

	<p>b. Preparation of an Affordable Home Ownership Program Memorandum of Understanding with the British Columbia Housing Management Commission generally as provided in Appendix G to Appendix A and the execution of a Project Partnering Agreement with the British Columbia Housing Management Commission and Bridgewater Development Corporation.</p> <p style="text-align: right;">CARRIED</p>
<p>LU/P-010 January 11, 2021</p>	<p>THAT the Land Use and Planning Committee:</p> <ol style="list-style-type: none"> 1. Recommend that Council give first and second readings to "White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-63 - 15654/64/74 North Bluff Road / 1570/80 Maple Street and 1593 Lee Street) Bylaw, 2020, No. 2351 as presented, and direct staff to schedule the required Public Hearing; 2. Recommend that Council direct staff to resolve the following issues prior to final adoption, if Bylaw No. 2351 is given Third reading after the Public Hearing; <ol style="list-style-type: none"> a. Ensure that all engineering requirements and issues, including registration of a 2.0 metre by 2.0 metre statutory right of way on each corner of the site at Maple Street and North Bluff Road and Lee Street and North Bluff Road, a 2.65 metre dedication to achieve a 15 metre road width from the centreline along the North Bluff Road property frontage, and completion of a servicing agreement, are addressed to the satisfaction of the Director of Engineering and Municipal Operations; b. Preparation of an Affordable Home Ownership Program Memorandum of Understanding with the British Columbia Housing Management Commission generally as provided in Appendix G to Appendix A and the execution of a Project Partnering Agreement with the British Columbia Housing Management Commission and Bridgewater Development Corporation; and 3. Recommend that, pending adoption of "White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-63 - 15654/64/74 North Bluff Road / 1570/80 Maple Street and 1593 Lee Street) Bylaw, 2020, No. 2351, Council consider issuance of Development Permit No. 428 for 15654/64/74 North Bluff Road / 1570/80 Maple Street and 1593 Lee Street. <p style="text-align: right;">CARRIED</p>
<p>July 27, 2020</p>	<p>THAT the Land Use and Planning Committee:</p> <ol style="list-style-type: none"> 4. Recommend that Council give first and second readings to "White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-63 - 15654/64/74 North Bluff Road / 1570/80 Maple Street and 1593

