

THE CORPORATION OF THE  
**CITY OF WHITE ROCK**  
CORPORATE REPORT



**DATE:** March 27, 2023

**TO:** Mayor and Council

**FROM:** Anne Berry, Director, Planning and Development Services

**SUBJECT:** White Rock Zoning Bylaw, 2012, No 2000, Amendment (CD Zone 67 – at 15654/64/74 North Bluff Road/1570/80 Maple Street and 1593 Lee Street) Bylaw, 2022, No. 2351

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**RECOMMENDATIONS**

THAT Council:

1. Receive for information the corporate report dated March 27, 2023 from the Director of Planning and Development Services, titled " White Rock Zoning Bylaw, 2012, No 2000, Amendment (CD Zone 67 – at 15654/64/74 North Bluff Road/1570/80 Maple Street and 1593 Lee Street) Bylaw, 2022, No. 2351;"
2. Rescind 2<sup>nd</sup> and 3<sup>rd</sup> reading for draft Zoning Amendment Bylaw for 'Beachway' Application – 15654/64/74 North Bluff Road / 1570/80 Maple Street and 1593 Lee Street (ZON/MJP 19-002);
3. Give second reading to "White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD Zone 63 – at 15654/64/74 North Bluff Road/1570/80 Maple Street and 1593 Lee Street) Bylaw, 2022, No. 2351" as presented;
4. Direct staff to waive the public hearing as the development is consistent with the Official Community Plan, and further direct staff to notify the public of the decision by providing two notices published in a local newspaper and notify property owners within 100 metres of the subject property;
5. Direct staff to resolve the following issues before final adoption if Bylaw No. 2351 is given third reading after the public hearing:
  - 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) 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;

- c) Work with the Director of Recreation and Culture delivering public art within the community through the "Poetry in Motion" program to their satisfaction;
  - d) Develop a comprehensive addressing plan for staff approval; and
  - e) Develop a construction management plan for staff approval.
6. Following final approval of the zoning amendment, Council to issue Major Development Permit No. 428 for 'Beachway.'

**EXECUTIVE SUMMARY**

The bylaw and permit related to this project 'Beachway' is a proposed multi-building development at 15654/64/74 North Bluff Road/1570/80 Maple Street and 1593 Lee Street. Although this application was previously given a third reading on March 8, 2021, the Applicant has changed the application and would like to rescind third and second reading. Changes are summarized in this report for Council's consideration.

**PREVIOUS COUNCIL DIRECTION**

<b>Motion # &amp; Meeting Date</b>	<b>Motion Details</b>
<p>2021-125 March 8, 2021</p>	<p>Bylaw 2351 - 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</p> <p>Bylaw 2351 proposes multi-building development at 15654/64/74 North Bluff Road / 1570/80 Maple Street and 1593 Lee Street (Beachway). This bylaw was presented for the first and second reading consideration at the January 11, 2021 Regular Council meeting. The public hearing was held March 1, 2021. The bylaw was on the agenda for consideration of third reading at this time. Motion Number: 2021-125</p> <p>It was MOVED and SECONDED</p> <p>THAT Council give third reading 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".</p> <p style="text-align: right;"><b>CARRIED</b></p>
<p>2021-126</p>	<p>It was MOVED and SECONDED THAT Council directs staff to resolve the following issues prior to final adoption:</p> <ul style="list-style-type: none"> <li>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; 12</li> </ul>

	<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"> <li>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;</li> <li>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"> <li>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;</li> <li>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</li> </ol> </li> <li>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.</li> </ol> <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"> <li>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</li> </ol>

