

THE CORPORATION OF THE
CITY OF WHITE ROCK
CORPORATE REPORT



DATE: June 27, 2022

TO: Land Use and Planning Committee

FROM: Anne Berry, Director, Planning and Development Services

SUBJECT: White Rock Zoning Bylaw, 2012, No 2000, Amendment (CD Zone 67 - 15704, 15724/28/38/48/58/70 North Bluff Road) Bylaw, 2022, No. 2435

RECOMMENDATIONS

THAT the Land Use and Planning Committee recommend that Council:

1. Receive for information the corporate report dated June 27, 2022, from the Director of Planning and Development Services, titled " White Rock Zoning Bylaw, 2012, No 2000, Amendment (CD Zone 67 – 15704, 15724/28/38/48/58/70 North Bluff Road) Bylaw, 2022, No. 2435."
 2. Give first and second readings to "White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD Zone 67 – 15704, 15724/28/38/48/58/70 North Bluff Road) Bylaw, 2022, No. 2435" as presented, and direct staff to schedule the required Public Hearing;
 3. Direct staff to resolve the following issues prior to final adoption, if Bylaw No. 2435 is given third reading after the public hearing:
 - a) Ensure that all engineering requirements and issues, are addressed to the satisfaction of the Director of Engineering and Municipal Operations;
 - b) Confirm and ensure the recommendations of the final arborist report, approved by the Director of Planning and Development Services and, more specifically the City's Arboricultural Technician, are implemented and maintained through future demolition and construction activities.
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EXECUTIVE SUMMARY

This is a draft Zoning Amendment Bylaw, and a draft Major Development Permit to be considered by Council. The bylaws and permit are related to a proposed multi-building development at – 15704, 15724/28/38/48/58/70 North Bluff Road. Therefore, the application is being presented for the first and second reading for the Draft Zoning Amendment Bylaw and, before adoption, the issuance of a Major Development Permit.

PREVIOUS COUNCIL DIRECTION

Motion # & Meeting Date	Motion Details
LU/P-038 March 29, 2021	THAT the Land Use and Planning Committee endorse in relation to Town Centre Transition area Option C as noted in the March 8, 2021 corporate report, with an amendment noting four (4) to six (6) stories where it is defined that along North Bluff on the east or west side permit six (6) stories; and For the remaining sites it be noted as four (4) stories to six (6) stories with a notation that proposals over four (4) stores would be considered when there is an affordable housing component. CARRIED
LU/P-039 March 29, 2021	THAT the Land Use and Planning Committee endorse Option A as noted in the March 8, 2021 corporate report titled "Results of OCP Review Survey- Building Heights Outside the Town Centre" in regard to the East Side Large Lot Infill. CARRIED
LU/P40 March 29, 2021	THAT the Land Use and Planning Committee endorse removal of the row of single family homes on Finlay Street - section below Russell Avenue from the area titled as "East Side Large Infill" from Official Community Plan and it remain with the mature neighbourhood designation. CARRIED
LU/P-041 March 29, 2021	THAT the Land Use and Planning Committee endorse a maximum of a four (4) storey height along North Bluff road along the east side (East of Lee Street to Maccaud Park). CARRIED
LU/P-042 March 29, 2021	THAT the Land Use and Planning Committee endorse the Waterfront Village be limited and/ or referred to as only the buildings that front onto Marine Drive.
LU/P-043 March 29, 2021	THAT the Land Use and Planning Committee endorse, at West Beach along Marine Drive, permitting a building height of three (3) stories. CARRIED

INTRODUCTION/BACKGROUND

Project Overview

Initial Application

This application has undergone several revisions based on Council direction and comments from the Public Information Meeting (PIM) and the Advisory Design Panel (ADP).

The original application presented at the PIM and to ADP was a 6-storey, 2.5 floor area ratio (FAR) form of development. It consolidates seven existing single-family home lots on North Bluff Road between Lee Street and Maccaud Park. Three buildings were proposed: two mid-rise,

multi-unit, market residential buildings and one mid-rise, multi-unit, affordable non-market rental housing located at the corner of North Bluff and Lee Street.

The project site is located within the East Side Large Lot Infill Area, as defined by the City of White Rock Official Community Plan (OCP), which at the time of the initial application allowed for the development of a 2.5 FAR density and 6 storeys building height. The initial design was for 115 homes (Figure 1).

