

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



**DATE:** June 26, 2023

**TO:** Mayor and Council

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

**SUBJECT:** 14937 Thrift Avenue and 1441, 1443-45, and 1465 Vidal Street - Zoning Bylaw Amendment (CD-68)

---

**RECOMMENDATIONS**

THAT Council:

1. Receive for information the corporate report dated June 26, 2023, from the Director of Planning and Development Services, titled "14937 Thrift Avenue and 1441, 1443-45, and 1465 Vidal Street - Zoning Bylaw Amendment (CD-68);"
2. Rescind 2<sup>nd</sup> and 3<sup>rd</sup> reading for bringing "White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-68 - 14937 Thrift Avenue and 1441, 1443-45, 1465 Vidal Street) Bylaw, 2022, No. 2439;"
3. Give 2<sup>nd</sup> reading as amended to "White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-68 - 14937 Thrift Avenue and 1441, 1443-45, 1465 Vidal Street) Bylaw, 2022, No. 2439" as presented;
4. Direct staff to schedule a public hearing for "White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-68 - 14937 Thrift Avenue and 1441, 1443-45, 1465 Vidal Street) Bylaw, 2022, No. 2439;" and
5. Direct staff to resolve the following issues before bringing "White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-68 - 14937 Thrift Avenue and 1441, 1443-45, 1465 Vidal Street) Bylaw, 2022, No. 2439" back for consideration of final adoption:
  - a) Submit an updated Landscape plans reflecting the parkade intake and exhaust shafts for the new P4 level located at the southwest corner and the northeast corner of the parkade;
  - b) Ensure that all engineering requirements and issues, including road dedication and the execution of a Works and Servicing Agreement, are addressed to the satisfaction of the Director of Engineering and Municipal Operations;
  - c) Ensure that all matters about tree protection and retention are addressed to the satisfaction of the Director of Planning and Development Services;
  - d) Confirm that a tree protection covenant, if and as required, is registered on title to 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;

- e) Complete the demolition of the existing buildings to the satisfaction of the Director of Planning and Development Services;
- f) Enter into a housing agreement with the City that secures the secure market rental and that 10% of the housing provided will be affordable housing;
- g) A statutory-right-of-way be registered on title regarding the community urban park space;
- h) Enter into an agreement with the City that secures the additional parking measures recommended in R.F. Binnie & Associates Ltd. report (dated June 2<sup>nd</sup>, 2023) in Appendix C and D;
- i) Develop a Construction Management Plan for staff approval; and
- j) Develop a Comprehensive Addressing Plan for staff approval.

**EXECUTIVE SUMMARY**

The Applicant modified the proposal from a 4-storey building to a 6-storey building, by adding two additional floors to comply with the OCP's Affordable Housing Density/Height Bonus options, which require providing at least 10% affordable housing for secured market rental developments. This was presented to Council at the May 15, 2023 meeting for Bylaw readings. However, the application was deferred back to staff to work along with the Applicant to consider Council's comments provided at the meeting.

The purpose of this staff report is to present Council with the Applicant's revised proposal highlighting the key changes. This application is being presented to Council for second reading, and staff is seeking Council direction to schedule a public hearing. Appendix A contains a summary of the past proposals presented to Council. A copy of the draft Bylaw is included in Appendix B.

The Major Development Permit application and Housing Agreement Bylaw will be presented to Council at a later time.

**PREVIOUS COUNCIL DIRECTION**

<b>Motion # &amp; Meeting Date</b>	<b>Motion Details</b>
2020-LU/P-036 October 19, 2020	THAT the Land Use and Planning Committee recommends that Council resolve that the zoning amendment application at 1441 Vidal Street proceed to the next stage in the application review process.
2021 – LU/P-089 November 22, 2021	1. Direct staff to advance the Zoning Bylaw Amendment Application at 1441, 1443-45, and 1465 Vidal Street, and 14937 Thrift Avenue, to the next stage in the application review process; and 2. Update the on-site development signage to reflect the revised development proposal as described in the corporate report titled "Initial Review (Revised Submission) 1441, 1443-45, and 1465 Vidal Street, and 14937 Thrift Avenue, Zoning Bylaw Amendment and Major Development Permit (File No. 19-011)." <div style="text-align: right;">DEFEATED</div>