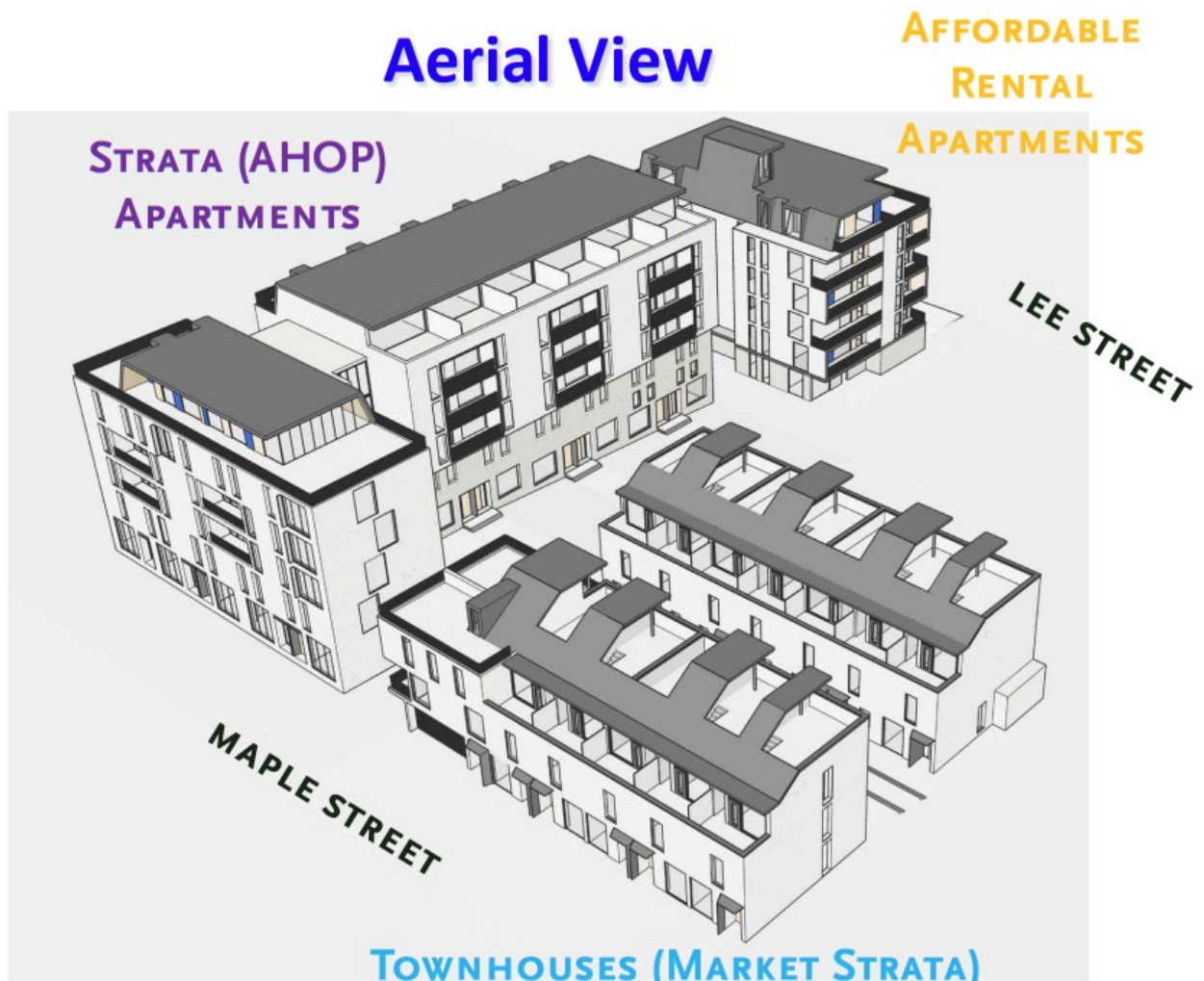


Figure 3: Previous Consideration of Proposal

the street or the shared outdoor courtyard and 20 of the “apartment” units in the AHOP building have ground-floor front door access, similar to a townhouse. Additionally, 74 percent of the units contain two or three bedrooms (65 units), and 23 percent have three bedrooms (20 units). For reference, the Family-Friendly Policy (i.e., OCP Policy 11.1.1(b)) provides that a minimum of 35 percent of the units should be two or three bedrooms, and 10 percent of all units in the development should be three-bedroom units.

Through the technical review process, the city’s Engineering and Operations Department confirmed the need for road dedication along North Bluff Road. With these dedications requested, planning staff asked that the Applicant demonstrate how the proposed six-storey building would interact with the pedestrian and street traffic along North Bluff Road, considering applicable design guidelines.

To address the objectives of the East Side Large Lot DPA, the building mass along North Bluff Road created a strong street presence. The apartment buildings had some moderate stepping down to the neighbourhood to the south to address the compatibility of the new development with existing residences. The architect (Urban Arts) outlined the following to address the proposed architectural design: “The top floors of mid-rise buildings and the townhouses are sheltered under a west coast mansard roof, inspired by streamlined marine vessels. The tapered forms are set back from the street, creating rooftop terraces and reducing the massing of the

