

The Corporation of the
CITY OF WHITE ROCK



Regular Council Meeting
POST-MEETING AGENDA

Monday, March 8, 2021, 7:00 p.m.

City Hall Council Chambers

15322 Buena Vista Avenue, White Rock, BC, V4B 1Y6

***Live Streaming/Telecast:** Please note that all Committees, Task Forces, Council Meetings, and Public Hearings held in the Council Chamber are being recorded and broadcasted as well included on the City's website at: www.whiterockcity.ca

The City of White Rock is committed to the health and safety of our community. In keeping with Ministerial Order No. M192 from the Province of British Columbia, City Council meetings will take place without the public in attendance at this time until further notice.

T. Arthur, Director of Corporate Administration

Pages

1. CALL MEETING TO ORDER

1.1. FIRST NATIONS LAND ACKNOWLEDGEMENT

We would like to recognize that we are standing/working/meeting on the traditional unceded territory of the Semiahmoo First Nation, and also wish to acknowledge the broader territory of the Coast Salish Peoples.

2. ADOPTION OF AGENDA

RECOMMENDATION

THAT the Corporation of the City of White Rock Council amend the agenda for its regular meeting scheduled for March 8, 2021 as follows:

- Item 4 - On Table Questions submitted by Ryan White;

AND THAT the agenda be adopted as amended.

RECOMMENDATION

THAT the Corporation of the City of White Rock adopt the following meeting minutes as circulated:

- February 22, 2021 Regular Council Meeting:
- March 1, 2021 Public Hearing for:
 - Bylaw 2371, Accessible Parking Standards
 - Bylaw 2373, 14401 Sunset Drive
 - Bylaw 2351, 15654/64/74 North Bluff Rd/ 1570/80 Maple St & 1593 Lee St; and
 - Bylaw 2375, 15053 Marine Drive.

4. QUESTION AND ANSWER PERIOD

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Due to the COVID-19 global pandemic, in-person Question and Answer Period has been temporarily suspended until further notice. You may forward questions and comments to Mayor and Council by emailing ClerksOffice@whiterockcity.ca with Question and Answer Period noted in the subject line. Your questions and comments will be noted along with answers and placed on the City's website. You will be notified directly once this has been completed.

As of 8:30 a.m., March 3, 2021, there were no Question and Answer period submissions received.

Note: there are to be no questions or comments on a matter that will be the subject of a public hearing (time between the public hearing and final consideration of the bylaw).

Note: there are to be no questions or comments on a matter that will be the subject of a public hearing (time between the public hearing and final consideration of the bylaw).

RECOMMENDATION

THAT Council receive for information the correspondence submitted for Question and Answer Period by 8:30 a.m. March 8, 2021, **including "On-Table"** information provided with staff responses that are available at the time.

5. DELEGATIONS AND PETITIONS

5.1. DELEGATIONS

None

5.2. PETITIONS

None

6. PRESENTATIONS AND CORPORATE REPORTS

6.1. PRESENTATIONS

None

6.2. CORPORATE REPORTS

6.2.a. COVID-19 GLOBAL PANDEMIC VERBAL UPDATE

The Fire Chief to provide a verbal report regarding the COVID-19 Global Pandemic.

Corporate report dated March 8, 2021 from the Director of Recreation and Culture titled "Miramar Village Plaza Special Events 2021".

RECOMMENDATION

THAT Council endorse the following events to be held on the public open space located in Miramar Village Plaza in 2021:

1. White Rock Farmers' Market on Sundays from May 2, 2021 to October 24, 2021; and
2. Christmas on the Peninsula on Saturday, November 27, 2021.

Corporate report dated March 8, 2021 (to be provided "on-table") from the Director of Recreation and Culture titled "Warming Shelter Options for the Homeless".

RECOMMENDATION

THAT Council:

1. Approve \$10,000 from the City's COVID-19 Restart Grant budget to fund rental and installation of a warming shelter tent in the parking lot at Centennial Park from March 15 to April 15, 2021; and
2. Direct staff to participate in an At-Risk and Vulnerable Populations Task Force with representatives of the City of Surrey and other stakeholders mandated to address the needs of at-risk and vulnerable people living in White Rock and South Surrey, including those who are food insecure and homeless.

6.2.d.	WEST BEACH PARKADE COMMUNICATIONS STRATEGY	67
	Corporate report dated March 8, 2021 (<u>to be provided "on-table"</u>) from the Director of Engineering and Municipal Operations titled "Parkade Signage and Communications Strategy".	
	<u>RECOMMENDATION</u> THAT Council direct Staff to proceed with the communications plan to promote the Parkade as outlined in this report.	
6.2.e.	RESULTS OF OFFICIAL COMMUNITY PLAN REVIEW SURVEY - BUILDING HEIGHTS OUTSIDE THE TOWN CENTRE	84
	Corporate report dated March 8, 2021 from the Director of Planning and Development Services titled "Results of Official Community Plan Review Survey - Building Heights Outside the Town Centre".	
	<u>RECOMMENDATION</u> THAT Council:	
	<ol style="list-style-type: none"> 1. Receive the March 8, 2021 corporate report from the Director, Planning and Development Services, titled "Results of Official Community Plan Review Survey – Building Heights outside the Town Centre;" and 2. Provide direction to staff on: <ol style="list-style-type: none"> a. proceeding with preparing related amendment bylaws by selecting from the options in this corporate report; or b. deferring to a future Council or Land Use and Planning Committee meeting. 	
6.2.f.	RCMP INTERIOR IMPROVEMENTS - ADVANCE BUDGET ENDORSEMENT	154
	Corporate report dated March 8, 2021 from the Director of Engineering and Municipal Operations titled "RCMP Interior Improvements - Advance Budget Endorsement".	
	<u>RECOMMENDATION</u> THAT Council give advance budget approval of \$100K for the Police Server Room and \$25K for RCMP interior renovations.	
6.2.g.	2021 SANITARY AND STORM SEWER REHABILITATION CONTRACT AWARDS	157
	Corporate report dated March 8, 2021 from the Director of Engineering and Municipal Operations titled "2021 Sanitary and Storm Sewer Rehabilitation Contract Awards".	

RECOMMENDATION

THAT Council:

1. Receive for information the corporate report dated March 8, 2021 from the Director of Engineering and Municipal Operations Department, titled "2021 Sanitary and Storm Sewer Rehabilitation Contract Awards;"
2. Approve the carry forward of the 2020 Sanitary I & I Reduction Program budget of \$594,000, as well as the 2020 Drainage Renew and Replacement Program budget of \$277,000;
3. Grant advanced approval to use the 2021 Sanitary I & I Reduction Program budget of \$500,000 and the 2021 Drainage Renew and Replacement Program budget of \$400,000; and
4. Approve the award of a contract for the trenchless storm and sanitary sewer rehabilitation to PW Trenchless Construction Inc. for \$1,073,695 (including GST).

6.2.h.

COMMUNITY AMENITY CONTRIBUTIONS - CENTRE STREET WALKWAY; MACCAUD PARK UPGRADE INCLUDING PICKLEBALL; PLAYGROUND UPDATES

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Corporate report dated March 8, 2021 from the Director of Engineering and Municipal Operations titled "Community Amenity Contributions - Centre Street Walkway; MacCaud Park Upgrade Including Pickleball; Playground Updates".

RECOMMENDATION

THAT Council:

1. Approve a budget of \$900K from Community Amenity Contributions (CAC) based on the conceptual design for the Centre Street Walkway provided to Council in 2014 and attached as Appendix A and direct staff to commence the initial project steps, including preliminary design, as described in this report.
2. Consider the Maccaud Park project at an upcoming priorities session to potentially allocate \$500K from CAC to increase the project budget from \$250K to \$750K to include pickleball courts.
3. Consider \$1M in funding from CAC at an upcoming priorities session for playground upgrades, including playground equipment.
4. Direct staff to make the necessary amendments to the Financial Plan to reflect any approved items from this report.

7.

MINUTES AND RECOMMENDATIONS OF COMMITTEES

RECOMMENDATION

THAT Council receive for information the following standing and select committee meeting minutes as circulated:

- Governance and Legislation Committee - February 22, 2021;
- Finance and Audit Committee - February 22, 2021;
- Tour de White Rock Committee - February 11, 2021;
- Environmental Advisory Committee - February 18, 2021;
- Arts and Cultural Advisory Committee - February 23, 2021; and
- Housing Advisory Committee - February 24, 2021.

7.2. STANDING AND SELECT COMMITTEE RECOMMENDATIONS

7.2.a. Governance and Legislation Committee (Councillor Trevelyan, Chairperson)

7.2.a.a. Recommendation #1 - Advisory Design Panel Terms of Reference 229

RECOMMENDATION

THAT Council endorse the revised Advisory Design Panel Terms of Reference and Submissions Checklist.

8. BYLAWS AND PERMITS

8.1. BYLAWS

8.1.a. BYLAW 2371 - WHITE ROCK ZONING BYLAW, 2012, NO. 2000, AMENDMENT (ACCESSIBLE PARKING STANDARDS) BYLAW 2020, NO. 2371 238

Bylaw 2371 - A bylaw to amend the White Rock Zoning Bylaw in regard to accessible parking. This item was presented for consideration of first and second reading at the January 25, 2021 Regular Council meeting. The public hearing was held March 1, 2021. The bylaw is on the agenda for consideration of third reading at this time.

RECOMMENDATION

THAT Council give third reading to “*White Rock Zoning Bylaw, 2012, No. 2000, Amendment (Accessible Parking Standards) Bylaw, 2020, No. 2371*”.

**BYLAW 2373: WHITE ROCK ZONING BYLAW, 2012, NO. 2000,
AMENDMENT (CD65-14401 SUNSET DRIVE) BYLAW, 2020, NO. 2373**

Bylaw 2373 - A bylaw to amend the Zoning Bylaw by adding to the Table of Contents for Schedule B (Comprehensive Development Zones CD-65) and by adding to Schedule "2" Schedule B (Comprehensive Development Zones CD-65), 14401 Sunset Drive. This item was presented for consideration of first and second reading at the February 8, 2021 Regular Council meeting. The public hearing was held March 1, 2021. The bylaw is on the agenda for consideration of third reading at this time.

RECOMMENDATION

THAT Council give third reading for "*White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-65 – 14401 Sunset Drive) Bylaw, 2020, No. 2373*".

RECOMMENDATION

THAT Council direct staff to resolve the following issues prior to final adoption:

- a. ensure that all engineering requirements and issues including servicing agreement completion and dedication of a 2.0 m x 2.0 m corner cut on the corner of Archibald Road and Sunset Drive are addressed to the satisfaction of the Director of Engineering and Municipal Operations; and
- b. demolish the existing buildings and structures to the satisfaction of the Director of Planning and Development Services; and
- c. process registration of a Section 219 restrictive covenant to prohibit secondary suites on each of the lots.

**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**

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 consideration of first and second reading at the January 11, 2021 Regular Council meeting. The public hearing was held March 1, 2021. The bylaw is on the agenda for consideration of third reading at this time.

RECOMMENDATION

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*”.

RECOMMENDATION

THAT Council directs staff to resolve the following issues prior to final adoption:

- 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.

8.1.d. BYLAW 2375 - WHITE ROCK ZONING BYLAW, 2012, NO. 2000, AMENDMENT (15053 MARINE DRIVE - CANNABIS STORE) BYLAW, 2021, NO. 2375

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Bylaw 2375 - A bylaw to permit temporary use permit and a cannabis license referral (resolution) which, if approved, would enable the creation of a cannabis retail store at 15053 Marine Drive (the former “Giraffe” restaurant). This application was presented for consideration for first and second reading at the February 8, 2021 Regular Council meeting. The public hearing was held March 1, 2021. The bylaw is on the agenda for consideration of third reading at this time.

RECOMMENDATION

THAT Council give third reading to "*White Rock Zoning Bylaw, 2012, No. 2000, Amendment (15053 Marine Drive – Cannabis store) Bylaw, 2020, No. 2375*".

RECOMMENDATION

THAT Council direct staff to resolve the following issues prior to final adoption:

- a. Ensure that all engineering requirements and issues are resolved to the satisfaction of the Director of Engineering and Municipal Operations including, but not limited to, the receipt of approval for the encroachment of buildings and structures within the City's road right-of-way and confirmation of an agreement for the off-street loading of vehicles on a property generally being within 60 metres of the subject property (it may be required that the agreement be registered on title by way of a covenant); and
 - b. That the applicant provide confirmation from the RCMP, that the agency has undertaken a review of the design / programming of the rear portion of the property, taking into account the principles of Crime Prevention Through Environmental Design.
2. Authorize staff, pending the results of the electronic public hearing and public meeting, to forward a copy of this corporate report and the results of the public hearing to the Liquor and Cannabis Regulation Branch (LCRB) along with a resolution to advise that Council has considered the location of the proposed cannabis retail store and the potential for impacts to residents, and is in support of the cannabis license application at 15053 Marine Drive, subject to the inclusion of the following conditions within the license:
- a. The hours of retail (cannabis) sale shall be limited to the following:

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
Open 09:00	09:00	09:00	09:00	09:00	09:00	09:00
Closed 22:00	22:00	22:00	22:00	22:00	22:00	22:00
 - b. Customer (non-employee) access to the retail store shall be limited to the Marine Drive (south) side of the building.
 - c. The retail sale of cannabis and any related products shall be limited to a retail floor area of no greater than 62 square metres (667 square feet), being the space accessible via the Marine Drive (south) side of the property.
3. Pending the results of the electronic public meeting and final adoption of Zoning Amendment Bylaw No. 2375, approve of the issuance of Temporary Use Permit 20-018. The TUP shall include conditions as follows:

- a. Customer access to the retail store shall be limited to the Marine Drive (south) side of the building.
- b. The Permittee shall lease from the City a minimum of two (2) parking spaces from the Montecito Parkade for the duration of the temporary use permit;
- c. The Permittee shall purchase one City of White Rock "Merchant" parking decal for the Waterfront Commercial area; and
- d. The owner shall remove all structures which encroach into the City's boulevard along Marine Drive save and except for those that are tied, structurally, to the principal building. An encroachment agreement shall be executed for any portion of the building that is to remain within the City boulevard.

8.1.e. BYLAW 2378 - White Rock Noise Control Bylaw, 2013, No. 2018, Amendment No. 2, 2021, 2378 259

Bylaw 2378 - A bylaw to amend the White Rock Noise Control Bylaw in regards to delegating staff to authorize utility maintenance work on Sundays. This bylaw is on the agenda for consideration of final reading.

RECOMMENDATION

THAT Council give final reading to "*White Rock Noise Control Bylaw, 2013, No. 2018, Amendment No. 2, 2021, 2378*".

8.2. PERMITS

8.2.a. PERMIT TITLE

9. CORRESPONDENCE

9.1. CORRESPONDENCE - RECEIVED FOR INFORMATION

RECOMMENDATION

THAT Council receive correspondence circulated in the agenda as Item 9.1.a.

9.1.a. METRO VANCOUVER BOARD IN BRIEF - FEBRUARY 26, 2021 261

Metro Vancouver Board In Brief from February 26, 2020 distributed for information purposes.

10. MAYOR AND COUNCILLOR REPORTS

10.1. MAYOR'S REPORT

10.2. COUNCILLORS REPORTS

11. MOTIONS AND NOTICES OF MOTION

11.1. MOTIONS

11.1.a. RENAME OF ALLEYWAY TO COSMIC ALLEY - MARINE DRIVE AT MARTIN STREET

Councillor Chesney presented the following for consideration at this time:

WHEREAS to create an awareness and to encourage longtime residents to share their memories of White Rock days gone by; and

WHEREAS Cosmic Alley was well known by the locals in the 60's/70's & 80's and used by a local Men's Softball Team called the Cosmic Alley Cowboys;

The following motion has been brought forward for Council consideration:

RECOMMENDATION

THAT Council endorses the renaming of the alleyway, behind the building on Marine Drive (starting at Martin Street and running eastward), to Cosmic Alley.

11.2. NOTICES OF MOTION

12. RELEASE OF ITEMS FROM CLOSED COUNCIL MEETINGS

13. OTHER BUSINESS

14. CONCLUSION OF THE MARCH 8, 2021 REGULAR COUNCIL MEETING

Regular Council Meeting of White Rock City Council

Minutes



February 22, 2021, 7:00 p.m.

City Hall Council Chambers

15322 Buena Vista Avenue, White Rock, BC, V4B 1Y6

PRESENT:

Mayor Walker
Councillor Chesney
Councillor Fathers (Left the meeting at 9:05 p.m.)
Councillor Johanson
Councillor Kristjanson
Councillor Manning
Councillor Trevelyan

STAFF:

Guillermo Ferrero, Chief Administrative Officer
Tracey Arthur, Director of Corporate Administration
Jim Gordon, Director of Engineering and Municipal Operations
Carl Isaak, Director of Planning and Development Services
Colleen Ponzini, Director of Financial Services
Eric Stepura, Director of Recreation and Culture
Ed Wolfe, Fire Chief
Kale Pauls, Staff Sargent
Debbie Johnstone, Deputy Corporate Officer
Donna Kell, Manager of Communications and Government Relations

1. **CALL MEETING TO ORDER**

The meeting was called to order at 7:10 p.m.

1.1 **FIRST NATIONS LAND ACKNOWLEDGEMENT**

We would like to recognize that we are standing/working/meeting on the traditional unceded territory of the Semiahmoo First Nation, and also wish to acknowledge the broader territory of the Coast Salish Peoples.

2. **ADOPTION OF AGENDA**

Motion Number: 2021-076 It was MOVED and SECONDED

THAT the February 22, 2021 Regular agenda be amended as follows:

- Item 4 – On Table Question submitted by Thyrza Cohen, with an answer from the Director of Engineering and Municipal Operations;
- Item 5.1.b – Information from Cheryl Lightowlers in regarding to the delegation on a warming center for the homeless;

AND that the agenda be varied where Item 8.1.a Bylaw 2376 be heard prior 6.2.a

AND the agenda be adopted as amended.

Motion CARRIED

3. **ADOPTION OF MINUTES**

Motion Number: 2021-077 It was MOVED and SECONDED

THAT the Corporation of the City of White Rock adopt the February 8, 2021 meeting minutes as circulated.

Motion CARRIED

4. **QUESTION AND ANSWER PERIOD**

Due to the COVID-19 global pandemic, in-person Question and Answer Period has been temporarily suspended until further notice. You may forward questions and comments to Mayor and Council by emailing ClerksOffice@whiterockcity.ca with Question and Answer Period noted in the subject line. Your questions and comments will be noted along with answers and placed on the City's website. You will be notified directly once this has been completed.

As of 8:30 a.m., February 17, 2021 there were no Question and Answer period submissions received.

Question: If there has been consideration been given to the possibility of increased traffic on parallel streets due to the reduction of the speed limit on Johnston Road to 30 km/h? I am referring specifically to Best Street and Finlay Street, both of which cross North Bluff/16th directly into Surrey. There is a lot of traffic on those streets already, so the combination of more traffic, speeders, and the many vehicles which have decibel levels far above the legal limit (with

impunity), may make these streets even more busy and noisy than they already are.

Staff Response: Reduction in speeds from the standard municipal speed limit of 50 km/h can potentially result in traffic shifting to streets without reduced speeds. This is more likely to occur where the streets with differing speed limits are similar. Johnston Road is dissimilar to Finlay Street and Best Street in that it is a commercial destination as well as a through street; however, there is the potential that some motorists may turn to adjacent streets to avoid the lower speed limits on Johnston Road.

Motion Number: 2021-078 It was MOVED and SECONDED

THAT Council receive for information the correspondence submitted for Question and Answer Period, **including “On-Table”** information provided with staff responses that are available at the time.

Motion CARRIED

5. DELEGATIONS AND PETITIONS

5.1 DELEGATIONS

5.1.a JOHN LEIGHTON AND CHARMAINE SKEPASTS: WHITE ROCK CONCERTS SOCIETY

John Leighton and Charmaine Skepasts to attend the meeting to provide an overview and introduction to the White Rock Concerts Society.

Note: Staff to invite the group to a future Public Art and Cultural Committee meeting.

5.1.b CHERYL LIGHTOWLERS AND KATHY BOOTH - WARMING CENTRE FOR THE HOMELESS

Community members Cheryl Lightowlers and Kathy Booth to attend to request consideration for an emergency day time warming Centre for those experiencing homelessness.

Note: Mayor Walker will further communicate with the delegation.

Motion Number: 2021-079 It was MOVED and SECONDED

THAT Council directs staff to provide a corporate report regarding a daytime warming shelter to accommodate 25 - 30 people.

Motion CARRIED

5.2 PETITIONS

None

6. PRESENTATIONS AND CORPORATE REPORTS

6.1 PRESENTATIONS

None

6.2 CORPORATE REPORTS

6.2.a COVID-19 GLOBAL PANDEMIC VERBAL UPDATE

The Fire Chief provided a verbal update regarding the COVID-19 global pandemic both locally and globally (including some information in regard to school notifications).

Action: Would like information in regard to Peace Arch Hospital cleaning practices in emergency room at the next meeting.

Action: It was clarified that staff are working toward the Sea Festival to be held as a virtual event in 2021. The Tour de White Rock will not be held in 2021.

6.2.b AMENDMENT TO WHITE ROCK NOISE CONTROL BYLAW (BYLAW NO. 2378) - DELEGATION TO CONSIDER APPROVAL OF UTILITY WORK ON SUNDAYS

Corporate report dated February 22, 2021 from the Director of Planning and Development Services titled "Amendment to White Rock Noise Control Bylaw (Bylaw No. 2378) - Delegation to Consider Approval of Utility Work on Sundays".

Motion Number: 2021-080 It was MOVED and SECONDED

THAT Council receive the February 22, 2021 corporate report from the Director of Planning and Development Services, "Amendment to White Rock Noise Control Bylaw (Bylaw No. 2378) – Delegation to Consider Approval of Utility Work on Sundays" and advise staff if there are any requested changes prior to the potential readings of the bylaw.

Motion CARRIED

6.2.c EARLY REVIEW OF ZONING AMENDMENT APPLICATION - MEZZANINE SPACE IN FLOOR AREA CALCULATIONS (3 DOGS BREWERY)

Corporate report dated February 22, 2021 from the Director of Planning and Development Services titled "Early Review of Zoning Amendment Application - Mezzanine Space in Floor Calculations (3 Dogs Brewery)".

Motion Number: 2021-81 It was MOVED and SECONDED

THAT Council defer consideration on advancing the zoning amendment proposed by 3 Dogs Brewing to enable mezzanine space to be utilize in their new location until Council has all the information where they can see the presentation on the application (Including information in regard to capacity both with and without the mezzanine etc.).

Motion DEFEATED

Councillors Fathers, Johanson, Kristjanson, Manning, Trevelyan and Mayor Walker voted in the negative

Motion Number: 2021-082 It was MOVED and SECONDED

THAT Council direct staff to advance the zoning amendment proposed by 3 Dogs Brewing to enable mezzanine space to be utilized in their new location at Miramar Village, by:

- a. Directing the proponent to proceed to the next stage of the application process (i.e. a Public Information Meeting).

Motion CARRIED

Councillors Chesney and Kristjanson voted in the negative

6.2.d TRANSPORTATION MASTER PLAN - SURVEY RESULTS

Corporate report dated February 22, 2021 from the Director of Engineering and Municipal Operations titled "Transportation Master Plan - Survey Results".

It was noted there would be cost of putting in sidewalks, there are still some streets where this can be done and staff will continue to enforce new encroachments.

Motion Number: 2021-083 It was MOVED and SECONDED

THAT Council:

1. Support walkability as a transportation infrastructure priority;
2. Direct Staff to make improving walking networks, sidewalk infrastructure and traffic safety a priority during the Integrated Transportation and Infrastructure Master Plan's next phase of public engagement; and
3. Direct Staff to develop a walking network and a phased implementation plan as part of the Integrated Transportation and Infrastructure Master Plan.

Motion CARRIED

6.2.e SOLID WASTE COLLECTION REVIEW

Corporate report dated February 22, 2021 from the Director of Engineering and Municipal Operations titled "Solid Waste Collection Review".

The following discussion points were noted:

- Staff confirmed to bring the service back to being provided by the City would require approximately \$3.15M to purchase new trucks and bins and an annual cost of \$1.3M for an operating budget
- Prior to the vote it was clarified that the recommendations 1 & 2 as noted in the agenda includes Option 3 - City Managed Contractor for Business and Multi-Family Homes

- Staff confirmed that phasing would be considered as part of recommendation 2

Councillor Fathers departed the meeting at 9:05 p.m. (prior to a vote being held on Item 6.2.e.)

Motion Number: 2021-084 It was MOVED and SECONDED

THAT Council:

1. Direct staff to conduct a financial analysis and review funding models that would enable the City to provide solid waste collection for Multi- Family (MF) and Institutional, Commercial and Industrial (ICI) buildings by a City managed contractor; and
2. Direct staff to obtain a legal opinion to determine if the City through bylaw can request private property owners to terminate contracts with private solid waste haulers.

Motion CARRIED

7. MINUTES AND RECOMMENDATIONS OF COMMITTEES

7.1 STANDING AND SELECT COMMITTEE MINUTES

Motion Number: 2021-085 It was MOVED and SECONDED

THAT Council receive for information the following standing and select committee meeting minutes as circulated:

- Finance and Audit Committee - February 3, 2021;
- Land Use and Planning Committee - February 8, 2021;
- Environmental Advisory Committee - January 21, 2021;
- Housing Advisory Committee - January 27, 2021;
- Arts and Cultural Advisory Committee - January 26, 2021;
- Public Art Advisory Committee - January 28, 2021;
- History and Heritage Advisory Committee - February 3, 2021;
- Seniors Advisory Committee - February 2, 2021;
- Environmental Advisory Committee - February 4, 2021;

- Water Community Advisory Panel - February 9, 2021; and
- Economic Development Advisory Committee - February 10, 2021.

Motion CARRIED

7.2 STANDING AND SELECT COMMITTEE RECOMMENDATIONS

7.2.a Public Art Advisory Committee (Council Representative - Councillor Trevelyan)

7.2.a.a Recommendation # 1 - The Roads End Project Presentation

Motion Number: 2021-086 It was MOVED and SECONDED

THAT Council direct Engineering staff and Arts and Culture staff to work together to explore opportunities and possibilities to incorporate Public Art in White Rock, including road ends such as the Centre Street Walkway.

Motion CARRIED

7.2.b Water Community Advisory Panel (Council Representative - Councillor Trevelyan)

7.2.b.a Recommendation #1 - Water Conservation

THAT Council direct staff to investigate ways to conserve City water usage such as tuning sprinklers and purchasing water storage.

7.2.b.b Recommendation # 2 - Water Conservation

Motion Number: 2021-087 It was MOVED and SECONDED

THAT Council directs that Recommendations 1 and 2 on the agenda noted from the Water Community Advisory Panel as follows:

- *THAT Council direct staff to investigate ways to conserve City water usage such as tuning sprinklers and purchasing water storage; and*

- *THAT Council directs staff to investigate subsidizing water savings products such as rain barrels to White Rock residents*

be forwarded to staff for a corporate report.

Motion DEFEATED

Councillor Chesney, Johanson, Kristjanson, Manning and Trevelyan voted in the negative

7.2.b.c Recommendation #3 - Information

Motion Number: 2021-088 It was MOVED and SECONDED

THAT Council does not endorse staff to provide a follow up report from a previously ratified motion:

THAT the Water Community Advisory Panel recommends that Council requests staff to look into options to use borrowing as a source of funds in order to amortize long-term capital spending over an appropriate asset life; and

THAT these options be provided back to the Panel for information.

Motion CARRIED

Motion Number: 2021-089 It was MOVED and SECONDED

THAT Council endorses extending the Regular Council meeting past 9:30 p.m. in order to complete the agenda items.

Councillors Chesney and Manning voted in the negative

7.2.c Environmental Advisory Committee (Council Representative - Councillor Johanson)

7.2.c.a Recommendation #1 - Draft Resolution for Council's Consideration: White Rock Tree Protection

Bylaw 1831 and Tree Management on City Lands Policy 611

Note: When the recommendations come back they will include some notes in regard to possible impact(s).

Motion Number: 2021-090 It was MOVED and SECONDED

THAT Council refer the following recommendations to the Governance and Legislation Committee:

Recognizing the critical role played by trees on both private and public lands in maintaining the health of ecosystems and the quality of human habitats in urban settings,

Concerned by the loss of trees and decline of tree canopy that have occurred over the past decades in White Rock, particularly on private lands,

Determined to strengthen the City's efforts to protect its trees and preserve and enhance its tree canopy, and

Having considered the Report of the Environmental Advisory Committee titled "Updating and Strengthening White Rock's Protection and Management of Trees",

Directs staff to prepare for Council's consideration a proposed revision of *Tree Management Bylaw 1831*, based on the EAC's recommendations, to:

- a. Change the title of the Bylaw to "*White Rock Tree Protection Bylaw*". [R3]
- b. Reduce the minimum size for the definition of "*protected tree*" to a trunk DBH of 20 cm or less. [R5]
- c. Provide that "significant trees" on private or City lands, to be defined pursuant to a "Significant Tree Policy" to be developed and presented to Council by Staff, will not be removed for other than safety reasons or as approved by Council. [R6]

- d. Remove fruit trees, alders and cottonwoods from the definition of "lower value trees". [R7]
- e. Authorize the utilization of tree replacement security and deposit revenues for a broadened range of activities to enhance and protect the City's tree canopy. [R12]
- f. Incorporate Policy 510's provisions regarding notice to adjacent property owners and applicant appeals for Type 2 permit applications and extend these provisions to Type 3 applications, as well as incorporate Planning Procedures Bylaw 2234's appeal provisions. [R14(a), R18(a)].
- g. Require that notice of, and opportunity to comment on, any application or proposal to remove a "City tree" be provided to property owners within 100 metres of the affected tree at least 14 days in advance of a decision. [R15]
- h. Establish International Society of Arboriculture (ISA) certification as the sole and exclusive credential in the definition of "arborist". [R16(a)]
- i. Require that City Arborists visit and inspect all sites under consideration for a tree permit. [R16(b)]
- j. Provide that only City Staff or agents are allowed to remove or plant trees on City lands. [R16(c)]
- k. Establish explicit criteria for approval of Type 2 and Type 3 permits and to govern decisions by officials regarding the management of trees on City land, taking into account the provisions of Policy 510 and best practices in other jurisdictions. [R17(a)]
- l. Incorporate any amendments, consistent with the EAC's recommendations, that may be needed to ensure currency and clarity and consistency with other bylaws and policies. [R19]

Directs staff to prepare for Council's consideration a proposed revision of *Tree Management on City Lands Policy 611*, based on the EAC's recommendations, to:

- a. Change the title of the Policy to *"Tree Protection, Canopy Enhancement and Management on City Lands"*. [R4(a)]
- b. Revise the Section 1 Policy Statement to read as follows:
“Policy: In managing trees on City land, it is the priority of the City of White Rock to protect existing trees and increase the number of healthy trees and amount of tree canopy and thus enhance and ensure the sustainability of the City’s urban forest and realization of the environmental and esthetic benefits it provides. In this context, the interest of property owners in preserving or restoring private views obstructed by City trees will be addressed through a procedure described in Annex I to this Policy.” [R4(b)]
- c. Insert in Section 3 “Management of City Trees”, a new clause 3(a)1 specifying an additional statement of purpose to read as follows: “For the overriding purposes of protecting existing trees and increasing the number of healthy trees and amount of tree canopy”. [R4(c)]
- d. Transfer the provisions of Sections 5, 6, 7 and 8 to an Annex to the Policy. [R4(d)]
- e. Limit the criteria under which applications for pruning, crown thinning, or width reductions are approved to those where the property owner has clearly demonstrated that the tree has increased in size to completely obscure a previously existing view from the applicant’s property. [R4(e)]
- f. Prohibit the topping or removal of city trees for the re-establishment of views. [R4(f)]
- g. Remove references to "narrow corridor" and "single object" views in the definition of “view/view corridor”. [R4(g)]
- h. Allow for the siting, species selection, and planting of new or replacement trees on City lands in all locations where future growth is not expected to completely obscure established views. [R4(h)]

- i. Provide that “significant trees” on City lands, to be defined pursuant to a “Significant Tree Policy” to be developed and presented to Council by Staff, will not be removed for other than safety reasons or as approved by Council. [R6]
- j. Require that, when the City is evaluating initiatives that might result in tree removal on City lands, all possible ways to protect the trees should be considered, and specify ambitious replacement requirements for trees that must be removed. [R8]
- k. Require that notice of, and opportunity to comment on, any application or proposal to remove a “City tree” be provided to property owners within 100 metres of the affected tree at least 14 days in advance of a decision. [R15]
- l. Require that City Arborists visit and inspect all sites under consideration for a tree permit. [R16(b)]
- m. Incorporate criteria established in the revised Bylaw 1831 to govern decisions taken by officials regarding the management of trees on City lands. [R17(b)]
- n. Incorporate any amendments, consistent with the EAC’s recommendations, that may be needed to ensure currency and clarity and consistency with other policies and bylaws. [R19]

Motion CARRIED

Motion Number: 2021-091 It was MOVED and
SECONDED

THAT Council refers the following recommendations
to staff:

Further directs staff to:

- a. Develop proposals to give tree preservation and canopy enhancement greater and more explicit priority in zoning and planning regulations and procedures throughout the City. [R1]

- b. Develop proposals for the adoption of an explicit canopy recovery target (eg, 27% canopy coverage by 2045), for increasing the currently projected maximum number of trees (2500) that can be planted on City land, and for increasing lands on which the City can plant additional trees to help meet the target. [R2(a)]
- c. Investigate and report to Council on means to prevent the removal of or interference with trees, and to facility the planting of trees, by the City and BNSF on BNSF lands. [R2(c)]
- d. Review regulations and policies concerning “significant trees” and “heritage trees” and establish a consolidated definition of “significant tree”, a “Significant Tree Policy” and a “Significant Tree Registry”. [R6]
- e. Review fees, securities, cash-in lieu requirements, replacement values and quotas, and fines to ensure they are commensurate with best practices conducive to preserving and increasing the number of healthy trees and the amount of tree canopy in the City. [R9]
- f. Review and present any appropriate advice to Council regarding methods and resources employed to ensure effective enforcement of Bylaw 1831 and Policy 611. [R10]
- g. Maintain a record of contractors that contravene Bylaw 1831 or Policy 611 and take steps to ensure that such contractors are not hired by the City, that relevant fines are levied on them, and/or that their business licences are suspended or revoked. [R11]
- h. Review and improve methods by which residents and property owners are informed of the importance of tree preservation and the requirements of Policy 611 and Bylaw 1831, and how to notify the City when they believe the Policy and Bylaw are being contravened. [R13]
- i. Establish International Society of Arboriculture (ISA) certification as the sole and exclusive credential required for a business licence as an arborist. [R16(a)]

- j. Develop amendments to Planning Procedures Bylaw 2234 to require that all corporate and Advisory Design Panel reports and recommendations to Council regarding planning and development on private lands include a description of implications for tree protection and canopy enhancement. [R18(b)]
- k. Develop revisions to City policies and procedures, including Policy 611, to prescribe that:
 - (i) All corporate reports and recommendations presented to Council regarding works to be conducted on City lands include a section describing any implications for tree protection and canopy enhancement.
 - (ii) All members of Council be informed at least 14 days before the proposed removal of any “City tree”.
 - (iii) Any member of Council objecting to measures arising under subparagraphs (i) and (ii) may request a Council discussion and decision on the matter. [R18(c)]

Decides to:

- a. Monitor progress in achieving canopy recovery targets and tree planting goals through annual Tree Canopy Reports to Council that include statistics regarding tree permit applications; actions taken by the City in the management of tree on City lands including the use of revenues from tree permits and tree protection securities; and an analysis of trends and implications for the effectiveness of the City’s tree protection and enhancement efforts. [R2(b), R14(b) R18(d)]
- b. Conduct, on an annual basis, a public discussion of Tree Canopy Reports prepared by staff. [R18(d)]

Motion CARRIED

7.2.d Seniors Advisory Committee (Council Representative - Councillor Johanson)

7.2.d.a Recommendation #1 - Municipal Caucus

Note: Councillor Johanson noted she already participates at the Municipal Caucus.