<p>2021-456 November 22, 2021</p>	<p>THAT Council direct staff to inform the proponent that Council are looking for a new project with less density and less massing on the site at 1441, 1443-45 and 1465 Vidal Street and 14937 Thrift Avenue. (This motion was communicated to the applicant and the file was closed.)</p>
<p>2022-IC-008 January 10, 2022</p>	<p>THAT Council authorize staff to reopen City File No. 19-011: Revised Submission by Weststone Group at 1441-1465 Vidal Street and 14937 Thrift Avenue and bring the application forward for consideration at the next available open Council meeting.</p>
<p>2022-044 February 7, 2022</p>	<p>That Council give first and second readings to "White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-67 – 14937 Thrift Avenue and 1441, 1443-45, 1465 Vidal Street) Bylaw, 2022, No. 2418" as presented.</p> <p style="text-align: right;">DEFEATED</p>
<p>2022-340 July 25, 2022</p>	<p>THAT Council give first and second readings to "White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-68 – 14937 Thrift Avenue and 1441, 1443-45, 1465 Vidal Street) Bylaw, 2022, No. 2439" as presented.</p> <p style="text-align: right;">CARRIED</p>
<p>2022-341 July 25, 2022</p>	<p>THAT Council direct staff to schedule the public hearing for "White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-68- 14937 Thrift Avenue and 1441, 1443-45, 1465 Vidal Street) Bylaw, 2022, No. 2439".</p> <p style="text-align: right;">CARRIED</p>
<p>2022-342 July 25, 2022</p>	<p>THAT Council direct staff to resolve the following issues before bringing "White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-68- 14937 Thrift Avenue and 1441, 1443-45, 1465 Vidal Street) Bylaw, 2022, No. 2439" back for consideration of final adoption:</p> <ol style="list-style-type: none"> <li>a. Ensure that all engineering requirements and issues, including road dedication and the execution of a Works and Servicing Agreement, are addressed to the satisfaction of the Director of Engineering and Municipal Operations;</li> <li>b. Ensure that all matters about tree protection and retention are addressed to the satisfaction of the Director of Planning and Development Services;</li> <li>c. Confirm that a tree protection covenant, if and as required, is registered on title to 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;</li> <li>d. Complete the demolition of the existing buildings to the satisfaction of the Director of Planning and Development Services; and</li> </ol>

	e. A statutory-right-of-way be registered on title regarding the community urban park space.  CARRIED
2022-406 October 3, 2022	THAT Council give third readings to "White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-68 – 14937 Thrift Avenue and 1441, 1443-45, 1465 Vidal Street) Bylaw, 2022, No. 2439" as presented.  CARRIED
2023-222 May 15, 2023	THAT Council receive for information the corporate report dated May 15, 2023, from the Director of Planning and Development Services, titled " 14937 Thrift Avenue and 1441, 1443-45, and 1465 Vidal Street - Zoning Amendment - Height Change."  CARRIED

**INTRODUCTION/BACKGROUND**

The properties subject to these applications include 1441, 1443-45, 1465 Vidal Street, and 14937 Thrift Avenue ('Properties') (see Figure 1).



Figure 1- Subject Properties

The properties are situated within a block comprised mainly of multi-family dwellings. Immediately north of the site is the 12-storey "Beverley" building (1501 Vidal Street). To the east, there are several two and three-storey apartment buildings; to the west, there are several blocks of three-storey townhomes.

## **ANALYSIS**

### **Official Community Plan**

The Properties fall within the "Town Centre Transition" designation per the Official Community Plan (OCP). Within this designation, the plan permits multi-unit residential uses intended to support the commercial uses in the Town Centre. When the original proposal was made in 2019, the policies of the OCP enabled a maximum height of approximately 18 storeys along North Bluff Road, transitioning to four storeys along Thrift Avenue. Appendix A contains a summary of the past proposals presented to Council which include an analysis of purpose-built rentals within the White Rock context.