Previous Submission (March 8, 2021)	Current Submission
Density	
<ul style="list-style-type: none"> • 2.5 FAR at North Bluff Mid-Rise <ul style="list-style-type: none"> ○ 74 units • 1.5 FAR at Maple Street Townhouses <ul style="list-style-type: none"> ○ 14 units • 2.5 FAR Affordable housing along North Bluff Road was previously proposed, aligned with the East Side Large Lot Infill Redevelopment Area. • Lot Coverage: <ul style="list-style-type: none"> ○ 51.4% at North Bluff Mid-Rise ○ 53.7% at Maple Street Townhouses 	<ul style="list-style-type: none"> • 1.47 FAR overall (Max 1.50 FAR allowable) <ul style="list-style-type: none"> • 47units • 3 accessory lock-off suites (in addition to the 47 units noted above) • With the Council's decision to restrict height/density at this location, affordable housing targets per the East Side Large Lot Infill Redevelopment Area are not being pursued. • Lot Coverage 52.4%
Form of Development	
<ul style="list-style-type: none"> • At North Bluff Mid-Rise, two six-storey buildings, per the East Side Large Lot Infill Redevelopment Area with affordable housing. • The mid-rise buildings frame a common courtyard space south of the buildings. • The Maple Street Townhouses are through-unit townhouses arranged in two north-south rows. One building fronts Maple Street, while the other sits to the rear and is accessed from an internal mews. 	<ul style="list-style-type: none"> • Three-storey townhouse buildings like those proposed along Maple Street are proposed, with ground-oriented through-unit townhouses arranged in two north-south rows. • A three-storey stacked townhouse building is proposed along North Bluff Road at Lee Street. This building mixes City Homes, ground-level garden units, upper-level terrace units, and City Homes with lock-off suites. The diversity of units seeks to cater to a broader range of households and lifestyles. • Two adaptable units (per BCBC adaptable unit standards) are proposed, facing the north-south mews increasing accessibility within this development.
Height	
<ul style="list-style-type: none"> • Building Heights was previously presented at 6 storeys maximum along North Bluff Road, per the East Side Large Lot Infill Redevelopment Area. • Townhouses along Maple Street were shown at 3 storeys maximum. 	<ul style="list-style-type: none"> • The building height maximum has been reduced to three storeys throughout.

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. Ground-oriented units are provided with greater setback distance to North Bluff Road to address the grade change across the site, provide patios, and create a varied streetwall.
Architectural Character	
<ul style="list-style-type: none"> Mid-rise buildings are generally clad in masonry, with a streamlined overall form. Uppermost levels are set back from below and have mansard roofs in standing seam metal. A glazed amenity zone was proposed between the two ‘wings’ of the northwestern mid-rise building. Townhouse buildings along Maple Street are clad in masonry, with the third-storey setback and mansard roofs concealing the rooftop terrace. 	<ul style="list-style-type: none"> Townhouses along Maple Street maintain an architectural character and materiality like those previously proposed. Glazing at townhouses has been increased for access to light and to provide eyes on the street. The reduction in the scale of the built form along North Bluff Road required a reconsideration of architectural character. Architectural cues and materiality have been mainly continued from the previous townhouse proposal along Maple Street while maintaining some aspects of the overall character of the previous six-storey midrise proposal. Stacked townhouses are primarily on the north and south faces of the building and are book-ended by more solid forms in masonry more similar in material and character to the townhouses along Maple Street—and with the streamlined architectural articulation of the previous 6-storey massing proposal. The middle section of stacked townhouses along North Bluff Road are clad in fibre-cement paneling, in contrast to the more solid masonry at the corners. The change in materiality breaks up the overall mass of the building and highlights the stacked townhouses as unique unit types and anchors the east and west massing. Entrances to stacked townhouses are punctuated by metal staircases (‘stoops’), creating rhythm along the street frontage and providing identity to the individual units. Masonry is proposed to vary slightly in coloration amongst buildings to provide