	<p>Lee Street) Bylaw, 2020, No. 2351 as presented, and direct staff to schedule the required Public Hearing;</p> <p>5. 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;</p> <ul style="list-style-type: none"> <li>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;</li> <li>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</li> </ul> <p>6. 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> <p style="text-align: right;">DEFEATED</p>
<p>2018-LUP-042                  July 23, 2018</p>	<p>THAT the Land Use and Planning Committee recommend:</p> <p>The OCP amendment application be referred back to staff, and direct staff to work with the Applicant on a revised rezoning and Major Development Permit application, for an affordable rental housing development that includes a reduced FAR (2.5 gross floor area ratio consistent with the OCP) and design refinements, and for a townhouse development that includes a reduced FAR (1.5 gross floor area ratio consistent with the OCP).</p> <p style="text-align: right;">CARRIED</p>
<p>2019-LU/P-003                  January 28, 2019</p>	<p>THAT the Land Use and Planning Committee receives for information the corporate report dated:</p> <p>January 28, 2019 from the Director of Planning and Development Services, titled "'Information Report Update ('Beachway') - 15654/64/75 North Bluff Road/ 1570/80 Maple Street and 1593 Lee Street (Zon/MJP 19-002)".</p> <p style="text-align: right;">CARRIED</p>

2020-LU/P-013 May 4, 2020	THAT the Land Use and Planning Committee directs staff to work with the Applicant to address the comments:  Noted by the Land Use and Planning Committee at the May 4, 2020, meeting.  <p style="text-align: right;">CARRIED</p>
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## **INTRODUCTION/BACKGROUND**

### Site Context

The subject is designated "East Side Large Lot Infill" in the city's Official Community Plan. It is zoned "One Unit Residential Zone (RS-1)" in Zoning Bylaw No. 2000. The rezoning, if approved, would create a Comprehensive Development (CD) zone designed to implement the height and density enabled by the Official Community Plan.

Beachway is located on North Bluff Road, between Maple Street and Lee Street. It is a part of the East Side Large Lot Development, the OCP permits up to 1.5 FAR on sites located on North Bluff Road and west of Lee Street. This area is rapidly changing. The immediate surrounding of the site is single-family housing (Figure 1). However, within a five-minute walk, there are the following projects that are completed or under development:

- ALTUS development with 4.3 FAR at Finlay and Russell.
- Immediately north of the site, the Semiahmoo Town Centre Expansion Area has a projected FAR of 2.5 between 156th and 157th streets.
- Courtyard Commons - 87 units, a mix of townhomes and apartments
- 1539 Maple Street - 53-unit townhouse development on the northwest corner of Russell and Maple
- 1589 Maple Street - 6-storey 87-unit apartment with 20% affordable housing
- Between 157th and Earl Marriot School, there includes a proposal for 114 units in 2 six storeys of mid-rise affordable housing and 4 storey stacked townhouses.