### **Previous Consideration of 6-storey Proposal – May 15, 2023**

On May 15, 2023, Council received a corporate report from the Director of Planning and Development Services titled "14937 Thrift Avenue and 1441, 1443-45 and 1465 Vidal Street - Zoning Amendment - Height Change". This proposal was for a six-storey multi-family rental residential six-storey wood frame development on three levels of concrete underground parkade on a sloping site toward the south along Vidal Street.

Previously, this project was given third reading on October 3, 2022, based on a four-storey option with a total of 70 units and 1.5 FAR. Copies of the staff report and adopted minutes are included in Appendix A of this report.



*Figure 2- Four Storey Elevation (October 3, 2022)*

The overall floor area ratio proposed for the six-storey development was 2.5 FAR, which is within the maximum density contemplated in the OCP for this site. The additional two storeys are in exchange for 10% of the building to be secured as affordable housing, and the remainder of the building to remain as secured market rental (*OCP Policy 11.2.4(b) – Affordable Housing Bonus*).



*Figure 3 - Six Storey Elevation (May 15, 2023)*

A total of 136 units were proposed, 14 of which were to be affordable rentals and the remaining 122 units were to be secured as market rentals. It is important to note that the proposal conformed to various elements of the OCP's "Family Friendly Housing" and "Affordable Housing Bonus" policies. For reference, the Family-Friendly Policy (i.e., OCP Policy 11.1.1(b)) provides that a minimum of 35% of the units should be two or three bedrooms, and 10% of all units in the development should be three-bedroom units which this proposal met. Appendix A contains the May 15, 2023 staff report which details the proposal that was presented to Council.

One of the more substantive areas of zoning relief sought by the Applicant for this version of the proposal was off-street parking. The proposal provided 157 parking spaces, whereas 204 spaces were the minimum zoning bylaw requirement. This represented a 23% (47 spaces) reduction in the overall parking supply. In support of the relief requested, the Applicant provided a parking memo and traffic study prepared by R.F. Binnie & Associated Ltd. dated April 26, 2023.

Subsequently, Council directed staff to work with the Applicant on the parking variance aspect of the proposal due to the lack of support for the parking variance.

### **Current Application**

This current application is for a 139-unit multi-family rental residential six-storey wood frame development on four levels of concrete underground parkade on a sloping site toward the south along Vidal Street (Appendix E).

The proposal was revised to incorporate changes sought by City staff in response to Council's comments provided at the May 15 meeting, plus additional changes sought by the Applicant. The specific changes include:

- A partial 4<sup>th</sup> level (P4) of parking has been added within the below-grade parkade to provide more parking for the rental units. An additional 41 total stalls have been added (2 additional visitor stalls and 39 residential stalls).
- Parkade intake and exhaust shafts were added to reach the new P4 level. New shafts are located at the southwest corner and the northeast corner of the parkade.
- Increase in the total number of units has been increased from 136 to 139 with the following changes in unit types/sizes:
  - Three 3-bedroom (adaptable) units have been removed (Unit D2).
  - Six one-bedroom units have been added (3 x Unit B & 3 x Unit B6).

There is no change to the overall form and character of this building and is similar to the version presented to Council at the May 15, 2023 meeting. The proposed rooftop amenities are the same as well for this application. A detailed review of the development permit area guidelines compliance and proposed amenities can be found in Appendix A.

### **Revisions to Unit Typology**

Under OCP Policy 8.2.3, properties in the Town Centre Transition area including the subject properties, are identified as being eligible for additional density. The base density for these properties is 1.5 FAR, therefore the total maximum density permitted, including the affordable rental bonus density, is 2.5 FAR, of which approximately 0.23 FAR would need to be comprised of affordable rental units. This will equate to 14 affordable housing units and 125 secured market

rental units. The revised allocation of units for this application is as follows:

Unit Type	Unit #	Unit %
1 Bedroom	68	49%
2 Bedroom	27	19%
3 Bedroom	12	9%
3 Bedroom (Adaptable)	15	11%
Studio	17	12%

The number of adaptable three-bedroom units has been reduced from 18 to 15 units, while the number of one-bedroom units has been increased from 62 to 68 units. The revised allocation of two and three-bedroom units continues to support the city's "family-friendly housing" policy which seeks a minimum 35% supply and a minimum of 10% of units with three bedrooms.