	greater visual interest and diversity of finishes.
<ul style="list-style-type: none"> The two mid-rise buildings along North Bluff Road have lobbies serving their units and providing access to the parkade below. 	<ul style="list-style-type: none"> Elevator lobbies face Lee Street and Maple Street. These lobbies provide access to the common below-grade parkade and locations for fire department annunciators and resident mailboxes. In addition, two lobbies are centrally provided at either end of the site to help reduce overall travel distances for residents.
Street Frontages	
<ul style="list-style-type: none"> Units facing streets are provided with an individualized expression of each unit and semi-private front terraces. 	<ul style="list-style-type: none"> Units facing Maple Street and Lee Street are similar to the previous design, with the individualized expression of each unit and semi-private front terraces. Stacked townhouse units along North Bluff Road provide a lower patio for the ground-oriented garden unit and architecturally distinctive staircases for the upper terrace unit. In addition, upper terrace units have access to private rooftop outdoor space for their use. Finish floor elevations and street-facing patios have been adjusted to provide for unit entrances within 1500 mm of finish grade, per code requirements. See above for a description of adjustments to building entrances.
Amenity Spaces	
<ul style="list-style-type: none"> Indoor amenity spaces totaling 159.5 sq.m (1.8 sq.m. per unit) were located within the two mid-rise buildings. 	<ul style="list-style-type: none"> With the change of building type to uniquely townhouses, there is no requirement for indoor amenity spaces previously required for multifamily residential buildings. Outdoor amenity spaces are located primarily within the east-west courtyard, like the previous version. This space is proposed to have areas for gathering, BBQ, and play.

Parking and Loading	
<ul style="list-style-type: none"> • A parking variance was proposed to reduce the required parking stalls. In addition, measures such as car sharing and enhanced bicycle facilities were proposed. • One loading space was provided within the Maple Street Townhouses was proposed, in addition to a smaller loading space within the parkade. Unfortunately, the proposed loading spaces did not meet the required 3.7m clearance height in both instances. 	<ul style="list-style-type: none"> • Parking is proposed to meet the requirements of the Zoning Bylaw, with no requests for the variance in the number of parking stalls. Parking is provided to meet townhouse standards (two per unit), plus one space per accessory dwelling suite (i.e., lock-off suites). • As the request for a variance has been removed, so have car and bike share facilities. Some enhanced bike facilities (bike repair station and bike wash) remain. • Loading is provided outdoors and at-grade, with access from Maple Street. Loading was previously shown within a covered loading bay; this has been moved outdoors to provide for the 3.7m minimum clearance height required by the Zoning Bylaw.
Open Space/Landscaping	
<ul style="list-style-type: none"> • Buildings are organized around a central east-west greenway running from Maple Street to Lee Street, with a connecting north-south mews providing access to townhouses at the site's southern end. • Opportunities for children's play, seating, and gathering are provided. • Semi-private patios front onto adjacent streets and open spaces, providing additional outdoor opportunities for residents. 	<ul style="list-style-type: none"> • Overall landscape concept remains similar to the previous. Transitions between buildings have been adjusted to suit the revised building siting and proposed site grading. • Opportunities for children's play, seating, and gathering remain. • Stacked townhouses are provided with garden-level patios for the lower units. Sometimes, these are slightly sunken below adjacent grade to meet BCBC requirements while providing greater separation from passers-by. • Ground-oriented townhouses have semi-private rear patios.
Civil	
	<ul style="list-style-type: none"> • Off-site street and boulevard profiles have been adjusted to suit the City of White Rock Engineering department's comments. • A pad-mounted transformer is proposed facing Lee Street; this location will require the removal of one additional tree to permit B.C. Hydro access for servicing of the transformer.

Missing Middle Housing – Lock-off Suites

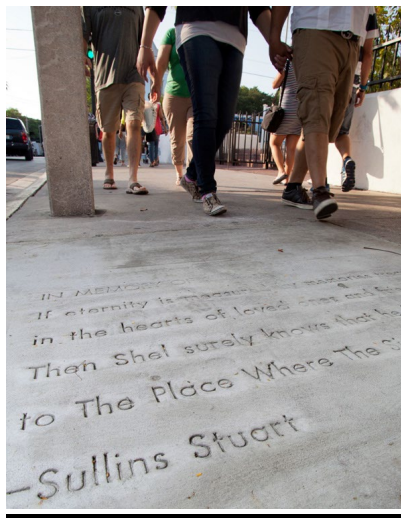
This submission is unique, it provides 3 accessory lock-off suites (in addition to the 47 units noted above). A lock-off suite, also known as an accessory dwelling unit (ADU), is a self-contained living space located within a larger home or on the same property as a primary residence. Lock-off suites typically have a separate entrance and may include a bedroom, bathroom, kitchenette, and living area. These units can be used as a rental or separate living spaces for family members or guests.

