Development Permit and one that must be finalized prior to Building Permit issuance. The Major Development Permit will be presented for Council consideration at a later date.

Lower Town Centre Development Permit Area Guidelines

The Applicant has submitted a response to the Lower Town Centre Development Permit Area Guidelines, which apply to the proposal according to OCP Policy 22.1. The response to the guidelines is attached as Appendix E. Staff consider the submitted response to be generally in conformance with the Development Permit Guidelines in terms of design.

Advisory Design Panel

The Major Development Permit application tied to this proposal was presented to the City’s Advisory Design Panel (ADP) on May 21, 2024. Following the presentation and discussion, the Panel recommended that Council approve the Major Development Permit application subject to the Applicant giving further consideration to the following items listed in Table 5.0 below. The table includes the ADP comments and the Applicant’s response to each (see Appendix F for related unadopted ADP meeting minutes).

Table 5: ADP comments and applicant's responses

ADP Comments	Applicant’s response
<ul style="list-style-type: none"> Feasibility of parking (pragmatic of moving in and out) 	<ul style="list-style-type: none"> Different variations on the parkade were explored, however, due to limited space, altering the way the parking stalls are facing is not achievable without the loss of an additional parking stall. A parking study has been submitted with a rationale for a parking variance

<ul style="list-style-type: none"> To resolve all CPTED issues (all CPTED issues listed by the panel and regarding the SE corner) 	<ul style="list-style-type: none"> A 3'6" gate will be added to prevent non-occupants in the area. Glazing added to all doors within exit and egress pathways. To control access, an enter-phone for the CRU/Parking door has been added to limit access to the building.
<ul style="list-style-type: none"> Courtyard landscape be reviewed in detail (include storm water tank) 	<ul style="list-style-type: none"> More landscape and growing medium are added to the internal courtyard. The proposed detention tank under the internal courtyard is designed to temporarily hold stormwater runoff. Stormwater runoff is collected until peak inflow volumes subside. From there, the detained stormwater is discharged at a controlled rate.
<ul style="list-style-type: none"> Drawing package represent future signage addressing on the building 	<ul style="list-style-type: none"> The drawing package has been updated to reflect this comment.
<ul style="list-style-type: none"> Option for covering the atrium be considered 	<ul style="list-style-type: none"> Two glass and steel canopies are added to cover the exterior corridors which partially cover the courtyard based on previous discussion with the City.
<ul style="list-style-type: none"> Increased integration of green infrastructure elements which may be incorporated through the public realm, streetscape, rear lot or the building lot itself such as the courtyard or roof. 	<ul style="list-style-type: none"> The courtyard has been redesigned and green elements increased Plant species are updated.

Staff believe the Applicant has responded satisfactorily and made changes to the proposal to reflect the comments noted above.

COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS

The proposal was presented to the public through a digital Public Information Meeting (PIM) held on April 29, 2021. Six hundred and eighty (680) letters were delivered to White Rock property owners and occupants within 100 metres of the subject property. The meeting was also advertised in the April 15 and 22, 2021 issues of the Peace Arch News. Approximately five (5) people attended the virtual PIM. A digital feedback form was made available at the meeting to allow interested stakeholders to formally voice their support or non-support for the proposal while also offering additional comments. No feedback forms were received.

During the PIM, there was general support for the proposal with two questions that required the Applicant's response and are noted below.

1. The potential type of business intended for the commercial space – the Applicant responded that this has not been detailed at that time but noted that as the commercial unit was of

reasonable size they anticipate the space to accommodate a business that would be complementary to ones in the current Lower Town Centre area.

2. A drawing showing the view of the building from Thrift Street – this was not part of the PIM package at the time but has been submitted as part of the revised package.

FINANCIAL IMPLICATIONS

Policy 511 sets out the density bonus/ amenity contribution requirements to permit an increase in allowable densities in exchange for providing community amenities such as park space and public realm improvements, spaces for civic uses etc. The contribution can be in the form of an onsite amenity (e.g. a public art installation), secured non-market or market rental, or as cash-in-lieu. In the Lower Town Centre area, a community amenity contribution (CAC) is required for every development that exceeds three (3) storeys and/or 1.75 FAR.

The target rate for the Lower Town Centre area based on gross floor area is calculated as \$0 for up to 1.75 FAR, and \$323 per m² for FAR between 1.75 to 3.5. Based on this target rate and based on the floorspace of 2.55 FAR for the proposal, the estimated CAC under Policy 511 is approximately \$145,835.

INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS

The application and revisions made to the project have been reviewed by staff from several municipal departments and external agencies. Before presenting the project to the City's Advisory Design Panel, the design underwent several rounds of review and revision to ensure it satisfies municipal bylaw standards and the directions provided in the City's DPA Guidelines.