Motion Number: 2021-092 It was MOVED and SECONDED

THAT Council direct staff or have a member of Council volunteer to join the Municipal Caucus.

Motion CARRIED

7.2.e Economic Development Advisory Committee (Council Representative - Councillor Manning)

7.2.e.a Recommendation #1 - Economic Development Plan Update Surveys

Motion Number: 2021-093 It was MOVED and SECONDED

THAT Council receive for information the following:

THAT the Economic Development Advisory Committee supports the Business and Residential Economic Development Plan Update surveys.

Motion CARRIED

8. BYLAWS AND PERMITS

8.1 BYLAWS

8.1.a BYLAW 2376 - WHITE ROCK ZONING BYLAW, 2012, NO. 2000, AMENDMENT (CR-1 TOWN CENTRE REVISIONS) BYLAW, 2021, NO. 2376

Bylaw 2376 - A bylaw to amend Schedule A - Text of the Zoning Bylaw by deleting the existing Section 6.16 CR-1 Town Centre Area Commercial / Residential Zone in its entirety and replacing it with a new Section 6.16 CR-1 Town Centre Area Commercial / Residential Zone. Consideration of this bylaw was deferred at the February 8, 2021 Regular Council meeting. The bylaw is presented for consideration of first and second reading at this time.

Note: In accordance with motion 2021-076 this Item was considered earlier in the agenda when there was full Council present just prior to Item 6.2.a.

Note: It was noted that all residents would be forwarded notification in the City of White Rock rather than the distinction on the agenda of property owners.

Motion Number: 2021-094 It was MOVED and SECONDED

THAT Council give first and second readings to "*White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CR-1 Town Centre Revisions) Bylaw, 2021, No. 2376*".

Motion CARRIED

Councillors Johanson, Kristjanson and Trevelyan voted in the negative

Motion Number: 2021-095 It was MOVED and SECONDED

THAT Council:

1. Direct staff to schedule the public hearing for "*White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CR-1 Town Centre Revisions) Bylaw, 2021, No. 2376*"; and
2. Direct staff, in addition to arranging the required newspaper notification of the public hearing, to mail notifications of this public hearing to all residents in the City of White Rock, despite this mailed notification not being required by the *Local Government Act* (per section 466(7)).

Motion CARRIED

Councillors Johanson, Kristjanson and Trevelyan voted in the negative

8.1.b BYLAW 2370 - FEES AND CHARGES BYLAW, 2020, NO. 2369, AMENDMENT NO. 1, 2021, NO. 2370

Bylaw 2370 - A bylaw to amend the Fees and Charges bylaw, Schedule "G" in regard to facility rental fees for Kent Street Activity Centre. The bylaw was given first, second and third reading at the February 8, 2021 regular meeting and is presented for final reading at this time.

Motion Number: 2021-096 It was MOVED and SECONDED

THAT Council give final reading to the "*Fees and Charges Bylaw, 2020, No. 2369 Amendment No. 1, 20221, No. 2370*".

Motion CARRIED

8.1.c BYLAW 2378 - White Rock Noise Control Bylaw, 2013, No. 2018, Amendment No. 2, 2021, 2378

Bylaw 2378 - A bylaw to amend the White Rock Noise Control Bylaw in regards to delegation staff to authorize utility maintenance work on Sundays. A corporate report outlining the bylaw is included on the agenda under Item 6.2.c.

Motion Number: 2021-097 It was MOVED and SECONDED

THAT Council give first, second and third reading to "*White Rock Noise Control Bylaw, 2013, No. 2018, Amendment No. 2, 2021, 2378*".

Motion CARRIED

Councillor Johanson voted in the negative

8.2 PERMITS

None

9. CORRESPONDENCE

9.1 CORRESPONDENCE - RECEIVED FOR INFORMATION

Motion Number: 2021- 098 It was MOVED and SECONDED

THAT Council receive correspondence circulated in the agenda as Item 9.1.a. - 9.1.b.

Motion CARRIED

9.1.a METRO VANCOUVER BOARD IN BRIEF JANUARY 29, 2021

Metro Vancouver Board In Brief from Friday January 29, 2021, distributed for information purposes.

9.1.b ROBERTS BANK TERMINAL 2 - TIME TO OPPOSE

Correspondence dated February 3, 2021 from Roger Emsley, Executive Director of Against Port Expansion Community Group to inform of their opposition of the Roberts Bank Terminal 2 Project and they are seeking the City of White Rock support this by urging the federal government to deny approval.

Motion Number: 2021-099 It was MOVED and SECONDED

THAT Council directs a letter opposing the Roberts Bank project be forwarded on behalf of the City of White Rock.

Motion CARRIED

10. MAYOR AND COUNCILLOR REPORTS

10.1 MAYOR'S REPORT

Mayor Walker noted that due to time there are no items to report.

10.2 COUNCILLORS REPORTS

The Council Members noted that due to time there are no items to report.

11. MOTIONS AND NOTICES OF MOTION

11.1 MOTIONS

Motion Number: 2021-100 It was MOVED and SECONDED

THAT Council agrees to consider a motion that Councillor Trevelyan brought forward at this time as follows:

MOTION (Crosswalk at Parker and Marine):

Given increased pedestrian and vehicular traffic at the intersection of Parker Street and Marine Drive (near the Washington Avenue Grille and Indigenous Bloom), and given concerns about pedestrian safety, White Rock City Council formally requests the support of the Surrey City Council in completing this pedestrian controlled crosswalk project, given that the crosswalk which begins in White Rock, ends in Surrey. The City of White Rock has set aside funding for the project, so there is no financial cost to Surrey.

Motion CARRIED

Motion Number: 2021-101 It was MOVED and SECONDED

THAT Council supports correspondence be sent of the Surrey City Council seeking their support for completing the pedestrian controlled crosswalk project, given that the crosswalk which begins in White Rock, ends in Surrey.

The City of White Rock has set aside funding for the project, so there is no financial cost to Surrey.

Motion CARRIED

Motion Number: 2021-102 It was MOVED and SECONDED

THAT Council agrees to consider a motion that Councillor Trevelyan brought forward at this time as follows:

Given that the parkade is still well under used in the off season, staff is to keep the top floor of the parkade closed and locked until May 1st unless there is need to open it up earlier due to parking demand.

Motion CARRIED

Motion Number: 2021-103 It was MOVED and SECONDED

THAT Council endorse staff to keep the top floor of the parkade closed and locked until May 1st unless there is need to open it up earlier due to parking demand.

Motion CARRIED

11.2 NOTICES OF MOTION

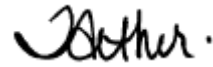
12. RELEASE OF ITEMS FROM CLOSED COUNCIL MEETINGS

13. OTHER BUSINESS

14. **CONCLUSION OF THE FEBRUARY 22, 2021 REGULAR COUNCIL MEETING**

The Chairperson concluded the meeting at 10:06 p.m.

Mayor Walker



Tracey Arthur, Director of Corporate
Administration

Unapproved

Public Hearing of White Rock City Council

Minutes



March 1, 2021, 6:00 p.m.

City Hall Council Chambers

15322 Buena Vista Avenue, White Rock, BC, V4B 1Y6

PRESENT: Mayor Walker
Councillor Chesney
Councillor Fathers
Councillor Johanson
Councillor Kristjanson
Councillor Manning
Councillor Trevelyan

STAFF: Guillermo Ferrero, Chief Administrative Officer
Tracey Arthur, Director of Corporate Administration
Jim Gordon, Director of Engineering and Municipal Operations
Carl Isaak, Director of Planning and Development Services
Debbie Johnstone, Deputy Corporate Officer
Greg Newman, Manager of Planning

1. **CALL HEARING/ MEETING TO ORDER**

The Public Hearing Meeting was called to order at 6:01 p.m.

2. **DEPUTY CORPORATE OFFICER READS A STATEMENT REGARDING THE PROCEDURE TO BE FOLLOWED FOR THE PUBLIC HEARINGS/MEETING FOR THE EVENING**

3. **PUBLIC HEARING #1 - BYLAW 2371 - ACCESSIBLE PARKING STANDARDS**

BYLAW NO 2371: *White Rock Zoning Bylaw, 2012, No. 2000, Amendment (Accessible Parking Standards) Bylaw, 2020, No. 2371*

PURPOSE: Bylaw 2371 proposes to amend the White Rock Zoning Bylaw in regard to accessible parking. A text amendment is being proposed to determine the dimensions and layout of accessible parking spaces in private developments.

4. **THIS PUBLIC HEARING HAS BEEN PUBLICIZED AS FOLLOWS:**

- Notice was published in the February 18 and 25 editions of the Peace Arch news
- A copy of the notice was placed on the public notice posting board on February 15, 2021

5. **THE CHAIRPERSON INVITES THE DIRECTOR OF PLANNING AND DEVELOPMENT SERVICES TO PRESENT THE PROPOSED BYLAW**

Note: Corporate report dated January 11, 2021 and minutes extract provided for information.

6. **THE CHAIRPERSON WILL REQUEST THE DIRECTOR OF CORPORATE ADMINISTRATION TO ADVISE OF ANY CORRESPONDENCE OR SUBMISSIONS RECEIVED**

As of 8:30 a.m. on Wednesday, February 24, 2021 there have been **no** submissions

Note: Submissions received between 8:30 a.m., February 24, 2021 and 12:00 p.m., March 1, 2021 will be presented "On Table" at the Public Hearing.

Summary of Submissions for Bylaw 2371 (Not Including the Phone-in for the Evening)

- On table submissions were received up until 12:00 p.m. (noon) today (Monday, March 1, 2021).
- No submissions received on-table
- For those who phoned in today not wanting to speak to the item but wanting to register their vote there has been one (1) vote registered (n support)

7. **THE CHAIRPERSON INVITES THOSE IN ATTENDANCE TO PRESENT THEIR COMMENTS**

There were no speakers registered / no speakers called in given the opportunity to speak to Bylaw 2371.

8. **IF REQUIRED, THE CHAIRPERSON INVITES THE DIRECTOR OR PLANNING AND DEVELOPMENT SERVICES TO SUMMARIZE THE PROPOSED BYLAW**

N/A

9. **CONCLUSION OF PUBLIC HEARING #1 - BYLAW 2371 - ACCESSIBLE PARKING STANDARDS**

The public hearing for Bylaw 2371 was concluded at 6:16 p.m.

10. **PUBLIC HEARING #2 - BYLAW 2373 - 14401 SUNSET DRIVE**

BYLAW NO 2373: *White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-65-14401 Sunset Drive) Bylaw, 2020, No. 2373*

CIVIC ADDRESS: 14401 Sunset Drive

PURPOSE: Bylaw 2373 proposes to rezone the property from 'RS-1 One Unit Residential Zone' to 'CD – Comprehensive Development' to permit the subdivision of the 24.99 m wide lot into two (2) 12.49 m wide lots to allow for the construction of two (2) new single family dwellings.

The public hearing for Bylaw 2373 was called to order at 6:16 p.m.

11. **THIS PUBLIC HEARING HAS BEEN PUBLICIZED AS FOLLOWS:**

- Notice was published in the February 18 and 25 editions of the Peace Arch news
- 63 notices were mailed to owners and occupants within 100 metres of the subject property
- A copy of the notice was placed on the public notice posting board on February 15, 2021

12. **THE CHAIRPERSON INVITES THE DIRECTOR OF PLANNING AND DEVELOPMENT SERVICES TO PRESENT THE PROPOSED BYLAW**

Note: Corporate report dated February 8, 2021 and minutes extract provided for information.

13. **THE CHAIRPERSON WILL REQUEST THE DIRECTOR OF CORPORATE ADMINISTRATION TO ADVISE OF ANY CORRESPONDENCE OR SUBMISSIONS RECEIVED**

As of 8:30 a.m. on Wednesday, February 24, 2021 there have been **two (2)** submissions

Note: Submissions received between 8:30 a.m., February 24, 2021 and 12:00 p.m., March 1, 2021 will be presented "On Table" at the Public Hearing.

Author	Date Received	Civic Address	Status	Item #
M. Carlson	Feb 11, 2021	Applicant	Support	C-1(Note: Two items of correspondence and survey map)
S. Mueller	Feb 23, 2021	Resident	Opposed	C-2

Summary of Submissions for Bylaw 2373 (Not Including the Phone-In for the Evening):

- On Table Submissions were received up until 12:00 p.m. (noon) today (Monday, March 1, 2021).
- There have been **five (5) on-table** submissions (four (4) opposed and one with comments)
- For those who phoned in today not wanting to speak to the item but wanting to register their vote there have been two (2) votes registered (both in opposition).

14. THE CHAIRPERSON INVITES THOSE IN ATTENDANCE TO PRESENT THEIR COMMENTS

- G. Wolgemuth, 1520 Vidal Street, White Rock, spoke in support of the project, stating there are no elevation impacts, the height and exterior works for the area as well as the covenant in relation to no suites / available parking.
- M. Carlson, Applicant and resident of the subject site, spoke about the project / outlined it's progress including working with the neighbours.

At 6:33 p.m. there was a call made for additional speakers and information was given and presented as to how to call in.

At 6:37 p.m. it was noted there were not additional speakers.

15. CONCLUSION OF PUBLIC HEARING #2 - BYLAW 2373 -14401 Sunset Drive

As there were no further speakers for Bylaw 2373 the public hearing was concluded at 6:37 p.m.

**16. PUBLIC HEARING #3 - BYLAW 2351 - 15654/64/74 NORTH BLUFF ROAD/
1570/80 MAPLE STREET AND 1593 LEE STREET**

BYLAW NO 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*

CIVIC ADDRESS: 15654/64/74 North Bluff Road/ 1570/80 Maple Street and 1593 Lee Street

PURPOSE: A Zoning Amendment and a Major Development Permit application have been submitted to allow for the construction of one six-storey multifamily building containing 25 rental units, one six-storey building containing 49 stratified units, and 14 townhome units. The project is recognized in the Official Community Plan (OCP) as an “affordable rental development” as 30 percent of the units would be “owned or managed by non-profit groups and designed to be affordable for low and moderate income households”; this component of the project enables density of up to 2.5 FAR and height of up to six storeys per OCP policy 11.2.1.c. The required parking supply (139 spaces) would be provided within a below-grade parkade. The two six storey buildings are oriented towards North Bluff Road and the townhomes would face Maple Street.

The proposed rezoning would establish a Comprehensive Development (CD), being specific to the six properties subject to the proposal, all of which are currently zoned RS-1 One Unit Residential Zone.

The public hearing for Bylaw 2351 was called to order at 6:37 p.m.

17. THIS PUBLIC HEARING HAS BEEN PUBLICIZED AS FOLLOWS:

- Notice was published in the February 18 and 25 editions of the Peace Arch news
- 80 notices were mailed to owners and occupants within 100 metres of the subject property
- A copy of the notice was placed on the public notice posting board on February 15, 2021

**18. THE CHAIRPERSON INVITES THE DIRECTOR OF PLANNING AND
DEVELOPMENT SERVICES TO PRESENT THE PROPOSED BYLAW**

Note: Corporate reports dated July 27, 2020 and minutes extract provided for information.

19. **THE CHAIRPERSON WILL REQUEST THE DIRECTOR OF CORPORATE ADMINISTRATION TO ADVISE OF ANY CORRESPONDENCE OR SUBMISSIONS**

As of 8:30 a.m. on Wednesday, February 24, 2021 there have been **two (2)** submissions

Note: Submissions received between 8:30 a.m., February 24, 2021 and 12:00 p.m., March 1, 2021 will be presented "On Table" at the Public Hearing.

Author	Date Received	Civic Address	Status	Item #
Petition with 204 signatures, submitted by A. Pauliuk. NOTE: Names for this petition were collected in 2017.	Re-submitted Feb 22, 2021	All noted they are White Rock residents/ property owners	Support	C-1
Email with attached petition from A. Pauliuk. Petition has a total of 267 signatures	Feb 23, 2021	All noted they are White Rock residents/ property owners	Support	C-2

Summary of Submissions for Bylaw 2351 (Not Including the Phone-In for the Evening):

- On Table Submissions were received up until 12:00 p.m. (noon) today (Monday, March 1, 2021).
- There have been **seventeen (17) on-table** submissions three (3) in support, 13 opposed and one (1) with comments. Four (4) of these submissions were petitions.
- For those who phoned in today not wanting to speak to the item but wanting to register their vote there have been five (5) votes registered (three (3) opposed and two (2) in support).

20. THE CHAIRPERSON INVITES THOSE IN ATTENDANCE TO PRESENT THEIR COMMENTS

- R. Coulter, 1491 Cory Road, White Rock, spoke in support of the application stating there is a need for this type of housing / density.
- M. Weber, Applicant, outlined the application and addressed some concerns noted previously stating there is no impact on views, height works in the area, affordable housing component, room for further parking on South Surrey side of North Bluff Road, location least likely to disturb residents, help support nearby commercial and located on a bus route.
- K. Jones, 15761 Goggs Avenue, White Rock, not in support of the application, stating that there is already enough density - White Rock one of most of densely populated areas in Canada, area residents are tired of the construction around them (noise traffic and lack of parking due o construction workers. Concern with the petition supplied in support of the project. The area more suited for 2 - 3 storey homes with little density increase.
- G. Wolgemuth, 1520 Vidal Street, White Rock, spoke in support of the application, not perfect in regard to parking but it has affordable housing (25 units), below market for sale units, height (you need to give something this is on North Bluff Road), traffic wise is good, large trees not practical (tree replacement program is helpful in this regard), houses dilapidated this will be an improvement, modern and roads will be improved (with underground services. Affordable housing element parking, do not agree with no or low
- B. Cooper, 14450 Magdalen Avenue, White Rock, in support of the application, there is a need for an affordable housing option. Families having to move is difficult cost wise, on the family dynamic and continuity in being able to attend the same school is important. The project is a step toward this and it is well positioned to serve families.
- M. Bhatti, 1573 Parker Place, White Rock, not support of the application, noted concerns with the project and petitions in support that were summited for the project.
- M. Brewster, Applicant, outlined the application noting the affordable housing is providing supply for middle income and below market incomes (partnering with BC Housing). Attempts to alleviate non-vacancy in the area. Participation in potential future funding for other affordable housing projects through future sales agreement where a portion of funds will come back to the City.

- D. Stinson, 1558 Lee Street, White Rock, not in support of the application, stating concern with insufficient parking that it will spill out onto Lee Street, additional traffic and noted it is already difficult to turn onto North Bluff Road.
- M. Foster, 1390 Bergstrom Road, White Rock, in support of the application stating it moves forward a vision in regard to environment / density. Affordable housing and density is needed. A well thought out proposal. It was noted that construction in neighbourhood had been a lot.
- B. McKay, 1553 Lee Street, White Rock, not in support of the application, stated he would like to withdraw his signature of support on the petition. Stated concern with increased number of people using the street for parking / additional traffic, intersection at North Bluff Road and Lee Street is already busy, loss of visibility, access of parking garage on Lee Street, water and drainage infrastructure, drainage previously a concern and now again with further demand, local schools are already crowded. Not in support unless the noted concerns are addressed.
- N. Popoff, 1225 Johnston Road, White Rock, in support of the application stating affordable housing and increased housing supply is needed and that finding housing is a challenge in the area.
- R. Milford, 17392 3A Avenue, Surrey, in support of the application, stating that affordable housing is needed, it will contribute to society and bring prosperity to the area. The application will be more people / younger and offer the chance to bring in young families.
- A. Pauliuk, 15654 - 5674 North Bluff Road, White Rock, in support of the application, stating affordable options are beneficial, offers middle-income family options, petitions included as submissions noted higher density is supported in the area.
- C. Brookes, 15444 Royal Avenue, White Rock, spoke in support of the application, stating there is a need for increased rentals and affordable family housing, the project is a good design and the location is close to transit. Offers options for families, will help to keep the City vibrant.

At 7:42 p.m. there was a call for any further speakers.

- J. Labourd, 15459 Pacific Avenue, White Rock, spoke in support of the application, stating it was good to have affordable housing offered and that the building was attractive.

- M. Mason, 1598 Parker Place, White Rock, not in support of the application, stating they live next to the site and they will be impacted as they will be facing a six (6) storey building and is not needed in the area.
- G. Wolgemuth, 1520 Vidal Street, White Rock, speaking a second time, in support of the application stating this is affordable housing / not social housing, it is a needed use, will not create a shadowing effect on the neighbours, affordable housing option for families, site coverage is favourable, Development Cost Charges my offer road repairs, curbs and sidewalks.
- S. Craig, Project Architect, noted that they looked at project with a positive urban realm, provides further housing options for those working nearby (expansion of Peace Arch Hospital).
- D. Stonoga, 15408 Columbia Avenue, White Rock, not in support of the application stating it is not affordable housing, does not agree it would not help businesses and it offers good housing for families, too much concrete in this residential area, concern with density, parking issues and additional traffic. Stated decisions should be more community based (look to homeowners in the area and how they will be impacted).
- C. Mandal, 1580 Lee Street, White Rock, not in support, concern it includes BC Housing element. Further concerns included safety, reduced parking and having it spill to nearby street, shadowing impact / loss of privacy, density, additional traffic additional usage of infrastructure. Area better suited for single family homes. I
- M. Brewster, Applicant, speaking for a second time, clarified that the BC Housing element does not mean subsidized housing. Parking was considered working with staff it presents 1.6 per unit / what is required.
- M. Bhatti, 1573 Parker Place, White Rock, speaking a second time, not in support of the application, noted concern with petitions / submissions for the public hearing and with loss of trees, project not in right area and additional traffic / vehicles it will bring.

At 8:20 p.m. there was a call for any further speakers.

- G. Wolgemuth, 1520 Vidal Street, White Rock, speaking a third time in support stated the building will have no shadowing, it is not social housing /

subsidized housing, it is needed affordable housing, parking may be addressed, the project fits the area.

- M. Bhatti, 1573 Parker Place, White Rock, speaking a third time, not in support of the application, stating six (6) stores is not acceptable next to single family homes, would like to see outdoor facilities (more amenities are needed).
- A. Dhillon, 1580 Lee Street, White Rock, not in support of the application, stating concern with additional parking being needed, additional families require access to school and playgrounds, currently Peace Arch Hospital is having to expand to accommodate population, more use of infrastructure. Previous petition may not be relevant. Those living in the area should have a say / be listened to.
- S. Crozier, 1351 Martin Street, White Rock, not in support of the application, stating although it is an improvement concern density (ninth densest population across Canada), does not agree it offers affordability housing , would like to see the City go to neighbourhoods / should not dismiss residents not wanting certain buildings in their area.

No further speakers noted at 8:38 p.m.

**21. CONCLUSION OF PUBLIC HEARING #3 - BYLAW 2351 - 15654/64/74
NORTH BLUFF ROAD/ 1570/80 MAPLE STREET AND 1593 LEE STREET**

The public hearing for Bylaw 2351 was concluded at 8:38 p.m.

22. PUBLIC HEARING #4 - BYLAW 2375 - 15053 MARINE DRIVE

BYLAW NO 2375: *White Rock Zoning Bylaw, 2012, No. 2000, Amendment (15053 Marine Drive – Cannabis Store) Bylaw, 2021, No. 2375*

CIVIC ADDRESS: 15053 Marine Drive

PURPOSE: Bylaw 2375 proposes to permit a temporary use permit and a cannabis license referral (resolution), which would enable the creation of a cannabis retail store at 15053 Marine Drive.

The public hearing for Bylaw 2375 was called to order at 8:38 p.m.

23. THIS PUBLIC HEARING/MEETING HAS BEEN PUBLICIZED AS FOLLOWS:

- Notice was published in the February 18 and 25 editions of the Peace Arch news

- 180 notices were mailed to owners and occupants within 100 metres of the subject property
- A copy of the notice was placed on the public notice posting board on February 15, 2021

24. THE CHAIRPERSON INVITES THE DIRECTOR OF PLANNING AND DEVELOPMENT SERVICES TO PRESENT THE PROPOSED BYLAW

Note: Corporate report dated February 8, 2021 and minutes extract provided for information.

25. THE CHAIRPERSON WILL REQUEST THE DIRECTOR OF CORPORATE ADMINISTRATION TO ADVISE OF ANY CORRESPONDENCE OR SUBMISSIONS

As of 8:30 a.m. on Wednesday, February 24, 2021 there have been **nine (9)** submissions (six (6) submissions in support of the application and three (3) not in support).

Note: Submissions received between 8:30 a.m., February 24, 2021 and 12:00 p.m., March 1, 2021 will be presented “On Table” at the Public Hearing.

Author	Date Received	Civic Address	Status	Item #
T. Hart	Feb 18, 2021	Undisclosed	Support	C-1
M. Catroppa	Feb 18, 2021	2165 123st Surrey	Support	C-2
S. Kassam	Feb 20, 2021	403-1581 Foster Street, White Rock	Opposed	C-3
S. Bergen-Henengouwen	Feb 20, 2021	602-15015 Victoria Ave, White Rock	Support	C-4
T. Erwin	Feb 21, 2021	504-15025 Victoria Ave, White Rock	Opposed	C-5
G. Pineau	Feb 22, 2021	203-15015 Victoria Ave, White Rock	Support	C-6

A. Ronald Davies and Patricia R. Davies	Feb 22, 2021	Undisclosed	Opposed	C-7
D. Castillo	Feb 22, 2021	Owner of Alebirjes Kitchen & Bar – 15077 Marine Drive	Support	C-8
V. Gunda	Feb 22, 2021	1213 Stayte Road	Support	C-9

Summary of Submissions for Bylaw 2375 (Not Including the Phone-In for the Evening):

- On Table Submissions were received up until 12:00 p.m. (noon) today (Monday, March 1, 2021).
- There have been **thirty-six (36) on-table** submissions: (22 in support and 14 opposed)
- For those who phoned in today not wanting to speak to the item but wanting to register their vote there have been **24** votes registered (sixteen (16) opposed and eight (8) in support.

26. THE CHAIRPERSON INVITES THOSE IN ATTENDANCE TO PRESENT THEIR COMMENTS

- K. Jones, 15761 Goggs Avenue, White Rock, not in support of the application, noting concerns with the following, the City image, impact of parking, people using product near the store, not the right location for this.
- H. Gill, 15123 Marine Drive, White Rock, in support of the application, stating the City should have a Health Canada Regulated Dispensary where safe and regulated product can be purchased. Alternative is to obtain from unregulated sources.
- V Sachdeva, Applicant, outlined the proposal background and process and how the business would be run to address noted concerns.
- N. Low, 15621 Marine Drive, in support of the application, stating the City needs to be revitalized with sustainable business, this proposal in a store front that has been vacant for years. A provincial regulated store of this type

is a good option. Safe access for seniors safe, security will be in place it is no from a liquor store.

- M. Mlcak, 13812 Malabar Avenue, White Rock, in support of the application, stating the staff at other location are respectful and knowledgeable, offer legal and safe product, will bring more foot traffic.
- M. Nazair, 1580 Martin Street, White Rock, in support of the application, noted they work in the industry, familiar with process that are required to maintain quality health standards.
- C. Kucey, Victoria Avenue White Rock, not in support of the application, stating this will create issues for nearby homes, this is not the right area for this business it is a family area. Noted concern with the hours of operation, and with increased traffic congestion (area not set up for quick pick-ups), parking for homes is already short in supply, safety, additional garbage, line up outside of store.

At 9:11 p.m. there was a call for any further speakers.

- M. Sitka, 13660 Marine Drive, White Rock, in support of the application, stating the product access for residents is needed, there is a store already in White Rock that does not appear to have issues. Supports this being a Temporary Use Permit, if issues it can be removed.
- G. Wolgemuth, 1520 Vidal Street, White Rock, in support of the application, stated the property been vacant a long time - a good location, there are many good controls in place, nice design.
- D. Stonoga, 15408 Columbia, White Rock, not in support of the application, stating concern with the location and behavior(s) of those that purchase from the store, it is a family area. Concern noted with line-ups on the sidewalk, this is not the right location there are better locations for this use.
- P. Wilson, Victoria Avenue, White Rock, not in support of the application, stated concern with the location as it is a family area, concerned with cars / quick pick-ups and impact on parking. and with how the back alley will be utilized and the hours of operation.
- J. Shunka, Martin Street, White Rock, not in support of the application, stating this is not the right location (family oriented area). Concerns noted with impact on parking, line-ups on the sidewalk and there is no room for short term parking.

- V. Gunda, 1213 Stayte Road, White Rock, in support of the application, stating it is a good location for the business.
- D. Rowland, 15057 Marine Drive, not in support of the application, lives next door stated this is not the right location, it is better suited for restaurants there are other locations for this type of business.

At 9:40 p.m. a further call for speakers was noted

- G. Wolgemuth, 1520 Vidal Street, White Roc, speaking a second time in support of a controlled / regulated product business, any business that goes in at the location will have parking challenges.
- V. Sachdeva, Applicant spoke a second time, stating the security is on site to stop smoking outside the premises and to mitigate line ups, back of building will be improved,
- C. Kucey Victoria Avenue White Rock , speaking a second time not in support of the application, noted concerned the location is a residential neighborhood, and with the idea of cameras in the back. This is not the right location.

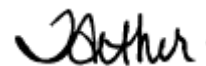
No further speakers noted at 9:58 p.m.

27. CONCLUSION OF PUBLIC HEARING #4 - BYLAW 2375 - 15053 MARINE DRIVE

As there were no further speakers for Bylaw 2375 the public hearing was concluded at 9:59 p.m.

28. CONCLUSION OF THE MARCH 1, 2021 PUBLIC HEARING/MEETING

Mayor Walker



Tracey Arthur, Director of Corporate Administration

From: [Ryan White](#)
To: [Clerk's Office](#)
Subject: Question and Answer Period
Date: March 8, 2021 12:03:10 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Mayor and Council,

My name is Ryan White and I have recently moved back to white rock after being forced to spend some time on the other side of 16th Avenue. My family was pushed out by misplaced developments, approved by the previous council.

My question is regarding your position on out of town developers, posing as city residents at public hearings, in support of their own projects:

1. What does this Mayor and this Council have to say about this to all residents - and the development community at large, that wants to do business in white rock?
2. Will this Mayor and this Council support unethical developers that are looking for more opportunities to expose our city rather than help it grow in a sustainable way?

Regards,
Ryan White
Concerned Resident

THE CORPORATION OF THE
CITY OF WHITE ROCK
CORPORATE REPORT



DATE: March 8, 2021

TO: Mayor and Council

FROM: Eric Stepura, Director of Recreation and Culture

SUBJECT: Miramar Village Plaza Special Events 2021

RECOMMENDATIONS

THAT Council endorse the following events to be held on the public open space located in Miramar Village Plaza in 2021:

1. White Rock Farmers' Market on Sundays from May 2, 2021 to October 24, 2021; and
 2. Christmas on the Peninsula on Saturday, November 27, 2021.
-

EXECUTIVE SUMMARY

Miramar Village Plaza (Miramar Plaza) is private property with a public right of way. The City of White Rock has the authority (granted in Air Space Parcel Plan BCP39026) to use, and to allocate the use of Miramar Plaza for hosting City produced or sponsored events.

The purpose of this corporate report is to seek Council approval for the proposed events to be located at Miramar Plaza in 2021.

PREVIOUS COUNCIL DIRECTION

In accordance with the City/Bosa Air Space Parcel Plan BCP39026, the City has the authority to book and host public events in the Plaza in 2021, subject to Council approval.

INTRODUCTION/BACKGROUND

Miramar Plaza Events Proposed for 2021

The special events held at Miramar Plaza are important for building community spirit, attracting visitors to the Town Centre area and in addition, have a positive economic impact to local businesses.

Miramar Plaza area is owned by the three (3) adjoining strata's (Tower A, Tower B and Tower C & D). The City does not own the property but does have a statutory right of way for the use of the plaza area and amphitheater. Management of the maintenance and use of Miramar Plaza is by the Miramar Plaza Management committee (on which the City has a staff representative). For the City to hold events in Miramar Plaza, Council approval is required.

City of White Rock staff regularly meet with representatives of Miramar Strata Council and their property management companies to discuss issues related to the maintenance, management and events held at Miramar Plaza. Attached as Appendix A are the "Miramar Village Plaza Use

Guidelines” that were approved by members of the Miramar Management Committee at their meeting held March 28, 2015.

One (1) of the guidelines for use of the Plaza is that “The Miramar strata corporations be consulted for input prior to the White Rock City Council approval of special events scheduled for the Plaza.” City staff have consulted with the Miramar Strata Council representatives and Bosa properties, and have received support of the following special events proposed to be held at the Plaza in 2021:

a) White Rock Farmers” Market (May 2, 2021 – October 24, 2021)

The City of White Rock sponsors the White Rock Farmers’ Market (Farmers’ Market) in order for the Farmers’ Market to use Miramar Plaza in accordance with our agreement with Bosa and Miramar Strata’s. The City sponsorship of the Farmers’ Market is limited strictly to the use of the Plaza and a portion of Russell Avenue. There is currently no financial sponsorship from the City to the Farmers’ Market, however, the City does provide in kind service in the form of power for some food and beverage vendors, and the use of the outside washrooms at the White Rock Community Centre at no charge to the Farmers’ Market.

The Farmers’ Market purchases liability insurance that names the City and the Miramar Strata’s as additional insured for the use of the Plaza. In addition, the Farmers’ Market also pays the City for the following services:

- Annual business license; and
- Road and Right of Way Use Permits.