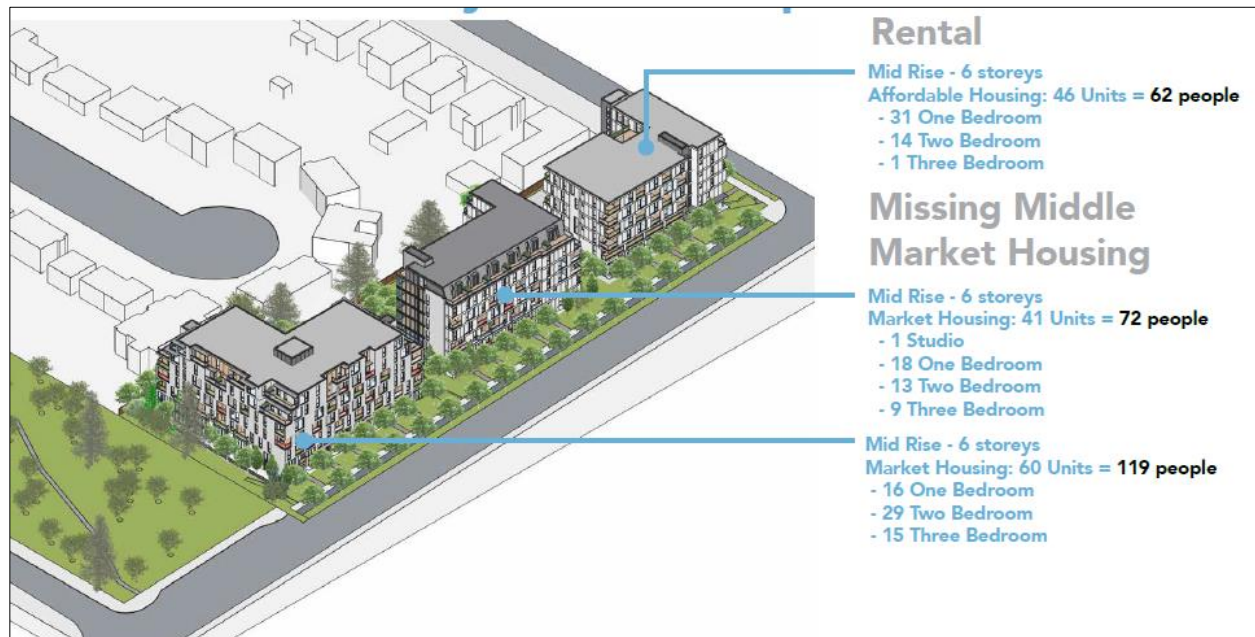


Figure 1 Birds view of the Site Plan of the APD Submission (October 1, 2020)

The community and the ADP overall supported this design. The summary of the PIM is in (Appendix A). The application complied with the OCP for height in the East Side Large Lot category. It included a car-sharing program in exchange for relaxation in the parking requirements. At the March 8, 2021, meeting as a result of the Official Community Plan Review Survey - Building Heights Outside the Town Centre, Council made a resolution to reduce the FAR and the maximum storey height from 6 to 4, with the ability for the developer to reach 2.5 FAR and 6 storeys if Affordable housing was included as per Policy 11.2.1.c.

Affordable Housing Bonus – Allow rezonings in the Town Centre Transition area to permit buildings up to six storeys and 2.5 FAR where the development provides:

For a development replacing existing rental units and providing compensation to tenants in accordance with the City's Tenant Relocation Policy, at least 5% of the units as Affordable Rental Housing. Projects with applications submitted prior to 2021 may be approved with at least 5% of the units secured at average rents for a period of 10 years, instead of 20% below average for the life of the building. Developments in this category may have a density up to 2.8 FAR.

This project progressed to the ADP and was presented to the panel at the October 20, 2020, meeting. A summary of ADP's comments and the applicants' responses are summarized in Appendix B. The ADP passed the following motion:

It was MOVED and SECONDED THAT the Advisory Design Panel recommends that the application for the development proposal at 15704, 15724/28/38/48/58/70 North Bluff

Road (ZON/MJP 19-017) North Bluff Road [Beachway II] be referred to Council subject to the applicant giving consideration to.

1. *Adequacy of parking supply:*
2. *Adequacy of the location of spaces for deliveries/drop-offs;*
3. *Management of stormwater and;*
4. *Further development of the landscape proposal in the Southeast corner of the site.*

The table below summarized the applicant’s responses to the considerations ADP passed in the above motion.

Table 1

Motion Consideration (1-4 above)	ADP Comments	Response
1. Adequacy of parking supply.	Limited parking supply identified as a concern – reduction may be too aggressive – may require additional supply (“excavation”) – alternative opinion regarding the opportunity presented by the proposal is looking at efforts to change auto reliance.	Parking reductions are no longer being proposed. The developments parking provision will meet the requirements of the City of White Rock Zoning Bylaw.
2. Adequacy of the location of spaces for deliveries/drop-offs.	Comments were made regarding the need for allocation for service vehicles, e.g. food delivery or taxis, to stop near the buildings and overall accessibility (or distance) from portions of the overall development site.	Service parking is located both at grade with a Zoning compliant oversized loading bay. There is also smaller service/loading stalls within the below-grade parkade, one per elevator shaft. Due to prohibitions on curb cuts along both North Bluff Road and Maccaud Park, there is limited ability to achieve additional service delivery lay-by locations. Any potential on-street lay-bys would be under the purview of the City of White Rock Engineering Department.
3. Management of stormwater.	Applicant states that “all” rainwater is to be reused– that would be excellent. However, this needs to be confirmed or clarified through the City’s review of the stormwater management plan.	The current stormwater management proposal is to provide a stormwater detention tank complete with a flow control device that limits flows to the

