

MEMO



Date: June 6, 2022

To: City of White Rock
Planning and Development Services
13450 - 104 Avenue, Surrey BC, V3T 1V8

Attention: Attn: Alex Wallace; Anne Berry
E: awallace@whiterockcity.ca; aberry@whiterockcity.ca

From: Alan Tse, Architect AIBC, MRAIC, Associate
Re: **Rezoning/Major Development Permit**
15704 North Bluff Road (Courtyard Commons)

Dear Alex and Anne,

As discussed in your discussions with Waterstock Properties, the City of White Rock has requested that the proponent team provide a summary of changes to residential units from the previous development permit submission relating to 15704 North Bluff Road. The summary below is intended to be read in conjunction with drawings and commentary submitted to the City of White Rock on April 14, 2022 and May 4, 2022 - and is compared to the previous ADP submission, dated October 1, 2020 which represented a 6-storey, 2.5 FAR form of development.

| | ADP Discussion | Response |
|---|---|---|
| 1 | Encouraged by the use of timber | The use of timber remains consistent between both iterations. |
| 2 | Appreciation expressed for context provided at the outset by the proponent; | Project context remains the same from the previous iteration. |
| 3 | General support offered for the form and massing of the buildings; | The project has been reduced in overall mass from 6 storeys to 4 storeys at Buildings 1 and 3, while Building 2 has been converted to 3-storey ground-oriented townhouses. Overall approach to building massing and site planning remains similar to previous, albeit with lower building heights. |
| 4 | What is the surface between buildings 2 and 3? It would be a different paver (colour); | Drive aisle is vehicular concrete, detail per Civil, w/ vehicular pavers at crossings and a 6m wide paver area at entry. |
| 5 | Demarcation of open spaces between Buildings 1 and 2 more semi-private in its design due to the private balconies which access the space; the space between Buildings 2 and 3 are more open and publically accessible | Open spaces between buildings are intended to have a more publicly-accessible character. With the proposed re-grading of the parking ramp area to suit Zoning requirements for clear overhead height within the parkade, the route between Buildings 1 and 2 has been provided as an additional accessible route into the common outdoor space. |

| | | |
|----|--|--|
| 6 | Concerns raised about the façade, including coloured glass, and how it would look in many years – later discussed by Panel with support for the use of colour and the “playfulness” it adds to the development; | Coloured glass guardrails have been removed from the current project proposal. Coloured glass guardrails could be considered at Buildings 1 and 3. |
| 7 | 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 in looking at efforts to change auto-reliance; | Parking reductions are no longer being proposed; parking provision will meet the requirements of the City of White Rock Zoning By-law. |
| 8 | Would like to see more (100%) of the parking spaces roughed in for electrical vehicles | 100% of parking spaces are intended to be roughed-in for electric vehicles. |
| 9 | Garbage collection details including location for pickup and terms of pick-up (internal garbage storage tied to each building) | <p>A location for waste pick-up staging is located at the laneway off of Lee Street. This staging area (enclosed but outside the building thermal boundary) is intended to accept waste bins transferred from below-grade waste sorting rooms on pick-up day.</p> <p>Below-grade waste collection and sorting rooms are located on the parkade level in proximity to the elevator cores, for the convenience of residents. On pick-up day, maintenance staff will transfer the bins via pickup truck to the staging area, from which location the oversized garbage/recycling truck will receive the bins for final delivery to the landfill/transfer station.</p> |
| 10 | Separation of laneway/garbage loading and children’s play-area – grade differential (less than 5%) and plantings used to separate the two activities / spaces | Separation of outdoor spaces remains similar to previous iterations. The parking ramp has been adjusted to ensure zoning-conforming overhead clearance for the below-grade parking while retaining unit entrances within 1.5m of grade along North Bluff Road. An additional accessible route to the common outdoor space has been provided between Buildings 1 and 2. |
| 11 | Applicant states that “all” rainwater to be reused – that would be excellent but needs to be confirmed or clarified through City’s review of stormwater management | 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 re-use is not feasible for this site. |
| 12 | Accessibility of units- how many are there and can the proposed units be converted to accessible units in the future | 20 adaptable units conforming to BC Building Code are proposed within Building 1. This equates to 23% of total units across the development. |
| 13 | Rain-screen assembly (brick as cladding with air gap, exterior insulation, wood stud, vapor barrier, and dry wall) – looking as mass timber for the floor structure, roof structure and elevator core with wood stud infill | Wall assembly design intent remains consistent with previous iterations. |
| 14 | Configuration and design of the rental units (Building 1) | Unit types within the Multi-unit residential buildings (1 and 3) remain largely the same as |

| | | |
|----|---|---|
| | | previous. Building 2 has been replaced with townhouse units. |
| 15 | Design of the mansard roof with Building 1 – provides variability in the design and accommodates some stepping of height moving west to east | The reduction of building height from 6 storeys to 4 storeys mitigates overall height impacts to adjacent buildings. |
| 16 | Design of floors, mass timber with concrete topping to help with sound attenuation and additional space for insulation to keep rainwater out of the building | Floor assembly design intent remains consistent with previous iterations. |
| 17 | How will rainwater management facilities impact the design of the roof of Building 2 – intent is to manage rainwater through plumbing within the party walls or to hide the infrastructure if required on the exterior of the building | Rainwater is intended to be managed via rainwater leaders whenever feasible. |
| 18 | Management of market and non-market buildings, ideally, undertaken by same entity so that there is a cohesive management direction between buildings | Non-market housing is no longer proposed. Differences in management structure is no longer applicable. |
| 19 | Construction materials should weather well in the White Rock context | Construction materials selected are similar to previous and are intended to be long-lasting and durable. |
| 20 | Compliment for use of renderings and variability / breaks in massing | Proposed breaks in massing remain consistent with previous iterations. |
| 21 | Building 1 and 2 are similar in design and material, and may be read as a single large building – perhaps worth looking at materiality to create some additional variation between buildings | With the reconfiguration of building typology at Building 2 from a multi-unit residential building to grade-oriented townhouses, there variation in form, massing, and material character proposed. Buildings 1 and 3 have been reconsidered with more similar treatments between them, effectively “bookending” the site and providing greater visual coherence amongst the buildings. |
| 22 | Comments made regarding the need for a location 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 (Zoning-compliant oversized loading bay) as well as with 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 McCaud 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. |
| 23 | Landscape plan has good flow of spaces and fits the configuration of the property well; would like to see the pedestrian path between Buildings 2 and 3 made wider (~1 foot wider) and in southeast corner of the site; would like stepping stones 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 stepping stones used in terms of their longevity (larger basalt stones may be a better option). | Pedestrian path connecting Building 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 Arch/Structural, and landscape path connection matches at 1.32m (4'4"). Exit path at S-E 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. |

The Advisory Design Panel recommended that the application for the development proposal be referred to Council subject to the applicant giving consideration to the following. Please see below and above for responses to the items requiring further consideration.

| | Consideration to be given | Response |
|---|--|--------------------------|
| A | Adequacy of parking supply | Refer to Item 7, above. |
| B | Adequacy of location of spaces for deliveries / drop-offs | Refer to Item 22, above. |
| C | Management of stormwater | Refer to Item 11, above. |
| D | Further development of the landscape proposal in the Southeast corner of the site. | Refer to Item 23, above. |

We look forward to working with the City of White Rock on this much needed housing project. Please feel free to call if you have any questions.

Sincerely,
URBAN ARTS ARCHITECTURE



Alan Tse, Architect AIBC, MRAIC, Assoc. AIA, LEED AP
Associate