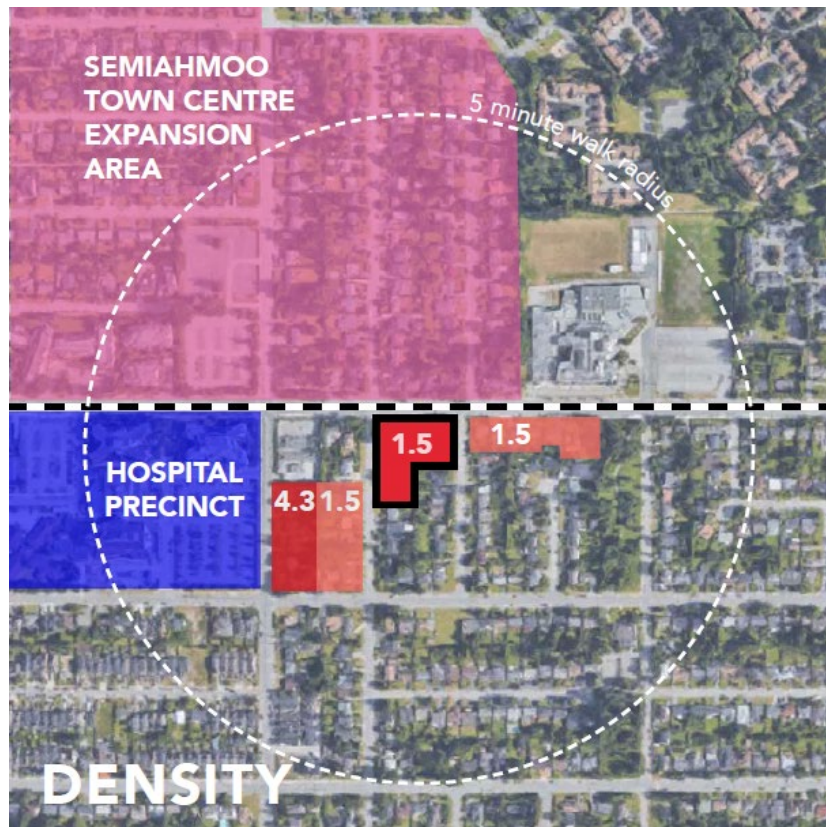


Figure 1- Surrounding Area Development.

This site is walkable, close to transit, and biking infrastructure enables usage by residents of all ages:

- The site is within a 10-minute walk from the Semiahmoo Town Centre.
- The Peace Arch Hospital Precinct is a 5-minute walk to the west.
- Earl Marriot Secondary School is located one block to the east on North Bluff Road and Peace Arch Elementary.
- School is less than a 10-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 5-minute walk from the site.

#### Previous Consideration of Proposal - July 23, 2018

On July 23, 2018, the Land Use and Planning Committee (LUPC) received a corporate report from the Director of Planning and Development Services, titled "Initial OCP Amendment Application Report – North Bluff / Maple Street to Lee Street (18-011 OCP)." The original proposal was for two apartment buildings and one townhouse complex with an overall floor area ratio (FAR) of 2.76 and 1.54, which exceeded the maximum density contemplated in the OCP. There was a total of 84 units proposed in two buildings six storeys in height, 29 of which were affordable rental and 55 were stratified ownership. The remaining 14 townhouse units were to be market strata. Overall, there were 112 parking spaces for the apartment and townhouse units. The application at the time required an increase in gross floor area ratio (or 'FAR') density above the

maximum 2.5 FAR permitted in the Official Community Plan (OCP) and would have required an OCP amendment.

Council subsequently directed staff to work with the Applicant on a revised application that did not require an OCP amendment. Staff then prepared a report to LUPC on January 28, 2019, titled "Information Report Update ('Beachway') – 15654/64/75 North Bluff Road / 1570/80 Maple Street and 1593 Lee Street (ZON/MJP 19-002)," which provided a brief update outlining changes to the application. The Applicant then 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, design revisions were made based on feedback received from the public, city staff, and the ADP.

The LUPC also received a presentation on October 21, 2019, from the Provincial Director of the HousingHub Branch of B.C. Housing, and a related corporate report, titled "HousingHub – Affordable Home Ownership Program (AHOP) Presentation." The Affordable Home Ownership Program (AHOP) described in that presentation was proposed as a component of this development application.

#### Previous Consideration of Proposal - July 27, 2020

On May 4, 2020, the LUPC received a corporate report titled "'Beachway' Application Update – 15654/64/74 North Bluff Road / 1570/80 Maple Street and 1593 Lee Street (ZON/MJP 19-002)". The section includes an overview of the proposal considering contextual factors, OCP policy, and zoning bylaw compliance, as well as the feedback received through Public Information Meetings held on March 3 and March 28, 2019, and a meeting of the ADP held on April 23, 2019.

During the May 4, 2020, meeting, staff focused primarily on two primary components of the proposal: a requested reduction in the total parking supply and the mix of affordable housing. Subsequently, the LUPC directed staff to work with the Applicant on the parking variance aspect of the proposal due to a lack of support for the parking variance, which proposed a rate of 35 spaces (or 20%) less than what the Zoning Bylaw requires. The proponent modified the design of their parkade by adding a below-grade storey to accommodate the specific number of parking spaces.