Discussions have been held between City staff, executive members of Miramar Strata Councils and organizers of the Farmers’ Market, and the following terms have been agreed upon:

- One (1) year term (2021);
- Farmers’ Market setup cannot begin before 8:00 a.m.;
- Market hours are from 10:00 a.m. to 2:00 p.m. on Sundays, May 2 through October 25, 2021;
- Farmers’ Market will contribute \$150.00/market day to Miramar Plaza Management Committee as a contribution to cover the costs of power, water and plaza maintenance and upkeep;
- Amplified music is not permitted in the Plaza;
- Only alcohol sold in sealed containers is permitted in the Plaza;
- Removal of all garbage, recycling and clean-up of all litter is the responsibility of the event organizer;
- The Farmers’ Market is responsible for cleaning and maintaining the outdoor washrooms and providing access to the public on Market days;
- The Farmers Market is permitted to store market equipment in the two outdoor washrooms between markets. This equipment must be removed and stored elsewhere following the market season;
- City of White Rock will secure a damage/security deposit for special events held in Miramar Plaza which will be used to pay for site cleanup expenses that the event organizer failed to perform;

- Farmers' Market must obtain Comprehensive General Liability Insurance in the minimum amount of \$5M (five million dollars) for bodily injury, death or property damage which names the City of White Rock and the three (3) Miramar Strata's as additional insured;
- Farmers' Market must obtain at their expense, a Traffic Control Plan, and follow the conditions of the Traffic Control Plan on all Market days;
- Farmers' Market must provide the City and Fraser Health with a COVID-19 Safety Plan which demonstrates how Market staff and volunteers will control the flow of Market visitors, prevent groups from gathering and address any other safety measures and restrictions as per Provincial Health Orders;
- The City will allow a road closure of the portion of Russell Avenue from Johnston Road to the entrance to Miramar Plaza. This road closure will be permitted on the condition that the Farmers' Market cannot impede access/egress of the underground parking lot and the front entrance to Miramar Tower A, 15152 Russell Avenue; and
- The City will allow a closure of Miramar Mews (the lane between Towers A and B) between Russell Avenue and the northwest access/egress entrance to the Miramar West Tower.

b) Christmas on the Peninsula (November 27, 2021)

The City of White Rock has in the past provided some financial support to Christmas on the Peninsula in the form of a grant-in-aid, plus some services in kind such as the use of City tents, power and other event-related equipment. Last year, this popular annual event was held virtually due to the COVID-19 pandemic. The organizers are hoping to hold an in-person event again in 2021, however, if the Provincial Health Orders restricting group gatherings are still in place this Fall, they are prepared to run the event virtually again this year. Some details about this annual event are as follows:

- A small outdoor component of the Christmas on the Peninsula event would be held in the open area in Miramar Plaza between the four (4) Miramar Towers;
- A small parade may occur along Miramar Mews between Russell Avenue and Thrift Avenue;
- All costs for this event including cleanup, installing and removal of decorative lighting and waste removal will be borne by the event organizers;
- Festival organizers must obtain Comprehensive General Liability Insurance in the minimum amount of \$5M (five million dollars) for bodily injury, death or property damage which names the City of White Rock and the three (3) Miramar Strata's as additional insured;
- Organizers must obtain and abide by a Traffic Control Plan at their expense, if they plan to do a parade;
- Organizers must provide the City and Fraser Health with a COVID-19 Safety Plan which demonstrates how volunteers will control the flow of visitors, prevent groups from gathering, and address any other Provincial Health Orders; and
- A closure of Miramar Mews (the lane between Towers A and B) between Russell Avenue and the northwest access/egress entrance to the Miramar West Tower.

Representatives of Miramar Strata Councils have given their endorsement of this annual event for a one (1) year term.

Staff recommend that Council endorse and approve the White Rock Farmers' Market and Christmas on the Peninsula events in Miramar Plaza for a one (1) year term (2021).

FINANCIAL IMPLICATIONS

Costs for the above community events will be paid for by the event organizers, which may or may not include services from the City.

LEGAL IMPLICATIONS

Not applicable.

COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS

These two community events will be promoted on the City's website and social media channels.

INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS

The City's Engineering Department will be involved regarding review and approval of road closures, Right of Way permits and Traffic Control Plans.

CLIMATE CHANGE IMPLICATIONS

Not applicable.

ALIGNMENT WITH STRATEGIC PRIORITIES

Council's corporate vision is to provide a high quality of life where arts and culture flourish and our heritage is celebrated where we can all live, work and play in an enjoyable atmosphere, and where the community feels safe, secure and friendly. Special Events support the cultural development needed to build that kind of community.

OPTIONS / RISKS / ALTERNATIVES

Alternate options for Council's consideration:

1. Not endorse the White Rock Farmer's Market on Sundays May 2, 2021 to October 24, 2021; and/or
2. Not endorse the Christmas on the Peninsula Saturday November 27, 2021.

CONCLUSION

The City of White Rock recognizes that special events are an important part of enjoying life in White Rock and provide affordable entertainment to its citizens. It also recognizes that special events enhance tourism, culture and recreation, while providing an economic benefit to businesses in the City.

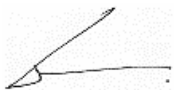
Respectfully submitted,



Eric Stepura
Director Recreation and Culture

Comments from the Chief Administrative Officer

I concur with the recommendations of this corporate report.



Guillermo Ferrero
Chief Administrative Officer

Appendix A: Miramar Village Plaza Use Guidelines

APPENDIX A

Miramar Village Plaza Use Guidelines

Miramar Village Plaza is private property with a public Right of Way. Miramar Plaza is defined as the outdoor space between the two apartment towers at 15152 Russell Ave (Tower A) and 1473 Johnston Rd (Tower B). The White Rock Community Centre, is located on the ground floor of Tower A. Miramar Plaza is used to stage City of White Rock produced or sponsored special events. City of White Rock staff and special events organizers recognize this location is home to local residents and as such will operate as a good neighbor. City of White Rock and special event organizers will informally communicate, discuss, and reasonably resolve any conflicts or concerns.

Guidelines:

The two Miramar strata corporations will be consulted for input prior to the White Rock City Council approval of the Special Events scheduled for Miramar Village Plaza.

Miramar event calendars will be given to the strata corporations for information.

Due to noise bylaws, events are not permitted to begin setup prior to 8:00am.

Amplified music is not permitted unless prior approval has been granted by the City of White Rock. No confetti is allowed in Miramar Village Plaza.

Only alcohol sold in sealed containers at the White Rock Farmers Market is permitted. Outdoor beer and/or wine gardens and tastings are not permitted unless prior approval has been granted by the City of White Rock.

The City of White Rock will secure a damage/security deposit for Special Events taking place in Miramar Plaza. This deposit will be used to pay for site cleanup expenses that the event organizer failed to perform.

Special Event organizers are obligated to ensure the site is clean after each event. This includes:

- All garbage, decorations, vendors, personal and rented equipment must be removed at conclusion of events.
- Removal of all garbage, recycling materials and clean-up of any litter is the responsibility of the event organizer.

In the event the Miramar Strata's are dissatisfied with the quality of site clean-up following City sponsored events, they are to contact White Rock Recreation and Culture at 604-541-2199 to discuss. In keeping with the City of White Rock's Liability Insurance Policy Directive #108, event organizers must obtain Comprehensive General Liability Insurance protecting the City of White Rock against liability for bodily injury, death or property damage, arising out of the activity with the City, and both Miramar Strata's (BCS 3236 - 15152 Russell Ave and BCS 3237-1473 Johnston Rd.) must be named as an Additional Insured on the policy. The policy is to include inclusive coverage for the event from setup through to dismantling. Proof of insurance must be received by White Rock Recreation and Culture Department and both Strata Councils prior to the use of Strata property and/or City owned property (i.e., parks, facilities, or roads) covered under the special event application/permit.

Miramar Village Plaza Road Closures: A Right-of-Way (ROW) permit is required in order to close off any City roads. For Miramar Village Plaza events, a ROW can be considered that closes:

- Russell Ave. between Johnston Rd. and the east corner of the Tower A building.
- Miramar Mews (Lane between Russell Avenue and Thrift Avenue).

Please Note: Road Closures are not permitted on Russell Ave. between Foster Street and the entrance/exit to the Plaza as this would impede access to the underground parking lot and the front entrance to 15154 Russell Ave.

Existing parking restrictions indicate no parking in front of 15152 Russell Street building.

Date Ratified by the Miramar Plaza Management Committee – March 27, 2015

THE CORPORATION OF THE
CITY OF WHITE ROCK
CORPORATE REPORT



DATE: March 8, 2021

TO: Mayor and Council

FROM: Eric Stepura, Director of Recreation and Culture

SUBJECT: Warming Shelter for the Homeless Options

RECOMMENDATIONS

THAT Council:

1. Approve \$10,000 from the City's COVID-19 Restart Grant budget to fund rental and installation of a warming shelter tent in the parking lot at Centennial Park from March 15 to April 15, 2021; and
 2. Direct staff to participate in an At-Risk and Vulnerable Populations Task Force with representatives of the City of Surrey and other stakeholders mandated to address the needs of at-risk and vulnerable people living in White Rock and South Surrey, including those who are food insecure and homeless.
-

EXECUTIVE SUMMARY

Following a Delegation presentation by Cheryl Lightowers and Kathy Booth on February 22, 2021, asking Council to consider providing a warming shelter for people who are homeless, Council made a motion directing staff to provide a corporate report regarding information on a daytime warming shelter to accommodate approximately 25-30 people.

In response to this referral, staff have conducted some research on homelessness in White Rock and provided several options for Council to consider for providing an emergency daytime warming shelter for those experiencing homelessness in the Peninsula.

Given that the Delegation's request for a warming shelter was until the end of March 2021, staff recommend that the only viable option would be to install a tent in the City owned parking lot located at Centennial Park at a cost of \$10,000. If Council supports this recommendation, a warming shelter tent could be up and operational by mid-March and be kept up for a period of one month (to April 15, 2021).

The Delegation has stated in their presentation that all costs relating to providing staff/volunteers for the shelter, and supplying food and beverages, would be provided by either Options or Peace Portal Alliance Church. If approved, the City could loan chairs, tables, and garbage cans, and provide waste removal services within existing operating budgets for the one month period.

On April 2, 2020, the BC Ministry of Public Safety and Solicitor General sent a letter to all BC municipalities requesting that local government work in collaboration with BC Housing and their regional health authority to ensure that there are local plans in place to provide for emergency shelter overflow for vulnerable people during the COVID-19 pandemic. To address this request

from the province, staff recommend that Council direct staff to participate in an At-Risk and Vulnerable Populations Task Force with representatives of the City of Surrey and other stakeholders mandated to address the needs of at-risk and vulnerable people living in White Rock and South Surrey, including those who are food insecure and homeless. To date, this task force has not been established, however, staff recommend that discussions be held with the City of Surrey's social planners and other stakeholders to establish one.

PREVIOUS COUNCIL DIRECTION

Community members Cheryl Lightowlers and Kathy Booth attended the February 22, 2021 Regular Council meeting and made a presentation requesting Council to consider providing an emergency daytime warming shelter until the end of March 2021, for those experiencing homelessness. The following motion was adopted by Council:

Meeting Date	Motion Details
February 22, 2021 2021-079	That Council directs staff to provide a corporate report regarding information on a daytime warming shelter to accommodate approximately 25-30 people.

INTRODUCTION/BACKGROUND

The purpose of this corporate report is to provide some information on homelessness in White Rock and provide options for Council to consider for providing an emergency daytime warming shelter for those experiencing homelessness.

Homelessness in White Rock

White Rock faith based organizations and community residents have a long history of assisting local people experiencing homelessness. Reverend Joan McMurtry and Peninsula United Church partnered with Options Community Services to provide an extreme weather shelter for homeless people for ten years at the First United Church and for two years following at the Star of the Sea Parish Hall. In the spring of 2020, the Star of the Sea Parish Hall closed, and an extreme weather shelter for people that are homeless was opened at the Peace Portal Alliance Church (at the corner of 152nd Street and King George Boulevard in South Surrey). This facility is operational every night during the winter months between 8:00 p.m. and 7:00 a.m.

A noon hour take away lunch program was established in White Rock in the spring of 2020 to provide meals to low income people, many of which are homeless. This program is currently operated by the Rotary Club of White Rock (6 days/week) and Peace Portal Alliance Church (one day/week) in a City owned gravel parking lot located at the corner of Johnston Road and Russell Avenue. The City allocated a portion of this parking lot for free, and installed concrete barriers, and social distancing signage to address safety issues at the site.

With the recent cold weather in early February, concern was expressed by volunteers who operate the shelter at the Peace Portal Alliance Church about the need for a daytime warming shelter for local homeless people. These volunteers have written letters to the Mayor and City Council requesting a warming shelter be opened in a civic building suitable for accommodating 25-30 homeless people during the hours of 7:00 a.m. to 9:00 p.m. until the end of March 2021.

Community members Cheryl Lightowlers and Kathy Booth attended the February 22, 2021 Regular Council meeting and made a presentation requesting Council to consider providing an emergency daytime warming shelter for those experiencing homelessness.

Considerations from the RCMP on a Warming Centre in White Rock

The following information about the local homeless situation and the White Rock RCMP's perspective on a warming shelter in White Rock has been provided by Staff Sergeant Kale Pauls White Rock RCMP Detachment Commander:

"Daytime warming centres are a compassionate response to people experiencing homelessness. They also provide police officers a practical and humane option to offer to people experiencing homelessness that may come into contact with police during a cold day.

The White Rock RCMP officers are the only agency in White Rock that provide a 24-hour outreach to social issues that become visible within the community. The officers interact with people experiencing homelessness due to calls from the public, casual interactions, and wellness checks. These interactions allow the White Rock officers to have familiarity with the complex issues that these individuals face and allow insight into their current and past challenges.

The number of visible person's experiencing homelessness in the City of White Rock fluctuates between 0-3 individuals. These individuals typically have a history in White Rock or were once housed in White Rock. Many people experiencing homelessness that normally reside in South Surrey will identify as being from White Rock for various reasons, including not being familiar with the jurisdictional boundary of North Bluff Road and the confusion of many businesses in South Surrey with storefronts advertising as White Rock in their business name. Some individuals experiencing homelessness from South Surrey come to White Rock in a transitory nature.

The White Rock RCMP currently provides a frontline response to social, substance use, and mental health matters. This is typically achieved without specialized on-scene support from programs such as Car 67 or the Police-Mental Health Outreach Team (both Surrey RCMP based programs), or healthcare system led outreach programs.

A warming centre in White Rock will primarily service people experiencing homelessness that normally associate to South Surrey. During previous winter seasons when White Rock hosted an emergency shelter on cold nights, this service primarily attracted individuals from South Surrey, Newton, and places beyond. Although the shelter was well run, there were predictable calls for service on the nights that the shelter was open, which primarily occurred within blocks of the shelter before opening and after closing. These calls included disturbances, assaults, mental health crisis, and property crime.

The nature of visible homelessness, in most cases, carries with it concurrent issues such as substance use, mental health disorders, health issues, and complex social issues. The location of a warming centre has to factor in a potential increase in frontline services, which will inevitably involve the police of jurisdiction. As the majority of person that will seek the sanctity of a warming centre will be from outside of the White Rock city limits, this will shift the complex needs of a marginalized population from South Surrey to White Rock where local officers do not have specialized support (such as Car 67 and PMHOT) and the officers are already expected to do more than they have the capacity to do."

Options for a Day Time Warming Shelter in White Rock

Staff have conducted a preliminary review of options for providing a daytime warming shelter (7:00 a.m. – 9:00 p.m.) for 25-30 people in White Rock until April 15, 2021. The summary below highlights the pros and cons of each of these options.

Temporary Structures

Staff have researched tent size requirements, locations, and costs to accommodate 25-30 people. The most suitable site is the City's parking lot at the Centennial Park. This shelter would be located near an existing washroom building with power.

Due to the Provincial Health Orders (PHO's) regarding social distancing, a 3,600 square foot (i.e. 60' x 60') tent would be required to accommodate up to 30 people. This would provide 10 x 10' spaces for each person plus centre aisles and space for a few food/beverage serving tables. The tent would require power, a heat source such as propane or electric forced air heat, access to washrooms and a hand wash station. The cost breakdown is as follows:

- Tent and forced air propane heater rental - \$10,000/month (Recommended)

Pros

- A tent can be rented and set up quite quickly.
- If a tent is located in the City owned gravel parking lot at Centennial Park this shelter would be located near an existing City washroom facility and quite near where many homeless people congregate in this region,

Cons

- The City has not identified funding for a tent for a warming shelter in the City's Financial Plan.
- Neighboring businesses and residents should be consulted before setting up a homeless warming shelter for homeless people at this location.
- A building permit and stamped engineered drawings for the tent would be required.
- Additional cleaning of the washroom building at Centennial Park will be required.
- Loss of parking revenue on parking spaces used for the warming tent.
- Regular park users may be opposed to a warming shelter for the homeless being located near sports facilities and a playground where kids come to play.

Other options include:

- Tent at the Corner of Johnston Road and Russell Avenue with forced air propane heater, portable washroom and hand sink rental – \$14,500/month (Not Recommended)

Pros

- A tent can be rented and set up quite quickly.
- If a tent is located in the gravel parking lot at this corner, this shelter would be located adjacent to the Rotary Club of White Rock/Peace Portal Alliance Church take-away lunch program.
- This site is quite near where many homeless people congregate in this region.

Cons

- The City has not identified funding for a tent for a warming shelter in the City's Financial Plan.
- This location lacks public washrooms, hand washing sinks and power. These items would have to be rented which would add \$4,000/month to the cost of providing a warming shelter.
- Neighbouring businesses and residents should be consulted before setting up a warming shelter for homeless people at this location.
- A building permit and stamped engineered drawings for the tent would be required.

- Portable Modular Building (Not Recommended)

Pros

- Portable modular buildings can be erected on sites such as the City owned parking lot on the corner of Johnston Road and Russell Avenue.
- Additional portable modular buildings can be added if demand increases.

- Portable modular buildings can come with washrooms built in, but would require water, sewer and power hookups.

Cons

- Staff have researched portable modular building rentals (Atco, Britco etc.) and they will not do short term rentals. They require a minimum one year rental and therefore this option is not currently viable.

- City Owned Buildings - City Hall (Not Recommended)

Pros

- None

Cons

- White Rock City Hall is heavily used by City staff in the daytime to conduct business and provide services to the community. There is no room large enough to accommodate 25-30 people for a daytime warming shelter.
- City Hall is located quite far away from the Semiahmoo Mall where many of the homeless people congregate in this area.

- City Owed Buildings - City Hall Annex (Not Recommended)

Pros

- None

Cons

- The City Hall Annex is heavily used by City staff to conduct business and provide services to the community. There is no room large enough to accommodate 25-30 people for a daytime warming shelter.
- The City Hall Annex is located quite far away from the Semiahmoo Mall where many of the homeless people congregate in this region.

- City Operations Centre (Not Recommended)

Pros

- None

Cons

- The City Operations Centre is heavily used by City staff to conduct business and provide services to the community. There is no room large enough to accommodate 25-30 people for a daytime warming shelter.
- The City Operations Centre is located quite far away from the Semiahmoo Mall where many of the homeless people congregate in this region.

- White Rock Community Centre (WRCC) Presentation Room (Not Recommended)

Pros

- White Rock Community Centre's Halls A, B and C are large enough to accommodate up to 33 people with social distancing measures in place.
- The White Rock Community Centre is located in the Town Centre near where some of the homeless people in South Surrey and White Rock tend to congregate and is near to where the takeout lunch program is being offered.

Cons

- White Rock Community Centre is heavily used daily from 8:00 a.m.-5:00 p.m. on weekdays to host a wide variety of recreation, fitness and arts programs. WRCC is currently closed on weekends due to budget and staffing limitations. Cancelling these activities for the month of March to accommodate a homeless shelter would upset a lot of regular patrons. The impact would be bumping 350 registered participants,

cancelling 31 programs, 250 individual classes and result in a revenue loss of in excess of \$6,000.

- WRCC could not be used both as a warming shelter and for regular recreational programming simultaneously. There is no way of managing where people go in the facility, as there is no ability to secure a group in the presentation room without them wandering into other areas of the facility to access the washrooms etc. Therefore, the entire building would have to be either a homeless shelter or a recreation centre.
 - WRCC patrons include many fragile seniors with vulnerable immune systems and delicate health issues. Odors from smokers, cannabis users and lingering body odor may cause health problems for some of our elderly/frail customers.
 - Recreation staff are not trained to deal with people facing homelessness (i.e. mental illness, substance abuse etc.). If WRCC is to be used as a homeless shelter, six (6) full-time staff plus 3 casual cleaning staff will have to be moved to other work sites.
 - WRCC does not have a food preparation kitchen or shower facilities.
 - Concerns of homeless people loitering around the Centre before & after shelter hours and their effect on regular patrons and Miramar residents perception of safety.
 - Consultation with 3 Miramar Strata's and BOSA Properties and other adjacent residents and businesses has not been done and should be carried out before operating a homeless shelter at this location. Miramar strata's and Bosa Property Management are already experiencing problems with homeless people occupying stairways, at times carrying out drug related activity or committing property crimes. It is unlikely that they will be supportive of more homeless people visiting their neighborhood.
 - Questions regarding who is responsible for providing additional janitorial work, building security/staffing for homeless shelter have not been answered. The City does not have budget to cover this added cost.
- Centre for Active Living (CAL) (Not Recommended)
 - Pros
 - None
 - Cons
 - There is no space at CAL large enough to be used as a warming shelter for 25-30 people. The largest fitness studio can only accommodate 12 people due to COVID social distancing restrictions.
 - CAL is heavily used daily from 8:00 a.m. – 5:00 p.m. on weekdays for a wide variety of fitness programs and activities. Weekends it is closed due to budget and staffing limitations. Cancelling these programs to accommodate a homeless shelter will impact a number of regular patrons.
 - CAL also is used by tenants that lease space from the City. These tenants include the Peace Arch Curling Club, Fraser Health, the Division of Family Practice, the White Rock South Surrey Stroke Recovery and the Alzheimer's Society of BC.
 - No kitchen available to use (the existing kitchen is operated by a private contractor (Candlelight Cuisine) on a lease basis with the Curling Club.
 - Limited washroom size – (2 stalls each)
 - Washrooms are located in the lower floor lobby. There is no way of preventing homeless shelter participants from accessing other areas of the building. Therefore, the entire building would have to be either a homeless shelter or a recreation centre.
 - Some daytime users are fragile seniors with vulnerable immune systems and delicate health issues. Odors from smokers, cannabis users and lingering body odor may cause problems for some of our elderly/frail customers.

- Concerns of homeless people loitering around the Centre before & after shelter hours and their effect on regular patrons and CAL building tenants' perception of safety.
 - Concerns about an increase of thefts from vehicles.
 - Questions regarding who is responsible for providing additional janitorial work, building security/staffing for homeless shelter. The City does not have budget to cover this added cost.
 - Peace Arch Curling Club and other CAL tenants would have to be consulted before operating a homeless shelter at CAL.
- Kent Street Activity Centre (KSAC) (Not Recommended)

Pros

- Kent Street Activity Centre is located within a ten minute walk from the Semiahmoo Mall where many of the homeless people in South Surrey and White Rock tend to congregate and is near where the takeout lunch program is being offered.

Cons

- KSAC does not have any rooms large enough to accommodate 25-30 people. The largest room is the auditorium which can only accommodate 12 people due to COVID social distancing restrictions.
- KSAC is heavily used for recreation and culture seniors activities from 8:30 a.m. until 4:30 p.m. weekdays. These seniors' activities would have to be bumped if the auditorium was to be used as a homeless shelter. This will greatly upset our 1,200+ regular senior members.
- Cancelling all March recreation programs and activities at KSAC would require the cancellation of 5 programs, 25 recreation classes and a loss of an estimated \$2,000 in revenue.
- KSAC could not be used both as a warming shelter and for regular recreational programming simultaneously. There is no way of controlling where people go in the facility, as there is no ability to secure a group in the auditorium without them wandering into other areas of the facility to access the washrooms etc. Therefore, the entire building would have to be either a homeless shelter or a recreation centre.
- Questions regarding who is responsible for additional janitorial work, building security/staffing for homeless shelter have yet to be answered. The City does not have budget to pay for this.
- The KSAC community kitchen would have to be closed, (operated by the Kent Street Seniors Society). The upper floor washrooms are adjacent to the kitchen, which would put the kitchen supplies at risk from theft. This kitchen provides pickup meals for local seniors 5 days/week. Frozen meal sales (both in person and delivery) have been very successful at KSAC and has proven that there is a high demand for this service for seniors in the community. Below are some weekly stats:
 - Between 200-250 frozen meals are sold each week.
 - Between 65-70 seniors purchase meals either in person or through volunteer delivery.
 - Revenue each week is between \$1,800-\$2,200.
 - Between 12-15 seniors volunteers help prepare and sell the meals. The loss of this daily meal program in March would be devastating to seniors depending on this meal service.
 - A \$10,000 loss in revenue each week. This revenue goes to the Kent Street Seniors Society, and then back into the centre to meet the needs of Kent Street seniors.

- Over 300 seniors will be unable to purchase meals at a location where they feel safe.
- Approx. 1,250 meals will not be made for the month of March.
- Recreation staff are not trained to deal with people facing homelessness (i.e. mental illness, substance abuse etc.). Two full-time staff would have to be relocated elsewhere.
- Consultation with the Kent Street Seniors Society and the Kent Street Executive Committee and adjacent neighbors would be critical.
- Centennial Park Leisure Centre and Arena (CPLC) (Not Recommended)
 - Pros
 - None
 - Cons
 - CPLC Arena is used by young children every day starting at 5:30 a.m. for figure skating and ice hockey until late March, then children's lacrosse and ball hockey in the spring/summer. The arena cannot be converted for use as a warming during the month of March because it is still heavily used for ice skating and hockey programs until the end of March and it lacks heat. As well, staff strongly oppose mixing children and people with addictions and/or mental health issues at the same facility.
 - CPLC Hall is used for a variety of recreational programs for people of all ages including kids camps, adult fitness and seniors activities. There are seven (7) registered programs, thirty (30) classes and over 100 people would have to be bumped to convert the hall to a daytime warming shelter for the homeless. Cancelling these programs to accommodate a homeless shelter will upset a lot of regular patrons.
 - CPLC Hall is the City's Emergency Social Services Reception Centre, therefore, if an apartment fire, major windstorm or other significant emergency occurs in the community, the shelter would have to be closed so it can be used for assisting evacuees.
 - CPLC is quite a distance away from where the homeless people hang out (i.e. Semiahmoo Mall)
 - Concerns of homeless people loitering around the Centre before & after shelter hours and their effect on regular patrons, park users, CAL users and local residents' perception of safety.
 - Concern also about an increase of thefts from arena and curling rink users' vehicles.
 - Greater possibility of increased thefts from arena users and curling club vehicles etc.
 - Questions regarding who is responsible for additional janitorial work, building security/staffing for homeless shelter has not been answered. The City does not have budget to provide for this service.
- Commercial Space

Staff have made a few inquiries about vacant commercial spaces in White Rock that might be rented on a temporary basis for use as warming shelters for the homeless. Under the current Provincial Health Orders, a building with 2,500 square feet of unencumbered space would be needed for 25 people, and 3,000 square feet of unimpeded space for 30 people. To date, there are no suitable vacant commercial spaces that have been identified in White Rock.
- City of Surrey

The City of Surrey has also been asked by the Peace Portal Alliance Church volunteers to provide a warming shelter for the 25-30 people experiencing homelessness in the

peninsula. To date, no suitable facilities have been offered by the City of Surrey to address this request.

- **Other Options**

To address the need for an Emergency Response Centre and warming shelters for homeless people living in White Rock and South Surrey, staff recommend that Council direct staff to participate in an At-Risk and Vulnerable Populations Task Force with representatives of the City of Surrey and other stakeholders mandated to address the needs of at-risk and vulnerable people living in White Rock and South Surrey, including those who are food insecure and homeless. Establishing multi-jurisdictional task forces to address the issue of sheltering the homeless has been quite effective in other BC municipalities, and may result in a permanent solution(s) being found to address the needs of at-risk and vulnerable people living in White Rock and South Surrey.

FINANCIAL IMPLICATIONS

If Council endorses staff's recommendation #1 above, they would be approving \$10,000 from the City's COVID-19 Restart Grant budget to fund rental and installation of a warming shelter tent to be located in the parking lot at Centennial Park from March 15 to April 15, 2021.

LEGAL IMPLICATIONS

There may be some added risk to the City by approving a warming shelter for people experiencing homelessness.

White Rock RCMP have had experience with homeless shelters and report that there were predictable calls for service on the nights that the shelter was open, which primarily occurred within blocks of the shelter before opening and after closing. These calls included disturbances, assaults, mental health crisis, and property crime.

COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS

Not applicable.

INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS

The City's Engineering Department would be needed to approve the location, installation and power hookups for the warming tent, and provide extra cleaning and monitoring of the washrooms.

The City's Development and Planning Department would need to be involved in reviewing the tent's structural drawings and issuing a building permit.

The City's Fire Chief would need to review the heating source and occupancy load for the tent.

CLIMATE CHANGE IMPLICATIONS

Not applicable.

ALIGNMENT WITH STRATEGIC PRIORITIES

This project is not in alignment with any existing Council Strategic Priorities.

OPTIONS / RISKS / ALTERNATIVES

The following options are available for Council's consideration:

1. That Council not approve \$10,000 from the City's COVID-19 Restart Grant budget to fund rental and installation of a warming shelter tent to be located in Centennial Park from March 15 to April 15, 2021; and
2. That Council not direct staff to participate in an At-Risk and Vulnerable Populations Task Force with representatives of the City of Surrey and other stakeholders mandated to address the needs of at-risk and vulnerable people living in White Rock and South Surrey, including those who are food insecure and homeless.
3. That Council approve \$14,000 for the rental and installation of a warming shelter tent, heat, power and portable washrooms to be located on the gravel parking lot at the corner of Russell Avenue and Johnston Road, adjacent to where the Rotary Club of White Rock/Peace Portal Alliance Church take-away lunch program location.

CONCLUSION

Following a presentation by Cheryl Lightowlers and Kathy Booth asking Council to consider providing a warming shelter for people who are homeless, Council made a motion directing staff to provide a corporate report regarding information on a daytime warming shelter to accommodate approximately 25-30 people.

In response to this referral, staff have conducted research on the extent of homelessness in White Rock and provided several options for Council to consider for providing an emergency daytime warming shelter for those experiencing homelessness in the peninsula.

Given that the delegation's request for a warming shelter is only until the end of March 2021, staff recommend that the only viable option would be to install a tent in the City owned parking lot located at the Centennial Park at a cost of \$10,000. If Council supports this recommendation, this warming shelter tent could be up and operational by mid-March and be kept up for a period of one month (to April 15, 2021).

In addition, staff recommend that Council direct staff to participate in an At-Risk and Vulnerable Populations Task Force with representatives of the City of Surrey and other stakeholders mandated to address the needs of at-risk and vulnerable people living in White Rock and South Surrey, including those who are food insecure and homeless.

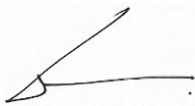
Respectfully submitted,



Eric Stepura
Director Recreation and Culture

Comments from the Chief Administrative Officer

I concur with the recommendations of this corporate report.



Guillermo Ferrero
Chief Administrative Officer

THE CORPORATION OF THE
CITY OF WHITE ROCK
CORPORATE REPORT



DATE: March 8, 2021

TO: Mayor and Council

FROM: Jim Gordon, P.Eng., Director, Engineering & Municipal Operations

SUBJECT: West Beach Parkade Communication Strategy

RECOMMENDATION

THAT Council direct Staff to proceed with the communications plan to promote the Parkade as outlined in this report.

EXECUTIVE SUMMARY

The West Beach Parkade (“Parkade”) opened in 2019. Although there is much demand for parking along Marine Drive during the high season, the Parkade has not received the same demand, acting mainly as an overflow when parking closer to the beach is full.

Staff has prepared signage options and a communication strategy for Council’s consideration. After a review of the options, the communication strategy is the recommended option because it raises awareness of the Parkade and seeks public input at a lesser cost.

PREVIOUS COUNCIL DIRECTION

Motion # & Meeting Date	Motion Details
September 28, 2020 2020-G\L-072	THAT the Governance and Legislation Committee: 1. Requests staff to bring forward a corporate report to address more permanent and larger signage for the City Parkade, and information on a communication strategy to help promote the parkade that would be ready for the next high season.

INTRODUCTION/BACKGROUND

The four-level Parkade opened in May 2019 at the northeast corner of Victoria Avenue and Vidal Street. It is open from 8:00 a.m. to 12:00 a.m. (midnight) with pay parking starting at 10:00 a.m. when in effect. The Parkade provides the following amenities:

- 183 regular parking spaces;
- seven parking spaces electric vehicles charging stations;
- five accessible parking spaces; and
- bicycle racks.

Although the Parkade has increased parking capacity along the waterfront and improved ease of parking, it has not seen the same demand as the Marine Drive parking lots given that it is a less

desirable location to park. The daily Parkade rate is only of value for those parking for four (4) hours or more. The hourly rate in the Parkade is the same as the locations near Marine Drive and more expensive than the “Value” lots, west of Oxford Street. There is increased occupancy at the Parkade only when waterfront parking has reached capacity.

The Parkade had an average daily utilization of approximately 5% in the winter months, and 10% in the summer months in 2019. While rates were slightly lowered in 2020, the revenue was 41% less than 2019 for the three-month period of July 1 to September 31. During weekends of the summer season, the utilization rate typically reached 20% and has gone as high as 69% on July 1, 2019 and 58% on August 4 of 2019.

One hypothesis is that visitors to the Promenade may be unaware of the Parkade’s location because the Parkade is not located on Marine Drive; therefore, in 2019, staff installed additional wayfinding signs for the Parkade. There are currently 13 signs for the Parkade; these are shown in Appendix A.

Parking demand for the Parkade has not increased in 2020, and at the September 28, 2020 Governance and Legislation Committee meeting, the Committee recommended to Council to review a signage and communication strategy to help promote the Parkade.

Staff reviewed the existing condition and identified several options to promote the Parkade. These options are listed as follows:

1. Install universal Parkade signs and remove redundant signs.
2. Install one freestanding lit sign.
3. Install two temporary digital messaging boards.
4. Proceed with a comprehensive communication strategy.

Option 1 involves removing redundant signs and installing six (6) new universally recognized signs for parking (blue P) with directional arrows. New signs will follow road safety regulations that dictate the size and placement of signs; the proposed locations are shown in Appendix B’s sign plan. The cost of this option is estimated to be \$9,000.

Option 2 involves installing a freestanding lit sign at the south side of Marine Drive and Vidal Street. Electrical work will be necessary for this sign. An example of this type of sign is shown in Appendix C. This option is estimated to cost \$40,000 and will require archaeological permitting that could take six months or more.

Option 3 involves purchasing two temporary digital reader boards to promote the Parkade, shown in Appendix D. This option is estimated to cost \$50,000.