Traffic Impact Study Update and Parking Variance

R.F. Binnie & Associates Ltd. (Binnie) was retained by the Developer to provide traffic engineering consulting services for a proposed multi-family residential development located at 14937 Thrift Avenue in the City of White Rock. The memorandum supplements the traffic study, submitted to the City on June 29, 2020, in addition to the Revised Site Statistics Addendum.

Based on the design drawings by Keystone Architecture & Planning Ltd. dated May 19, 2023, the development is now seeking a variance of 11 stalls from the bylaw required 209 total vehicle parking stalls, for a total of 198 vehicle parking stalls. The Applicant has also provided written confirmation of their commitment to provide 25 energized outlets capable of providing level 2 charging or higher, with the remaining 173 parking stalls to have rough-in EV charging infrastructure for future EV use. This exceeds the minimum Bylaw requirement of 42 spaces with EV charging (21 spaces with energized Level 2 charging outlets and 21 spaces for rough-in EV charging spaces) provisions for this development.

To assess the potential for a reduced parking supply, the memorandum reviews regional parking demand data, in addition to developing a Transportation Demand Management (TDM) plan to support the parking variance request. The revised site statistics dated May 19, 2023, are provided in Appendix C and D.

Vehicle Parking Requirements and Supply

The off-street parking requirements for the proposed development were calculated based on the City's Bylaw No. 2000 (2022). Based on Section 4.14, a total of 209 parking stalls are required with 167 stalls for resident parking and 42 stalls for visitor parking, which is presented in Table 1.

Description	Bylaw Ref.	Size	Unit	Required Stalls Per Unit	Stalls Required
Resident Parking Stalls - Apartment	2000 - 4.14	139	Units	1.20	167
Visitor Parking Stalls	2000 - 4.14	139	Units	0.30	42
<b>Total:</b>					<b>209</b>

Table 1- Bylaw Required Parking Stalls

Based on the May 19, 2023, data sheet, the proposed development is expected to provide a total of 198 parking stalls with 43 stalls for visitor parking (which includes two stalls for dedicated car-share vehicles) and 155 stalls for resident parking. The Developer is seeking a parking variance of 11 stalls to meet the Bylaw requirements.

The consultant also analyzed parking demands on weekdays to define an anticipated, context-specific, demand for parking during peak times (see Appendix C and D). The Assessment draws from the ITE Trip Generation Manual, 11<sup>th</sup> Edition, the 2018 Regional Parking Study prepared by TransLink and Metro Vancouver, and the City of White Rock’s Official Community Plan.

Forecast Parking Demand

Based on the [2018 Metro Vancouver Regional Parking Study](#) (“the Study”), it was found that the number of parking spots available for market rental apartment buildings was 35% higher than the actual number being used. For market rental sites located far from frequent transit networks (FTN), the report found that each unit had 0.99 occupied parking stalls.

Using these numbers, the estimated parking demand for such developments would be 138 stalls, which is 29 stalls less than the 167 stalls required by the Bylaw for resident parking. However, there are still 17 stalls more than the 155 parking stalls proposed for residents meaning the proposal exceeds the number of resident parking stalls that would be needed based on the Study. The parking demand based on Metro Vancouver rates is presented in Table 2, the building is approximately 597 metres from the FTN.

Market Rental Sites by Proximity to FTN	Parking Facility Survey		
	Stalls per DU (PFS)	Parked Vehicles per DU (PFS)	Parking Oversupply Estimate
Within 800m of rapid transit (n=3)	0.62	0.35	+77%
Within 400m of frequent bus only (n=3)	0.90	0.72	+25%
Away from FTN (n=6)	1.31	0.99	+32%

*Table 2 - Resident Parking in Market Rental Sites by Translink and Metro Vancouver (2018 Regional Parking Study)*

A key finding from the Study was that visitor parking may also be over-supplied. It was found that observed parking demand rates were below 0.1 stalls per apartment unit, which would result in an estimated demand for 14 visitor parking spaces for the 139 units. The number of visitor parking spaces proposed for this development is 43. This exceeds the bylaw rate of 0.3 visitor stalls per unit (i.e. 42 stalls in total) which exceeds the forecasted parking demand per the Study.