The proposed project would have had two main components, an "affordable rental" and an affordable home ownership component and a market townhome component. Figure 2 that follows illustrates the boundaries of the two components, and figure 3 that follows shows the building typologies' rendering.

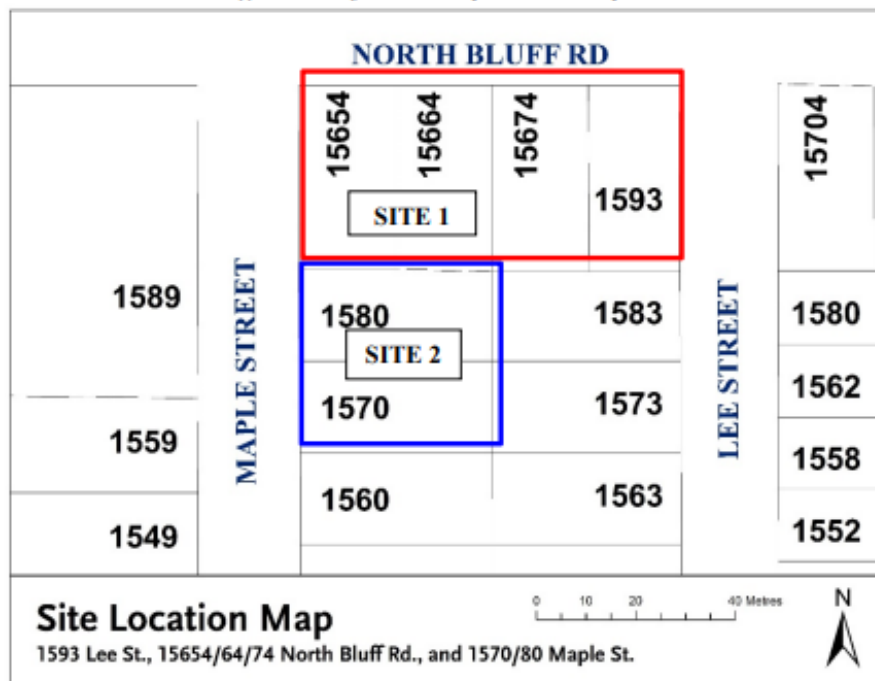


Figure 2 - Layout of Proposed Development

“Site 1,” as shown above, would have included the “affordable rental” and affordable home ownership components of the project. One six-storey multifamily building containing 25 rental units was proposed within Site 1, along with a six-storey building containing 49 stratified (ownership) units. The rental units within the 25-unit building would have been secured at below-market rental rates through B.C. Housing’s Provincial Rental Supply (PRS) Program would have been implemented through a Housing Agreement (Bylaw) and zoning controls adopted by the City of White Rock. In addition, the 49-unit building would have included strata units offered for purchase at ten percent below market value, achieved through implementing B.C. Housing’s Affordable Home Ownership Program (AHOP).

The townhome component of the project, included in “Site 2,” as shown in Figure 2, would have been made up of 14 units sold at market values within a strata corporation. The heights and densities presented within the development are consistent with those contemplated by the applicable policies of the Official Community Plan. A “density bonus” supporting buildings of up to six storeys in height and 2.5 FAR was enabled through OCP Policy 11.2.1(c). The Policy recognizes defined areas along North Bluff Road (i.e., Site 1, as shown in Figure 2) where the additional height and density may be supported subject to a minimum of 30 percent of the units being “owned or managed by non-profit groups and designed to be affordable for low- and moderate-income households.” The “affordable rental” component would be consistent with the threshold set in the OCP Policy. It would be implemented through related provisions of the site-specific Comprehensive Development (CD-63) Zone and the Housing Agreement.