Option 4 involves website updates, and a survey to obtain public feedback on ways the City can increase Parkade patrons, and other public awareness activities (i.e.: price sensitivity investigation, social media, and signage improvements identified from the survey results). The details are presented in the “Communication and Community Engagement Implications” section of the report. The cost to promote the survey and Parkade on social media and through advertising is estimated to cost under \$2,000, including print and online advertising.

FINANCIAL IMPLICATIONS

There is currently no funding allocated to any of the options brought forward in this report. Increased revenues from parking would only be realized if the total number of vehicles using parking at the waterfront were to increase.

LEGAL IMPLICATIONS

Not applicable.

COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS

Staff reviewed the current situation and prepared a communication strategy. The strategy includes website updates, a survey to determine what attributes would encourage more Parkade patrons, and a public awareness campaign.

Current Situation: Perception of the West Beach Promenade

There are eight (8) Google reviews of the West Beach Promenade online with an average of 4.3 stars. Explore White Rock, the City's tourism contractor, has posted information on its website at <https://explorewhiterock.com/park-it-here/> under the heading of "Park it Here."

To promote the West Beach Promenade as a parking destination, the City would need to:

- Attract interest and grow awareness;
- Share the positive attributes;
- Connect the Parkade with activities on Marine Drive; and
- Provide an additional link from the City's Website.

Getting started: Survey on Talk White Rock

To enhance awareness of, and use of, the West Beach Parkade, the City may want to ask people:

1. Are you aware of the Parkade?
2. What would persuade/encourage you to park there?
3. What is important to you when parking at White Rock's Waterfront?

Once staff know what would encourage people to park at the Parkade, staff could communicate those features as part of a communication plan. Possible results will include:

- price;
- convenience;
- proximity to the water;
- length of time to park;
- condition of parking; and
- feeling of safety.

Once staff know what would encourage someone to park at the Parkade, staff can use that messaging to inform residents and visitors. We would also integrate symbols – the blue P—into our advertising and promotion to create recognition for wayfinding. The awareness campaign could ask "Did you know...?" and could include:

- ads;
- social media;
- posters on Marine Drive;
- free parking days at Parkade (awareness); and
- round "P" wayfinding with arrows.

INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS

The Director of Engineering and Municipal Operations, Director of Finance, Manager of Communications and Government Relations, and Manager of Parking have provided input in this report.

CLIMATE CHANGE IMPLICATIONS

Directing motorists to the Parkade through enhanced signage may result in fewer greenhouse gas emissions as vehicles will potentially spend less time circling through parking lots looking for available parking spaces, especially during high use periods.

ALIGNMENT WITH STRATEGIC PRIORITIES

Increasing Parkade patrons is consistent with Council's Strategic Priority for Economic Development and the Marine Drive Task Force's recommendations.

OPTIONS / RISKS / ALTERNATIVES

The communications plan is the lowest cost option. It enables the City to reach a variety of potential parking patrons and increases awareness of the Parkade through social media, print advertising, and media relations. The survey as part of the communication plan engages the public and any future changes to signage will be aligned with feedback from the public.

Staff reviewed the options and recommend that Council direct Staff to proceed with the communications plan to promote the Parkade.

The following alternative options are available for Council's consideration:

1. Universal Parkade Sign Installation and Redundant Sign Removal.
2. Freestanding Lit Sign.
3. Temporary Digital Messaging Boards.

An analysis of the alternative options is summarized below.

Table 1: Evaluation of alternative options

Option	Analysis	Cost
1	<ul style="list-style-type: none">• Cost• Previous signage improvements did not increase Parkade utilization	\$ 9,000
2	<ul style="list-style-type: none">• Cost and time required for design and construction• Requires ongoing maintenance• Increases operation costs (electrical)• Excavation may be needed in the roadway for electrical conduits and will require an archaeological permit.	\$40,000
3	<ul style="list-style-type: none">• Highest cost option• Not attractive• Increases street clutter• May need to remove two parking stalls to site the temporary signs	\$50,000

CONCLUSION

To be effective, signs for the Parkade must help motorists understand where they need to go for additional parking. By raising awareness of the Parkade, more people are likely to choose to spend time along the Promenade when they know parking is available. This will also increase the use of City assets and generate parking revenues.

Staff recommend that Council support proceeding with the communication strategy because it increases awareness of the Parkade, engages the public about what features would encourage more Parkade patrons, and is the lowest cost option.

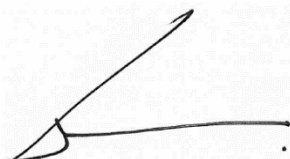
Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Jim Gordon', written over a light gray rectangular background.

Jim Gordon
Director, Engineering and Municipal Operations Department

Comments from the Chief Administrative Officer

I concur with the recommendation of this corporate report.

A handwritten signature in black ink, appearing to read 'Guillermo Ferrero', written over a light gray rectangular background.


Guillermo Ferrero
Chief Administrative Officer

- Appendix A: Current Parkade Signage Map and Inventory
- Appendix B: New Sign Plan
- Appendix C: Freestanding Lit Sign
- Appendix D: Temporary Digital Messaging Boards

APPENDIX A – CURRENT PARKADE SIGNAGE



LEGEND

 Location of Existing Parkade Signs

Appendix A – Current Parkade Signage



Location 1 - Parkade entrance with parking counter and parking signs – 2 signs



Location 2 - Parking sign on Vidal Street and Victoria Avenue facing north on Vidal Street – 1 sign



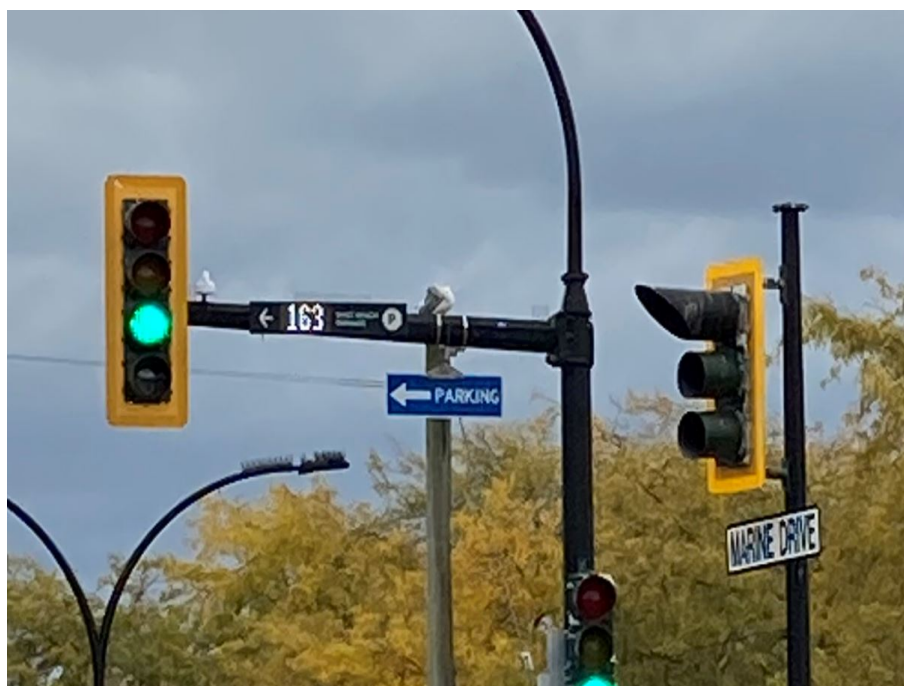
Location 3 - Parking sign and counter on Victoria Avenue facing west – 1 sign

Appendix A – Current Parkade Signage



Location 4 - Parking sign with arrow on Marine Drive and Oxford Street facing south on Oxford Street – 1 sign

Appendix A – Current Parkade Signage



Location 5 - Multiple parking signs and arrow and parking counter on Marine Drive and Vidal Street
east bound on Marine Drive – 4 signs

Appendix A – Current Parkade Signage



Location 6 - Multiple parking signs and arrow and parking counter on Marine Drive and Vidal Street
east bound on Marine Drive – 4 signs

APPENDIX B – NEW SIGN LOCATIONS



LEGEND

Proposed New Signage

Appendix B – New Sign Locations



Location 1 – Larger signs at Oxford and Marine Drive south facing on Oxford St.

Appendix B – New Sign Locations



Location 2 - Larger signs on Marine Drive and Vidal Street east facing on Marine Drive and remove redundant signs to reduce sign clutter.

Appendix B – New Sign Locations



Location 3 – Larger signs on Marine Drive and Vidal west facing on Marine Drive and remove redundant signs to reduce sign clutter

APPENDIX C – FREESTANDING LIT SIGN



Free standing sign at Marine Drive and Vidal Street intersection facing east (exact location to be determined)



Free standing sign at Marine Drive and Vidal Street intersection facing west (exact location to be determined)

LEGEND

Proposed Free Standing Lit Sign



APPENDIX D – TEMPORARY DIGITAL MESSAGING BOARDS



Location 1 – East bound Marine Drive (Oxford Pump Station)



Location 2 – West bound Marine Drive (Memorial Park)

LEGEND



Renting digital boards for busy season (location to be determined)

THE CORPORATION OF THE CITY OF WHITE ROCK CORPORATE REPORT



DATE: March 8, 2021

TO: Mayor and Council

FROM: Carl Isaak, Director, Planning and Development Services

SUBJECT: Results of Official Community Plan Review Survey – Building Heights outside the Town Centre

RECOMMENDATIONS

THAT Council:

1. Receive the March 8, 2021 corporate report from the Director, Planning and Development Services, titled “Results of Official Community Plan Review Survey – Building Heights outside the Town Centre;” and
2. Provide direction to staff on:
 - a) proceeding with preparing related amendment bylaws by selecting from the options in this corporate report; or
 - b) deferring to a future Council or Land Use and Planning Committee meeting.

EXECUTIVE SUMMARY

On January 11, 2021, the Land Use and Planning Committee received a corporate report introducing survey questions that would be used to solicit the community’s views on how tall buildings should be in specific areas outside the Town Centre (i.e. the areas designated in the Official Community Plan as “Town Centre Transition” areas east and west of the Town Centre, the “Waterfront Village” area, and a portion of the East Side Large Lot Infill area). This survey, conducted primarily on the www.talkwhiterock.ca platform and also available in hard copy, is the main opportunity for public engagement in Phase 2 of the OCP Review on this topic. Respondents were given policy alternatives for each of these areas and asked to identify their preferred option (or “other”) and to provide additional comments regarding building heights in these areas overall. The overall phasing of the OCP Review process is outlined below:



The survey was open for responses between January 15, 2021 and February 12, 2021. Approximately 491 unique responses were received: 26 as hard copies and 465 as online responses. While participation in the survey is not random (i.e. participants self-select) and therefore the survey only represents the views of those who engaged on this topic, not necessarily the community as a whole, the number of responses received is considered high relative to other survey topics previously conducted.

The tabulated quantitative results of the survey are included within the in this report, and open-ended (qualitative/written) responses for each area attached as Appendix A. The next step in the OCP Review process for this topic (i.e. the final “Phase 3” of the OCP Review) would involve:

1. Directing staff to bring forward an OCP amendment bylaw(s) that would implement any related policy changes;
2. Consulting with potentially affected persons, organizations and authorities regarding the specific bylaw(s);
3. Holding a public hearing to obtain representations from the public on the proposed bylaw(s); and
4. Considering adoption of the proposed bylaw(s).

Staff are providing the results of the survey for Council’s information. Council may choose to provide specific direction on bringing forward OCP amendment bylaws, or only receive this report and defer consideration of these next steps to a future meeting. Several options for directing staff, if this is Council’s desire, are provided in the Options / Risks / Alternatives section in this corporate report.

It is notable that Council has also authorized the holding of a public hearing for a zoning amendment bylaw related to the Town Centre topic in the OCP Review (including building height revisions), which is anticipated to be held on the next public hearing date of April 19, 2021. Staff consider that it would be practical to complete this public hearing and have Council make a final decision on the Town Centre zoning amendment, and once that has been resolved, to then update the both the Town Centre and outside the Town Centre building heights policies through a single amendment to the OCP.

PREVIOUS COUNCIL DIRECTION

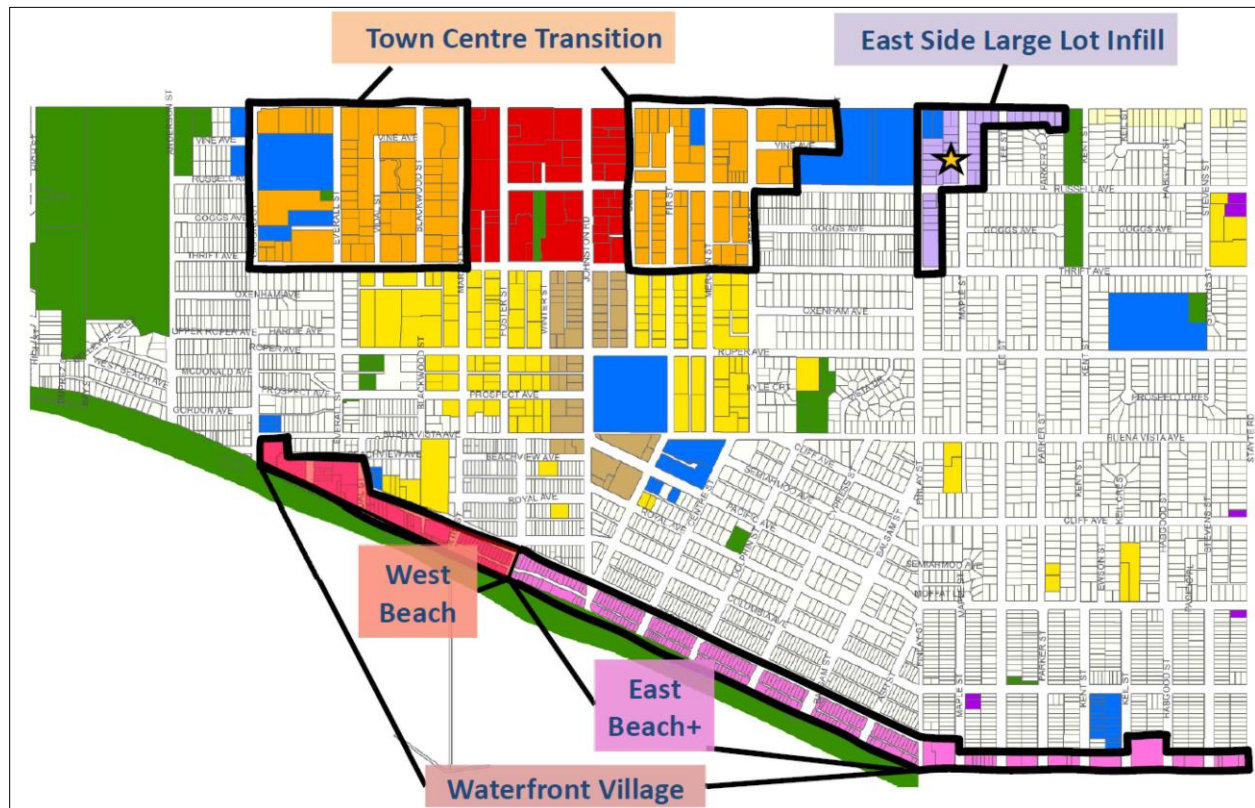
Motion # & Meeting Date	Motion Details
LU/P-011 January 11, 2021	THAT the Land Use and Planning Committee directs staff to break down the information with West Beach as a separate option.
LU/P-012 January 11, 2021	THAT the Land Use and Planning Committee receive the corporate report from the Director of Planning and Development Services titled “Official Community Plan Review – Preview of Phase 2 Public Input on Building Heights outside the Town Centre.”

INTRODUCTION/BACKGROUND

The purpose of this corporate report is to share with Council the results of the Official Community Plan (OCP) Review survey conducted regarding building heights outside the Town Centre. This survey, conducted between January 15, 2021 and February 12, 2021 offered options to the public in either keeping current OCP policies or adopting a new approach, as part of Phase 2 of the OCR Review. A digital public open house was held on January 14, 2021 to provide a

detailed overview of the survey topic and answer questions from the public; approximately 90-100 attendees were in the open house, and the recording was posted to the City's YouTube channel (<https://www.youtube.com/cityofwhiterockbc>).

The geographic areas of focus for the survey were the following land use designations in the OCP, also identified on the map below: Town Centre Transition, Waterfront Village (both East Beach and West Beach), and East Side Large Lot Infill area (specifically the site beside the 'Altus' building east of the Peace Arch Hospital).



Overall Survey Response

491 survey responses were received: 26 as hard copies and 465 as online responses. While participation in the survey is not random (i.e. participants self-select) and therefore the survey only represents the views of those who engaged on this topic, not necessarily the community as a whole, the number of responses received is considered high relative to other surveys previously conducted in the OCP Review.

Respondents were asked how they heard about the survey, with the following responses:

- Word of mouth: 40%
- City website: 35%
- Social media: 28%
- Mailout flyer: 35%
- Other (e.g. Peace Arch News, etc.): 8%

Participants were also asked to identify their location, with the following responses:

- White Rock (Town Centre Transition areas): 39%
- White Rock (West Beach): 16%
- White Rock (East Beach): 8%
- White Rock (East Side Large Lot Infill Area): 4%

- White Rock (Other): 24%
- Surrey: 6%
- Other: 4%

The quantitative results of the survey (i.e. the number of respondents supporting various options) are included in the sections below. The written (qualitative) comments for each section are included as Appendix A.

One of the hard copy responses received contained the signatures of an additional six households indicating support for the options selected by the primary respondent. While this written response is attached as Appendix B for transparency (with personal contact information redacted), for the purpose of the numbers below it is counted as a single response.

A corporate report dated January 11, 2021 outlining the details of the policy options is attached as Appendix C for reference.

Town Centre Transition

This area had three options presented:

Option A is maintaining existing height policies, Option B is a “medium” option in reducing permitted heights and density, and Option C is a “low” option in reducing permitted heights and density.

Of 491 responses, these are the total responses:

- Option A: 159 (32%)
- Option B: 94 (19%)
- Option C: 213 (43%)
- Other: 20 (4%)
- No Opinion: 5 (1%)

Waterfront Village (West Beach)

This area had two options presented:

Option A maintaining existing height policies (i.e. 4 storeys allowed generally throughout the area) and Option B which would allow 3 storey buildings generally, with more than 3 storeys only being allowed where the top of the building did not exceed 3.5 metres above the highest point on the edge of the lot.

Of 491 responses, these are the total responses:

- Option A: 191 (39%)
- Option B: 236 (48%)
- Other: 44 (9%)
- No Opinion: 20 (4%)

Waterfront Village (East Beach)

This area had two options presented:

Option A maintaining existing height policies (i.e. 4 storeys allowed generally throughout the area) and Option B which would allow 3 storey buildings generally, with more than 3 storeys only being allowed where the top of the building did not exceed 3.5 metres above the highest point on the edge of the lot.

Of 491 responses, these are the total responses:

- Option A: 188 (38%)
- Option B: 242 (49%)
- Other: 33 (7%)
- No Opinion: 28 (6%)

East Side Large Lot Infill Area

This area had two options presented:

Option A maintaining existing height policies for the properties east of the 12-storey ‘Altus’ building under construction (i.e. 3 storeys in a ground oriented townhouse form) and Option B which would allow 4-5 storeys as is currently proposed by the property owner in an active rezoning and OCP amendment application.

Of 491 responses, these are the total responses:

- Option A: 219 (45%)
- Option B: 200 (41%)
- Other: 28 (6%)
- No Opinion: 44 (9%)

Next Steps

The next step in the OCP Review process for this topic (i.e. the final “Phase 3” of the OCP Review) would involve:

1. Directing staff to bring forward an OCP amendment bylaw(s) that would implement any related policy changes;
2. Consulting with potentially affected persons, organizations and authorities regarding the specific bylaw(s);
3. Holding a public hearing to obtain representations from the public on the proposed bylaw(s); and
4. Considering adoption of the proposed bylaw(s).

Given the extensive open-ended comments that were received on this topic, Council may choose to defer the topic to a future Land Use and Planning Committee meeting to allow additional time to review and consider the submissions.

Alternately, Council may direct that staff prepare an amendment bylaw for the Official Community Plan Bylaw, with specific direction as to which option for each area the amendments should be based on (other an alternative approach). It is notable that for all four areas, none of the options presented achieved greater than 50% support of the respondents.

In considering Council’s options for moving forward, staff offer the following policy reflections:

1. Affordable Housing Supply: Council may establish height limits that apply generally for strata/market-based developments and incentivize more affordable housing supply by allowing additional height and density for projects operated/owned by a non-profit organization.
2. Energy Efficiency / Emissions Reductions: Council may consider establishing lower height limits for a specific period of time (e.g. 10 years), to continue to allow smaller buildings, with direction to review the limits when new buildings are required to be Net Zero Energy ready in the BC Building Code. This would allow potentially larger buildings with a long life-span to have a reduced impact on emissions and energy use.

FINANCIAL IMPLICATIONS

New buildings result in new property tax revenue and development fees, as well as increased costs for providing services to the occupants.

LEGAL IMPLICATIONS

The *Local Government Act* mandates specific consultation that must occur with an amendment to an Official Community Plan, and Council Policy 512 “Official Community Plan Consultation” outlines the City’s approach to this consultation. While the OCP Review process has included early opportunities for input, once a draft amendment bylaw has received first and second readings staff will ensure that any further consultation requirements of the LGA and Council Policy are undertaken prior to a public hearing.

COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS

This report shares results from a survey that received approximately 500 total responses. While the online and hard copy survey approach does not provide a scientific sample of the entire population, this level of engagement is relatively high.

INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS

The Communications Department assisted with the mailout and advertisements related to this survey.

CLIMATE CHANGE IMPLICATIONS

Not directly applicable. The environmental performance of buildings (i.e. energy use, occupant propensity to drive) depends on many factors beyond height and density.

ALIGNMENT WITH STRATEGIC PRIORITIES

Under the “Our Community” theme, the Review of the Official Community Plan (OCP) is a Top Priority project to assist in achieving the objective to guide land use decisions of Council to reflect the vision of the community.

OPTIONS / RISKS / ALTERNATIVES

The following options are available for Council’s consideration:

1. Direct staff to bring forward a draft OCP amendment bylaw that would revise the Official Community Plan to establish maximum building heights based on the option with the highest survey responses in each area: Town Centre Transition Option C, Waterfront Village (East and West Beach) Option B, and East Side Large Lot Infill Area Option A (i.e. no change);
2. Direct staff to bring forward a draft OCP amendment bylaw with specific direction provided by Council; or
3. Direct staff to defer bringing forward a draft OCP amendment bylaw until a decision is made regarding the Town Centre CR-1 zoning amendment bylaw.

CONCLUSION

The corporate report shares the results of the Official Community Plan (OCP) Review survey conducted regarding building heights outside the Town Centre. This survey conducted between January 15, 2021 and February 12, 2021 offered options to the public in either keeping current OCP policies or adopting a new approach, as part of Phase 2 of the OCR Review.

Given the extensive open-ended comments that were received on this topic, Council may choose to defer the topic to a future Land Use and Planning Committee meeting to allow additional time to review and consider the submissions before proceeding.

Alternately, Council may direct that staff prepare an amendment bylaw for the Official Community Plan Bylaw, with specific direction as to which option for each area the amendments should be based on (other an alternative approach).


Respectfully submitted,



Carl Isaak, MCIP, RPP
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: Open Ended Comments from Building Heights Survey (by Area)
- Appendix B: Hard Copy response with Multiple Signatures
- Appendix C: Corporate report dated January 11, 2021 titled “Official Community Plan Review – Preview of Phase 2 Public Input on Building Heights outside the Town Centre”

APPENDIX A

Open Ended Comments from Building Heights Survey (by Area)

Do you have any further thoughts about building heights in the Town Centre Transition areas?

- No age restriction and More rentals needed!!!! So tired of "no rentals allowed... this is my main reason for the vote of more height and size!
- The tall the buildings the lower our taxes. More big box stores to shop and places to go.
- The actual development disruptions have spoiled our tiny little city. Noise and dust, speeding and noisy traffic and lack of parking on side streets is inexcusable. Blocked sidewalks and confusing road closures make it near impossible to navigate. Stop building and you won't have to worry about heights.
- Affordability and below market rent definitions seem to be considerably above mean average income resp. above affordability and would need adjustment, as they provide the basis of builders height allowances.
- White Rock needs more housing... if we restrict heights too much, it will be very hard to respond to the communities needs.
- Staggered heights to the south - highest at North Bluff
- This is the area that is most appropriate for higher buildings which will give us an increased tax base and provide more commercial business options.
- Please do not approve any more buildings over 6 stories in the Town Centre Transition zones. I say this since natural habitat is lacking in these areas as large building are constructed. We need to respect existing tall, older growth trees in these areas of White Rock. The environmental and social benefit are immense when these natural green spaces are protected. This is very difficult to do with these types of developments although The Beverly at 1501 Vidal St. is a good example where natural environment has been preserved to some degree.
- 1) Taller buildings - as long as they are confined to specified areas in the town centre should be built with sufficient space between them to allow for sunlight on the paths below and views for neighbours.
2) Any height limits specified in the OCP MUST be enforceable otherwise there is no point doing all this work and having an OCP.
3) Whatever height, the streetscape should provide for a more intimate feel for pedestrians, i.e. not rising to max height from the edge of the property.
- We need the density to service the stores and restaurants. Also with limited land W.R. needs the height for tax revenue to continue to be its own municipality.
- I believe its important to add more building stock to the city to increase tax revenue and to create more housing.

But this has to be done carefully because once high rises are approved and built there is no turning back. One tower sets a precedence for another and yet another.

In the past decade or more developers in British Columbia have been like another level of government - provincial, municipal and then developer. The business of development is slick, profitable and aggressive. The goal is to make as much money as possible and then move on to the next neighbourhood. Its relentless. Its a high stakes game that profits the developer, realtors and investors.

The towers that have gone up recently in White Rock are too high. It would have been nice to see a cap at 8 floors rather than the 18 plus that have gone up on Martin and on George Street. There is a "Vancouver West End" vibe coming to the area now that is out of step for White Rock. Some communities are more attractive and more livable with low rise buildings, such as Steveston and Ladner. Sadly White Rock was one of those communities.

- Globally high rise construction is down 20% due to pandemic and people seeking single family residences. Vancouver vacancy rates are increasing. higher buildings regardless of hgt. should take into consideration the overall design. just saw the cedar tree shaped artists drawing for the new vancouver high rises. These are a bit much but innovative. Lets get something interesting built not just boxes with timbered entries and bright coloured minimal paint. Also too much glass is becoming blinding and I'm sure the MIGRATORY birds are feeling the pain. we are currently creating an extreme wind tunnel by the extensive clearing of trees both commercial and residential. There is no longer a stop point for the coal dust on the hillside and blows directly into the house. Also council should study the shade factor which can create black ice. has anyone considered the snow removal costs into the yearly budget. Nothing like wearing a winter coat during the summer months which is already common. No longer 'sunny white rock'.
On any building there should be a solar collection for electricity. eg. the high rise on George is soooo hot with no unit AC that the tenants all leave their doors open to the common hall and use fans to blow the building AC into their units. Note it doesn't help...you break out in a sweat immediately. All blinds are closed to block the sun. so much for height to get the view.
- We do not need to live in a concrete jungle and walk in canyons. Keep building heights at 4-6 stories. White Rock is dense enough and does not need to densify. Instead, we need more green space and trees!
- White Rock is a small city. Each street is different & unique both in topography & existing structures. No subdivision type lots. That is the beauty of the city & this "one of a kind" streetscape should be visited by all elected councilors & planners before any major projects are approved to ensure they "fit in" with the existing properties whether newer or older. Do we really want to become a "bedroom community" for surrounding cities or do we want to preserve and improve ourselves as a sought after seaside community where many want to live & contribute to life here?
- The current heights on Oxford St (Evergreen Baptist and Fantom) seem to be in keeping with the tree heights. I'm concerned with the 24 and 21 storey towers approved for IOM. These seem to be ridiculous heights in what is primarily a single family home/townhome neighbourhood.
- There are quite enough high rise in Towncentre .
- Concerned higher density will cause over crowding/use of infrastructure (roads, sewage capacity, etc)and use more water than the City can supply, requiring connection to Surrey's water supply.
- Thanks for inviting input. I've long been concerned about the very high buildings going up in the Town Centre. I don't feel White Rock has the infrastructure in place to support this level of population density ...
- No more "Foster Martin" travesties on my street (Martin)
- Some smaller lots exist which will need higher density if redevelopment is going to happen for aging buildings inside the Town Centre Transition Area.
- I think it would be beneficial to the future of the city if the majority of low, mid & high-rises have the ground floors accommodating commercial & retail space.
- White Rock needs to maintain the older buildings below Thrift to provide more affordable options
- There are many old buildings, both rental and strata, in the western section of TCTA and most are 4 storeys. It will likely be prohibitively expensive for developers to assemble these sites and replace with "affordable housing" units if the height limits proposed under Option B or C are in force.
- This is White Rock, NOT West End
- I live in this transition area. I am already impacted from the height of the Foster Martin project blocking my light and the third building is just coming out of the ground. The traffic is so bad that it is impossible to make a right hand turn on North Bluff and also due so any cars parked on North Bluff. It takes much time to get out of my area because of the construction in this zone. These high rises take years to build compared to months in building the low rises.
- Low rise; green space; low income housing & housing for persons with disabilities.

- Keep the highest buildings along North Bluff Road.
- Don't mind the heights as long as the infrastructure is there to support higher density.
- Our roads, schools, and hospital are stretched already. Massive highrises and traffic calming measures are going in at the same time in the same area - oxymoron! We already have to avoid the TCT due to traffic congestion and we're dreading the day hundreds of families and cars move into the new highrises at Thrift and Johnston.
Residents of several municipalities are crying out for a moratorium on development - please listen. Less space for people affects their mental health and wellness. Please stop cramming more people into our tiny municipality so we don't have to join Surrey for more resources like water. Tell developers to take their money and hit up larger municipalities with more land space and area options instead of destroying the views, peace, and tranquility of our tiny corner just so they can make more money off water views which really aren't affordable but reduce the values of our homes if you make it so. We feel affordable housing options are more suitable for larger municipalities. Resist greed and think long-term - resist developer's pursuit of their own wealth at the expense of ours. What's wrong with saying "we're full?" People who want to move here should go where there's more room for them - into growing communities, not full communities. South Surrey is already turning into another Walnut Grove and more traffic lights are coming. Our land is being eaten by greed.
- Townhomes would be fantastic to have outside the town centre on quiet streets like Vidal, Everall...
- Let's not become Port Moody.
- I am open to all creative ideas to address the need for affordable rentals in perpetuity. Much of the area already has heavy traffic use, especially with the multitude of private garbage and recycling trucks, so modest homes with purpose built rentals would address congestion while also providing affordable rental space and a range of housing options.
- The lower the better to maintain the community look and feel.
- We are two 32yr old new residents to WR and believe large buildings by city centre to be good for the area (brings residents, helps with city revenues, doesn't block existing views, promotes a downtown centre feel)
- Maintaining the current OCP will allow affordable rental buildings to become present within the community
- White Rock needs to do its part to provide more housing in Metro Vancouver, both to existing residents (such as older people who want to transition from a single-family home to a condo) and new people who want to move to our community. The only way to tackle sky-high housing prices in Metro Vancouver is through a combination of reducing speculative demand and increasing housing supply. The Town Centre is the perfect place for larger towers, as it is well-served by transit and within walking distance of many shops and services. Even market-rate housing without lower-income units helps everyone by reducing pressure on the remaining housing stock. For example, a high-income senior who moves into a condo tower is no longer overhoused in a single-family home or competing with lower-income residents for rentals.
- I would like to see developers contribute extensively to green space walking and cycling access and attractive lighting waste management on lanes streets and through ways. I like the new waterfront development and the area around the boss buildings is ok but I am Unaware of how Foster Martin and Altus are improving the surrounding areas
- Nothing above 3 below Thrift.
- Currently there is too much large construction going on. Too many Large Trucks, creating Noise, Bad Air & too much traffic congestion. We need to have a relaxation period in the construction to assess the neighborhood.
- Whatever is decided, the street infrastructure needs to improve. It's already getting dangerous to pull out onto Thrift.
- My concern is the lack of daylight and wind tunnels. Also the increase of traffic.
- All in Opinion 'A' should be 4 or better stories taller. From the looks of things, Surrey will be going even taller, and we'll end up being the poorer cousins once again.
- I would say 6 stories but I don't trust the government & developers they will always choose higher. Let's not become a concrete city of high rises & lose our sunshine & have nature become a concrete planter.

- High density should be concentrated along North Bluff. I think it is too late to restrict heights in town centre as so many buildings have already been approved. Below Thrift I would like to restrict buildings to 4 stories.
- I believe that it is critical to White Rock's future is ensuring availability of suitable housing options to serve the community. It's important to increase Rental availability for the white rock community so as to continue to accommodate all of White Rocks current and future residents. Additionally, maintaining the current OCP will allow affordable rental buildings to become present within the community.
- volume of traffic, parking currently is busy, adding higher towers will only increase this with little option to improve infrastructure. These areas already have newer buildings in the 4-6 storeys, and or town houses, this creates a very scenic vista not a concrete jungle.
- Keep buildings over 4 stories north of Thrift. Make building height maximums absolute.
- The promenade needs further upgrades on east beach. Need land reclamation for a bigger path
- In the town centre itself, I have heard rumors that potential development of high-rise buildings would be 36 stories! This is definitely not acceptable. What were the results of all the meetings held in 2019 regarding development of the town centre?
- my concern is the current road infrastructure. These 1 lane roads that travel through most/all of White Rock were never intended to hold this much traffic. As it is Thrift has become a thoroughfare with people speeding up and down it to avoid North Bluff. Transit is at capacity.
- I'm not so much concerned about building height as I am about population density. At almost 4,000 people per square kilometer in this little city, how many more people can be accommodated without adversely affecting everyone's quality of life? I would, however be in favour of much more purpose built affordable rental housing. People who work in the area should have the opportunity to live here. Less commuting improves everyone's quality of life through less congestion and lowered emissions to name just two.
- The height of new buildings in a neighbourhood should not exceed the height of established buildings. This is very important to ensure the special character of each neighbourhood.
- It seems going down Johnston road below thrift is limited more than necessary (i.e., dropping from 16 to 6???). And provides no real benefit, aesthetically or otherwise. Why not decrease heights more gradually. I.e., going from 16 to 12, 8 gradually down 6 at five corners (pacific/buena vista).
It's already a corridor and it would help to put more viable businesses down the slope. Right now that strip is downgraded beyond repair without more incentive for developers to put in more \$\$\$ and they'd have to build up the infrastructure.
- We should be planning for the future of White Rock, not today's "opinions" of a few. Many residents don't want high density because they feel this increases the price of end product when in fact the lack of available housing choice is what creates the increase in price.
- The current OCP was well designed and well thought out. It should be kept as is
- I don't think any building higher than 4 below thrift including the south side of thrift
- We have enough high rises already. Let's try to keep some of our views and quaintness!
- Are we really trying to turn these areas into mini downtown Vancouver copies?
- This area is fast becoming a concrete jungle, downright ugly in my opinion, far too much concrete and glass, no ambiance, no greenery, no connection to white rock and the sea. This area could be "concrete jungle anywhere town"...looks like everywhere else.
Very disheartening.
- As an "end of the road" destination, White Rock cannot handle the additional traffic of very high densities - there is no room for any overflow on the streets which are already clogged with cars
- Tree preservation is also important for birds and wildlife
- No need to go to skyscrapers on North Bluff
- The current OCP allows our city to grow and provide more traffic and important customers to local owned businesses in the City
- I am concerned about as much about the esthetics of moving away from the current plan as well as the impact on changing the current plan when developers have invested in acquiring

property that will have a return on investment congruent with the long term vision of the City of White Rock. Our City requires an expanding tax base to continue to meet infrastructure expectations and confounding the real estate marketplace with OCP plans that wildly fluctuate in a short period of time is counterproductive to progress.