Lock-off suites provide missing middle housing by offering an affordable housing option for individuals or families who cannot afford to purchase or rent a single-family home or high-rise apartment. They are an excellent solution for families looking to downsize or supplement their income and individuals seeking affordable housing options. In addition, by allowing homeowners to add the unit to their properties, lock-off suites can help increase the housing supply. They can also help increase density in urban areas without compromising the neighbourhood's character. Finally, lock-off suites are valuable to the housing market, providing many residents with flexible and affordable housing options.

Place Making and Public Art

In recognition of the city's goals for placemaking, connecting people and places within the community. The Applicant will work with the City of White Rock to deliver public art within the community. They have been in discussion with the City of White Rock Recreation and Culture Department. They will contribute to the city's existing "Poetry in Motion" program which celebrates connecting with culture while getting out and moving and exploring White Rock.

Below are some examples of artwork from the program are shown below for reference:



Advisory Design Panel:

The Applicant held the required Public Information Meetings (March 3 and 28, 2019) and proceeded to the Advisory Design Panel (ADP) (April 23, 2019) for feedback on the proposal. As a result, revisions to the design were made based on the feedback received from the public, city staff, and the ADP. Staff have reviewed and compared the application changes to the previous submission and in comparison to the ADP role and mandate. The ADP was in support of the previous 6-storey development submitted. Since the current application decreases in density and height, the site layout of the proposed buildings remains conceptual the same. Staff

is comfortable moving forward without resending this application to the ADP. The ADP is to consider the following when assessing development permit applications:

- *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 control the form and character objectives for commercial, industrial and residential development (e.g. landscaping, siting, exterior design).
 - The form, character, appearance and landscaping are essential to what makes a place attractive and livable.
 - Staff have concluded through the review that the application still meets the intent of the guidelines, as the density has been reduced. Still, the overall form and characteristics of the development have not changed. Modifications are primarily the reconfiguration of townhomes.
- *Form and character impact 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, adverse impacts to traffic volumes, etc.):*
 - Urban design has not changed significantly. The modification to the design includes a reduction in height, the number of units proposed, and shadowing has been reduced due to the reduction in height. The proposed parking meets our zoning bylaw requirements and has been verified by staff. Traffic volumes will be reduced due to the reduction in units.
- *The overall quality of the 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 in their design. No significant changes have been made to the current submission that would affect this.
 - *The constructability of the design concerning the potential impact on building longevity and cost (affordability for future owners/renters);*
 - The Applicant provided no information regarding this.
 - *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.
 - *How the building design interacts with and positively contributes to the public realm (e.g., the interface of the building with the Street, landscaping treatment, pedestrian connections, variability in design and massing, etc.);*
 - improving the character and walkability of the neighbourhood. This has not changed from the previous ADP submission. 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 support tree plantings through the design of the building(s) and the layout of the site.*
 - The application will affect the current trees on the property. Therefore, the application will follow tree replacement requirements to provide as much tree coverage as possible.
- *The potential for conflicts with other municipal bylaws where such conflicts may affect the overall form and character of the development or how the project upholds the policy objectives of the Official Community Plan.*
 - No conflicts were identified.

Based on the above information and comments, staff concluded that the new proposal meets the design guidelines' intent and aligns with the ADP's mandate. However, the Council may direct this application back to the ADP should the Council deem a further review necessary.

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. Its objective is to enable a mix of residential forms and choices in the area east of the Peace Arch Hospital and 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. About 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 a two-story and upto 2.5 FAR addition for projects with 20% of the units with an affordable housing component.