It is important to note that the proposal conformed to various elements of the OCP’s “Family Friendly” housing policies. All 14 townhouse units had front door access on the ground level to



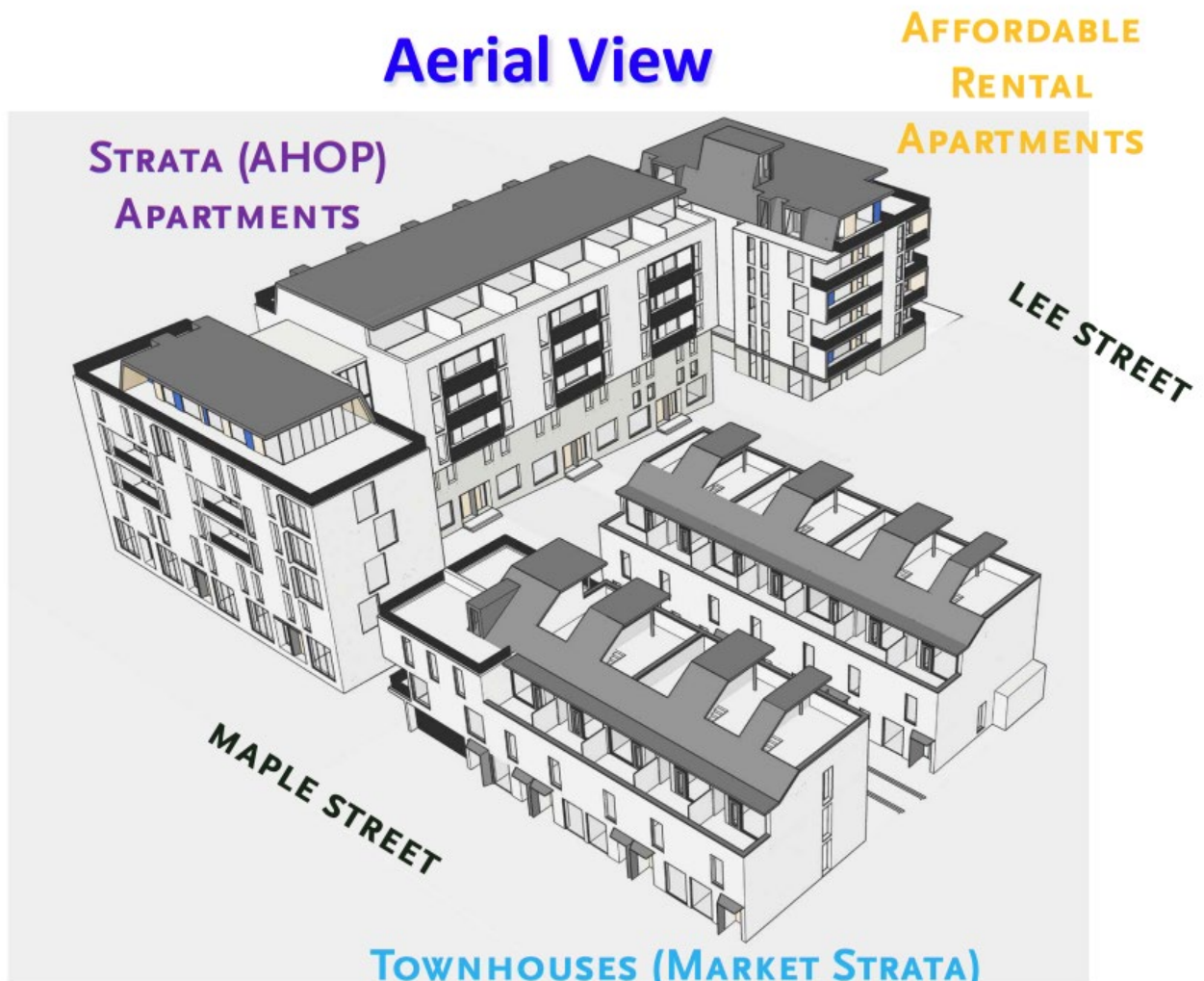


Figure 3: Previous Consideration of Proposal

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

buildings.” As noted, the application was reviewed by the city’s Advisory Design Panel on April 23, 2019. Copies of the adopted minutes of this meeting are included in Appendix B of this report. After various revisions, the proposal was given third reading on March 8, 2021.