- Any changes in the OCP Transition areas should reflect the majority of existing homes in height, density and design. Look at the potential building lot, within 100 meters of the perimeters, any proposal should look to fit into the current heights, density and design. Including the enhancement of green space.
- It seems that all three building height proposals are flawed when you are trying to say that let's keep 8 stories west of the hospital, and put a completely out-of-place 13 story building east of the hospital. How is that a transition?
- we need the tax base
- The monstrous buildings already in place have turned White Rock into another Richmond or Metrotown. No rid to destroy the charm of the town by the sea.
- max 3 stories south of Roper
- Downtown looks great, keep it going
- Please consider adding language like, "All efforts will be made to preserve view corridors when considering building footprint location on the site." As an example, the Foster Martin buildings could have be sited better so that despite their height, the people in existing condos to north could have at least maintained their view corridor down the north/south streets.
- Option A at a Minimum. I believe we need development in White Rock and the current administration has stopped what the previous Mayor and Council was achieving so well. Please embrace similar attitudes as the previous Mayor and Councilors.
- It's not just about height and views it's about population density. How will more people impact our resources? During the Five Corners condo fire a few years back we had to pipe water in from Surrey because our infrastructure is already taxed to the max.
- Along North Bluff Road, the building height shall be kept as high as the existing OCP, so the "tent "-like skyline from town center to transition area looks very beautiful. We have an established business in the City and definitely hopes more professional families can move to our city to support our local business. The current stock of rental buildings are too old (40-50 years) to satisfy young professional families and current new sales units are too large to satisfy diversified demands. We need diversified development in the city and higher density with height along North Bluff road to meet our demands.
- I am concerned about the vastly increasing density and how that will affect city transportation and other city services.
- I think that the building heights should be taller than 18 stories in the west transition area because it actually supports that kind of density. This area consists of big lots and is the only area that really supports the growth. It is near shopping and transportation. Surrey has already increased density in this area north of this area so I believe White rock should do the same. Everall Street needs more density becuae it can actually support highrises becuae it consists of single family houses on large lots.
- Build affordable housing
- I really want the higher building heights because it makes it economically viable to tear down older low rise buildings that are in great need of replacement. This benefits the community by providing more accessible housing as three storey walk-ups are limiting for seniors.
- Stop overpopulating our small town that is already crippled at providing the necessary services adequate for quality of life.
- The City will be under construction for years if more towers are build with little regard to infrastructure in our small town .
Everything is changing the liveability in WhiteRock for the residents. Why is the whole town being rebuilt in such a hurry. How much can the people tolerate.
How many years of constant noise , traffic issues, parking problems, toxic pollutants are fair to inflict upon the tax payers, the senior seniors. Many of whom built this town . Every major build has affected the businesses around its viability and ability to stay open .
- Keep as is.
- Keep it low. Keep it green. Keep density low.

- I would support even taller buildings for our town centre before I would support any reduction in height limits.
- No more high risers please!
- I think building heights should be tall because we ended up scaring the developers away from white rock
- The City needs to be more pro-active in design guidelines so as to not allow bland towers to go up. Buildings like the Beverley and Foster Martin are far superior to some of the other towers recently constructed. There needs to be some vision in terms of what the skyline might look like.
- I have been a resident / owner in the Crescent Beach , South Surrey & White Rock areas for over 35 years . The rapid development to the north and south east on the peninsula is rampant! There is no rhyme nor reason and the population is exploding ! We do not have the infrastructure to support the growth !
WR is a gem and has the potential to be the Sausalito of South Surrey but not by destroying the views and increasing the population! Extreme consideration and consultation with the residents who already reside here must be your number one priority! ALSO - goband talk to the West Vancouver Council - they are redeveloping Ambleside ! The demographics are very similar to WR . The owners like us want views maintained and manageable development! They are working with their residents not against them !
There is no reason for the WR Council to reinvent the wheel !
- I would support increasing heights in these areas -- there is not an option for this in the survey -- given how density is a more eco-friendly policy I feel like White Rock could do more to increase density in our City. There are many good ways to increase density and the areas highlighted in option A are good places to do this.
- Tall building height/increased density is OK if balanced by providing adequate parking. The problems arise where developers are permitted to reduce supplied parking with increased density. Parking should be mandated as not owned by individual strata units but shared...
- Not only are the apartments too high, they are too close together choking off all the sun and ignoring the shade corridors. Option B is too low and Option A is too high. I do like the wide sidewalks and I do hope we see more open spaces and plazas woven into the design of the high rises. Too dense and too high with little regard to people places and options for social gatherings and open spaces
- I feel existing residents who have paid top dollar to live in the area should not suddenly be faced with the prospect of a multi unit tower being built next door which would effect their livability and enjoyment.
- It's important to keeps heights proportional to how close to the road the buildings are being built. If they are going to be taller than 6 stories the building footprint should be smaller/narrower. Light is able to filter down into the street area more readily. We don't want to become like New York city with large and tall buildings which block sunlight reaching the ground.
- In my view the previous OCP represented an agreed set of heights for the town center and transition areas that were appropriate following a lengthy process of consultation and public engagement. However, previous councils have consistently approved heights outside of what is outlined in the OCP, and this has undermined the whole process. Unfortunately, at this point, given currently constructed and proposed/approved building construction heights, I don't think that options B and C will be consistent visually or practically since there is so much that is already outside of these proposed limits. I think it is appropriate to utilize the previously agreed heights in Option A, provided that these are "absolute limits".
- There is no need for a small community to have a bunch of high rises. Look what a mess the west end of Vancouver is. Horrific.
- Not only should thought be given to max heights in the Town Centre, but should include the need to provide view corridors so in an area of 4 storeys, the views should not be interrupted by buildings of greater heights. The motto of White Rock is " City by the Sea" and it is getting time that the OCP reflects this on an as broad as possible basis.
At this time, we have a mismatch of planning objectives in all of White Rock and as possible should this extend further to at least 24th Avenue and integrated with the OCP of south Surrey. Planning does not end at municipal boundaries and horrible examples are all over Metro Vancouver like Boundary Road between the city of Vancouver and Burnaby.

- Town Centre transition area , particularly along North Bluff Road shall keep highest buildings as existing OCP proposed. Our business in town centre and waterfront area needs more residents' support to make them survive and prosper. As well, the height of buildings along North Bluff road (North Boundary of the city) will not negatively affect the view of adjacent neighborhood.
- I have read in other reports that when we have lower heights there is a trade off between height and FAR and therefore with lower buildings greenspace and setbacks are often lost. This is a concern as it is important in ALL cases to ensure we maintain setbacks and green space (grass especially). Our OCP frequently recommends limiting lot coverage, ensuring underground parkades setback to allow natural drainage and yet this is not evident in any of the current construction. If we have an OCP lets follow it.
- I support building height limits up to 30 storeys in the TCT area
- When do improvements in services for citizens happen?
Hospital, medical doctors, dentists, groceries, other goods and services?
- My main concern is that transit , roads and services are not adequate to service high density
- Tier the heights as you move away from the town centre
- Maintaining the current OCP will allow affordable rental buildings.
- I wonder about the capacity of services such as water and sewage to handle the current 3 buildings on Foster/Martin, which will be 26 stories each. White Rock's water quality (TDS) is 150-170, a whopping 3 times that of Montreal, and 5 times that of Victoria. Building bigger buildings will eventually over run our essential services. Also, the traffic in the Thrift/North Bluff/Johnson/Martin area is already congested. I hate to think how bad it will be once these 3 buildings of 26 floors will be occupied. Enough with the high rises in White Rock! The roads and utilities can't handle more people! These high buildings are an eyesore on the landscape of our town.
- Building height bylaws should change over time moving from the Town Centre progressively to Marine waterfront at the same maximum height to protect existing views and investments of the property owners. Its is likely over time that 25 storey buildings will be needed all the way to the sea to house the growing population.
- South of North Bluff building should be limited to 3 stories max
- No more than 6 stories anywhere in White Rock. And more affordable housing. Not everyone here can afford the ridiculous prices in all these big towers.
- Please keep the hospital parking lot on Vine as a parking lot. No building on this lot and fees should be lowered or no fees at all.
- Keep white rock a community for families without bustle
- Our street is not suited for any more tall buildings.
- Building a dense area that has shops and services in walking distance will benefit us all
- The 4 storey max south of Thrift Ave should NOT have a 6 storey option. This option gives developers a chance to make endless legal challenges to the OCP. Make a plan and enforce it.
- No more high rise. Our infrastructure will struggle with the high rise built or underway.
- Keep lower heights in the lower town center for light and views
- Surrey will be developing Semiahmoo Mall with high rises and I worry about the shadow effects around 152/North Bluff and in the transition area. I also worry immensely about the increased traffic and the safety of seniors who walk in this area. Cars frequently speed along North Bluff. When driving I avoid turning right onto North Bluff from 152 as I am afraid I will hit a pedestrian. It is a scary corner.
I think White Rock needs to be very careful as to what they allow to be built in all areas of the city.
- Having moved from the West End in Vancouver, I know how much shadowing occurs when buildings get higher. I really appreciate the need for greater density for a variety of reasons, but hope that could happen in a more generalized way - more low-story buildings over a wider area rather than the high rises. I have been in cities in the world where that is the norm and it seems to make for a more liveable city.

- There should be nothing higher than 12 storeys in town center and no more than 4 storeys everywhere else
- Higher heights across a larger area will let the rest of white rock stay a single family homes.
- In order to achieve denser population we must first think about the services required for the increase in population. (Roads, schools, healthcare, etc.) Driving in White Rock right now is a nightmare with all the construction projects under way.
- Info structure doesn't support more high rises than currently under construction which has turned the Town Centre into a cold concrete jungle. WR doesn't have the hospital, roads, police, fire department etc to even support what we have now.
- Building should have part commercial and residential
- I am fine with it as long as we do not go higher than stated - should be in OCP
- I do not want to see anything above 6 stories west or east of the town centre. The TCT area should be no higher than 6.
- I think they could be higher especially along North bluff
- What drew us to White Rock was the view and the fact it did not resemble a typical Downtown environment. Allowing hi rise development will significantly change that look and feel. While I realize there is no way to go but up to increase population density, it changes the dynamics too much.
- Adequate off-street parking MUST be included. Below-market value incentives are a good idea as a trade-off for increased density.
- There should be nothing higher than 12 stories on North Bluff and nothing higher than 6 stories in the rest. We don't need any greater density. The Town Center is already creating too much density for the parks and recreation facilities and other amenities. We have been living in a construction zone for 5 years now and it is getting very tiring. If I were 10 years younger I would sell and get OUT of White Rock and Surrey. Sadly at 80 I am probably condemned to staying and watching the destruction and overcrowding.
- Parking should be heavily considered when deciding on building heights. Parking is already problematic, adding density compounds the problem.
- Option A but it should be absolute max
- Town Centre should be the tallest with TCT being the bridge between the existing single family residential neighbourhoods. I really like the tent like context city officials presented for North bluff Road. This tent ought to continue along north bluff with 3 story townhomes past the TCTs as well.
- I think higher building height is important for the development of our town and economy. As a younger resident of White Rock, condos are more affordable and make home ownership in our beautiful town a more realistic prospect. More people will also increase the captive market for businesses and help our economy to flourish. Development and new buildings are important! Let's not keep White Rock stuck in the 80s!
- I don't think building height is necessarily the most important issue. The apparent mass of the buildings and their placement is often more important. Well-spaced tall thin buildings can be less obtrusive than shorter fat ones and tall fat ones too close to their neighbours are the least desirable of all. Miramar Village provides a reasonably good example of the former while the Foster Martin project is shaping up as an unfortunate example of the latter. There the buildings are excessively massive, are too close to each other and are far too close to their neighbour to the north. Tall thin buildings, in comparison to much lower but equally dense ones, will allow greater areas of green space between them. On newly developed sites the green space will allow the planting of large evergreens which, as they mature, tend to lessen the impact of the tall buildings on their surroundings. The relationship of Bryant Park to the Miramar and the stands of mature trees adjacent to The Beverly are good examples of this and while such trees obviously take a long time to grow, in the long term they make the presence of tall buildings less imposing while gaining the advantages of the increased density. None of the above is new insight; it has been demonstrated for decades within the Metro region and throughout much of the world.
- Just 4 to 6 stories
- Encourage colorful pedestrian friendly landscaping for all seasons with value added fruit trees, berries and vegetable gardens. Provide information to land owners/family assets/estates with links to Federal/Provincial incentives for selling/donating land to non-

profits and partners to replace old inventory with social housing/market rental mix complexes with name rights. Approach affluent benefactors to be in a pool/roster to be informed of opportunities.

- No exceptions. Create a bylaw requiring massive fees for exceptions
- As we all know (at least those of us that live in the Town Centre) the construction causes great wear and tear on the present infrastructure. Along with that there is the constant noise pollution (sometimes past hours), congestion on the roads, and lack of parking due to the construction workers parking all through our neighbourhoods, sometimes illegally. Then of course there is the looming spectre of the centre of White Rock being perpetually in shadow. However, progress is inevitable, so....
- Heights should not be any higher than what is presently there now. Going forward, we want to keep White Rock unique. We have already lost that with the high rises that have been built or are being built. We do not need to add to that. We voted this Council in for their platform of no more high rises. Please listen to that.
- I feel that White Rock is more than dense enough already. Traffic is much busier and grocery shopping is crowded. In a city that could have capitalized on a "seaside" feel, it's become a "westend" feel. Why? Apartments up to six stories would provide adequate housing. I'd be curious to know how many suites in the high rises would be occupied by regular members of the community. The obsession with density has ruled out other creative possibilities for White Rock growth. Many of our favorite White Rock stores have closed (pre-covid). Please maintain some village feel. Our main motivation at the moment is to escape the density once we are retired.
- too many storeys means too many people and too many cars
- High buildings should be concentrated along North Bluff. Would prefer nothing over 4 storeys below Thrift
- The heights should be restricted to 3-4 stories not 6 stories
- must be presented in context of building plan ocp for entire city white rock, planning for greater integration with adjacent (on 16th) town centre of south surrey; should include planning for eventual - longer term - tram or lite rail along 16th, both directions, with loops king george ocean park etc
- Medium and high are good for this section
- Allowing tall buildings higher than 4-6 storeys would lead to very high volumes of vehicular traffic on our residential streets as well as major street parking issues.
- Please stop removing affordable housing uptown by allowing developers and staff to run the show. Please!
- I would like to see 4-6 stories on the South side of Thrift and Fir st.
- I think building heights should be higher in the west transition area to 18 or more stories.
- Being a young generation, I hope I live in White Rock what can become more urban.
- Transition areas should be kept to 4 storey max
- I voted for "A" which would allow and limit tall buildings between North Bluff and Thrift. As well as building heights between 4-6 storeys on Johnston, south of Thrift. However, the Solterra is planned at 12 storeys which I'm very much against. In addition to blocking views of the Saltaire just up the hill, it sets a precedent along that street. It looms over top of neighbouring residences on George Street and retail on Johnston. It's completely out of place. In looking at options B and C, both of those restrict builds to 4-6 storeys in lower town centre as well.
- We are much too over populated here now. Please no more high rises. Please.
- Please add better walking / biking pathways
- We do not have the infrastructure (primarily roads) to support Option A. Our quality of life is already being degraded by the high rises under construction.
- Do this using a phased approach. Impact on pedestrian and vehicle traffic is too disrupting.
- Anything taller than 4 storeys will create too much shade, affect winds, change the serene character of this area causing too much density and traffic issues on narrower residential areas. We want to see greenery rather than walls.
- overbuilding will put a strain on infrastructure

- Would like to see the Everall neighborhood remain at 4 stories to maintain the current community and spacious feel.
- With current increase in tower size and construction, we have lost supermarket space and traffic is horrendous. When Foster Martin was being advertised, when I visited site, it was in a foreign language, I had to search to find English version. Please don't let developers line their pockets while WR citizens struggle to make ends meet due to increased costs related to housing. The past 5 years have been insane. Keep the cozy, "accessible" nature of a small city environment in White Rock. It is beautiful please do not destroy so the rich can get richer and yes, that is exactly what happens! I will leave WR if Option 'A or B is approved. Current council was voted in based on the 4 - 6 storey option. Thank you.
- I hope the City is consulting the appropriate seismic experts. We are overdue for a M9 megathrust earthquake and buildings perform very differently based on their height. The offshore megathrust earthquake will likely have a frequency that resonates with buildings higher than 20 stories. 4-6 storey woodframe structures will likely experience the most damage from a crustal earthquake. Planners must account for this real and imminent risk.
- I prefer option #C. Please be realistic about our very small city. Our Roadways barely support current housing. Large trucks going east on Russell Ave cannot make left turn to go north on Best St if a vehicle going south on Best is at stop sign. This is my neighborhood, see it all the time. Many similar situations around city center and surrounding areas. Intersection at 152nd and Russell is terrible. I was in Left turn lane going South on 152 at Russell and had to back up at least 3 car lengths in order not to be hit by an eastbound big truck on Russell made a left turn to go North on 152. The crazy configuration of Northbound left turn lane on 152 at North Bluff Rd was an afterthought because of these "no room" for trucks turning south onto 152 from North Bluff. Enough said.....please stop this nonsense of continual OCP reviews, yet developers only have to ask for "spot rezoning" and the city seems to feel obligated to agree. I thought the current council would make a priority of keeping our city more livable and not perpetuate the tearing down of perfectly good houses to build higher and higher and put in housing that only the very rich can afford. Hey, there's still a lot of us who enjoy our city for more than a billion dollar view in a new building being built for only the very rich. I grew up in this city, I'm a retired nurse who worked at PAH, and I would like to continue to feel comfortable in My City by the Sea too. Thank you. S. Lindsay 15420 Russell Ave. White Rock 604 536-4415.
- The quality of life in White Rock has changed dramatically and not in a positive way with the current proliferation of 20 to 30 storey high rises. There is no need to have increased density in any of the zones in the city currently being reviewed. Buildings of 4 to 6 storeys are reasonable and acceptable.
- Two years ago a 4 story condo unit at Five Corners burnt down. It badly affected our water supply and brought to the fore that we are not able to deal with fires in building higher than 4 stories. So, it's not just about view planes, but population density as well and what the extra residents would mean.
- This is where the most density needs to be placed, it is a no-brainer from an Urban Planning stand point. White Rock will continue to grow over time and so will demand, and without appropriate supply prices and cost of living be a resident in White Rock will continue to increase. Ultimately what this will do over a longer period of time is push the newer generation out of White Rock, we want White Rock families to be able to stay in White Rock!
- I have seen how random the building heights seem to be. I am worried that left uncontrolled there would be so much competition for a view that traffic flow, light, and airflow would be compromised horribly.
- The tall buildings are beautiful, however placement along edge of lot lines can create darkness and wind tunnel effects for pedestrians. Brightening the street level is important to maintain welcoming atmosphere. Parking, and access points to turn in and out of parking from the main streets safely, to access the new businesses at street level will be critical as well.
- I feel strongly that the height limits should be lower throughout White rock to keep the feel of the community small and Seaside.
- Not like skyscraper tall but like medium tall
- Twelve stories should be the maximum in all areas
- Waterfront max. three storey. Not three story plus 8 ft. from curb.

- No building higher than 4 stories adjacent Oxford Street as it impacts the single family residences on the other side of Oxford.
- Please consider erosion, tree canopy and hill stability. Martin Street from Russell down needs to stay lower density (Option C) but increase density on hilltop or North Bluff Road. A range of housing options, row houses, keeping the street-level community feeling (remember Jane Jacobs?) is welcome. Too many tall towers make lonely places.
- Starting to look like a cement jungle!
- Absolutely no 6 story buildings in Lower Town Centre. It should always remain always as 4 story maximum. Keep all the high rises close to 152 st.
- I like to see a traffic free zone in the TCT areas
- The City of WR should also provide detailed plans which confirm that the additional population to be housed by this plan, will be served by adequate utilities, including sewer, water, electricity, and roading, which must be in place before the additional housing capacity is allowed.
- "Building heights to be a firm, fixed and maximum height of no greater than 3 stories, measured from the Marine Drive curb"
- Height lower wouldn't take away from the buildings already there. Higher buildings would take away sunlight and character of the centre.
- Perhaps leaving a few gregarious way over height buildings to stand out would be a good reminder of why residents need to be told honest facts and be involved in OCP
- I know this is a bit unrelated but we would like to propose developers of future high rises help our community's youth by contributing to the laying of a turf soccer field. Some areas could be on the White Rock Elementary School grounds (in partnership with the Surrey School board) or on the Centennial Park grounds. This would provide children with a walkable open-access field on certain days of the week for unstructured play, and allow soccer academies such as ours (White Rock United FC) to rent it on other days to provide professional training and opportunities to play soccer for our city :) **We have partnered with The Peace Arch Hospital Foundation to donate 10% of our membership fees to them each year. Please consider adding this to the OCP. Even if some buildings would be required to provide rooftop accessible space that could be used as a mini turf field to train on (rentable through the city), this would help local businesses such as ours to coach kids right here in White Rock. Currently, we must operate in South Newton, with White Rock families traveling to us because they wanted other options. If you'd like we can garner community signatures, as I'm sure plenty of families would benefit from having their very own lit turf field. I think we are the last city in the Lower Mainland to have one. We can be emailed at whiterockunitedfc@gmail.com if anyone would like to discuss this idea further. Thank you very much for your time and attention.
- Increase the height and or amount of storey
- We need to slow down the increased density of White Rock. The town is quickly losing its charm as a quaint, desirable, seaside village.
- If buildings continue to be 18 storeys, we will never see the sky. Try driving in Richmond. All you see is concrete.
- More density means more people living in the City, which benefits economy in long run...
- Overpopulation is ruining our town. Think Fort Langley, Ladner.
- We have enough high rise buildings now. With a couple under construction. Maintain Option C for a walking and cozy friendly neighbourhood ambience. Concrete sterilizes a city into cold and unfriendly prisons.
- Please ensure there are affordable rentals for those who cannot buy!
- No 12-18 storeys needed! The heights are too high. Lower density is much preferred. Better neighbourhoods.
- Towers are not needed. White Rock is a bedroom community, low rise allows this.
- Lower is better - we are not Hong Kong. Don't destroy our city and our future. Take a look at Qualicum Beach as a model - not Yaletown.
- There are reasons buildings are 4-5 storeys south of Thrift Avenue) and beyond. #1: People want the view but now #2: we must stop endless expansion. White Rock does not have the capacity or infrastructure - we are choking our city - stop at 4-6 storeys below Thrift and

beyond. We live on Vidal Street. The traffic, the endless construction will lead to a Yaletown horror!

- Bringing more people to this never increasing size city is just madness, do you ever think of the quality of life? Don't live here if you can't afford to. No more bureaucrats to help support this nonsense.
- Higher buildings mean more people - our once small city is now a dusty, noisy traffic filled mess.
- Definitely do not want to see more than 13 storey buildings in the Town Centre.
- No more taller than 12 storeys!
- Density on Oxford is already high! Infrastructure on Oxford at Vine and Russell is non-existent! (I think pre-approved building on Oxford should be reconsidered!)
- No more highrises! There's already so much daily construction loud noise non-stop. We have only been here 14 months but are thinking of moving someplace "quieter."
- Already the area is "overboard" "overbuilt". Past Council has not considered the want of people that have lived in area for 40 years. Council has had many meetings until developers has made promises. People give up.
- The height (in Town Centre) at southwest corner of Foster and Thrift should be held to 4 storeys. This to protect views of mid-rise buildings on east side of Foster.
- With addition of Bosa highrises now erected, and more coming which were granted by former White Rock Council, no further density/high rises should be allowed.

Do you have any further thoughts about building heights in the Waterfront Village (West Beach) area?

- The higher the better for all.
- Consideration should also be given to esthetics of the building, and how it fits into the larger picture
- Raise the FAR to 2.0 from 1.5 .. rent and taxes already put the burden on land owners. Allow more square footage allowance. Keep the 4 storey height for consistency for what is already built. The old buildings will be removed sooner than later. They are hazards.
- i am a homeowner directly behind the Cilantro Restaurant and having an increase in the building height is not fair or acceptable. i do not agree with limiting building heights on the hillside and not following suit at the beachside. it is unfair and we pay a very high tax amount yearly to insure that the City protects our interests for quality of life/view and our investment. We have paid alot of money to live here, to improve our homes for someone to build higher in front of us. Please oppose any changes where it will increase to 4 storeys. Worse case, at least limit the ceiling heights to 9' commercial level, 8' & 8' residential above commercial unit with underground parking only. if unable to do parking underground, unable to raise height of building to more than what is allowed on hillside behind it. it should not exceed height of new parkade.
- The lower you can keep these waterfront buildings, the more they will conform to the overall village feeling you are trying to plan for.
- I don't know if the stepped storeys are only for illustration but I like the concept of having less "bulk" and "height" directly on the property boundary as shown most clearly in the first diagram
- 4 stories is ideal, it won't block the views for residences behind them.
- The qualities that draw people to the West Beach Waterfront Village area should be kept. Low rise buildings that are well planned and not a jarring aspect close to the water as seen in Vancouver's West End.
- There should not be any below grade parking anywhere on Marine Dr. I've already seen flooded parking levels. Below road level the ground is always shifting as is witnessed by infrastructure replacement over the years. And then there was the flood of 1999 which devastated the hillside and town centre. nothing like being rescued by boat and losing your valuables because your entry is ground level (town centre). Guessing the City has more than enough insurance to cover this. Oh right...it becomes the homeowners and business owners problem.
- "Building heights to be a firm, fixed and maximum height of no greater than 3 stories, measured from the Marine Drive curb"
- Each lot on the west beach "hill" is unique and careful consideration must be given to any zoning changes from freehold to strata. I believe freehold should be maintained as often as possible. I don't see British Properties trying to become "affordable" or changing their zoning to allow for multi unit buildings. There are still lots of strata properties that are "affordable" in White Rock.
- Encourage shops and restaurants on the strip .
- Buildings set back from sidewalks gives a less crowded feeling.
- I prefer that Elm street is excluded from the waterfront area.
- Again. Please preserve the views of current residents.
- Attractive, wide sidewalks, no visible parking to maintain ocean view.
- Our water views should be protected despite what any past elected official has said. Given property prices and property tax costs, there should be some protection to protect the values we've already invested. Businesses get tons of visitors - this area gets easily overrun on a sunny weekend at any time of year.
- Redevelopment is fine as long as option B - 3 stories is used
- I would NOT like to see anything over 4 floors. The dwarfing approach should NOT be allowed; we must protect the vistas. If developers purchase land/buildings in this area, they should not be allowed to sit on empty buildings waiting for the possibility of a height increase.... this devalues the appearance of the area and allows the emphasis of greed.

Existing residents in the area are faced with look of abandonment instead of a thriving business.

- Keep them low and simple.
- Again, road infrastructure isn't there. Come to think of it, does the aquifer that White Rock currently rely on hold enough water to maintain all the added residents?
- There will always be some that will oppose but the minority loud voices should not dictate what's good for the majority. White Rock is no longer the small "quaint" place of the 50's. We should start to try to make it alive and thrive.
I believe the majority of people here want a vibrant community rather than run down, rat infested beach scenes.
- Any property that blocks neighbour views should override max heights
- I feel the city should be sensitive to what is already there. If there is already 4 stories fine, if 2 stories fine. If residential housing stay with that. Be sensitive to people that paid a premium for views.
- I have been a West Beach hillside resident since 2009 and up until last year had no idea that there had been a revision to the OCP for building heights on the waterfront.

We purchased this home only because of the view and had no reason to believe the view would ever be put in jeopardy. Our perhaps elementary belief was that due to the number of properties on the hillside with high property values (due of the view) that protecting these views would be sacrosanct.

We overpaid for home and pay significant property tax due to its view. Our home sits on a 33 foot lot, has no yard, and yet we pay over \$9000 in property tax! Why would anyone purchase such a home without a significant asset or benefit. In our case it is the view..as it is for the vast majority of us homeowners on the hillside.

Another very disturbing detail I noticed on several artist's renderings (which does not seem to enter the conversation) are rooftop patios and elevator shafts over and above the high limit...essentially a 5th story! which of course further impacts views by as much as another 3 meters by my estimation.

For these reasons my wife and I are obviously and passionately opposed to option A.

- Nothing higher then 3 storeys measured at the curb on marine drive
- Must have commercial on West Beach
- The current OCP allows our city to grow and provide more customer traffic to local owned businesses in the City
- Why is this area now being called the West Beach Waterfront Village? I know of no mandate from any jurisdiction that has requested that the Marine Drive area be referred to the Waterfront Village. What is the purpose of this terminology. Is Marine Drive to be know and the Waterfront Village of the City by the Sea?
We have East Beach and West Beach and Marine Drive. They are all parts of our Waterfront. The definition of a "village" is a rural population smaller than a town and bigger than a hamlet usually consisting of a population of 500 to 2500 people.
- Enhance greenspace
- Build a gondola or funicular from the newly revitalize Town Centre to the hump. A tourist attraction and parking problem solver.
- 3 storeys from the lowest curb. For SF homes, please also address the driveway grade issue as it has a direct relationship to building height requests. It is better for neighbouring properties to keep the building as low as possible and allow slightly steeper driveways than all the variance requests that to try to deal with the building code requirements up/down to the drain within 15% and min/max driveway lengths/widths. Location of driveway (e.g. off lane vs street etc) are also 'need' for taller buildings. Generally, we just need a more reasonable flexible approach for driveways, including up to 18% grade.
- Keep the seaside ambience (what little is left)

- The Elm Street section should be taken out of the Waterfront Village area, as it includes some homes that should remain and not be turned into condos.
- Maintain current views
- The two options are not sufficiently different, i.e. they do not ask for an absolute maximum less than four storeys. My strong preference is a firm maximum of 3 storeys above Marine Drive curb level. Three storey maximum not only protects views from behind, but it keeps the streetscape from feeling built up; Four storeys anywhere along Marine Drive West would negatively and significantly affect the feel of the street along that section.

Also, we want to emphasis to have character buildings.

- Stop over populating our small town that already has crippled social and general services due to the sheer number of new residents.
- I would keep West Beach to 3 levels. In the past 5 yrs we have had at WB the gelato fire, the Cosmos Fire and rebuild, the complex on Oxford that until recently remained half empty, the massive parkade that is empty much of the time, the rebuild of Memorial Park, the railway crossing rebuilds, the major pier rebuild and now the Hump restoration. This is the first summer in 5 yrs we could sit on our patio without constant noise, dirt and disruptions in parking, walking our pets and even leaving our bldg. Large builds on Marine will only further disrupt the businesses trying to hold on thru now covid.
- I want to see more density or a stronger plan to make the area more viable for businesses.
- It is imperative that views to the water be preserved and spot zoning not be entertained that allows increased height in these areas. The views to the water from the hillside are what make White Rock very special. Option B is a very good step in the right direction and I am extremely supportive. There should be strict adherence to such guidelines and the City should explore doing whatever it can to ensure it can't easily be changed in the future.
- Option A - with NO exceptions !!!!!
- Please work towards increasing density -- and thus heights -- there is not an option for this on the survey. Density is a really important policy to start to address the climate emergency and will also allow for increased housing for an aging population that will want to live in White Rock.
- again, it is important to not reduce parking requirements for residential buildings. Maintain a 1.5 parking space per unit ratio, not owned individually but managed by the strata corp.
- keep height low and designate a mix of commercial and office space. put more shops in the mix and less restaurants, Music should be allowed and ensure the sidewalks are flat and safe and that open spaces and stairs to the uptown centre are clearly marked and accessible and safe. A funicular, elevator or gondola should be built to carry customers up and down the hill. Gardens, lookouts and rest stops should be installed along the climb. Use your imagination and do something to encourage walking (with ease) and making it accessible for all with elevators, escalators, moving trains or gondolas.
- Higher buildings would destroy the atmosphere of White Rock. Tourists come here because of the cities cozy feeling.
- All of west Beach Waterfront should developed as an integrated Waterfront development area, thought should be given to provide only one-way traffic on Marine Drive, parking should be located away from the waterfront, the rail should be lowered in this area and all of the area developed as a integrated civic area. Waterfront belongs to the people and not commercial developers. THINK BIG
- Building frontages should have setbacks and three storeys should only be permitted when they do not obstruct views of existing buildings behind them
- Remove Elm Street from the Waterfront Village designation.
- Do not destroy White Rock views!
- Let us keep the quaint and pretty looking of our waterfront! Enough with the higher buildings.
- No building should exceed the height of the building located directly behind to avoid impediment of the others ocean view directly affecting property value
- Can remain lower to not ruin views behind

- Building heights to be a firm, fixed and maximum height of no greater than 3 stories, measured from the Marine Drive curb
- Keep buildings as low as possible to prevent any loss of views *strongly limit*
- keep heights restricted to preserve views
- Don't give in to greedy developers!
- Please keep the building heights low & maintain West Beach's atmosphere. It's already looking too commercial.
- 4 storeys should be the maximum with 3 storeys preferable
- Building heights to be a firm, fixed and maximum height of no more than 3 stories measured from curb side on Marine Drive. By having it stated at a fixed height in the OCP, potential developers will know exactly what can be built.
- the feel of the building should conform to the existing styles
- Stop destroying views of existing properties. I certainly don't want to walk along a one-sided canyon on the waterfront. The canyons of the town center are bad enough.
- Buildings should be entertainment district style. The beach should look like a beach.
- Remember the beach vibe is important to tourism. Concrete is not welcoming and will not help to create successful businesses.
- Development is important in this area. Old commercial buildings that could use redevelopment are not being redeveloped and the allowance of another story will increase potential returns for developers and encourage development
- Step back stacked shoe boxes could have a bit of flair in design; any way to incentivize inclusive accessible units as rentals.
- Building heights to be a firm, fixed and maximum height of no greater than 3 stories, measured from the Marine Drive curb
- FAR should be increased to 2.5 to maximize use of the lot.
- No exceptions
- The built form is also important, e.g. set backs to allow wider sidewalks and require step backs above the ground level.
- Setbacks for wider sidewalks and patios are important in creating ambiance and adds to keeping the character of the beach.
- Please respect preexisting properties and don't eliminate their view.
- New construction should maintain the look and feel of existing structures. Seaside community, preserve heritage and history. Perhaps we have too many mixed use buildings as there are so many store fronts empty.
- Do not block views from the hillside. Preserve neighbourhood character.
- Seems a bit confusing. Maintain status quo at 4 levels, or change to 3 levels + parking. I voted for "B" but would like the height to remain as low as possible. If B allows for that, so "B" it. It's ultimately about respecting the views for residents along the back. There's nothing worse than going to a movie and having a very tall person sit directly in front of you as the picture starts.
- After the CR-3A re-zoning attempt it should be obvious that there is no appetite for 4 storeys anywhere on West Beach. I applaud the Planning Department for engaging the public in that exercise and I believe that ship has sailed. I also like how you have separated West Beach and East Beach in this survey. It should also be separated in the revised OCP.
- No exceptions
- new construction should not affect the view of existing buildings behind
- please refer to my comments above. 3 stories include parking !!!
- make sure there is no doubt about the height . 3 stories is it. no exceptions!
- allow development for the buildings that are not habitable for businesses or residents anymore.
- Keep as is; it is quaint, it is attractive, and it is why I moved to WR with intent or retiring here.
- These properties would be directly impacted by a tsunami and therefore higher floors would help save lives if people could get to the higher floors or to the roof. Planners need

to be informed about the natural hazards and should research the tsunami that hit Japan in 2011.