		pre-development conditions. Stormwater reuse is not feasible for this site.
4. Further development of the landscape proposal in the Southeast corner of the site.	The landscape plan has a good flow of spaces and fits the configuration of the property well; would like to see the pedestrian path between Buildings 2 and 3 (see figures 3) made wider (~1 foot wider) and in the southeast corner of the site; would like steppingstones south of Building 3 to be evaluated in terms of the impact that trees (roots) may have on the area over time and the type of steppingstones used in terms of their longevity (larger basalt stones may be a better option).	The pedestrian path connecting Buildings 2 and 3 through the drive aisle is limited to 1.2m (4') width because of slope requirements to get to the parkade entry. Pedestrian bridge width is designed per Architecture/Structural standards. The landscape path connection matches at 1.32m (4'4"). The exit path at the southeast site corner is 1.2m (4') wide which adheres to code requirements – note this is not a main route through the site. All stepping stones on the site are located at play areas and meant to act as a nature play element, encouraging children to interact with the planting.

Current Application

The revisions to the proposal are in direct response to the Council motion to reduce the height to a maximum of four storeys in this area. The project no longer seeks the additional density provided for affordable housing per the East Side Large Lot Infill Redevelopment Area (*Policy 11.2.1.c*). The revised approach will meet 1.5 FAR over three buildings (two four-storey multi-family residential buildings and one three-storey townhouse building in the middle). In addition, the previous application sought reductions in parking requirements by providing a car-share program in the building. A reduction is no longer needed, and the car-sharing program has been removed. Parking is now proposed to meet the requirements in the Zoning Bylaw. Below are site plans of the two proposals (see figures 3&4).

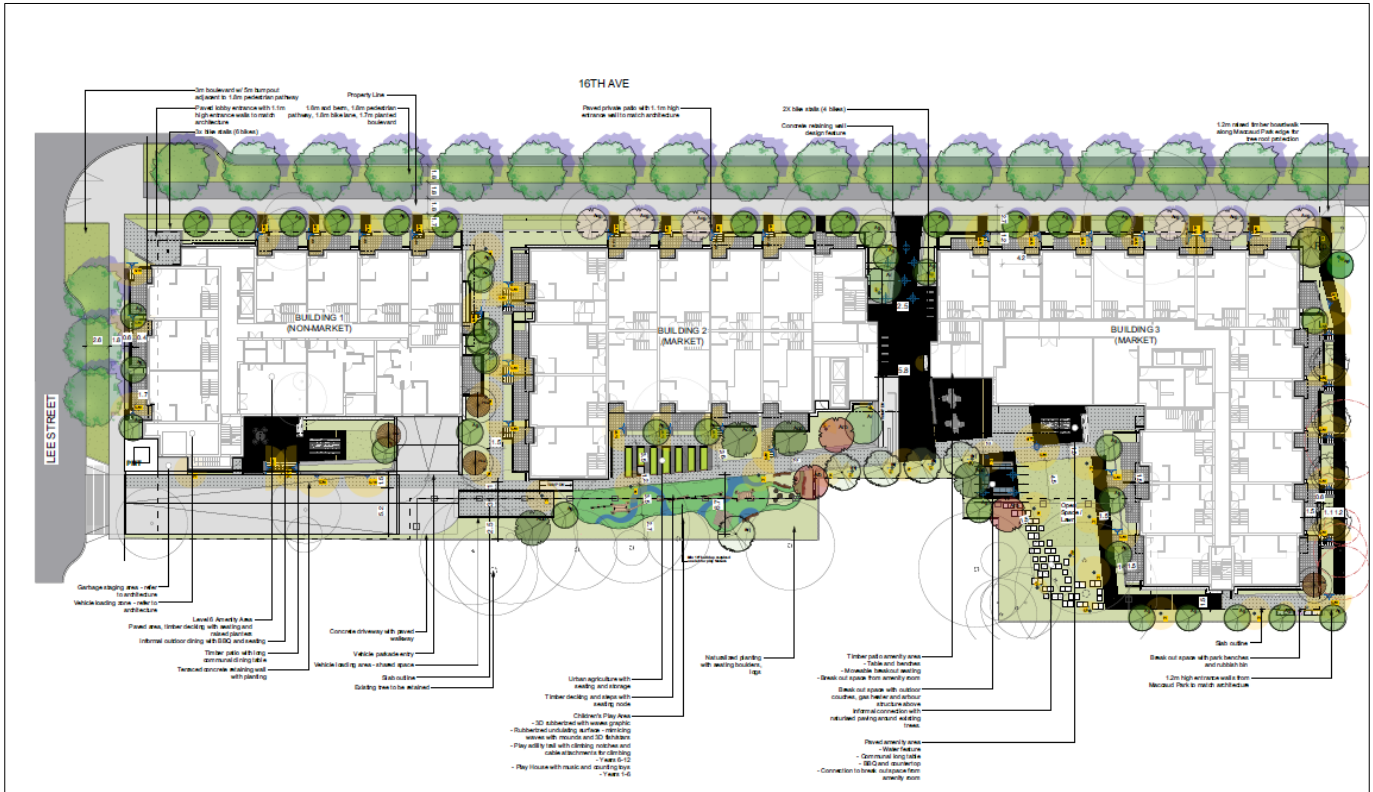


Figure 3- Site Plan of the APD Submission (Oct 1, 2020)