Due to the proposed reduction of 11 vehicle parking stalls from the Bylaw required total, a Transportation Demand Management (TDM) plan has been provided. The TDM plan outlines measures proposed by the Developer to ensure that the reduction in parking stalls is offset by the availability of other, more sustainable, modes of transportation. Some of these measures include

- Car share spaces: Two publicly available vehicle parking spaces, specifically for car share vehicles located at the P1 level with other visitor parking stalls, will be granted to the public 24 hours a day, seven days a week. A letter of support from a car share company will be obtained by the Developer.
- Exploring the provision of tailored marketing and communications campaigns to encourage the use of sustainable transportation modes
- Exploring monthly transit pass subsidies



- Electric Class 1 bicycle parking
- Walking improvements: Enhancing the pedestrian network within the site and connecting to existing pedestrian infrastructure.
- Multimodal Wayfinding Signage: These signs will be located near the main entrance and other access points to ensure that residents and visitors will be directed to the nearest bus stop, car share station, bicycle parking, and other key destinations within walking distance. Signage will be provided both inside and outside the building, prioritizing high pedestrian traffic areas

According to the revised impact assessment report provided by the consultant, the proposed parking supply does not meet the Bylaw requirement of 209 total stalls. However, based on the Study, the resident (excluding visitor) parking demand for market rentals (more than 800 metres from an FTN route), is 0.99 stalls per dwelling unit, and the visitor parking demand was observed to be less than 0.1 stalls per apartment unit. This would result in a generated parking demand of 138 stalls for residents and 14 stalls for visitors. The proposed 198 stall parking supply (resident, car-share, and visitor) may be sufficient in meeting the forecast residential rental parking demands with the support of the TDM plan strategies. By providing additional accommodations for pedestrians, cyclists, and transit users, the mode share for vehicles may be reduced.

#### Staff Commentary

City planning staff have reviewed the updated Parking Memo and Traffic Impact Study and are generally in concurrence with its findings. Staff do have minor concerns that if the parking demand rates presented by the Applicant are not accurate or future occupants are not made aware of the limited parking availability, and the supply of parking on-site is insufficient to accommodate the actual demand, it is anticipated that residents of the project may seek to park their vehicle(s) on public streets. However, with the introduction of a partial fourth-storey below-grade parking level to accommodate the proposed 198 stalls, the parking supply may be sufficient in meeting the forecasted residential rental parking demands with the support of the TDM plan strategies proposed by the Applicant.

From a staff perspective, the parking variance of 11 off-street parking stalls is minor with respect to traffic impact on city streets in comparison to the previously requested variance of 47 stalls. If additional parking is required, it is acknowledged that a full 4<sup>th</sup>-level below-grade parking would be required, which could increase the cost of parking per space to construct. This is reportedly too cost-prohibitive for this development due to increased shoring and excavating costs associated with designing the parkade in a manner to support the protection and retention of existing trees. As such, this corporate report is in part intended to solicit feedback from Council regarding the appropriateness of the parking supply presented by the Applicant.

#### Affordable Rental Housing Component & Housing Agreement

The Applicant has maintained the proposal with 14 units in the building secured as affordable rental housing units. This meets the minimum 10% of units required in exchange for the bonus density and height permitted under OCP policy 11.2.1.c.

The revised application upholds the affordable housing policies detailed under the housing chapter in the OCP, where the main goal is to ensure that the City of White Rock has a mix of housing choices that are appropriate and affordable for residents at various stages of their lives (OCP Policies 11.1.3, 11.2.4(b)). In this revised 139-unit development proposal, for which all units would be secured as rental units, the size and number of units are sufficient to satisfy the Affordable Housing Bonus requirements of the OCP.

In the OCP, **Affordable Rental Housing** is defined as being intended to be affordable for very low and low-income households by making the maximum rent at least 20% below the average rent in the White Rock area, as determined by the most recent rental market report from Canada Mortgage and Housing Corporation (CMHC). By capping the rent for Affordable Rental Housing at no higher than 20% below the average rent in White Rock, these rents would generally not exceed 30% of the gross household income at the top end of the low-income range, or near the low end of the moderate-income range.