- Maximize views for all.
- Why are we redoing well planned policy? The proposed heights in the OCP are gentle and appropriate. No need to revisit this in my opinion.
- the question is deceiving, referring to the OCP as current OCP does not reflect what has been built in the past decades, thus making people think picking A is the current heights.
- I think it is pretty unfair to limit heights on the waterfront if you don't limit the heights in the same manner in the upper White Rock area.
- Some of the west beach lots are very flat, so it is difficult to use the "lane level" for reference for height. This is an area of longstanding commercial buildings so is a bit different than the rest of the new "waterfront village". There does not seem to be anywhere for delivery trucks to park to drop off restaurant and bar supplies, when trucks deliver, they end up stopping in the driving lane and blocking traffic which creates some safety issues for both cars and pedestrians. Could defined access for delivery vehicles and garbage pickup etc be factored in to future development plans, as they impede traffic flow significantly at times.
- Max Three Story on Waterfront. No added 8 ft from curb.
- I am totally opposed to anything higher then mention under other above.
- All should be kept low. This is sunny White Rock, higher structures cause so much shade
- The 4 stories heights would allow better development mix with option for 3 stories over commercial - as in common around the lower mainland. This doesnt appear to impact established residential areas to a great degree. Victoria Ave could have building heights 3.5m height above street level with very minor impact with the residential balance on the north side.
- 3 floors only
- New construction in this area should be concrete only. Stick built 4 story properties are a huge fire hazard, and there is not adequate fire fighting access in much of this area.
- "Building heights to be a firm, fixed and maximum height of no greater than 3 stories, measured from the Marine Drive curb"
- We purchased our home on the hillside and pay 9 thousand worth of taxes for a 33 ft lot all because of the view. Our views should not be impacted by increased heights for future developments on the waterfront.
- Will owners that lose views be compensated from the City?
- As low as possible
- Your options are unclear. Option A does not mention whether parking levels are included or not. Option B is disingenuous. The exception says "(either 1 parking level plus 3 storeys, or 1 parking level plus 4 storeys) - which is it? And why is it that both Options allow for 4 storey buildings? Why are there no other options than 4 storeys?
- Stop overpopulating and taking away the views of existing residences.
- Keep view open to everyone. Lower is best! Keep them low. No need for high density it destroys our neighbourhood.
- The view should be open for everyone. High density in a small community only leads to traffic congestion.
- If you start giving exceptions you allow developers to creep up.
- Keep the buildings low. Don't ruin our city due to developer greed.
- 3 storeys
- White Rock homeowners in Waterfront Village areas paid a lot extra for homes with ocean views with the reasonably held understanding their views would be protected by the City. If a developer is allowed to build anything on Marine Drive that degrades an existing view, then the developer must be required to buy properties with views being degraded for 100% above fair market value, with such value being determined as if there was no change to the views, or for a negotiated price, whichever is higher. Amount paid above fair market value is to compensate homeowners for effectively being forced to move, negative impacts on mental and physical well being, loss of peaceful enjoyment of their

property, future appreciation of their property value, costs to buy a different house, moving costs, and other costs.

- Where is parking area? People behind area? Where will they go?
- Consider water consumption - maintain lower density for long term view of water supply. Water is the next oil.

Do you have any further thoughts about building heights in the Waterfront Village (East Beach) area?

- Do not stop to attract new home owners to White Rock.
- Consistency to allow for 4 storeys and also 2.0 FAR. Larger floor space provides larger tax base for the City - can't keep raising parking rates to supplement city income.
- Please go below grade for parking opportunities but preserve the low-rise environment on both West and East Beach. This approach lends itself to the heritage nature of the waterfront region with the old train station and pier design. building bigger and higher would overshadow the heritage design with the subtle blending of modern amenities like the concrete stairs/ seating and bathroom area of the waterfront proper.
- as above...I don't know if the stepped storeys are only for illustration but I like the concept of having less "bulk" and "height" directly on the property boundary as shown most clearly in the first diagram
- 4 stories is ideal, it won't block the views for residences behind them.
- The qualities that draw people to the East Beach Waterfront Village area should also be kept. Low rise buildings that are well planned and not a jarring aspect close to the water as seen in Vancouver's West End.
- Make sure at least east beach remains family friendly.
- "Building heights to be a firm, fixed and maximum height of no greater than 3 stories, measured from the Marine Drive curb"
- Encourage shops and restaurants on strip
- Require further set backs from the sidewalk. Uptown buildings are causing a closed in feeling.
Marine Dr should have a more open feelingas with other beach front Towns.
- Ground level should be retail, even if heights are limited to 3 storeys.
- East Beach is East Beach. :Lets keep it East Beach
- Attractive, wide sidewalks, no visible parking to maintain ocean view.
- Keeping building heights lower will help prevent foreign buyers from scooping up the lovely waterfront and they don't care what it looks like. they just want to hike the rents.
- Our water views should be protected despite what any past elected official has said. Given property prices and property tax costs, there should be some protection to protect the values we've already invested. Businesses get tons of visitors - this area gets easily overrun on a sunny weekend at any time of year.
- I live in this area and want zero current residents' views blocked at all.
- I am tired of loopholes for developers to squeeze through for personal gain. This is our home, neighbourhood, and future. Why should be living with a looming change. We purchased here to contribute to the City, pay higher taxes and accept certain compromises, not be be a pawn or a piece of a Monopoly game.....
- Keep East Beach quiet and peaceful. The way it was intended to be.
- As in comments regarding west beach. This east beach slope may warrant designing 3-4 storeys.
- Same as comment for west beach. be sensitive to what has been built in the area and to the people that once upon a time paid a premium for their ocean views
- Same as West Beach
- The current OCP allows our city to grow and provide more customers to local owned businesses in the City
- Why is this area now being called the East Beach Waterfront Village? I know of no mandate from any jurisdiction in White Rock that has requested that the Marine Drive area be referred to as the Waterfront Village. What is the purpose of this terminology. Is Marine Drive to be know and the Waterfront Village of the City by the Sea?
We have East Beach and West Beach and Marine Drive. They are all parts of our Waterfront. The definition of a "village" is a rural population smaller than a town and bigger than a hamlet usually consisting of a population of 500 to 2500 people.
- Enhance Greenspace

- 3 storeys from the lowest curb. For SF homes, please also address the driveway grade issue as it has a direct relationship to building height requests. It is better for neighbouring properties to keep the building as low as possible and allow slightly steeper driveways than all the variance requests that to try to deal with the building code requirements up/down to the drain within 15% and min/max driveway lengths/widths. Location of driveway (e.g. off lane vs street etc) are also 'need' for taller buildings. Generally, we just need a more reasonable flexible approach for driveways, including up to 18% grade.
- Maintain current views
- The two options are not sufficiently different, i.e. they do not ask for an absolute maximum less than four storeys. My strong preference is a firm maximum of 3 storeys above Marine Drive curb level. Three storey maximum not only protects views from behind, but it keeps the streetscape from feeling built up; Four storeys anywhere along Marine Drive West would negatively and significantly affect the feel of the street along that section.

Also, we want to emphasis to have character buildings.

- Stop over populating our small town that already has crippled social and general services due to the sheer number of new residents.
- I want to see more density or a stronger plan to make the area more viable for businesses.
- Same as for West Beach
- I think for both consistency and fairness it should be the same rules in both locations
- Increase density and heights from the current plan
- same parking requirements as above. 1.5 parking per unit not owned individually but managed cooperatively.
- Keep east beach to 3 stories and mixed use again. Limit the number of restaurants and encourage a balanced mix of shops to restaurants. We need small hotels and B&B type accommodations.
- Higher buildings would destroy the atmosphere of White Rock. Tourists come here because of the cities cozy feeling.
- East Beach area should be develop as a transition area and the boundary with West Area should probably be relocated more east
- Ensure existing views are protected and along the commercial area incorporate setbacks in building frontage
- Definitely would like to maintain the village feel of the waterfront both at East and West Beach
- Try to keep it acceptable to all while letting small developers make a few bucks! Do not copy West Vancouver waterfront!
- Let us keep the attractive look of our waterfront by keeping the buildings low.
- Remain lower to not ruin views behind
- Building heights to be a firm, fixed and maximum height of no greater than 3 stories, measured from the Marine Drive curb
- Keep heights lower along waterfront area
- Keep heights restricted
- Please keep the building heights low & maintain East Beach's quaint "village" atmosphere.
- 4 storeys should be the maximum with 3 storeys preferable
- Building height to be a firm, fixed and maximum height of no more than three stories, measured from curb side on Marine Drive. By having it stated at a fixed height in the OCP, potential developers will know exactly what can be built.
- the feel of the building should conform to the existing styles
- All of the buildings should look like they are a beach resort. We need desirable, profitable businesses.

- Try for a vibrant, open and inviting look. Restaurants and bars should look spacious and welcoming. The stack everything in, crammed together atmosphere is not appealing.
- Again, development is important in this area. Old commercial buildings that could use redevelopment are not being redeveloped and the allowance of another story will increase potential returns for developers and encourage development
- Town houses stacked skinny complexes like Grandview corridors are not desirable. Homes, commercial retail street level and resident apartments above better best use.
- Building heights to be a firm, fixed and maximum height of no greater than 3 stories, measured from the Marine Drive curb
- No exceptions
- The built form is also important, e.g. set backs to allow wider sidewalks and require step backs above the ground level.
- Less density would have a more "village" feel.
- New construction should maintain the look and feel of existing structures. Seaside community, preserve heritage and history. Perhaps we have too many mixed use buildings as there are so many store fronts empty.
- Preserve low rise neighbourhood character.
- Keep them low.
- The "fair" approach is to ensure that ocean view north of the area is not adversely affected.
- new construction should not affect the view of the existing buildings behind
- preferred uniform look along marine. heights can increase as we go north .
- preferred to keep the height at 3 stories.
- cosistant development needed- there are unsuitable buildings (residential) in commercial zones.
- Keep as is; it is quaint, it is attractive, and it is why I moved to WR with intent or retiring here. Don't let landlords increase rents so that people go out of business. Get rid of greedy landlords :)
- East beach is a lot flatter and more properties would be directly impacted by a tsumani. Therefore higher floors would help save lives if people could get to the higher floors or to the roof. Planners need to be informed about the natural hazards and should research the tsumani that hit Japan in 2011.
- Maximize views for all.
- Why are we redoing well planned policy? The proposed heights in the OCP are gentle and appropriate. No need to revisit this in my opinion.
- The old OCP had East and West beach as separate entities with commercial purposes. But the Waterfront Village proposal now includes a lot of additional residential properties in between, and that run along Victoria. The new OCP Waterfront Village diagram and text seems to imply that commercial ground level development is desired/anticipated over the entire hump area south of Victoria Ave.

Is that intended, or can that be better clarified?

Will there be a city sidewalk and street lighting etc on the other side of Marine Drive (it currently ends at Cypress) for people to access all the new commercial ground level units over the hump? How will we control additional new commercial traffic from using Marine Lane and Victoria Ave where there are no sidewalks/inadequate pedestrian lighting?

The diagrams showing the plan B do not actually say anything about the zoning height or commercial use for the homes that are south of Victoria Ave - the ones that are not on Marine Drive. Could that be clarified in the plan. Are you proposing commercial ground level use be allowed for all of these current south of Victoria homes as well, or just the ones on Marine Drive? Can't tell from the proposal..

Currently there are some homes on Marine Drive in the 15300 area, that already come up higher above the lane than one story (if the lot slope formula is not being used any longer). Do they get grandfathered in?

To summarize, it seems unclear regarding what is really proposed for the south of Victoria Avenue residential properties in the new Waterfront Village designation of the OCP, that do not run along Marine Drive. If the changes do not really apply, why are they included on the diagram?

- It seems that pushy developers are constantly trying to get approval to build high buildings on the waterfront. Obviously this would be lucrative for them but would change the whole feel of the hillside community. If you look at other gorgeous hillside communities around the world such as throughout the Mediterranean, their beauty comes from the fact that all the housing is tiered allowing views for everyone. WR does a good job of keeping residential home builders on the hillside to height restrictions. I feel it is time that WR stops developers from trying to get approval to break the OCP.
- Max. 3 storeys on Waterfront. No added 8 ft from curb.
- Again, keep structures low. This is sunny White Rock, high structures cause so much shade
- East beach has a mix between areas where more commercial buildings should benefit the local development and 4 storey buildings should be more suitable for this. But east beach has established residential areas where the increase to 4 storey heights would be disruptive to the existing residential balance. There could be a commercial zone along east beach with 4 storey buildings - but leave the residential area of the east beach with existing heights.
- Concrete construction should be mandatory in this area for three or four story buildings. There is not adequate access for fire fighting for stick built multiple stories to be allowed.
- "Building heights to be a firm, fixed and maximum height of no greater than 3 stories, measured from the Marine Drive curb"
- Keep it beautiful. Managers and engineers can be proud of maintaining a wonderful community. Making it another Miami will not be a great thing to be proud of.
- keep it low
- There needs to be a description of what White Rock should be and look like. It is not just about revenues from developers and property taxes. If White Rock becomes just like any other city, it would not be special enough for tourists and visitors. It needs "the look".
- Stop overpopulating and taking away the views of existing residences.
- Keep it low. White Rock is a people friendly city. Higher density does not encourage neighbourhood communities. Know your neighbour keeps us all connected. That's why I moved here from Richmond 7 years ago.
- Please keep the beach as a beach not a forest of high rises.
- Don't ruin our city and our future for generations due to developer greed. Please we beg of you, there are "limits to growth." Ours is a "City by the Sea." Indiscriminate building below Thrift will destroy the desirable view of the bay. It will cause traffic jams and strain on all aspects of infrastructure. We cannot become a Coney Island - where people don't want to live or move to. We are at the tipping point. Lower is not just better, it is vital for our future. Thank you.
- Do you care for the people who already live here. Can't move in this village as it is and you want more people. Give your heads a shake. Have you ever lived in an overcrowded city? No I bet. Try thinking of a way to lower taxes not bring more people. New City Hall, new police building, new fire station, more police. Do you get it?
- White Rock homeowners in Waterfront Village areas paid a lot extra for homes with ocean views with the reasonably held understanding their views would be protected by the City. If a developer is allowed to build anything on Marine Drive that degrades an existing view, then the developer must be required to buy properties with views being degraded for 100% above fair market value, with such value being determined as if

there was no change to the views, or for a negotiated price, whichever is higher. Amount paid above fair market value is to compensate homeowners for effectively being forced to move, negative impacts on mental and physical well being, loss of peaceful enjoyment of their property, future appreciation of their property value, costs to buy a different house, moving costs, and other costs.

- Maintain current policy - parking can't sustain any more parking - too crowded. Beach walk is over kill. People come from everywhere to get away from overcrowded areas like Langley, Chilliwack. Re: coronavirus, there is no 2 metre distance between people. Taxes in White Rock are already too high. "Stop highrise" - if we can't pay for existing amenities - should we join South Surrey and back to Surrey as in 1956. More high rises -> more traffic and people.
- Keep the buildings lower in consideration of population density in that already dense and high traffic, highly visited zone especially in summer months. The shops along the streetfront will benefit from local traffic in off-months just by the fact the some densification will increase even by the plan as proposed above and, as it is, they are used to lessening of businesses in off-season months.

Do you have any further thoughts about building heights in the East Side Large Lot Infill Area? [primarily the properties east of the 'Altus' building on Finlay Street]

- More rental properties needed
- We need more housing for seniors in our community.
- Staggered heights North highest south lowest
- Now Altus is going in, I see no purpose in creating problems for the 5 storey proposal beside it.
- I am 100% for option B, 3 stories beside 13 stories just doesn't work there is no transition it would look terrible. This is a great compromise and suits the area.
- Its unfortunate the Altus project was approved at 13 storeys. Its too high for that area.
- currently people are leaving and losing equity in high rises in search of single residences. townhouses are more of a big sell and retain a sense of community.
- I think option B would be acceptable & actually "soften" the harshness of a 13 storey building which is not really fronting on North Bluff because of the Utility property. We want to create some "character" to even our main streets. Nobody wants to look at a wall of concrete all the same height as they walk or drive down our streets.
- I would like to move from condo to a townhouse in that location.
- YES.....STOP THE VERTICAL GROWTH
- Providing affordable housing (purchase / rent) is key.
- Don't allow low income rentals. There is enough further up into Surrey. Keep the area close to the hospital safe and walkable for seniors and residential care walking traffic.
- There are tons of apartment buildings already in White Rock. Altus shouldn't have been allowed to happen - stop the madness of cramming, don't add to the problem that created Altus. Look at Clayton Heights and Walnut Grove - those areas create huge parking problems and claustrophobia for its residents.
- I have no issues with increasing building heights in this area.
- Again, no loopholes designed to attract developers. This is our home, let's keep it attractive for all.
- Townhouses offer nice homes for families or people downsizing.
- As said above gradual reduction in heights going east down north bluff is still better. And add mixed so there could be some commercial as Surrey is doing on the other side. It needs parking but that gets built in to development permits.
- Not pleased that a 13 story building was approved, I could see 6. But because of this ridiculously high building, it only seems fair to allow the 5 stories directly beside and tapering down to 4 and then sensitivity as to what current residential houses are staying in the area. I see quite a few are slated for revitalizing on the east side of maple otherwise I would have chosen Option A to be sensitive to residential houses.

- This is a critical decision. The only reason increased height on the east lot would even be considered is because of the disastrous decision to allow the Altus to be built in contravention of all the promises and proposals of the previous council. Either we have a plan or we don't ... and a plan that allows the OCP to be chipped away one rezoning application at a time isn't really a plan. There is little incentive to invest in the life of a neighbourhood when the existing housing unit becomes nothing more than holding properties to be developed at maximum density for maximum profit. Run down rentals awaiting development do little to maintain a vibrant, healthy community. Stick to the rules. If you give an inch, the next request will be for a mile. Who is planning the city: developers living elsewhere who want to maximize their profits or leaders with a vision for stability and sustainability, who can inspire the citizenry to invest in the life - not just the land values - of their home town?
- must think of present home owners
- Greenspace
- If building heights are allowed to be more than 3/4 stories high, how is there going to be a transition point to the residents with 2-story homes that are immediately beside this area. If the density is increased in this area, what will happen to the ALREADY OVERCROWDED high school that is across the street. That school is over populated by 400 students....and it's not slowing down
- 4 storeys on North Bluff, 3 storey townhouses behind, simple.
- How will more population impact street traffic and parking? How will it impact the waterfront and pier?
- If I lived across from this development I would want townhouses. I also have concerns about city infrastructure handling the increasing number of people living in White Rock.
- I understand fully how the new developer would feel but I don't think you should "correct" a mistake with a mistake. I feel sorry for the nearby single dwelling residents. Consider 4 storeys and 3 storeys.
- Increase heights and density from Option A -- need to maximize density as a climate change policy
- Put 5 stories abutting Altus and three stores on Maple
- Altus was approved by developer corrupted former councillors, none who were re-elected. This was WAY TOO BIG, it should have been 3 stories. What apparently helped the decision was when the developer was questioned about the possibility of low cost rental units. "Oh, I think we can squeeze a couple of rental units in". Those on the north side, on the lowest residential floor, with a lovely view of the B.C. Hydro substation!
- Infill areas should not be negotiated as to height allowed based on rental units. This is totally wrong and not supportable in the long term. White Rock need to develop better planning objectives.
- In my opinion, the approval of the "over height" 13 storey Altus should not be allowed to act as a tall "tent pole" that thereby forces expansion of the zone of increased density into additional RS-1 areas (in the interest of having a smooth "tent like" into the RS-1 area). Altus is an outlier, and a creating a pleasing transition to the 3 storey ground oriented town house zone and current RS-1 areas will require architectural creativity, but I do not agree with letting the approval of the Altus building result in the enlargement of, nor the max storey heights in, the transition to the RS-1 neighborhoods in the area.
- I don't see a need for affordable housing in White Rock! There are many options in South Surrey. People who can't afford to live here can go elsewhere. Why does such a small town, so far from Vancouver, need to entice low income families. They can't easily get to Vancouver, or even get around WR, using public transit. This is not a big city, it's a small town. Aside from seniors on fixed pensions that already live here and want to retire here, I don't agree with providing low income housing in White Rock.
- Adding housing option behind such a big building is a good idea. It adds more housing while being next to big building.
- It's almost tragic how the Altus development was allowed at such a height in this area, creating unnecessary issues for this single family neighbourhood.
- There should be no amendments to the OCP for increased height.
- It seems like a good area to have both increase height and density

- The population of White Rock is already sufficient for a city of this area.
- could go to 6 storeys adjacent to the Altus
- Residential complexes in White Rock should provide 2 off street parking spots per unit. There should be guest parking as well.
- Each unit should be required to have 2 off street parking stalls. There should be guest parking too. Do not permit row housing. Show some variety and creativity.
- Please do not allow any other residential blocks of the east side of north bluff to also be ruined by over development. The block between Finlay and Maple is already a right off, so please do not make the same mistake again!
- The Altus building is an eyesore
- There is a generation who will follow us seeking rental; some may work at the hospital, may be home care providers for the aging population in our community and/or work from home knowledge ecomania so designs need to make it economically accessible. A mix of sizes of family units would be helpful.
- Attempt to lower traffic congestion with fewer but larger apartments
- Four or five stories seems reasonable in this area. Could they not find a developer who would have some lower rent apartments to help people and keep the building to five stories Surely that must exist. Developers are harding living at the poverty line.
- The people in the neighbourhood should vote on what to do.
- Prefer low-rise apartments and townhouses.
- White Rock needs density- allow more duplexes in fully residential areas or smaller lots with suites
- Would look to see more focus on building townhomes to attract families to the area.
- Keep everything to 4 storey height MAXIMUM; we have enough tall buildings which are destroying the landscape for residents. Remember who voted council in - building height was top of the agenda. Don't spin it into something self-serving; we are watching!
- ALTUS will be one tower sticking out like a sore thumb. I see it with the Foster+Martin next to the Sussex House development. There has to be consideration to how new builds will blend into the existing environment. Having a glass façade next to a mixed-brick envelope just looks tacky. Planners should take a field trip to Yaletown, Lonsdale Quay or the Olympic Village. As a resident in White Rock I want to see growth that maintains the sense of community. Developers are not going to solve our problems for us. We need to be proactive and enforce larger CACs.
- Traffic on Russell Ave and Findlay St.....
I live on Russell near Best and the long uninterrupted length of roadway between Best and Findlay attracts the "speedsters" who try to break the speed record all times of day and night. The 4-way stop at Russell and Findlay will be problematic once the new developments at this corner are fully occupied. Please consider the soon to be greatly increased number of people and traffic patterns on these already busy roadways. S. Lindsay...15420 Russell Ave.
- What will be the impact of all these new people on our water supply?
- This is the correct way to handle the transition of density. I have read the Advisory Design Panel minutes for this project and there was unanimous support by educated advisors providing a third party opinion. If we don't listen to them, why even have the panel? Also - this appears to be 4.5 stories, not a full 5 storeys. It's evident that no views will be impacted, so what is the issue?
- Altus is already a monstrosity of a building which looks like it has NO public plaza/green space and that is extremely over height for the neighborhood. Should not have been allowed. Let's not compound the error by allowing higher buildings in the area.

What is proposed for the area on Finlay between Thrift and Russell?

- Max. 3 storey height. No added 8 ft from curb
- What precautions has the City taken so the developers, real estate agents and other industry groups who would benefit from some of these policy proposals do not submit this survey and skew the answers?

However, time and time again, we have seen out-of-town property developers come with

their teams in tow to city meetings to push their personal agenda and interests on the tax paying citizens of White Rock.

We need to make sure that we, the tax payers, of this town who live here has the say. Not those who do not live here.

- Prefer to see low, enough high rises in the downtown core
- If option B is allowed, any buildings over 3 stories must be concrete construction. No stick built over 3 stories. Too little attention is paid to new building sewer and drainage design resulting in multiple floods of multi story buildings and prohibitive insurance premiums for all Strata corporations. The City of WR must ensure that adequate services are in place before any of this high density housing is added.
- I feel that it the surrounding and affected land owners should be able to vote. As it is their neighbourhood and investment that will affected
- Increase density by building up to 26 storeys
- Always have a view to water/energy consumption.
- Keep them low - 4-5 storeys max. Stay consistent around the Bay - stay low.
- Keep it low 3-4 storeys
- Low is the way to go.

Is there anything else you would like to share about building heights in White Rock?

- Build and they will come to purchase.
It's time to give White Rock more growth.
- Stop the building. Let us live our lives in peace.
- Lower building heights improve micro climate, and also encourage greening of roofs (incl. urban gardens), as well as reduce the high levels of green house gases associated with concrete & steel buildings.
- We have enough high buildings. Limit new constructions to single family homes.
- I've already shared my thoughts on heights in WR. We need heights that allow for the development of rental housing and affordable housing, not just condominium.
- No building heights above 2 stories dumped into single family neighbourhoods such as that disgusting apartment building at the SE corner of North Bluff Road and Nichol Road. Thanks for nothing White Rock Coalition!!!
- Please listen to the residents of the area especially in the areas that concern the waterfront. You listened when it came to the parkade and i am hopeful that that will continue. i do not agree with allowing any further height increases than what is allowed on the hillside residence height restriction allowances. i believe it is 25ft. from lowest point on lot. We do not agree with the Cilantro restaurant to exceed height of the boathouse top level not the elevator/stair shaft which goes higher on the south east corner of building.
- It's my opinion that the building of high-rise towers has reached capacity for our city by the sea. The look of White Rock has changed significantly in 6 years and keeping density to towncenter was the best thing about that change. We have pretty much reached capacity so not to blur the lines of our lovely sea side community with those of larger GRVD.
- I believe very close observation and review of each building application in the subject areas must be given by staff and council. it is too easy to move ahead with expansion and building the community up at the cost of the cozy, green nature of most of White Rock. I worry that the growth upwards will create wind tunnels and destroy the greenspace or make this greenspace uninhabitable when high wind periods take place. I have seen this take place in so many coastal urban areas where high-rise jungles are built. It would be a shame to have this happen here. We have a beautiful community with some lovely hidden and green gems. I would hate to see these precious natural spaces replaced by contrived new growth between high residential buildings. This model is so common and can be seen in cities almost anywhere. Could we not give pause and deep thought to smart low and medium height buildings and still retain the coastal charm that defines White Rock? People chose to live outside of the large urban cores of the Lower Mainland for the green space. If we wanted to live in an urban jungle, we have many choices. I for one have chosen the "City by the Sea" so that we can see the sea, and walk among small groves of large 60' plus trees . This opportunity is special and should continue to be afforded to all residents of White Rock.

Please stick with a well planned tent design of tiered heights as you move west, east and south of Johnson Street. Protection of the natural environment and old growth trees should not have to be sacrificed for redevelopment. I hope we are better than that. I love my community of White Rock and I hope we all pause to consider what the built and natural environment will look like here 25, 50 and 100 years from now. Thoughtful, long term planning is a must...

- As mentioned before, by whatever legal means possible, the OCP should be "the law" not just a suggestion. So many people have put time and effort into thinking it through, it should not be open to any developer to consider a proposal that varies from it. Likewise it should be binding on all Councils until the next review of the OCP in it's entirety, i.e. no piece-meal re-zonings to suit the purposes of the few.
- We should build the great wall of W.R. along North Bluff we won't be blocking any residences views. Surrey is proposing 12 stories on 16 from 156 to 157 why give Surrey residence our ocean views when they aren't paying any taxes to W.R.
- Please no more skyscrapers! I appreciate hearing my input
- I'd like to add again that its important to add more building stock to the city to increase tax revenue and to create more housing. However it has to be done with care. We are at a critical development stage that will shape the way the city looks and feels going forward.

Aggressive South Surrey developments have themselves added to the enormous pressure on existing arterial routes, services and amenities in the White Rock region. White Rock beach and Crescent beach have been selling points in every developer's promotional brochure for years which has resulted in near gridlock on a sunny day. Its unfortunate that many residents are thinking of leaving as the pressure on our community ramps up.

Another important consideration is that the new towers contain a large number of inhabitants who will require essential services such as a family doctor and hospital access. These services were already in short supply a few years ago and have not become more available as the region grows.

- There are many reasons why White Rock should remain visually low rise.
- "Building heights to be a firm, fixed and maximum height of no greater than 3 stories, measured from the Marine Drive curb"
- Too many tall buildings in White Rock. Must lower the height of new construction
- Lower the height of new construction in White Rock
- The recent development rate of tall buildings has been excessive in White Rock. Need to get low income rental units.
- Do not let White Rock become another West End and lose what's left of its charm
- I am disgusted by the number of high rises that were authorized simultaneously during the last administration. The aftermath is ongoing disruption of life for everybody living uptown. We voted this present administration in on their promise of limiting high rises and expect them to keep their election promises.
- Set backs from sidewalks, a feel of space rather than encroaching on pedestrians space.
- I'm not opposed to growth - but it needs to happen in a thoughtful and sustainable manner that preserves the "neighborhood" feel of our lovely and unique community.
- Any progress on changing the community charter so as to implement an "Empty Homes Tax" as in Vancouver? Hard to prove but with the new provincial office to register trusts hitherto a preferential client/lawyer body registered at the Land Title Office we'll get more clarity on our offshore/dark/drug money laundromats. A just revenue source as opposed to higher property taxes on permanent year round residents and businesses which create jobs.
- White Rock has become much busier due to all of the devolopment in South Surrey. I would love to see a walkable core that is vibrant with shops and businesses. It is annoying to have to drive to Grandview to visit there stores when we could have a great selection right here in White Rock.
- Future developments will insure the viability & sustainability of our city so I believe there should be allowances made for increased density/height of projects.

- Higher density should be permitted along the 16th avenue corridor to the west, including townhomes and low-rise apartment buildings such as the development at North Bluff & Nichol. However, I would like to see more mixed-use development with street-level retail
- In my opinion the City shouldn't consider building height limitations separately from the issues of "affordable" and "market based" housing including "bonus density" and "CAC reduction" incentives for all new projects.
- Again, I do not want building height increases, especially when they affect views of property owners on the hill. The view is reason why I moved to White Rock.
- Thank you for the opportunity to express my opinion. Please keep White Rock's infrastructure from being overwhelmed by tall buildings, and their population increase.
- White Rock is being ruined by the Coalitions (Baldwin) vision. PLEASE STOP THIS.
- Baldwin and his Coalition was sacked mainly because of bldg heights. Let's stop this now and retain the fabric of White Rock.
- I am living in a high rise building zone. It is impacting my neighbourhood greatly. The traffic is horrible due to the increase in numbers of people living here and the on going construction and the trucks and equipment in area and also workers parking here, There is very little parking for any visitors due to the workers on the buildings and so many people moved into area. Also, due to the increased numbers of people in the area the hospital is impacted with increased demand and this will continue to grow. I don't believe we have enough water supply for the continued growth either. I'm afraid my building will be torn down to build much higher buildings thus moving me out of the community I have lived in for nearly 25 years. Thus losing affordable housing. Please stop this out of portion growth!
- Please keep building heights low. The walkability and ambiance of White Rock is being spoiled by too many high rises, which seem to be investment properties and not meeting the need for attractive, low rise, low rent / low cost options for those with limited means. The population has remained stable since we moved here in 1989 and it can't be due to all of the old folks dying off! Investment properties do contribute to a vibrant community where people will live, work and shop local.
- White Rock has its own unique advantages, we shall not waste it.
- Keep White Rock and South Surrey safe and walkable. It is a higher cost to live here and that's okay for those who want that lifestyle. 2 things will ruin it - low income and rental housing, and foreign buyers of property and businesses on the waterfront and uptown. I'm all for growth and high density but keep local as much as possible. These bubble tea and sushi places are empty and have no character. I would like to see a restriction to purchase to BC or even Canadian residents. The biggest mistake previous Council made was to promote White Rock to foreign buyers.
- White Rock is NOT Surrey or Langley. Please remain "boutique" by default staying true to the size we actually are. I'd like to see an actual DECENT off-leash dog park and more green space to accommodate the huge increase in our population with the existing highrises under construction and all the pets they'll be bringing with them not to mention wider roads to accommodate their cars too.
- We moved from Vancouver just over a year ago. What we loved about White Rock was how low all of the buildings are, how much space there is, how you don't have a large amount of neighbours staring into your home. The whole charm of White Rock was the low buildings; we would hate to see it lose that.
- Thank you for seeking input. I support a close, creative look in order to plan for a range of affordable housing options in White Rock.
- We are a young couple and we moved here because we wanted to get out of Vancouver and the anonymous city feeling. White Rock was our preferred option out of the Vancouver suburbs because of the community feel. By limiting building height, you'll retain that.
- I am ok with building heights being changed everywhere else except for along Marine drive.
- The current OCP allows our city to grow and provide more traffic to local owned businesses in the City
- Thank you for the opportunity to give feedback
- Please protect residents investments with regard to building heights. Allowing views to be blocked in the name of progress would be wrong.

Any redevelopment or new building will survive with 3 stories.

Thank you.