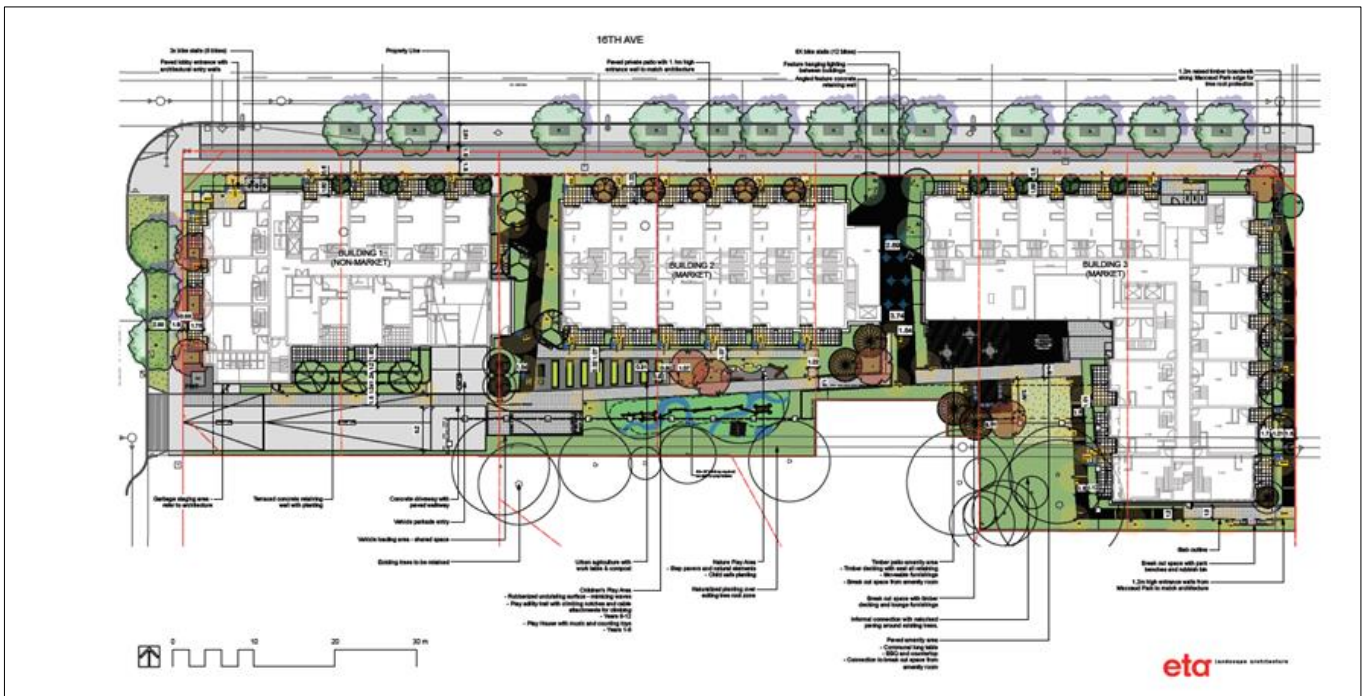


Figure 2- Site Plan of the Current Submission (Apr 14, 2022)

Design Changes

In comparison to the past application, the development has undergone the following amendments:

Previous ADP Submission (October 1, 2020)	Current Submission (April 14, 2022)
Density Comparison	
<ul style="list-style-type: none"> - 2.5 FAR overall - 149 units - 2.5 FAR Affordable housing was previously proposed, aligned with the East Side Large Lot Infill Redevelopment Area. - Lot Coverage 51.6% 	<ul style="list-style-type: none"> - 1.5 FAR overall - 87 units - With Council's decision to reduce height/density at this location, affordable housing targets per the East Side Large Lot Infill Redevelopment Area are not being pursued. It is not financially feasible based on the rising construction cost and the allowable density. - Lot Coverage 46.0%
Form of Development	
<ul style="list-style-type: none"> - Three buildings at 6 storeys each per the East Side Large Lot Infill Redevelopment Area with affordable housing. - Each building is roughly L-shaped in plan, which results in a more broken-up courtyard space south of the buildings. 	<ul style="list-style-type: none"> - 4-storey buildings bookend on either side of the site, with a 3-storey townhouse building. Overall footprints of Buildings 1 and 3 remain very similar to the October 1, 2020 submission. Building 2 has been revised to suit townhouses only and is no longer stacked townhomes with apartments on the upper levels. - The 4-storey apartment buildings are located at the corners of the site to take advantage of multiple street frontages. - The central townhouse building is limited in width (6 units facing North Bluff Road), and the linear form removes building mass from the south-facing courtyard, thereby increasing the size and quality of the outdoor amenity space.
Height	
<ul style="list-style-type: none"> - Building Heights previously presented at 6 storeys maximum, per the East Side Large Lot Infill Redevelopment Area. 	<ul style="list-style-type: none"> - Building height maximum has been reduced to 4 storeys for Buildings 1 and 3. Building 2 has been proposed as a three-storey townhouse to bring the developable FAR to 1.5 FAR overall. - Building heights at Building 2 have been set to create a consistent street wall in relation to Building 3 along North Bluff Road.