The Housing Agreement will establish thresholds for tenant eligibility, securing the 14 rental units as “affordable rental units” for 12 years at 20% below the average rent for a private apartment in White Rock based on the most recent rental market report from CMHC and other protections for a particularly vulnerable class of residents. In addition, the remaining 125 units in the building will also be secured as market rental tenure for the entire life of the building. Staff is currently working with the Applicant and legal counsel on details of this Housing Agreement which will be finalized pending the completion of third reading of the associated bylaw.

Both the payment-in-lieu of amenities and the requirement to enter into a housing agreement would be included as a section 219 restrictive covenant to be registered on title prior to the final adoption of the zoning amendment bylaw.

**Amenity Contribution**

The Applicant has agreed to provide 14 residential units as affordable rental units with the remainder 125 units as secured market rental housing, along with \$604,715.45 of payment-in-lieu for amenities as required per Council Policy 511 (Appendix A – May 15,2023 corporate report). The 14 units offered by the Applicant include:

<b>Proposed Affordable Housing Unit (AHU)</b>	<b>Unit Area (sq.ft.)</b>	<b># of Units</b>	<b>Total AHU Area (sq.ft.)</b>
1 Bedroom (Unit B)	453	7	3171
2 Bedroom (Unit C3)	794	1	794
2 Bedroom (Unit type C)	745	1	745
2 Bedroom (Unit type C2)	783	2	1566
3 Bedroom (Unit type D2)	978	1	978
3 Bedroom (Unit type D) - Adaptable	1046	1	1046
3 Bedroom (Unit type D) - Adaptable	1051	1	1051
<b>Total AHU area</b>			<b>9351 sq. ft. (869 m<sup>2</sup>)</b>

As purpose-built rental housing, these units will also provide tenants with a secure long-term housing option compared with renting a strata unit which may be sold or occupied by the owner.

**COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS**

The original proposal was presented to the public through a Public Information Meeting (PIM) held on August 20, 2020. Approximately 40 people attended the PIM. Since this meeting, staff have maintained regular contact with several residents who have expressed an ongoing interest in the project. If the project proceeds to the next step in the approvals process, the public would have an opportunity to express their views direct to Council through a statutory public hearing,

therefore staff are recommending that the application not be subject to an additional public information meeting.

### **FINANCIAL IMPLICATIONS**

In accordance with existing Council Policy 511: 'Density Bonus / Amenity Contribution', a community amenity contribution of \$604,715.45 is anticipated based on the target rates set for the Town Centre Transition designation.

As the project proposes a FAR of 2.45, the total contribution would equate to \$1,583,100.90 (i.e., Additional floor area from 1.5 to 2.45 {[lot area x 2.45] – [lot area x 1.5]} = 3681 m<sup>2</sup> x \$430). Policy 511 establishes a reduction of up to 50% of an applicable amenity contribution for secured market rental floor space, which would amount to \$791,550.45. Additionally, the policy also establishes a reduction of up to 100% of an applicable amenity contribution for affordable rental floor space. For this project, staff is comfortable recommending Council consider a waiver of 100% for the 14 affordable rental housing units having a total area of 869 m<sup>2</sup>, reducing the total community amenity contribution to \$604,715.45.

### **INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS**

The application and revisions made to the project have been reviewed by staff from several municipal departments. Before presenting the project to the City's Advisory Design Panel, the original design underwent several rounds of review and revision to ensure it satisfies municipal bylaw standards and the directions provided in the City's DPA Guidelines. The form and character of the building is consistent with the previous four-storey iteration; therefore, staff are recommending that the revised proposal does not require further review by the Advisory Design Panel.

### **LEGAL IMPLICATIONS**

A Housing Agreement Bylaw would be prepared for Council's consideration, based on the applicable provisions in Council Policy 511: Density Bonus / Amenity Contribution as directed by Council. A draft of this Housing Agreement Bylaw would be brought forward for separate bylaw readings prior to the final adoption of the zoning amendment Bylaw.