The Engineering Division has requested the submission of a Traffic Impact Study to understand any traffic-related issues; both existing and that might be created by development, and to assess any traffic-related impacts that this development may have on the community. The requirement for a submission of a Traffic Impact Study is included as a third reading condition.

All other interdepartmental comments provided to the Applicant have been addressed related to this stage of the proposal.

LEGAL IMPLICATIONS

If the proposed development moves forward, staff recommend that the Applicant enter into Section 219 covenants to secure the Community Amenity Contribution, the Transportation Demand Management measure and shared parking restrictions before the application is considered for final approval.

CLIMATE CHANGE IMPLICATIONS

Environmental sustainability is addressed within the development by the provision of bike racks and bike storage, charging stations for electric vehicles, natural ventilation through operable windows, and storage and collection of recyclables. Rainwater runoff will also be dealt with via a stormwater detention tank located on site.

The Applicant is proposing one (1) off-street parking space (i.e. 1 per 10 spaces) to have an energized outlet with level 2 charging, and an additional off-street parking space to have rough-in EV charging infrastructure for future EV use. This meets the minimum zoning bylaw requirement for EV charging provisions for new buildings with this density.

IMPLICATIONS FOR TREE PRESERVATION AND TREE CANOPY ENHANCEMENT

The Arborist Report prepared by Diamond Head (revision June 02, 2022; see Appendix G) identifies three (3) trees and one off-site share tree that are protected by the City's *Tree Protection Bylaw, 2021, No.2407*, in addition to two (2) City trees "City01" and "City02" that may be impacted by the proposal. The Applicant has proposed removing all three on-site trees and the one shared tree. Eight replacement trees would be required. Letters of Undertaking from the neighbours in support of the removal of the shared tree has been received (See Appendix G). All City trees are proposed to be retained.

Due to limited on-site planting space, no replacement trees are proposed to be accommodated on-site. The two trees proposed in the courtyard will not be considered replacement trees as they do not meet the City's Tree Protection Bylaw requirement. The Applicant will be required to pay \$12,000 as cash-in-lieu for the replacement trees not being planted on-site at the Tree Management Permit application stage which will be collected while processing the demolition permit.

ALIGNMENT WITH STRATEGIC PRIORITIES

This proposal is in alignment with Council's strategic priorities of *Community and Housing & Land Use* where the key goals are to foster a livable city with connected residents enjoying distinctive places and activities, and to advocate for diversity in housing and practice balanced land-use planning.

OPTIONS / ALTERNATIVES

The following alternative options for Council's consideration are:

1. Reject "White Rock Zoning Bylaw, 2024, No. 2506, Amendment No. 5, 2024, No. 2520 (1363 Johnston Road [Rezoning from the CR-2 Lower Town Centre Area Commercial/Residential Zone to the CD-71 Zone])"; or
2. Defer consideration of "White Rock Zoning Bylaw, 2024, No. 2506, Amendment No. 5, 2024, No. 2520 (1363 Johnston Road [Rezoning from the CR-2 Lower Town Centre Area Commercial/Residential Zone to the CD-71 Zone])" pending further information to be identified.

CONCLUSION

This application proposes to rezone four properties from the "CR-2 Lower Town Centre Area Commercial/ Residential Zone" to the "Comprehensive Development Zone (CD) 71". If approved, it would enable the proposed mixed-use project that consists of a ground-level commercial space and ten (10) apartment units ranging from two to three-bedroom units to be built. If Council supports this application, staff will bring the development permit forward prior

to final adoption. Overall, staff supports the proposal subject to the recommended conditions noted and Council's direction on the visitor and commercial space parking reduction sought.

Respectfully submitted,

Reviewed and Approved by,



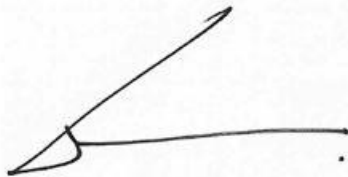
Neethu Syam
Planning Division Lead



Anne Berry, MCIP, RPP
Director, Planning and Development Services

Comments from the Chief Administrative Officer

I concur with the recommendations of this corporate report.



Guillermo Ferrero
Chief Administrative Officer

- Appendix A: Draft Zoning Amendment Bylaw No. 2520
- Appendix B: Location and Ortho Maps
- Appendix C: Drawing Package (Architectural and Landscape Plans)
- Appendix D: Applicant's Parking Study
- Appendix E: Applicant's response to Lower Town Centre DPA guidelines
- Appendix F: Unadopted ADP meeting minutes (May 24, 2024)
- Appendix G: Arborist Reports with Plan (includes LOUs from neighbours about shared tree)