Setbacks	
<ul style="list-style-type: none"> - Proposed minimum setbacks are in alignment with the OCP. 	<ul style="list-style-type: none"> - No change in minimum setback requirements from OCP. - Townhouses (Building 2) are provided with a greater setback distance to North Bluff Road to deal with the grade change across the site and to create a more varied street wall (One of the long side boundaries of a street, formed by buildings, hedges, etc.). - Patio terraces have been adjusted to provide a minimum of 600mm of landscape buffer to the adjacent sidewalk.
Architectural Character	
<ul style="list-style-type: none"> - The western two buildings (Buildings 1+2) were more in character with one another, being shown with fibre-cement cladding, while the easternmost building (Building 3) has brick cladding. 	<ul style="list-style-type: none"> - The site design allows the two larger L-shaped 4-storey buildings to act as bookends, anchoring the northwest corner of the site, facing the park, and the southwest corner at Lee Street. - There have been some adjustments to Building 1 to align with the character of Building 3 as previously proposed, with similar brick facades. The brick proposed for Buildings 1 and 3 is darker than presented at ADP to help “anchor” each end of the site, create streetscape variety along North Bluff Road, and differentiate from the townhouse building. - Balcony guardrails previously shown as coloured glass have been revised to clear safety glass.
<ul style="list-style-type: none"> - A common entrance to Buildings 2 and 3 was proposed from the courtyard. 	<ul style="list-style-type: none"> - Units facing streets are similar to the previous design, with an individualized expression of each unit and semi-private front terraces. Patios have been adjusted slightly to provide for a minimum 600mm landscape buffer to the adjacent sidewalk. - Finish floor elevations and street-facing patios have been adjusted to provide for raised terraces within 1500 mm of grade. - The northeast corner townhouse unit at Building 3 has been rotated to more directly face Maccaud Park, providing eyes on the park and connectivity with the other units facing the park.

Amenity Spaces	
<ul style="list-style-type: none"> - Indoor amenity spaces totalling 207.8 sq.m (1.4 sq.m. per unit) were located in both Buildings 1 and 3. 	<ul style="list-style-type: none"> - With the reduction in the number of units, amenity spaces have been consolidated in Building 3 to create a vibrant community hub. - The size has been adjusted to 187.5 sq.m. (2.1 sq.m per unit) - With a reduced building footprint, there is an increase in outdoor amenity area from the October 1, 2020 submission.
Parking and Loading	
<ul style="list-style-type: none"> - A parking variance was previously proposed to reduce the number of required parking stalls. - Loading spaces were provided both at the lane (for larger vehicles) and within the parkade (for smaller vehicles). 	<ul style="list-style-type: none"> - Parking is proposed to meet the requirements of the Zoning Bylaw, with no requests for a variance. - As the request for a variance has been removed, so have car and bike share facilities. However, some enhanced bike facilities (bike repair station and bike wash) remain. - The approach to loading spaces is similar to the October 1, 2020 submission. with one larger loading space at the lane and smaller loading spaces within the underground parkade for more day-to-day deliveries.
Open Space/Landscaping	
<ul style="list-style-type: none"> - Buildings were provided with landscaped patio terraces facing the adjacent streets and Maccaud Park. A common courtyard south of the buildings provided an available amenity area with good solar access and site porosity. 	<ul style="list-style-type: none"> - Overall landscape concept remains similar to the October 1, 2020 submission. However, transitions between buildings leading to the courtyard from North Bluff Road have been adjusted to suit the revised building siting. - The lane access from the Lee Street ramp has increased to achieve zoning-conforming clear height in the parkade. In addition, an additional accessible route into the courtyard between Buildings 1 and 2 has been added to improve accessibility to the outdoor amenity area.

Unit Changes

Overall, 62 units have been removed from the project from the October 1, 2020, submission to the current proposal (from 149 units to 86 units). As noted previously, this coincides with the overall development density and building height reduction. Below are the details of the decrease in the unit per building (1,2&3).