### Current Application

The project has been revised from the affordable home ownership because the former design (6 storeys with an FSR of 2.5) proved challenging to build a partnership with a non-profit society as the number of units was not large enough to support operating costs. The project no longer seeks the additional density provided for affordable housing per the East Side Large Lot Infill Redevelopment Area policy.



Figure 5 - Revised Application

The revised application (see figure 5) will meet 1.5 FAR over four buildings (three three-storey townhouse buildings facing Maple Street and one stacked townhouse building facing North Bluff Road/Lee Street). In addition, the previous application for reductions in parking requirements with the provision of a car-share program has been removed. Parking is now proposed to meet the requirements in the Zoning Bylaw. Below is a summary of changes comparing the previous submission (March 8, 2021) to the current submission.

Previous Submission (March 8, 2021)	Current Submission
<b>Density</b>	
<ul style="list-style-type: none"> <li>• 2.5 FAR at North Bluff Mid-Rise                             <ul style="list-style-type: none"> <li>○ 74 units</li> </ul> </li> <li>• 1.5 FAR at Maple Street Townhouses                             <ul style="list-style-type: none"> <li>○ 14 units</li> </ul> </li> <li>• 2.5 FAR Affordable housing along North Bluff Road was previously proposed, aligned with the East Side Large Lot Infill Redevelopment Area.</li> <li>• Lot Coverage:                             <ul style="list-style-type: none"> <li>○ 51.4% at North Bluff Mid-Rise</li> <li>○ 53.7% at Maple Street Townhouses</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• 1.47 FAR overall (Max 1.50 FAR allowable)                             <ul style="list-style-type: none"> <li>• 47units</li> <li>• 3 accessory lock-off suites (in addition to the 47 units noted above)</li> </ul> </li> <li>• 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.</li> <li>• Lot Coverage 52.4%</li> </ul>
<b>Form of Development</b>	
<ul style="list-style-type: none"> <li>• At North Bluff Mid-Rise, two six-storey buildings, per the East Side Large Lot Infill Redevelopment Area with affordable housing.</li> <li>• The mid-rise buildings frame a common courtyard space south of the buildings.</li> <li>• 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.</li> </ul>	<ul style="list-style-type: none"> <li>• Three-storey townhouse buildings like those proposed along Maple Street are proposed, with ground-oriented through-unit townhouses arranged in two north-south rows.</li> <li>• 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.</li> <li>• Two adaptable units (per BCBC adaptable unit standards) are proposed, facing the north-south mews increasing accessibility within this development.</li> </ul>
<b>Height</b>	
<ul style="list-style-type: none"> <li>• Building Heights was previously presented at 6 storeys maximum along North Bluff Road, per the East Side Large Lot Infill Redevelopment Area.</li> <li>• Townhouses along Maple Street were shown at 3 storeys maximum.</li> </ul>	<ul style="list-style-type: none"> <li>• The building height maximum has been reduced to three storeys throughout.</li> </ul>

<b>Setbacks</b>	
<ul style="list-style-type: none"> <li>Proposed minimum setbacks are in alignment with the OCP.</li> </ul>	<ul style="list-style-type: none"> <li>No change in minimum setback requirements from OCP.</li> <li>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.</li> </ul>
<b>Architectural Character</b>	
<ul style="list-style-type: none"> <li>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.</li> <li>A glazed amenity zone was proposed between the two ‘wings’ of the northwestern mid-rise building.</li> <li>Townhouse buildings along Maple Street are clad in masonry, with the third-storey setback and mansard roofs concealing the rooftop terrace.</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>Entrances to stacked townhouses are punctuated by metal staircases (‘stoops’), creating rhythm along the street frontage and providing identity to the individual units.</li> <li>Masonry is proposed to vary slightly in coloration amongst buildings to provide</li> </ul>