- 6 storey maximum for all future developments.
- Slow down on the amount of large building construction. We currently have too much noise, bad air and traffic congestion because of all the heavy trucks & equipment.
- Be careful what you wish for. I have seen cities and small villages “decide” on new approaches to accommodate diversity. The extent it is taken to must be guarded. Devastation can happen in a heartbeat. Our City has taken drastic steps and the path has been set. Are we happy with the results? Are we happy that the numerous high rises are not geared for purchase by too many locals. I am seeing strata fees incredibly high, who can afford these as the population ages? I feel it's a noose around our necks. I am speaking from a six figure household income - I would have a very restrictive retirement in this environment. We must seek some stability to the affordability of property and not be a magnet to the mighty developer.....
- If you build beside a 13 story building, 8 stories would be more reasonable than 5. These buildings will be there for MANY years.
- Please keep density north of Thrift. I feel town centre is already too dense but the cat is out of the bag so I would like to keep density concentrated in that area and fiercely protect or reduce the allowable maximums in the rest of the city.
- I am very concerned about new buildings blocking sunlight and view corridors for existing residents. I purchased an apartment in lower town centre in an affordable (for me) older low-rise building with an ocean view. The value and enjoyment of my property will decrease significantly should I lose sunlight or ocean view. Do not turn WR into Vancouver.
- As previously mentioned, I heard a rumor about a 36-story high rise in the town centre core. I sincerely hope this not true. I live in the Sussex House development on Foster Street and am EXTREMELY concerned if this is true. The Foster/Martin development is horrific and adds nothing to the "feel" of White Rock. We are not Metrotown, Manhattan or Dubai and previous councils, although getting lots of feed back at various town halls, obviously ignored the thoughts of the residents. We are not opposed to development, we are opposed to ugliness and that's what high rises are.
- Great job. Thank you for asking our input. Though this has nothing to do with building height restrictions; may I put in a request to get rid of the hideous clock tower off Johnston Rd that adds to esthetic value of any sort to enhance the city.
- I think White Rock has enough skyscraper type condos already, with more on the way due to previous mayors permits. Build more unique looking lowrise condos and larger 3 and 4 bedroom townhouses. Road infrastructure is a big concern. Side streets have become thoroughfares for people trying to avoid the traffic of Johnston st. and North Bluff.
- The transition neighbourhoods along North Bluff Road should be determined in conjunction with the City of Surrey to provide for some cohesion. There is no sense in having the White Rock side of North Bluff and the Surrey side with totally different height restrictions
- I've pretty much said it above, but it would also be helpful to build in incentives to put monies into major and specific city projects. E.g., Build community corners that could be outside places to sit and have coffee with you neighbours. Five corners might be expanded by closing off that small 1-way piece of Johnston where restaurants could put out tables, etc. And/or, I might put in \$1m toward implementing a funicular from 5 corners to marine dr. Tourists from everywhere. We will need more revenue from other than property taxes and parking. :o)
- Besides building heights, density should be a major issue
- Along main arteries, 6 stories should be given and higher densities for rental and affordable projects
- I stand firm on not allowing any high buildings over 4 below thrift. It would impact those that purchased views, and the walkability of lower town centre with special ocean views. Not that my voice matters regarding the proposed tower next to blue frog but my hope is that the city wins the case against them. If I wanted all these towers that somehow got approved, I would live in beautiful downtown Vancouver. I chose rather to be in the White Rock area for a small quaint quiet beach area.
Although my address is city of surrey, I live on the border of white rock and spend my time and money in white rock. Thanks for the survey

- I'd like to see a more treed and green space and more interesting architecture. We could look more like Fort Langley in the Johnson road area. Be an attraction again.
- I would like to see more new residents in order to promote the business in white rock
- I was in favour of higher building heights until the last 4 buildings now under construction in o e of the transition areas. I now realize that, as beautiful as the new architecture looks, it closes in the area too much. There is not enough allowance for busses to door off/pick up out of the driving lanes. Congestion's abounds.
- I actually live in the US in Semiahmoo. I love the look of White Rock at a distance, particularly at night with all the beautiful lights. The City looks like a mini San Francisco (this is a compliment). The City seems to be doing the right thing....taller buildings on top of the hill and shorter ones down by the waterfront.
- While height(s) are definitely an issue as we certainly do not to become the concrete jungle, one has to be realistic and allow folks places to live at a reasonable price, the other big issue which does do not appear to considered here is all the infrastructure required to support any proposed increase in population, traffic, schools, hospitals, etc. I would sincerely hope that is taken into consideration in these decisions. Thank You
- This city is being torn apart by the concrete jungle created by all this construction of towers, which have no life, no ambiance, and most definitely not overly pleasing to the eye; which is the exact opposite of what a livable community should be.
Was your campaign promise of no more towers just that...a promise that you had no intention of keeping?
- The Altus decision was the worst example of a lack of integrity by a council (admittedly the previous council) I have ever seen. After promises on maps, plans and maquettes to go no higher than 6 stories, we now have the Altus, of which the architect stated in the Vancouver Sun "is perfect since it fits in so well with the heights of the surrounding buildings". Beyond belief.
- must be a balance between present home owners and redevelopment
- There must be a logical process of determining height restrictions in White Rock. The OCP plan should make sure that the height measurements slowly reduce the further down the slope toward the waterfront. Our natural environment should be available for more people to enjoy and removing the opportunity for 12 and 8 storey buildings outside the town centre will not assist with the long term economic development in our community.
- Slow down and let the existing new properties fill up before approving anything else new. Stop giving density bonuses for rental homes and get the real number of rental spaces available. Stop using the Planning Departments definition of rental homes and use a new model that reflects what is truly in the overall White Rock rental locations. Private Condo's; private homes; mortgage helpers etc. Google White Rock rentals.
- The meeting that took place on Jan 14th also talked about preserving trees and how white rock should try its hardest to keep all the greenery that it can. I'm not going to bring up the specific property that was talked about. However, how does the city plan on having a balanced look with the concrete jungle that developers keep proposing and being approved for. Why are they not being told to plant more trees than they have been taking down for these high rises.

There is no public playground, swimming pool, basketball court...etc on the east side of White Rock. Individuals have to count on the schools to provide those areas. Those playgrounds were put up at the cost of the parents who have children going to the school. Extreme exhaustion when it came to fundraising for those projects....why should it be shared with the public when the vast majority of the public wasn't involved. You had the Legion funding for both schools!

Instead of allowing developers to continue to increase the heights of building and increasing the density, why not look at what the city is currently lacking....High rises are not one of them. White rock is supposed to be a small town community feeling. That feeling is going away.

- Just have a master plan going forward that brings both function and fashion to the City. Don't let the builders/architects bring in their own impressions on what they think the City

should look like. Now is the perfect time to expedite this plan as the Lower Mainland will see a boom in the next few years and White Rock wants be ready, welcoming, and desirable.

- 3 stories maximum
has covid 19 not taught us that you don't cram a bunch of people into areas that are too small
lets keep the European small city flavor
the reason people moved to White Rock.
- Thank you for this opportunity. I would love for building heights in White Rock to be crystal clear for all concerned. It would create a lot less stress for all and improved efficiency for applicants and staff.
- When the current City Hall councillors were elected, a large part of their platform was based on keeping building heights low in White Rock. The town does not have the infrastructure to support high rises with the increased population which they bring and attendant demands for resources. In addition, to retain the unique and historic character of the town it is imperative to keep heights low, which also ensures that current residents do not have their views blocked nor access to sunlight.
- White Rock is a so beautiful city in the Lower Mainland. If we can manage our development well, the city will have a strong financial foundation as well as being a liveable and affordable community. From the highest belt along North Bluff Road with 18 stories gradually decreased to Thrift AV with 4 stories can support our above vision..
- The beach areas have an extreme amount of traffic congestion as well as parking issues for much of the year. For this reason I believe that residential four storey buildings considered for density purposes should be in areas NOT in close proximity to the beaches
- Buildings below Thrift should not exceed current heights to maintain affordability and the feel of the community.
- Increase the heights of buildings in the town centre. This will make available rentals for people that want to live in White Rock. This will also bring more tax base to the community. This will allow for infrastructure, park and facility improvements. Leave east and west beach as an oceanside community that is frequented by so many and welcomed by us
- Don't like high building ,they block sunshine and makes large shadows around town , not friendly ,easily and warmly for resident, feels preasure , bring traffic jam, not safe for eldly.
- Buildings outside the TC should not be allowed to be as high as that on the corner of Nichol & No. Bluff. It does not fit the housing neighbourhood.
- There should be no new towers or taller buildings in the West TCT. Save the green character there. The East TCT already lost it. Do not create more traffic problems by overbuilding, especially limit height, which brings it about.
- Stop over populating our small town that already has crippled social and general services due to the sheer number of new residents.
- The towers are going up as approved by Mayor Baldwin and the WR Coalition against the will of the people who showed up for Public Hearings, had petitions and worked very hard to be heard. The new Mayor and council ran on keeping heights low. Standing outside the farmers market getting signatures and talking with the people. We hope developers and spot zoning do not win out again. Thank you.
- Being a business owner at west beach area, I am disappointed with the business environments in White Rock currently. I think we need a change. Development is the trend that nobody can stop. If the White Rock doesn't do, somehow, we give the chance to other cities.
- I have concerns that a council can override the OCP guidelines as in the past leaving the city with large stranded buildings like the Altus for example. There should be a maximum increase over OCP so an outgoing council can't tie the hands of the next council to such a large degree.
- The City needs to find a way to ensure that people can rely and count on the OCP and zoning being strictly adhered to and that it isn't a matter constantly up for debate. Many have invested and built based on strict height guidelines that make sense and work to preserve views on the hillside. To allow developers to come along later and get OCP or zoning concessions that would erode the views of others (who conformed to the height guidelines) should in all instances be a non-starter and should simply not be entertained.

- Buildings higher than 3 storeys do not belong outside of the town centre areas that you have included.
- I find it EXTREMELY frustrating that somehow White Rock thinks of itself as superior to other Oceanside locations ! Thus , often finding itself a mockery by other communities! Spend time and effort meeting via Zoom or ???? to chat with Deep Cove - how they keep their waterfront shops financially successful and viable , North Van - re : building heights , West Van. - ambience and practicality with redevelopment, Horseshoe Bay - redevelopment, character , traffic ...
- I find this a biased survey -- not providing options for increased density or heights in White Rock. We must provide space for voices that are in disagreement with the current leadership of the City.
- Centralizes survey process so that the height of a build is not all laid in the hands of third party surveyors. This would ensure houses in a neighborhood would have the same height measurements etc
- increased density requires more parking....
- Please keep waterfront (marine) heights low
- The higher you build the further apart the building should be. Shade corridors, open plazas and activity and park areas should be included and strategically placed.
- Would be nice to have balanced development in White Rock.
- Please keep building heights to a minimum to preserve unrestricted views which is fundamental to the the attraction to and of this city.
- Please help the businesses on the strip. It's sad to see it dying. The strip is the white rock's heartbeat. Thank you.
- Please keep our community lower density. If we wanted to live in downtown Vancouver we would be there now. There is already too much traffic and not enough parking and amenities.
- OUR BEAUTIFUL VILLAGE IS TURNING INTO A DENSE MONSTER OF HIGH RISE TOWERS. STOP THIS IMMEDIATELY AND LETS RETURN TO FOCUSING ON THE NATURAL BEAUTY AND SMALL COMMUNITY FEEL.
- With the topographical nature of White Rock and its location near the sea, there is the opportunity to change and develop a proper vision for the CITY BY THE SEA.
- We need more residents and green buildings in our town Centre and transition area to support our city's business survive. Without local business, a city will have no future.
- Building heights alone do not address the concerns with loss of green space, drainage, tree coverage.
- I hope the City of White Rock wins the suit regarding Lady Alexandria - what a debacle. Again, beyond the Town Centre and transition areas - the village feel can be maintained with a max of 6 stories in the lower town centre. Too bad the other one on Johnston snuck through.
- We need the tax base that more home owners bring. If my property taxes keep going up, I will lobby (hard) to be absorbed back into Surrey. They can deal with the infrastructure, since South Surrey is being out of control developed and causing most of the traffic problems.
- The current OCP makes good policy. The City will get the amenity fees for parks and community features, renters will get lots of rental options, property owners will get less pressure on our taxes, businesses will get plenty of space and , with the occupants above, will have a large base of potential customers. The City will look fresh and vital with the higher density up town. Excepting Johnson Road, we can hold fast on no tall buildings below Thrift. Perfect!
- Please consider roads and services before opening the flood gates for developers and new residents from all over!
- Maximum 8 stories in Lower Town Centre and Stayte Road .
- Stick to the OCP and maximize heights in the town centre and tier the heights in the transition areas east and west as well as down the slopes. Need to attract developers and increase our tax bas3!

- Please, please stop the building of these ugly oversized buildings in our small quaint town. Our water quality is already terrible, and traffic in the town center and waterfront areas is atrocious. It will only get worse as the buildings already under construction are occupied.
- The gem of White Rock is its vicinity to the Pacific Ocean. All buildings should be considered based on maximizing residents view to this.
- Please keep the heights at 4 or no more than 6 stories depending on the area. We have more than enough too tall buildings in the city centre. We need more affordable rental buildings and I mean affordable not like the one on Best and Roper. \$2500 and higher is not affordable.
- Enough towers!
- It would be best to develop a dense city core so we do not need to drive to Grandview to do our shopping
- I can not understand why you allow developers to endlessly challenge the OCP. Make a plan and stick to it.
- It is extremely important to consider preservation of current views and descending heights from uptown to the beach area.
- Keep heights lowered to preserve views
- Can our fire department service the high rises? Let's not go too high!
- It would be nice if not just height, but design was considered in order to maintain the spirit and sense of a smaller community. I think Steveston Village has done that well.
- What benefits & resources do towers (buildings over 3 or 4 stories) add to our community? I struggle to find positives. They add to population density, parking & traffic problems, & block existing views of the ocean. When I think of White Rock, I'd never imagined the towers that are already there. It's becoming just another suburb with a sprawling core--sprawling up as well as out. It's losing its "village" identity and perhaps gaining an identity that makes it like any other community that has given control of its planning to developers who want to build UP, sell, and move on to the next community. Please keep your eye on the "prize" that is and has been White Rock.
- Mayor and Council were elected on a policy of no more high rises. I expect that policy to be carried out.
- Size of footprint of concern. Provide green space.
- Many roads in our city are in terrible disarray. Our property taxes and water cost is up. We buy water because ours is not safe in our opinion. We had it tested professionally. Often we turn on the water and it is brown.
- The towers that have been allowed stick out like proverbial sore thumbs. Although the town centre is looking pretty much like "all thumbs", I'm still in favour of maintaining the small-town feel, so attractive and desired by the majority of residents, as best as we can.
- Maximize town square centre for taller buildings.
- set them in the OCP so they are not easily changed
- People seem to fixate on heights of buildings. other issues such as how buildings relate an PhD interact with the street get overlooked. Also, instead of having point towers try having buildings step back more gradually as they rise.
- I am obviously biased regarding f heights as we recently bought in the Tower D of Miramar and would like to see NO hi- rise buildings beyond Thrift St.
- We voted this Council in because of their platform of "no more high rises in White Rock". That says it all. High rises take away residents views, sunlight and privacy. The residents of White Rock have spoken loud and clear. Please listen to us and stop the high rises by creating a firm and solid OCP to protect our wishes.
- I understand that development is necessary and that change is inevitable, but I would not like to see our beautiful little city become like some others with tall towers that block the sun and views. 3-4 stories maximum in the transition areas. 3 stories maximum in the waterfront area.
- If believe that there must be a trade-off of increased density in return for providing some % as affordable units, AND some percentage able to accommodate the physically disabled. I'd like my family and I to be able to continue to live here. My brother, who was on disability,

moved to Mission to live. That put him in a community that is not well-served by medical facilities, and contributed to a deterioration in his health.

- the lower town center must remain at a max of 4-6 stories. It is shame that a building was approved in that area at a height greater than 6
- High density is not a wonderful aspiration. White Rock needs to establish serious limits and adhere to them.
- We already have some very tall buildings in White Rock. That cannot be changed. It has impacted the charming "vibe" of our town. To continue adding skyscraper style apartments would transform our lovely seaside city into a cold, impersonal urban centre. Additionally, the density implications are still not understood. Two new Bosa towers, Semiah, three massive Foster Martin buildings, Altus, Phantom, Soleil are all yet to be occupied. Are we prepared with infrastructure? Will we be running out of water like we did a few years back when there was the apartment fire on five corners? Parking is already challenging. This problem should be addressed before we consider increasing density by approving more tall buildings. Example: I live on Vidal Street just south of North Bluff Road. A few weeks ago I had to wait 15 minutes to get into my parking garage because the street was crowded with parked cars and drivers on the road in gridlock because the recycling was being picked up. There would have been absolutely no way an emergency vehicle could even enter the street if necessary. The driver of the recycling truck was mostly out of his vehicle on the street doing his job. All of us driving were stuck while more vehicles backed up creating a rather surprising traffic jam. How will this be improved by increasing density? I do not oppose growth, but it MUST be responsible and consider the impact on existing citizens.
- Wish to maintain the character and charm of white rock. I feel we already have too many high rises. Hope Marine Drive restaurant row can be preserved.
- Current development in White Rock does not provide a welcoming and nurturing environment. Its all concrete boxes meant to stuff in as many unfortunate souls as possible.
- There is far too much development for too little space.
- I am a 25-year-old young man and live in South Surrey, I hope my neighborhood becomes prosperous and active.
- Focus density to uptown centre
- Our views living on the hillside are important...please do not take away from our views that we pay dearly for to live here.
- Keep the heights low in particular along the waterfront. Views along the hillside are important.
- Please encourage more multi-story single family residential developments. These soon to be coming developments will greatly increase the "below market value" rentals this council so eagerly desires.
- I think limiting building height is not a very forward thinking way of city planning. The population out here is increasing, affordability is an issue, and we're going through a bit of a recession. It's simple supply and demand. White Rock is beautiful and a highly desirable place to live. The amount of new home built should be maximized to avoid unattainable prices. Encouraging development will bring people into the area and help local businesses year-round and perhaps mitigate the seasonal cyclical business cycle that we have right now. The increase in residents will also boost city revenue and help us to further improve and better our town and waterfront. Let's not hinder progress for the sake of people scared of change. Creating opportunity should be a priority of the city council.
- no, just lets maintain status quo.
- I'm concerned with all the new condos our roads will become even more heavily congested or should not take 30 min to go ten min down the road
- The City is going to have to accept taller buildings if it has any hope of increasing the stock of affordable rental housing.

What input has the City received from the development community? Options B and C, with the imposition of requirements for below-market rental housing, may not be at all viable from a developer's point of view.

Who would subsidize the below-market housing? is there some plan in place for government

involvement.

How will the presence of below-market housing in what may otherwise be marketed as "luxury" condominiums impact that marketing?

Are there any guidelines in place to govern the spacing of proposed tall buildings in relation to one another and to adjacent properties?

- Would be a legacy for our community to have planned for range of income levels and not become an enclave of elite and/or empty off-shore owners flipping and renting inappropriately to gangster's to use for whatever.
- Need greenway path from Centennial to hospital to make up for all the concrete
- Work toward maintaining ocean view for any property that currently has one. Loss of view equates to loss of property value.
- Outside of the uptown area, buildings should be limited to 3 storeys. Rooftop terraces should not allow for a 4th storey, they should either be included in the 3 or excluded.
- Protect the small town ambiance of White Rock!!
- High rises are not going to make our city more prosperous. Keeping it small and unique, with development being creative and desirable is better than a city full of high rises with constant threats of stealing views.
- PLEASE stop being ruled by developers! I feel my quality of life as gone down as my taxes have gone up. Keep it lower and nicer.
- I think there are already more than enough high rises in the White Rock area!
- We already have felt serious issues with the high and increasing density in White Rock. Look at what happened in Vancouver ... too many high rise buildings - we can barely see the city, with more people, more problems, more costs without even mentioning the increased parking and traffic issues - main reason why I never drive to Vancouver os because it is too difficult to get in and out of there. It is frustrating and frankly sad that such a beautiful city became such a nightmare and expensive place to live. I would not want to live like that in WR. Such a beautiful small city already getting too crowded.
- Please keep density and higher buildings north of Thrift. Protect (grandfather?) current allowable heights below Thrift.
- All these towers are ruining White Rock, with limited land put the tall buildings in Surrey where there's not an issue of views, not White Rock
- want to see end to "tower wars", esp in context of development at semiahmoo and eventual tram or lite rail johnston king george 16th north bluff; ocp should incorp as context likely addition of 5 or 7 towers at semiahmoo mall also 152nd north
- Really don't want White Rock to look like Metrotown. I worry that the liveability will be ruined with a huge influx of living places and what that means for infrastructure and traffic. It's changed dramatically over the thirty years I've been a resident and I have trouble understanding how the current infrastructure (roads, hospital) can accommodate a large a large amount of development.
- Buildings are too high and too heavy for the soil to support.
- Building heights should balance the need for more housing with the need to maintain the character of White Rock. Tower heights need to be carefully managed so that the City does not become overly dense.
- Please stop the destruction of our community. Soon no families will be able to afford to live here. White Rock was a mixed demographic and I want it to stay that way. Thank you.
- Once this is done, there should be none of the continued applications for exemption to the policy decided on (please)
- High rises on Johnston Rd to Thrift have enhanced White Rock. However it's a shame what's happened on Martin with the three very high condos. That should never have happened and has taken away from the beauty of our small city. It's sad to look at condo in front of them on 16th Ave. The views are completely blocked. Roads are going to be overly congested and living in White Rock will no longer be of value.
- I think in my choices I've allowed for max height, particularly in upper town centre. The towers belong above Thrift. I've noted previously how disappointed I was with the Solterra

down along Johnston blocking views of the Saltaire. I'm also not a fan of the luxury 4-storeys that went up at Johnston and Royale, effectively blocking the view for residents in the Ocean Ridge. There's space for a sidewalk between the two builds. I do like the Bosa Miramar (I think). This is a large tower development, but with adequate space to walk and explore between towers. And, it's terraced at the front along Thrift.

- Please no more high rises, please keep everything to low rises, we want to preserve the beauty of our city, we want it to be attractive to visitors but we are already at capacity for residents. It looks so much nicer being a quiet, coastal town, than a massive, corporate high rise urban city.
- Building heights are extremely important to owners, especially so in White Rock where new development can have a major impact visually and financially to existing owners. Any changes should ensure that there is public input. Kudos to the Planning Dept. and Council in the manner that this is being done, that is a public information meeting first followed by a survey. Transparency in the process is vital.
- I am very much opposed to applications which propose very high density plans with no plans to add or protect trees and green spaces like the one on both of Thrift and Vidal. The height in areas like that should be kept to 4 storeys or less and following the sloping grade. Density, traffic, crowding, shade, wind are all major issues.
- remember, we are not downtown. we choose to live here for a reason and that is less congestion. developers are here to make money and don't live in the area. they build and leave. we live here for the quality of life that white rock provides. it is a blessing and a privilege to live in white rock. i have travelled all over the world and every major city that cares, limits building heights and that includes underdeveloped countries. this is crucial for the environment. white rock should not be influenced by outside forces. prime example of a total mess is the parkade. 3 stories would have sufficed. the last council did not listen and the taxpayers are on the hook for millions. its unacceptable. do not make the same mistake. listen to the taxpayers of white rock. this is a good start!
- totally concerned about working used when making these policies. make it clear and precise so there is no conflict!
- height is good- maintains green spaces
- Building proposals should minimize obstructing views of existing homes, leave plenty of space between buildings to maintain the feel of privacy and spaciousness and take consideration of maintaining or introducing green space.
- I moved here with intent to retire; the high rises in progress and approved by previous council have completely ruined WR, in my opinion. Stay true to what White Rock is; stop destroying the landscape and keep it affordable for those who want to stay in WR.
- I hope the City is thinking about the downstream effects of new developments on our linear infrastructure (roads, sanitary sewer, water mains). How will we pay for the upgrades? Will the developers contribute?

The City is in desperate need of funds, we can see that from the state of Ruth Johnson Park. One idea is for the City to become a landlord. There are so many aging low-rise apartments in White Rock that are selling for \$300 psf. The City could think about rebuilding the site and renting out the units. This would be a steady income stream.

Lastly, I just want to reiterate my point about engaging a seismic expert to advise on building heights.

Thank you for all your efforts and God bless.

- It's time to put some brakes on the development requests that put city infrastructure and livability at risk. Time to be firm about livability and not be tempted to approve massive developments that offer money incentives to the city coffers in order to get approval for unreasonable variances. For example, it has been reported in local news that the city might get a break on being able to move a new city hall into a new high rise yet to be approved. Why bother?.. Current City Hall can obviously get by quite well in the new hi-tech age, and no extra room required because city hall is now closed to the public. Probably need fewer staff now too...No receipts provided for tax forms left in city mail box at front door (my name wasn't on the unpaid tax list in PA News, so I assumed the city got my forms). Staff no

longer get interrupted by citizens coming to their counter to ask questions, either. So, it seems to me that if City Hall stays with this arrangement even after COVID-19 is gone, a new City Hall may not be needed. .?!?

- We feel that the number of 20 to 30 storey high-rises currently under construction is the ruination of our city. The infrastructure is unable to handle the number of new residence due to the increased density. Has there ever been any consideration of a review of the fire safety, water supply, or the effect on the hospital due to this densification? This should be done if it hasn't already, before we have a review of heights.

Also the aesthetic impact of these high-rises has been, frankly shocking. Most current residents do not like this change and visitors who have come to the city question why there are so many high-rises and do you not like what they see. The previous City Council was soundly defeated on the basis of their high-rise development policy. Let's put a stop to White Rock being another West End Vancouver.

- With each scenario comes different population estimates. These should be part of the discussion. How many more people would be in White Rock if we permitted the maximum heights? What extra costs and revenues would follow? What would be the impact on the facilities or on the environment. Would the pier and the beach become too crowded? What about congestion in the streets along these developments? What about our water supply? It's not just building heights, it's managing population growth.
- The approved 12 storey building on the east side of Johnston, just south of Thrift should not be allowed. It should be no more than 4 storeys.
- I'm sick of talking about building heights as if a developer is out here asking for 50 storey towers. The proposed density is appropriate where planned. I'm disappointed in Council scoffing at applications where there is a clear benefit to White Rock and its tax payer base. How long before we start to have failing infrasture and aging buildings? These votes against density will be tied to history with a cord of steel, and one day residents wondering why it's impossible to buy a home (Condo, Townhouse, Single Family = Yes these are all "HOMES") in White Rock will look back and point the finger at those who opposed. Stop kicking the can down the road and plan for the future RESPONSIBLY! Your constituents are demanding accountability for rising housing costs - some of these projects take 2-3 years to build, what do you think the prices for homes will be then?
- The most important thing on waterfront is to take into account the lot slope and the 3.5 meters above the back lane does this. this is the most fair rule for property owners behind marine dr.
- I cannot understand how in this tiny area White Rock proper, how the traffic of 1000's of new residents will not negatively affect our fragile environment. The added noise, pollution and general humanity in this area will destroy our air and ocean.
- When purchasing a home in White Rock, a lot of residents have paid quite a bit "for their view" which is supposed to be protected by the OCP and zoning, height rules in place at the time of purchase. It seems very discouraging when there are defined building height rules, and then exceptions made by the city that are dependent upon developer buyout payments for bonus amenities for the city. That really seems to be an ethical conflict of interest for the city. Perhaps for situations where the developer gets agreement to go higher than the OCP permits, the adjacent homeowners should also be compensated for their loss of view or their city taxes should be accordingly reduced to reduce the city conflict of interest situation.
- Continue to concentrate high density / high buildings in the town center. Require ground floor commercial for buildings facing Marine Drive. Priority given to protecting hillside view properties.
- Ya more medium tall buildings and less very tall New York city type of buildings.
- Height increases amount of people in the area , we don't have that much space to support the traffic, emergency situations etc

Also, with approving to build, our city turns into many making machine for developers and rich investors

Who can honestly afford a 800 k apartment in here ?

What happens when you approve hight somehow the strata companies work together with developers and start pushing people to sell or they offer to "buy them out" lowballing at the same time

They list multiple problems with your building and offer that investor would free you from the cost as long as you give up your apartment basically for free
It happened in my building as we had this scare of developer being interested in our property
All of the sudden our strata management came up with this huge reno plan that no one could afford threatening us with law action
We as residents wiggled out of it and still had to do some renovating which was bogus but I think we got off the hook mainly because you guys put the stop on the height increase near the white Rock elementary
Thank you for that !!!!

- What planning has been done re fire department, etc?
- encourage developers to renew our aging city by allowing minimum 6 story apts
- No added 8ft from curb. In formulae of building height
- Time to stop 15+ story high rises. Nothing higher than 3 stories along the water front from curb side.
- Too many tall buildings being built.
- Again, I ask a worrying question: What precautions has the City taken so the developers, real estate agents, and other industry groups who would benefit from some of these policy proposals do not also submit this survey and skew the answers?

Time and time again, we have seen out-of-town property developers come with their teams in tow to city meetings to push their personal agenda and interests on the tax paying citizens of White Rock.

We need to make sure that we, the tax payers, of this town who live here has the say. Not those who do not live here.

Thank you, city council, for listening to your citizens.

- Great to see a housing survey but can we frame it as building community -- small business, space for public art, affordable spaces for non-profit service providers too?
- Tallest buildings should be in town centre. Commercial space should be encouraged on the ground floor of buildings facing Marine Dr. Protect views for other residential areas
- There is no consistency in building heights outside the town centre, should all be kept low except along North Bluff
- The east beach waterfront area has both a commercial and a residential area. This area should be divided into two distinct zones to allow better development regulations.
- No buildings exceeding 4 stories past thrift street going down the hill
- Council should resist pressure from developers to increase heights along Marine drive. Try and find revenue from other ventures. If you increase height it will be a short term gain (extra revenue) and a long term loss.
- Once this is decided make sure that there are no exceptions allowed to the OCP. In the past, the OCP has been ignored.
- Each neighbourhood plan should consult individual owners.

I think many property owners are curious if the planning department staff and the council members are at personal risk of their investment in their personal family home being compromised.

- Our family has called White Rock home for the last 7 years, and my wife has worked at Peace Arch Hospital for the past 15 years. We love it here. We would like to see the city grow and become modern while maintaining its charm. Walkability is the best part of living here. Please ensure that with the higher density we are supporting, that traffic congestion is mitigated by providing walkable amenities for our citizens. One of the key amenities all communities need are areas for our youth to play freely and to also train to chase their dreams of a possible career in athletics. We could become a future hotbed for soccer talent, with kids who are able to be trusted by parents to descend the elevators of these new high rises, walk a block or two, and join in hours of games with their friends on the city's new turf :) We would love to help give this generation of kids the memories of representing their City

by the Sea when they grow up. This is the opportunity to make it happen, and for the relatively low cost of rolls of turf and led lights.

- Go very tall at the 16th Avenue level with gradual height reduction towards the south
- PLEASE, let's not let White Rock become another Yaletown!!!
- The latest highrises are way too high, ie Foster Martin,. Please keep this city charming and don't let it become like the West End.
- Let's not make White Rock the West End of Surrey
- White Rock is not only belong to the seniors, it's belong to young families, your generation as well.
- I thought this topic was settled when the new Council was voted in. Strange how we keep revisiting it.
- I have two children each with 22 years and 16 years, our family are so close and do love to live here. I hope our neighborhood can attract my children to stay.
- Still 'paving paradise' but not even putting up a parking lot. Non-residents do better than us/
- I want to be able to see sky, hear birds, enjoy lush gardens. I would really hate to see White Rock another city like Coquitlam Town Centre (impersonal concrete)
- No need for higher density. Keep it low. Share the beauty for all.
- I don't think any apartment building in White Rock should be any higher than 10 storeys.
- Look at Qualicum Beach - livable - a great destination - goal.
- It doesn't talk much to spoil your own world. Keep buildings below 5-6 storeys please.
- Stop these developers before this place is totally ruined. How many more times are you going to change the height restrictions?
- These changes will increase White Rock's population. Presently, traffic gridlock exists in the Uptown area by 3:00pm. City Hall will need to improve our roads to accommodate the population influx.
- Infrastructure in White Rock doesn't support more high rises in some areas (Oxford).
- -We must always bear in mind to keep a sense of character and community as we move forward and preserve any greenspace available. :)
- There is so many highrises that they block out the sun and too many more people and traffic increase is horrendous for pedestrians. Please leave some small buildings for contrast to tall highrises.
- Developers keep pushing - build and then move on to somewhere else. Please! If it takes days for people to have public meetings... let's sign up for this. That's enough of builders having their way in White Rock area.
- Lack of amenities to support larger population i.e. water, schools, hospital size, small fire department.
- Tops of high rises/low rises: forget penthouses, put solar panels on the roofs.

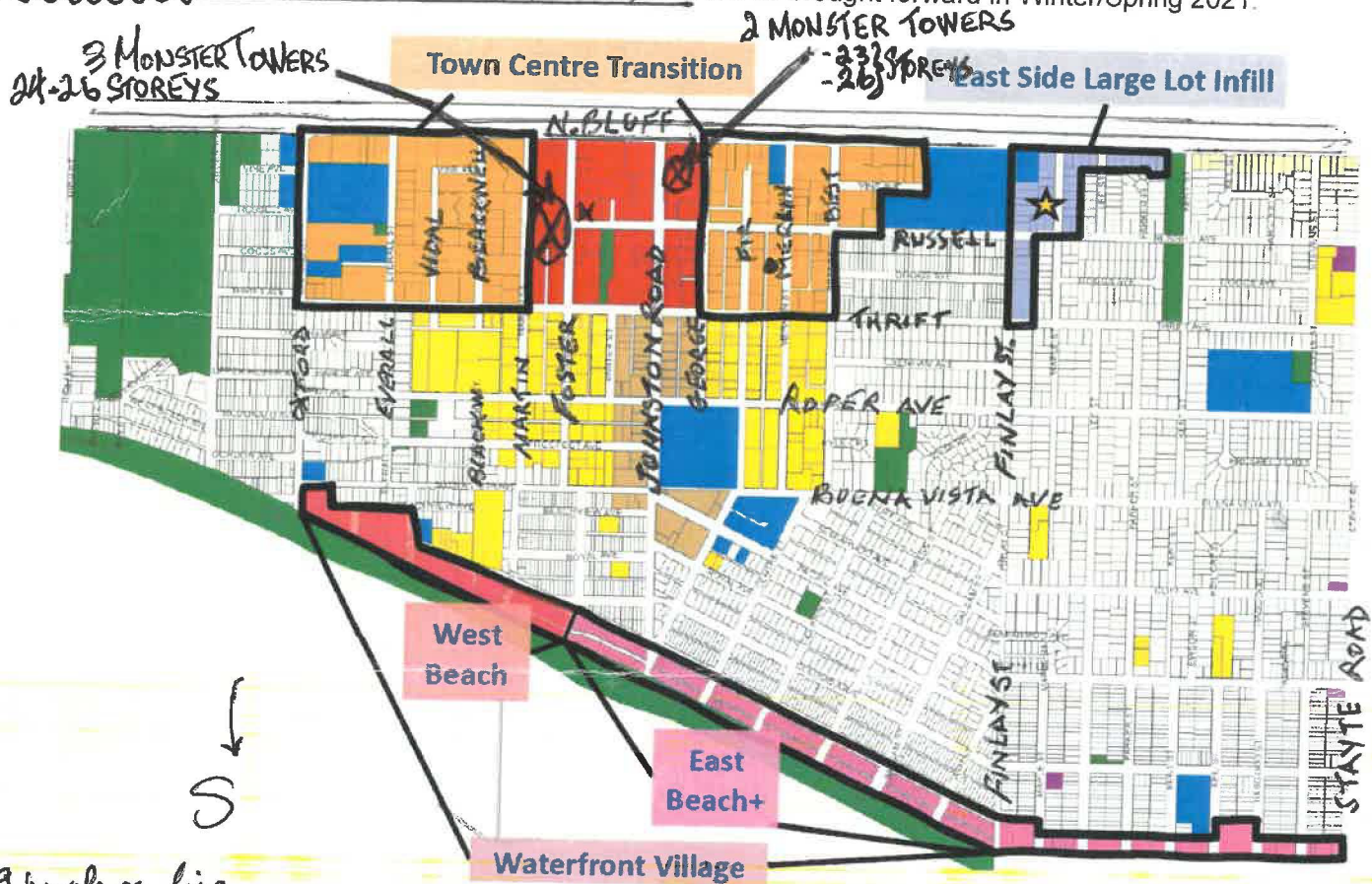
How tall should buildings be in White Rock?