Previous ADP Submission (Oct 1, 2020)	Current Submission (Apr 14, 2022)
<p>Building 1</p> <p>Midrise – 6 storeys Market housing – 60 units</p> <ul style="list-style-type: none"> ○ 16 one-bedroom units ○ 29 two-bedroom units ○ 15 three-bedroom units 	<p>Building 1</p> <p>Midrise – 4 storeys Market housing 31 units</p> <ul style="list-style-type: none"> ○ 20 one-bedroom ○ 4 two-bedroom ○ 7 townhomes <p>Detailed changes:</p> <p>Building 1 (a net reduction of 16 units):</p> <ul style="list-style-type: none"> • Level 1 (+1 unit): <ul style="list-style-type: none"> • Indoor amenity removed due to a lower overall building population, with the removal of overall density. This was replaced with a 1-bedroom unit. • Level 2 (no net change in unit count): <ul style="list-style-type: none"> • A minor adjustment in the size of Unit 110 to better align the structure and improve the functionality of the unit’s floor plan. • Level 3 (no net change in unit count): <ul style="list-style-type: none"> • No significant changes to units. • Level 4 (no net change in unit count): <ul style="list-style-type: none"> • No significant changes to units. • Level 5 & 6 (-17 units): <ul style="list-style-type: none"> • Floor levels deleted. • 9 units were removed at Level 5. • 8 units were removed at Level 6.
<p>Building 2</p> <p>Midrise – 6 storeys Market housing – 41 units</p> <ul style="list-style-type: none"> ○ 1 Studio ○ 18 one-bedroom units ○ 13 two-bedroom units ○ 9 three-bedroom units 	<p>Midrise – 3 storeys Market housing 12 units</p> <ul style="list-style-type: none"> ○ 12 townhomes <p>Detailed changes:</p> <ul style="list-style-type: none"> • Building 2 (a net reduction of 30 units): <ul style="list-style-type: none"> • Building 2 changed from a 42-unit, 6-storey Multi-Residential Building (mix of apartments and townhouses)

	<p>to twelve 3-storey townhouses. All new unit types to suit—a net total of 30 units removed from the project.</p>
<p>Building 3</p>	
<p>Midrise – 6 storeys Non-Market housing – 46 units (affordable rental housing)</p> <ul style="list-style-type: none"> ○ 31 one-bedroom units ○ 14 two-bedroom units ○ 1 three-bedroom unit 	<p>Midrise – 4 storeys Market housing 44 units</p> <ul style="list-style-type: none"> ○ 14 one-bedroom ○ 16 two-bedroom ○ 14 townhomes <p>Detailed changes:</p> <p>Building 3 (a net reduction of 16 units):</p> <ul style="list-style-type: none"> • Level 1 (no net change in unit count): <ul style="list-style-type: none"> • Entry to building relocated to face North Bluff Road, improving wayfinding, addressing, and fire department access. Unit 106B two-storey townhouse was removed (October 1, 2020 submission) to provide a location for the new building lobby; a single-storey unit on Level 2 has replaced this. • Unit 106B (April 14, 2022 plans) rotated to front more directly on Maccaud Park, improving the park frontage and benefitting the livability of the unit. • Exit stair #2 at the southeast corner of the building was adjusted to flatten the façade at this location. Minor adjustments to the entry doors into Units 111B and 112B (April 14, 2022 plans) to suit. • Indoor Amenity reconfigured to maximize plan efficiency. • Level 2 (no net change in unit count): <ul style="list-style-type: none"> • Adjustment of Unit 202B floor plan to suit reconfiguration of Stair #3. • Units 101B-105B: plans flipped to better coordinate balcony positions. • Unit 201B is shown as a single-storey 1-bedroom unit due to its position above the new entry lobby. This unit replaces the former two-storey townhouse unit; therefore, there is no

	<p>addition to the overall unit count at this location.</p> <ul style="list-style-type: none">• Unit 106B: reconfigured to face park (see above).• Units 107B-114B: balconies adjusted to improve building envelope detailing.• Level 3 (no net change in unit count):<ul style="list-style-type: none">• No significant changes to units.• Level 4 (no net change in unit count):<ul style="list-style-type: none">• No significant changes to units.• Levels 5 & 6 (-16 units):<ul style="list-style-type: none">• Floor levels deleted. 8 units were removed at Level 5, and 8 units were removed at Level 6.
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Staff have reviewed the application changes and compared them to the previous plans and the ADP roles and mandate. In the review of development permits applications, the panel's mandate is to consider the following:

- *The alignment with applicable policies of the Official Community Plan and the Development Permit Area Guidelines:*
 - A local government may designate certain lands as Development Permit Areas (DPA) within an Official Community Plan (OCP). The Form and Character DPA controls the form and character objectives for commercial, industrial and residential development (e.g. landscaping, siting, exterior design).
 - The form, character, appearance and landscaping are important part of what makes a place attractive and livable.
 - Staff have concluded through the review that the application still meets the intent of the guidelines, the density has been reduced but the overall form and characteristics of the development has not changed. Modifications are primarily the reconfiguration of townhomes and apartments.
- *Form and character impacts that may arise out of a request for relief from a zoning bylaw standard(s) (e.g., reduction in yard setbacks, additional building height, etc.):*
 - There is no longer a request for relief from zoning bylaw standards.
- *The intended function of the project and how the development fits within the neighbourhood context (e.g., urban design, site design, compatibility of built form, the potential for land use impacts such as shadowing, insufficient parking, negative impacts to traffic volumes, etc.):*
 - The urban design has not changed significantly. The overall site plans in figures 1 and 2 are similar. The modification to the design include a reduction in height, number of units, and shadowing has been reduced due to the reduction in height. The proposed parking meets the requirements our zoning bylaw and have been verified by staff. Traffic volumes will be reduced due to the reduction in units.
- *The overall quality of building and site design considering:*

- *the livability of the project for future occupants / site users including specific regard for public safety (CPTED) and accessibility;*
 - The applicant included these features into their design. No significant changes have been made to the current submission that would affect this.
- *the constructability of the design with regard to the potential impact on building longevity and cost (affordability for future owners / renters);*
 - The design for the use of a prefabricated timber system will:
 - Enhance quality of construction,
 - Sequester carbon creating an environmentally sustainable building,
 - Reduce construction time limiting the impact on neighbours,
 - Result in a quieter construction site with reduced trades on site,
 - Support local industry, and
 - Result in affordable, warm, compelling homes for a wide range of residents.