Zoning Bylaw No. 2000

The subject properties are currently zoned 'RS-1 One Unit Residential' in the White Rock Zoning Bylaw. This zone intends 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 88 units; this revised development is for 50 units. Due to the lower number of units, staff did not feel it was necessary to have the Applicant update the study. Therefore, the overall impact of the development on current traffic patterns is minimal.

FINANCIAL IMPLICATIONS

After the third reading, staff will provide the application with Development Cost Charges estimates. In addition, all bonding for the Works and Services Agreements will be collected before the third reading.

COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS

This application has hosted two public information meetings on the previous concepts and a public hearing. Staff is recommending waving the public hearing for the current application based on the following:

- The application is consistent with the OCP.
- It meets the zoning bylaws, and no zoning relief is being requested.
- The Applicant has made considerable effort in designing this project to fit within and enhance the current neighbourhood context and character.
- A public hearing has been held for this site by the Applicant for greater density and requests to vary zoning regulations (88 units; this revised development is for 50 units).
- Two public information meetings were held for the previous versions of this development, and the current proposal is a reduction in height and density.

Notice of waving the public hearing will be sent to the surrounding property owners.

INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS

The rezoning and major development permit applications were circulated to internal city departments, and the proponent's comments requiring a response/resolution have been addressed.

CLIMATE CHANGE IMPLICATIONS

The design of the development includes the following:

- Wood construction reduces embodied energy and greenhouse gas emissions and supports local industry.
- High-performance building envelopes and mechanical systems to conserve energy and reduce greenhouse gas emissions.
- Enhanced stormwater retention and detention strategies will be incorporated into the site design to manage the quantity and quality of rainwater runoff.
- Enriched tree canopy, native plant species, and xeriscaping will ensure the landscape supports a rich biodiversity, enhancing the community's natural environment and health performance.

IMPLICATIONS FOR TREE PRESERVATION AND TREE CANOPY ENHANCEMENT

The city's Tree protection bylaw will guide the protection and replacement of on-site trees. All on-site tree management will be done with the approval of the city's arborist.

ALIGNMENT WITH STRATEGIC PRIORITIES

The proposal generally aligns with the Corporate Vision established as part of Council's Strategic Priorities, particularly concerning protecting the environment and supporting a community where people can live, work and play in an enjoyable atmosphere.

OPTIONS / RISKS / ALTERNATIVES

The following options for Council's consideration are:

1. Give a second reading to "White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD Zone 63 – 15704, 15724/28/38/48/58/70 North Bluff Road) Bylaw, 2022, No. 2351" as presented, and direct staff to schedule the required public hearing; or
2. Reject "White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD Zone 63 – 15704, 15724/28/38/48/58/70 North Bluff Road) Bylaw, 2022, No. 2351.; or
3. Defer consideration of "White Rock Zoning Bylaw, 2012, No. 2000, (CD Zone 63 – 15704, 15724/28/38/48/58/70 North Bluff Road) Bylaw, 2022, No. 2351. pending further information to be identified.

CONCLUSION

Staff recommends Council rescind third and second readings previously given and give a second reading to " CD Zone 63 – at 15654/64/74 North Bluff Road/1570/80 Maple Street and 1593 Lee Street) Bylaw, 2022 as presented, and direct staff to waive the public hearing.

Respectfully submitted,



Anne Berry
Directors of 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: July 27, 2020 - Staff Report
- Appendix B: Advisory Design Panel on April 23, 2019 - Meeting Minutes
- Appendix C: Traffic Impact Study- Memo
- Appendix D: Public Information Meeting (PIM) Summary
- Appendix E: Zoning Amendment (CD Zone 67 – at 15654/64/74 North Bluff Road/1570/80 Maple Street and 1593 Lee Street) Bylaw, 2022, No. 2351)

- Appendix F: Major Development Permit - Development Permit No. 428 – 15654/64/74 North Bluff Road/1570/80 Maple Street and 1593 Lee Street)
- Appendix G: Arborist Report - 15654/64/74 North Bluff Road/1570/80 Maple Street and 1593 Lee Street