### **CLIMATE CHANGE IMPLICATIONS**

Environmental sustainability is addressed within the development by the provision of bike racks and bike storage, charging stations for electric vehicles, light pollution reduction through dark sky-compliant exterior lighting systems, water-efficient landscaping and plumbing systems, natural ventilation through operable windows and energy-efficient HVAC systems, storage and collection of recyclables, renewable based wood building materials and heat island effect reduction by minimizing surface parking and maximizing density. Rainwater runoff will also be dealt with via a stormwater detention tank located on site.

At the time the application was originally submitted the City's zoning bylaw requirements for EV parking stalls only required 1 per 10 spaces and did not require the additional 1 per 10 spaces to be wired for future EV use. The Applicant is now proposing 25 off-street parking spaces (i.e. 1 per 10 spaces) to have energized outlets with level 2 charging, and the remaining 173 spaces to have rough-in EV charging infrastructure for future EV use. This exceeds the minimum zoning bylaw requirement for EV charging provisions for new buildings.

## **IMPLICATIONS FOR TREE PRESERVATION AND TREE CANOPY ENHANCEMENT**

The Arborist Report prepared by Van Der Zalm (VDZ) and Associates (Appendix F) has undergone several iterations of review and revision since the application was received in 2019. Staff have been working with the Applicant to ensure the design of the building, specifically the parkade, allows for the most significant level of tree retention. This is particularly important along the western and northern boundaries of the Subject Properties, where several mature trees exist.

In response to the City's comments, the Applicant has created notches in the parkade to avoid the tree protection zones associated with several large off-site (OS) trees. Furthermore, the Applicant has reduced the footprint of the building along its northern façade to provide greater accommodation to several off-site trees falling within the property tied to the Beverley development. Trees for which retention is proposed would require the posting of securities in accordance with the City's Tree Protection Bylaw. Trees proposed for removal would be subject to replacement requirements. Where replacements are not feasible, cash-in-lieu of such may be considered by the City.

In summary, \$117,000 in securities (held for tree retention) and 27 replacement trees (\$40,500 value) would be required. The most recent Landscape Plan illustrates 24 replacement trees, plus 11 trees proposed for the sixth storey (rooftop amenity areas). If the project were to proceed, staff would work with the Applicant and their Landscape Architect to ensure tree species and required spacing, amongst other matters, were addressed to the satisfaction of the city. If Council gives the first and second readings, the tree locations will be legally surveyed as per our bylaw, and any revision will be made before the third reading.

## **ALIGNMENT WITH STRATEGIC PRIORITIES**

Increase at and below-market rental housing inventory.

## **OPTIONS / RISKS / ALTERNATIVES**

The following alternative options for Council's consideration are:

1. Reject "White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-68 – 14937 Thrift Avenue and 1441, 1443-45, 1465 Vidal Street) Bylaw, 2022, No. 2439;" or
2. Defer consideration of "White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-68 – 14937 Thrift Avenue and 1441, 1443-45, 1465 Vidal Street) Bylaw, 2022, No. 2439" pending further information to be identified.

Staff recommends that the application proceeds with bylaw readings, which are incorporated into the recommendations at the beginning of this corporate report.

## **CONCLUSION**

This application proposes to rezone four properties from the "RS-1 One Unit Residential Zone" to the "Comprehensive Development Zone (CD) 68". If approved, it would enable the proposed multi-unit residential project that consists of purpose-built rental and affordable housing apartments ranging from studios to 3-bedroom units to be built. If Council supports this application, staff will bring the development permit forward at third reading. Overall, staff supports the proposal subject to the recommended conditions noted.

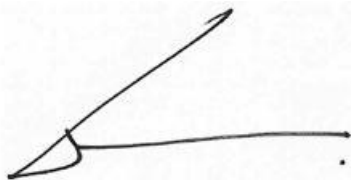
Respectfully submitted,



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: 1441 Vidal - Report to Council - November 22, 2021; 1441 Vidal – Report to Council – July 25, 2022; 1441 Vidal – Report to Council – May 15, 2023
- Appendix B: Draft Zoning Amendment Bylaw No. 2439
- Appendix C: Revised Parking Memo (June 2, 2023)
- Appendix D : Revised Traffic Impact Study Addendum (June 2, 2023)
- Appendix E: Architectural Drawing Package
- Appendix F: Arborist Report