This method of construction has not changed since the Previous ADP Submission (Oct 1, 2020).
- *the environmental sustainability of the design considering efforts for stormwater; retention, passive solar gain, electric vehicle use, and other measures;*
 - See the Climate Change Implications section of the report.
- *the way in which the building design interacts with, and positively contributes to, the public realm (e.g., interface of the building with the street, landscaping treatment, pedestrian connections, variability in design and massing, etc.);*
 - 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 the central courtyard. Green space both within and surrounding the site provides area for growth of a healthy tree canopy, improving the character and walk-ability of the neighbourhood. This has not changed from the Previous ADP Submission (October 1, 2020). The intent is the same.
- the impact of the siting of buildings and structures, as well as other site features (e.g., driveways, impermeable amenity spaces, etc.) on protected trees, both private and public, and the ability to avoid tree removals and/or support tree plantings through the design of the building(s) and the layout of the site; and
- the potential for conflicts with other municipal bylaws where such conflicts may affect the overall form and character of the development or the way in which the project upholds the policy objectives of the Official Community Plan.

Based on the above information and comments, staff concluded that the changes made to the October 1, 2020 submission are not enough to be sent back to the ADP for further comments. The revised current Submission (Apr 14, 2022) meets the intent of the design guidelines and it aligns with the mandate of the ADP. Further, all considerations made by the ADP have been addressed (table 1). Council may choose to direct this application back to the ADP should council deem a further review necessary.



Site Context

The development is located within the East Side Large Lot Development Infill permit area, on North Bluff Road, between Maccaud Park and Lee Street (see figure 5). This site is well placed to encourage walking, transit use, and biking:

- The site is within a 15-minute walk to the Semiahmoo Town Centre.
- The Peace Arch Hospital Precinct is a 5-minute walk to the west.
- Earl Marriot Secondary School is located north of the site along North Bluff Road, and Peace Arch Elementary School is less than 5-minute walk to the southeast through the residential neighbourhood.
- The Kent Street Activity Centre, located within Maccaud Park and home to the Kent Street Seniors Activity groups, is a 2-minute walk.
- Proposed new R1 RapidBus service will be located along 152nd Street with an extension to 156th Ave/Finlay Street and North Bluff Road within the Semiahmoo Town Centre.

The surrounding neighbourhood is generally comprised of low density, detached residential homes, except for the ‘ALTUS’ development, a 13-storey mixed-use building currently under construction. Several institutional uses are also near 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. Nearby projects under development or construction include:

- ALTUS development with 4.3 FAR at Finlay and Russell.
- Immediately to the north of the site, the Semiahmoo Town Centre Expansion Area has a projected FAR of 2.5 between 156th and 157th streets.

- Between 157th and Earl Marriot School there includes a proposal for 114 units in 2 six storey mid-rise affordable housing and 4 storey stacked townhouses.

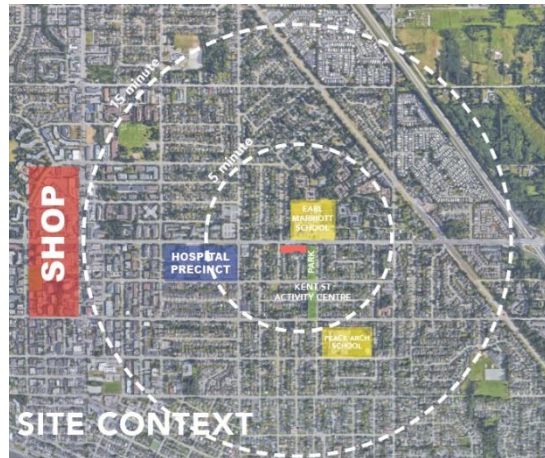


Figure 4 - Site Context

White Rock Official Community Plan, 2017, No. 2220

The Official Community Plan (OCP) sets out land use, density, height, and other policy directions for development applications. It's objective is to enable a mix of residential forms and choices in the area east of the Peace Arch Hospital – as well as select commercial uses to support the Hospital – that are compatible with adjacent Mature Neighbourhood areas and supportive of transit along North Bluff Road.

This designation contemplates providing opportunities by allowing multi-unit residential uses in townhouses and low to mid-rise buildings, mixed-use buildings (commercial/office/residential), and single family homes. In reference to permissible densities and heights the OCP would allow a density of up to 1.5 FAR (gross floor area ratio) in buildings up to four storeys in height with an 2 story addition for projects with 20% of the units with an affordable housing component.