	greater visual interest and diversity of finishes.
<ul style="list-style-type: none"> <li>The two mid-rise buildings along North Bluff Road have lobbies serving their units and providing access to the parkade below.</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> </ul>
<b>Street Frontages</b>	
<ul style="list-style-type: none"> <li>Units facing streets are provided with an individualized expression of each unit and semi-private front terraces.</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>Finish floor elevations and street-facing patios have been adjusted to provide for unit entrances within 1500 mm of finish grade, per code requirements.</li> <li>See above for a description of adjustments to building entrances.</li> </ul>
<b>Amenity Spaces</b>	
<ul style="list-style-type: none"> <li>Indoor amenity spaces totaling 159.5 sq.m (1.8 sq.m. per unit) were located within the two mid-rise buildings.</li> </ul>	<ul style="list-style-type: none"> <li>With the change of building type to uniquely townhouses, there is no requirement for indoor amenity spaces previously required for multifamily residential buildings.</li> <li>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.</li> </ul>

<b>Parking and Loading</b>	
<ul style="list-style-type: none"> <li>• A parking variance was proposed to reduce the required parking stalls. In addition, measures such as car sharing and enhanced bicycle facilities were proposed.</li> <li>• 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.</li> </ul>	<ul style="list-style-type: none"> <li>• 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).</li> <li>• 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.</li> <li>• 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.</li> </ul>
<b>Open Space/Landscaping</b>	
<ul style="list-style-type: none"> <li>• 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.</li> <li>• Opportunities for children's play, seating, and gathering are provided.</li> <li>• Semi-private patios front onto adjacent streets and open spaces, providing additional outdoor opportunities for residents.</li> </ul>	<ul style="list-style-type: none"> <li>• Overall landscape concept remains similar to the previous. Transitions between buildings have been adjusted to suit the revised building siting and proposed site grading.</li> <li>• Opportunities for children's play, seating, and gathering remain.</li> <li>• 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.</li> <li>• Ground-oriented townhouses have semi-private rear patios.</li> </ul>
<b>Civil</b>	
	<ul style="list-style-type: none"> <li>• Off-site street and boulevard profiles have been adjusted to suit the City of White Rock Engineering department's comments.</li> <li>• 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.</li> </ul>

### *Missing Middle Housing – Lock-off Suites*

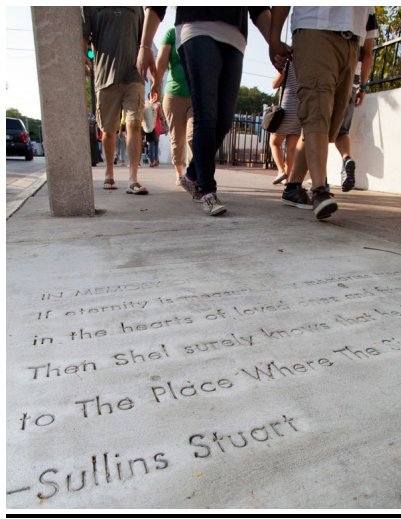
This submission is unique, it provides 3 accessory lock-off suites (in addition to the 47 units noted above). A lock-off suite, also known as an accessory dwelling unit (ADU), is a self-contained living space located within a larger home or on the same property as a primary residence. Lock-off suites 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 m<sup>2</sup> (4,995 ft<sup>2</sup>) or larger. Under the current Zoning, the subject property would be permitted to construct a 17,000 ft<sup>2</sup> (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.

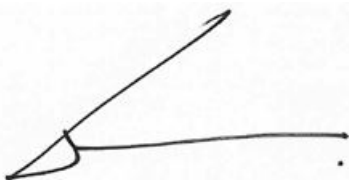
Respectfully submitted,



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