This site is within the East Side Large Lot Infill Development Permit Area (DPA). The objectives of this Development Permit Area are to:

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

Zoning Bylaw No. 2000

The subject properties are currently zoned 'RS-1 One Unit Residential' in the White Rock Zoning Bylaw. The intent of this zone is to accommodate one-unit residential buildings on lots of 464 m² (4,995 ft²) or larger. Under the current zoning, the subject property would be permitted to construct a 17,000 ft² (excluding basement, garage, and other areas) single-family dwelling with a maximum height of 7.7 metres (25.26 feet).

Traffic Impact Study

The traffic impact study (Appendix C) was prepared for a development of 149 units and this revised development is for 87 units. Due to the lower number of units staff did not feel it was necessary to have the applicant update the study. The overall impact of the development on current traffic patterns is minimal.

FINANCIAL IMPLICATIONS

The following fees would be collected if approved for rezoning and subdivision (Table 2). Note these fees are subject to change:

Table 2: Applicable Development Costs

	Fee (per unit)	Units Subject to Fee	Sub-Total
City of White Rock Development Cost Charges (DCCs)	\$11,253.27	87	\$979,036.80
TransLink DCCs			
- Townhomes	\$4,695.00	12	\$56,340.00
- Apartments	\$3,530.00	75	\$264,750.00
Metro Vancouver (Regional) DCCs			
- Townhomes	\$4,695.00	12	\$56,340.00
- Apartments	\$3,530.00	75	\$264,750.00
Surrey School District School Site Acquisition Charges (SSAC)	\$800.00	87	\$69,600.00
Total			\$1,690,816.80

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

COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS

A Public Information Meeting (PIM) for this proposal was held on September 9, 2020. A copy of the applicant's PIM Summary is included in Appendix A.

INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS

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

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

CLIMATE CHANGE IMPLICATIONS

The application will enable the intensification of the 'East Side Large Lot Infill Area', thereby lessening the demand for outward sprawl otherwise necessary to accommodate growth. The applicant has also proposed several initiatives to address climate change, which include the following:

- Prefabricated wood construction to reduce energy and greenhouse gas emission, support local industry, and to reduce construction time,
- 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,
- Native plant species and xeriscaping will ensure the landscape supports a rich biodiversity, enhancing the natural environmental and human health performance of the community

IMPLICATIONS FOR TREE PRESERVATION AND TREE CANOPY ENHANCEMENT

All the trees identified on the Tree Retention/Removal Plan and have been given their Retention/Removal recommendation on a preliminary basis (Appendix E). Final recommendations will be based upon design/construction and grading details. Any City tree that is removed will have replacement tree bonds collected as Cash-in-Lieu. There are 40 total replacement and two of the trees will be handled by Cash in Lieu (\$1,500) as these are straddling city property.

The applicant has been advised that any trees that need to be removed on neighbouring properties must be approved by the property owner. The applicant has obtained letters of approval from the properties owners.

ALIGNMENT WITH STRATEGIC PRIORITIES

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

OPTIONS / RISKS / ALTERNATIVES

The following options for Council's consideration are:

1. Give first and second readings to "White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD Zone 65 – 15704, 15724/28/38/48/58/70 North Bluff Road) Bylaw, 2022, No. 2435." and Development Permit No. 423 as presented, and direct staff to schedule the required public hearing; or
2. Reject "White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD Zone 65 – 15704, 15724/28/38/48/58/70 North Bluff Road) Bylaw, 2022, No. 2435.; or
3. Defer consideration of "White Rock Zoning Bylaw, 2012, No. 2000, (CD Zone 65 – 15704, 15724/28/38/48/58/70 North Bluff Road) Bylaw, 2022, No. 2435. pending further information to be identified.

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

CONCLUSION

This application proposes to rezone seven properties from the "RS-1 One Unit Residential Zone" to the "Comprehensive Development Zone (CD) 65". If approved, it would enable the proposed multi-building residential project that consists of 87 units a mixture of townhomes and apartments ranging from studios to 3 bedroom units to be built. If council is supportive of this application staff will bring the development permit forward at third reading. Overall, staff supports the proposal subject to the recommended conditions noted.

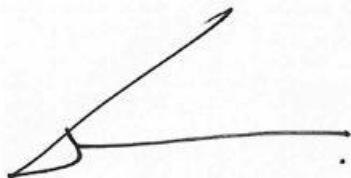
Respectfully submitted,



Anne Berry
Director, Planning and Development Services

Comments from the Chief Administrative Officer

I concur with the recommendations of this corporate report.



Guillermo Ferrero
Chief Administrative Officer

- Appendix A: Public Information Meeting (PIM) Summary
- Appendix B: ADP Comments – Comparison Memo
- Appendix C: Traffic Impact Study for 15704, 15724/28/38/48/58/70 North Bluff Road
- Appendix D: Zoning Amendment No. 2435 - 15704, 15724/28/38/48/58/70 North Bluff Road
- Appendix E: Arborist Report - 15704, 15724/28/38/48/58/70 North Bluff Road