26

We want to hear from you! An Official Community Plan (OCP) is the city's blueprint for managing change to achieve our shared goals. It contains policies that guide Council's 'land-use' decisions for where and how we grow in the future, helping to conserve what we love about the city as well as improve the quality of life for current and future residents. The OCP Review seeks to ensure that this important policy document is in alignment with the values, priorities, and aspirations of the community. While not all communities have OCPs with policies that guide building heights, it is recognized as an important topic in White Rock and is currently in our OCP; re-examining the policies for this important issue is part of the OCP Review.

This survey builds on feedback that was provided in Phase 1 of the OCP Review, and presents options for revising the maximum building heights in the OCP for three areas in the community: the primarily apartment neighbourhoods east and west of the Town Centre (the "Town Centre Transition" areas), the "Waterfront Village" area (both West Beach and East Beach), and a section of the area east of Peace Arch Hospital. The map of these "Outside the Town Centre" areas is included below.

Options for the Town Centre area itself (red area below) have been considered in a separate process, and more information about the Town Centre changes can be read in the staff report on www.talkwhiterock.ca/ocp-review. Future changes to the Town Centre development bylaws will be brought forward in Winter/Spring 2021.



59 people on line

A digital open house on January 14, 2021, including a presentation on the topic and options, was recorded and is available for viewing on the City's YouTube channel at the following link: www.youtube.com/cityofwhiterockbc.

The following pages provide an overview of the options and you will be asked to choose which option for the above areas, if any, you prefer, or if you have another alternative. There is also space on the survey to share additional thoughts or ideas you have on the topic. The survey has **11 questions** and takes approximately 5-10 minutes to complete, depending on whether you choose to write any additional thoughts.

NOTE!
This survey will be open until February 5, 2021 and the results will be shared with Council in a future report. Any changes to the OCP Bylaw would involve a Public Hearing as an additional opportunity for the public to share their opinions with Council before a final decision is made.

Additional background information is available on www.talkwhiterock.ca/ocp-review, including a summary of the overall public engagement that happened during Phase 1 of the OCP Review

For context on the locations of taller (ie., 4+ storey) existing or approved apartment or commercial buildings in White Rock, a map identifying these heights (in storeys) can be downloaded at <https://www.whiterockcity.ca/DocumentCenter/View/5816/Existing-Building-Heights-Map> (note: this map does not include all existing 4-storey apartment buildings).

Please return completed survey forms by February 5, 2021 by mail or to the mail dropbox outside City Hall in an envelope addressed to:

Planning – Building Heights Survey

15322 Buena Vista Avenue

White Rock, BC V4B 1Y6

The information on this electronic form is collected under the authority of the Freedom of Information and Protection of Privacy Act, RSBC 1996, c. 165, s. 26(e). The information will be used for evaluating public opinion for future updates to the City's Official Community Plan Bylaw and Zoning Bylaw. By submitting this electronic form, you are consenting to its collection and use. If you have any questions about the collection and use of this information, contact the Director of Corporate Administration, White Rock City Hall, 15322 Buena Vista Avenue, White Rock, BC, V4B 1Y6, Tel. 604-541-2100

Town Centre Transition Areas

The current OCP policy is that building heights in the Town Centre Transition (TCT) areas are provided as guidance, but are not binding/absolute limits. Heights indicated on the OCP height map range from 18 storeys beside the Town Centre to 12 storeys at Oxford Street (west), 8 storeys at Hospital Street (east), and 4 storeys at Thrift Avenue (south).

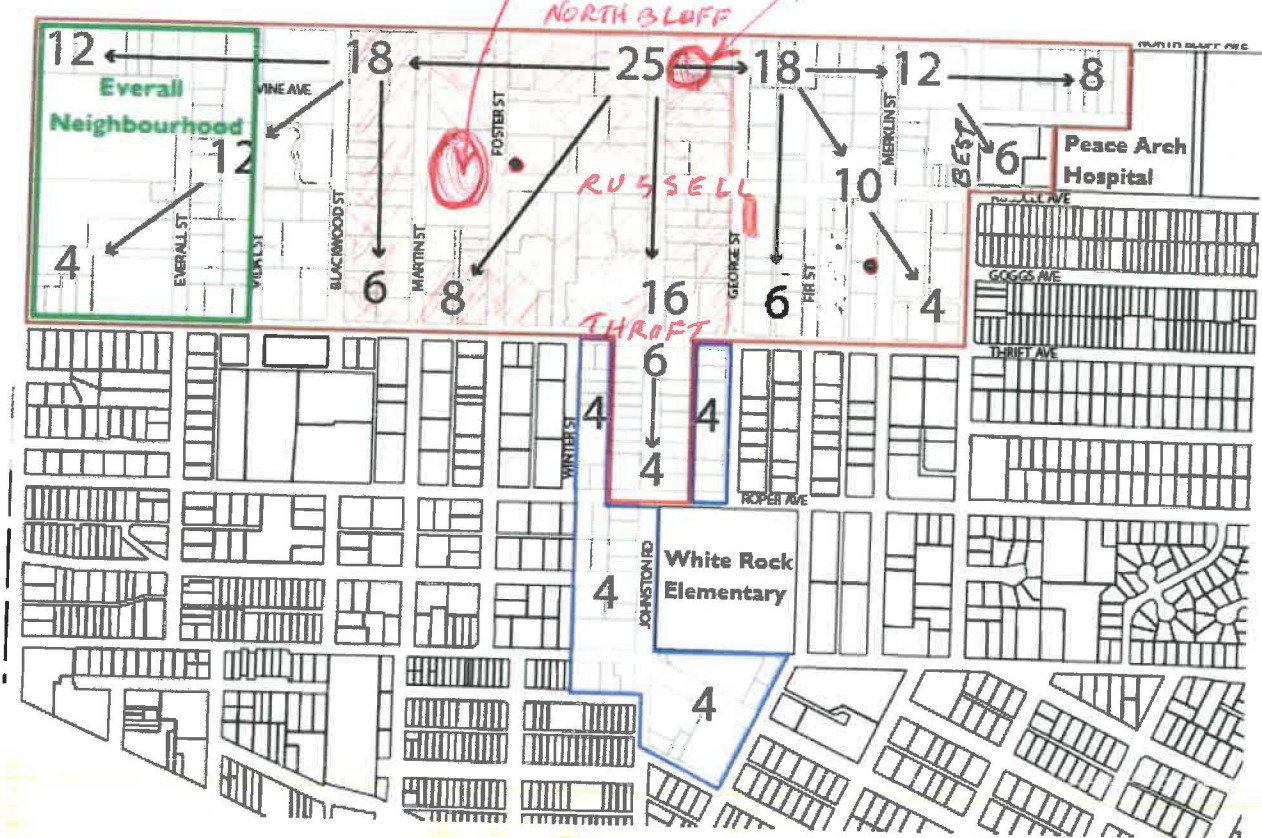
The 3 options in the following pages (A, B, and C) present "high", "medium" and "low" building height maximums.

3 MONSTER TOWERS - 26 STOREYS

MORE MONSTER TOWERS

- 23 STOREYS
- 26 STOREYS

TCT Option A (High) would maintain the current policy and would support heights of up to 18 storeys on North Bluff Road at George Street and Martin Street. The entire current OCP can be downloaded from the City's website: <https://www.whiterockcity.ca/DocumentCenter/View/276/Consolidated---Official-Community-Plan-Bylaw-2017-Number-2220-PDF> (the map is on page 31 and is also provided below).



Martin Foster

3 Monster Towers

? 26 storeys each? Take a walk along Martin. They are hideous.

26 overht. bldgs.

-18

8 x 3 = 24 stories PAY BACK

Johnston/N. Bluff Monster Towers.

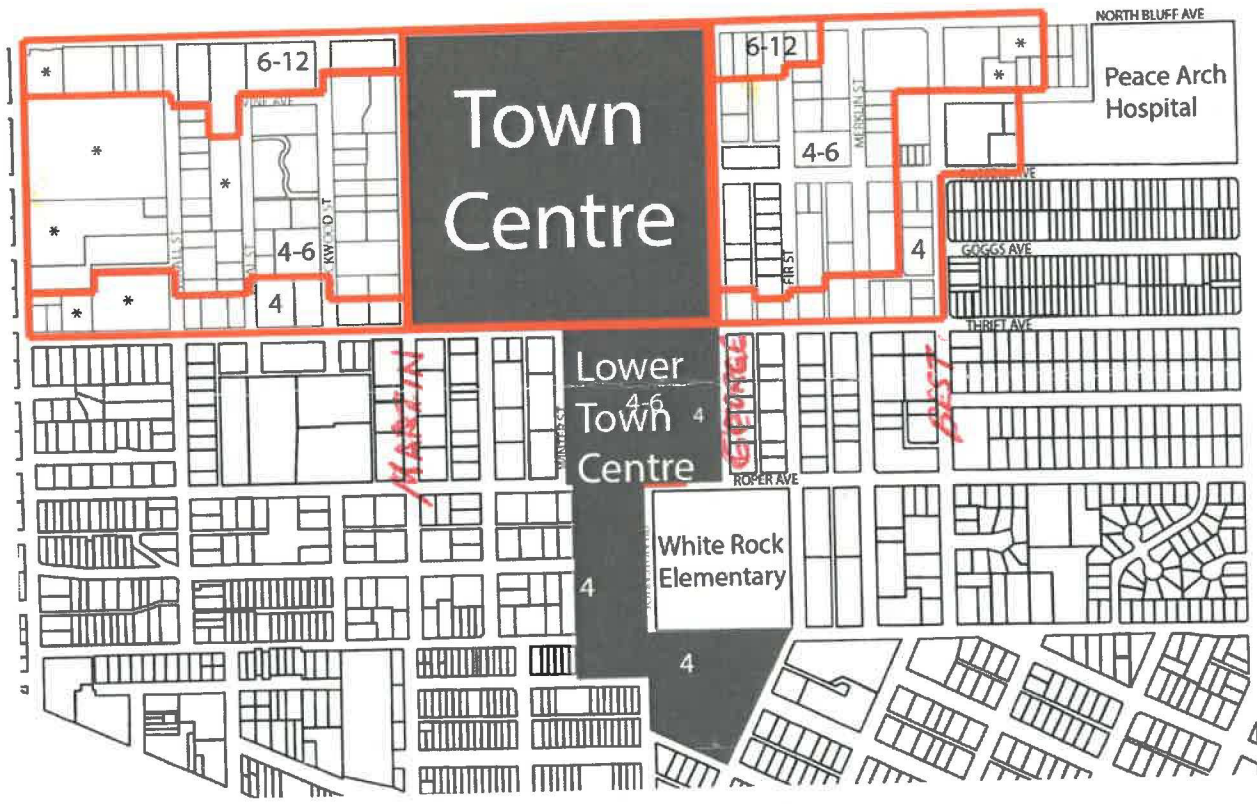
26
-18

23
-18

8 storeys + 5 storeys = 13 more storeys PAY BACK

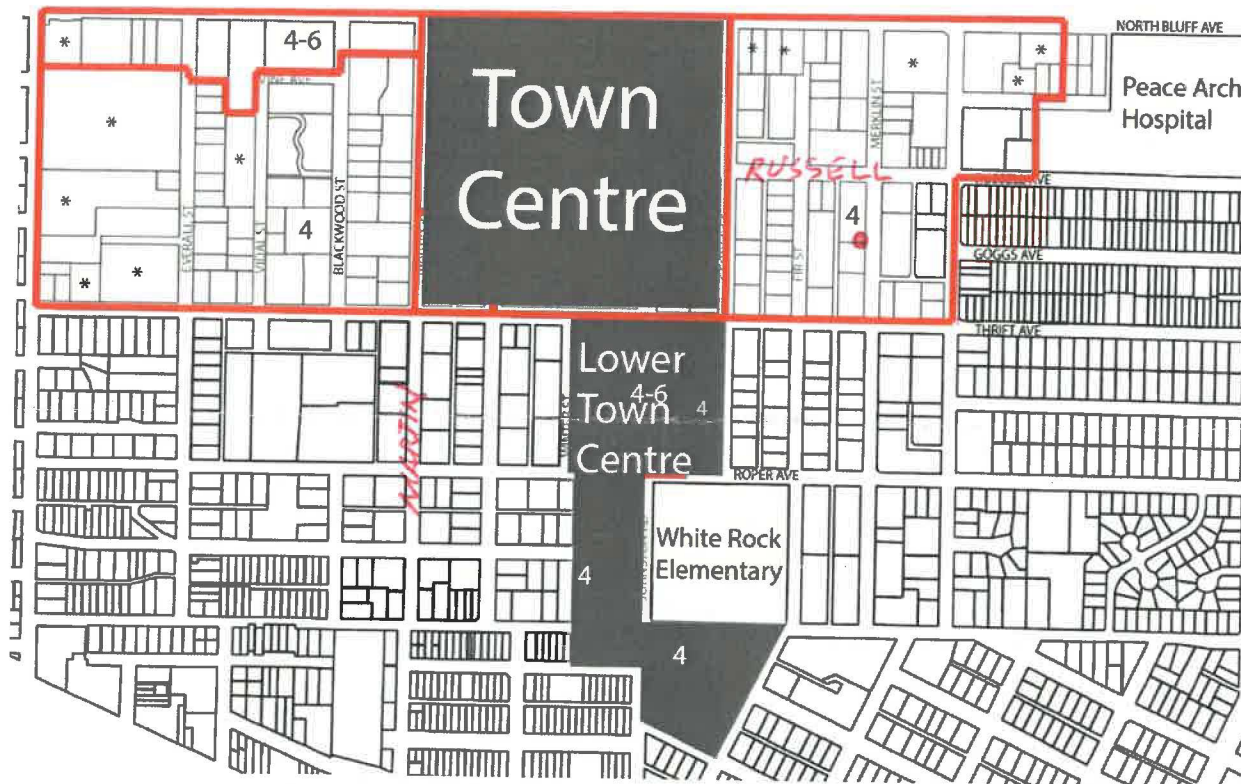
Total PAY BACK known to date = 24 + 13 = 37 STOREYS PAY BACK TO RESIDENTIALS IN "HEIGHT" ZONES.

No! TCT Option B (Medium) would limit heights to 12 storeys on North Bluff Road, 4 storeys on Thrift Avenue and Best Street, and 6 storeys in between. Option B would make heights in the OCP 'absolute' limits (the OCP would have to be amended in order to allow a building that exceeds the height shown on the map). Where "6-12 storeys" are permitted as a maximum, any building greater than 6 storeys would be required to include a portion of the homes at below market rents - where "4-6 storeys" are permitted as a maximum, any building greater than 4 storeys would be required to include a portion of the homes at below market rents. The corresponding height map is provided below.



WHAT IS CONSIDERED "MARKET RENT"?

TCT Option C (Low) would limit heights to 4-6 storeys on North Bluff Road, west of Martin Street, and 4 storeys in all other sections of the Town Centre Transition areas. Option C would also make heights in the OCP 'absolute' limits (the OCP would have to be amended in order to allow a building that exceeds the height shown on the map). Where "4-6 storeys" are permitted as a maximum, any building greater than 4 storeys would be required to include a portion of the homes at below market rents. The corresponding height is provided below.



Option B (Medium) and Option C (Low) both would exclude the parking lot adjacent to Peace Arch Hospital (between North Bluff Road and Vine Street), owned by the Peace Arch Hospital Foundation and currently zoned as Civic / Institutional Use (P-1) from this height map, and re-designate these lands in the OCP as Institutional use, instead of the current Town Centre Transition land use designation for these lands.

Please answer the question below to share which option you most support. If you support none of these options, please select "Other" and share an alternative that you would support. You may also write additional thoughts on the Town Centre Transition area down in the general comments question provided at the bottom of this page.

1. Select your preferred option (choose any one option):

- ☐ TCT Option A (High) – Maintain current policy for height guidelines in the OCP
- ☐ TCT Option B (Medium) – Mid-rise (6-12 storeys) along North Bluff Road
- ☒ TCT Option C (Low) – 4-6 storeys along North Bluff Road west of the Town Centre, 4 storey max elsewhere
- ☐ No opinion
- ☐ Other (please specify):

YES. WITH ADDITION OF BOSA HIGHRISES NOW ERECTED, AND MORE COMING WHICH WERE GRANTED BY FORMER W. ROCK COUNCIL, NO FURTHER HIGH DENSITY/HIGH RISES SHOULD BE ALLOWED.

2. Do you have any further thoughts about building heights in the Town Centre Transition areas?

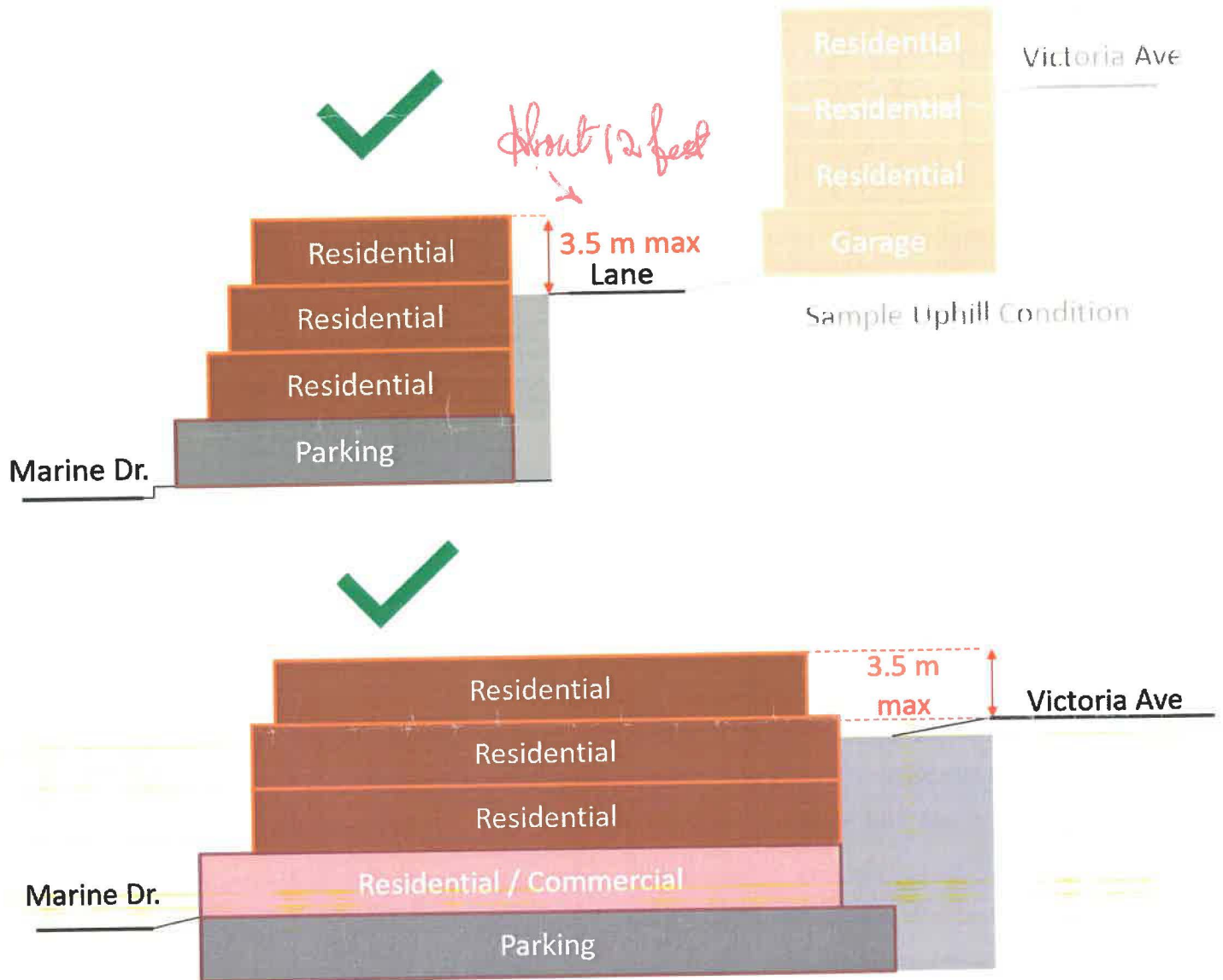
PROPOSED GEORGE & RUSSELL 6-STOREY Development of 88 units (from 25 currently)
George St. proposed 60 storeys/88 units
15 (rounded) = approx 15 units per floor.
4 storeys would give Developer 60 units (from 88)
Currently that site houses 25 units.
Developer puts 45+ more residents/units on that site. FOR POPULATION DENSIFYING that is enough.
INCREASE OF 63 UNITS! on less than one third of the street

Waterfront Village (West Beach and East Beach)

The current OCP policy is that building heights in the Waterfront Village areas (primarily Marine Drive and some adjacent uphill properties) are a maximum of 4 storeys, without providing any guidance on where it may be appropriate to have a lower height. This policy applies to the entire Waterfront Village area which extends from Oxford Street in West Beach to Stayte Road in the East Beach area.

WV Option A is to maintain this status quo (maximum 4 storeys for all Waterfront Village designated properties).

WV Option B is to provide a 3 storey maximum (including parking levels) as the base height allowed in all Waterfront Village designated properties, and only allow a 4th storey (either 1 parking level plus 3 storeys, or 1 parking level plus 4 storeys) on a property where the top of the building is not more than 3.5 metres (11.5 feet) above the highest point around the boundary of the property. Option B would provide a limit within the OCP that would apply when a property's zoning is amended. Two cross-section (side view) examples of acceptable heights under Option B are copied below for reference:



Please note the questions below ask you to provide your input separately for **West Beach** (Oxford Street to Foster Street) and **East Beach+** (from Foster Street to Stayte Road). For a map of these areas, see the map provided on page 1. If you support neither option, please select "Other" and share an alternative that you would support.

3. Select your preferred option for West Beach (choose any one option):

- ☐ WV West Beach Option A - Maintain current OCP policy for height maximums in the OCP (4 storeys)
- ☐ WV West Beach Option B - Limit buildings to 3 storeys, except where top of building is less than 3.5 metres (11.5 feet) above highest point along the edge of the property
- ☐ No opinion

☒ Other (please specify): NO EXCEPTION- ALLOW 3 STOREY, REDUCE TO 2 STOREYS WHERE HT. EXCEEDS HIGHEST POINT ON PROPERTY LINE: for Sunshine allowance.

4. Do you have any further thoughts about building heights in the West Beach Waterfront Village area?

YES CONSIDER WATER CONSUMPTION- maintain lower density for long term view of water supply. WATER IS THE NEXT OIL.

5. Select your preferred option for East Beach (choose any one option):

- ☐ WV East Beach Option A - Maintain current OCP policy for height maximums in the OCP (4 storeys)
- ☐ WV East Beach Option B - Limit buildings to 3 storeys, except where top of building is less than 3.5 metres (11.5 feet) above highest point along the edge of the property
- ☐ No opinion

☒ Other (please specify): EXACTLY AS ABOVE. Consider your children's generation and your grandchildren's generation.

6. Do you have any further thoughts about building heights in the East Beach Waterfront Village area?

YES KEEP THE BUILDINGS LOWER IN CONSIDERATION OF population density in that already dense and
① high traffic, highly visited zone especially in summer months.

② The shops along the street front will benefit from local traffic in off-months just by the fact the some densification will increase even by the plan as proposed above AND, as it is, they are used to lessening of business in off-season months.

East Side Large Lot Infill Area (east of Finlay Street)

The current OCP policy in the East Side Large Lot Infill Area is as follows: "Allow mixed-use buildings on Finlay Street between Russell Avenue and North Bluff Road with a maximum density of 2.5 FAR in buildings of up to six storeys in height. **Allow ground-oriented townhouses on Maple Street between Russell Avenue and North Bluff Road and townhouses and low-rise apartments on North Bluff Road, with a density of 1.5 FAR in buildings of up to three storeys**" [emphasis added]. Further, buildings on North Bluff Road may be increased to a height of six (6) storeys if 30% of the units are provided as affordable rental units.

While the OCP calls for buildings of six 6 storeys on Finlay Street, the ALTUS building currently under construction on Finlay Street was approved prior to the adoption of the current OCP, and was approved as a 13 storey building. The property owner to the east of the ALTUS building has applied to construct a 4-5 storey building, including apartments, immediately beside the ALTUS.

A map of the area and diagram of the proposed 4-5 storey building as viewed relative to the ALTUS are below:

East Side Large Lot Infill Area



ES Option A is to maintain the current OCP policy, which would require the property beside ALTUS to continue to apply for an amendment to the OCP for its building height.

ES Option B is to revise the building heights for the property east of ALTUS to allow a 5 storey building with apartments, with a maximum 4 storeys beside Russell Avenue and Maple Street. The applicant for the property east of ALTUS would still need to obtain rezoning approval from Council, but would no longer be required to amend the OCP. A view/diagram from the south side of the 13 storey ALTUS building and the 5 and 4 storeys proposed is shown above to illustrate the relative heights of the buildings.

If you support neither of these options, please select "Other" and state the alternative you would support for the property east of ALTUS. If you have additional comments about this area, including comments on other properties in the East Side Large Lot Infill Area, please use the general comments question at the bottom of this page to share:

7. Select your preferred option for East Beach (choose any one option):

- ☐ ES Option A - Maintain current policy for height in East Side Large Lot Infill Area
- ☐ ES Option B - Increase height permitted beside ALTUS building from 3 storey townhouses to 5 storeys, including apartments
- ☐ No opinion

☒ Other (please specify).

GO WITH OPTION AND VIEWS PROVIDED BY THE MAJORITY OF THE RESIDENTS IN THAT SECTION.

8. Do you have any further thoughts about building heights in the East Beach Waterfront Village area?

ALWAYS HAVE A VIEW TO WATER/ENERGY CONSUMPTION

9. Is there anything else you would like to share with the City regarding building heights in White Rock? If so, please use the lines below to add your comments.

TOPS OF HIGH RISES/LOW RISES: FORGET PENTHOUSES- PUT SOLAR PANELS ON THE ROOFS.

10. For reporting purposes, please indicate which city you live in below.

☒ White Rock (Town Centre Transition Areas)

☐ White Rock (West Beach - Waterfront Village Area)

☐ White Rock (East Beach - Waterfront Village Area)

☐ White Rock (East Side Large Lot Infill Area)

☐ Other Area in City of White Rock

☐ City of Surrey

☐ Other (please specify)

11. Please check all of the ways you heard about this survey:

- ☒ Word of mouth *from my sister*
- ☐ City website
- ☐ Social media (Facebook, Twitter, etc.)
- ☐ Direct mail flyer ("How Tall Should Buildings be in White Rock?")
- ☐ Other (please specify) *PEACE ARCH NEWS from my sister*

Thank you for completing the survey – your responses will be shared with Council in a future report on this topic, anticipated in February/March 2021. A Public Hearing would be required before any final decisions are made.

Lavonne Khayyat
203- 1449 Merklin St.
White Rock BC V4B 4C4

(1)

E: lavonne2007@shaw.ca

ANOTHER POINT: Please note ☆ on p.3.

So for buildings which have been allowed to exceed the OCP policy, and excess of 37 storeys has been allowed - for whatever trade-off reason, this is the fact to be considered in view of energy and water consumption AND in quality of life for residents dealing with OVER-DENSIFICATION effects on traffic, hospital capacity and general overcrowding. ENOUGH.

FEBRUARY 2021

REGARDING:

Town Centre Transition (TCT) options on buildings heights as provided by City Hall, Municipality of White Rock..

I/We have reviewed the options here attached and agree with the selections as specified.

Todd & Rita Conkey toddconkey@gmail.com

2

101 – 1449 Merklin Street
White Rock, BC V4B 4C4

FEBRUARY 2021

REGARDING:

Town Centre Transition (TCT) options on buildings heights as provided by City Hall, Municipality of White Rock..

I/We have reviewed the options here attached and agree with the selections as specified.

Una Erdodi erdodi-basic@telus.net

3

312 – 15111 Russell Avenue
White Rock, BC V4B 2P4

I AM CONCERNED ABOUT THE
HOSPITAL CATCHMENT AREA.
IT IS OVERBURDENED NOW.

UC

FEBRUARY 2021

REGARDING:

Town Centre Transition (TCT) options on buildings heights as provided by City Hall, Municipality of White Rock..

I/We have reviewed the options here attached and agree with the selections as specified.

Bill & Mary O'Donovan liam.o@shaw.ca

(4)

304 – 1449 Merklin Street
White Rock, BC V4B 4C4



FEBRUARY 2021

REGARDING:

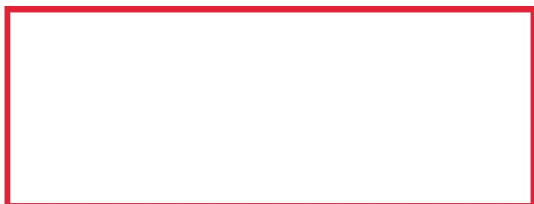
Town Centre Transition (TCT) options on buildings heights as provided by City Hall, Municipality of White Rock..

I/We have reviewed the options here attached and agree with the selections as specified.

Gerry & Jane Tohill gptohill@gmail.com

(5)

204 – 1449 Merklin Street
White Rock, BC V4B 4C4



FEBRUARY 2021

REGARDING:

Town Centre Transition (TCT) options on buildings heights as provided by City Hall, Municipality of White Rock..

I/We have reviewed the options here attached and agree with the selections as specified.

Leslie Gaskell
Gordon McGinnis thegaskells@shaw.ca

104 – 1449 Merklin Street
White Rock, BC V4B 4C4

6

FEBRUARY 2021

REGARDING:

Town Centre Transition (TCT) options on buildings heights as provided by City Hall, Municipality of White Rock..

I/We have reviewed the options here attached and agree with the selections as specified.

Steve Long SGL4747@gmail.com

201 – 1449 Merklin Street
White Rock, BC V4B 4C4

7

THE CORPORATION OF THE CITY OF WHITE ROCK CORPORATE REPORT



DATE: January 11, 2021

TO: Land Use and Planning Committee

FROM: Carl Isaak, Director, Planning and Development Services

SUBJECT: Official Community Plan Review – Preview of Phase 2 Public Input on Building Heights outside the Town Centre

RECOMMENDATION

THAT the Land Use and Planning Committee receive the corporate report from the Director of Planning and Development Services, titled “Official Community Plan Review – Preview of Phase 2 Public Input on Building Heights outside the Town Centre.”

EXECUTIVE SUMMARY

On November 23, 2020, Council passed a motion directing that the scope of the Official Community Plan (OCP) review be limited to focusing on the Town Centre and building heights outside the Town Centre (including waterfront/Marine Drive) as areas of priority interest. The original three-phase approach to the OCP Review, outlined in the diagram below (i.e., Phase 1 - Public Input, Phase 2 - Options Development, and Phase 3 - Recommendations), will carry forward in January 2021 under a condensed timeline.



The review of building heights outside the Town Centre is currently within Phase 2 of the consultation program (i.e., Options Development). The other two priority topic areas (i.e., Town Centre Urban Design and Waterfront Enhancement) went through Phase 2 in December 2019 and will be brought back with staff recommendations (Phase 3) in a future corporate report.

The purpose of this corporate report is to provide the Land Use and Planning Committee (LUPC) with a preview of the options to be shared with the public at a January 14, 2021 digital “public open house.” Feedback on the options will be requested through a questionnaire delivered on the City’s online public engagement platform (www.talkwhiterock.ca/ocp-review), available on January 15, 2021. A postcard advertising the event and the survey was mailed out as a flyer to

White Rock households in the first week of January, and the notice was also included in the January 7, 2021 edition of the Peace Arch News.

The options being presented at the event and through the questionnaire focus on three geographic areas: east and west of the Town Centre (the “Town Centre Transition” areas), the “Waterfront Village” area along Marine Drive, and the Russell and Maple block within the “East Side Large Lot Infill Area.” Further details on these areas and options to be presented to the public are provided in the Background section of this corporate report.

The staff presentation at the live event, which is scheduled from 5:30 p.m. to 7:00 p.m., is anticipated to take between 30-45 minutes, in order to provide background on this complex and frequently contentious topic. The remainder of the time in the live event will be offered for Questions and Answers via that text-based function in Microsoft Teams, similar to the format of the City’s digital Public Information Meetings. A recording of this live event will be available for those unable to attend or to be viewed again on the City’s YouTube channel: (<https://www.youtube.com/channel/UCxIIOjGJ78o-ZQ28ABTVSpw>).

PREVIOUS COUNCIL DIRECTION

Motion # & Meeting Date	Motion Details
2020-570 November 23, 2020	<i>THAT Council directs the scope for the Official Community Plan (OCP) review be reduced at this time to only the Town Centre building height and density and building heights around the Town Centre and height at the waterfront along Marine Drive.</i>
2020-LU/P-027 September 16, 2020	<i>THAT Land Use and Planning Committee recommend that Council consider the Town Centre Phase 2 Engagement Summary and Recommendations Report prepared by DIALOG Design, attached to this corporate report as Appendix A, and direct staff to proceed with preparing the proposed implementing mechanisms as described in staff’s evaluation of the DIALOG recommendations in Appendix B.</i>

INTRODUCTION/BACKGROUND

At the digital public open house on January 14, 2021, Planning staff will provide a background presentation on the topic of building heights. This will include recapping the overall OCP Review and the community feedback received to date, introducing some of the perceived advantages and disadvantages of taller buildings, sharing information about existing building heights in the City and current policies, and describing the alternative policy approaches (options) for which the public will be asked to provide their feedback through the questionnaire.

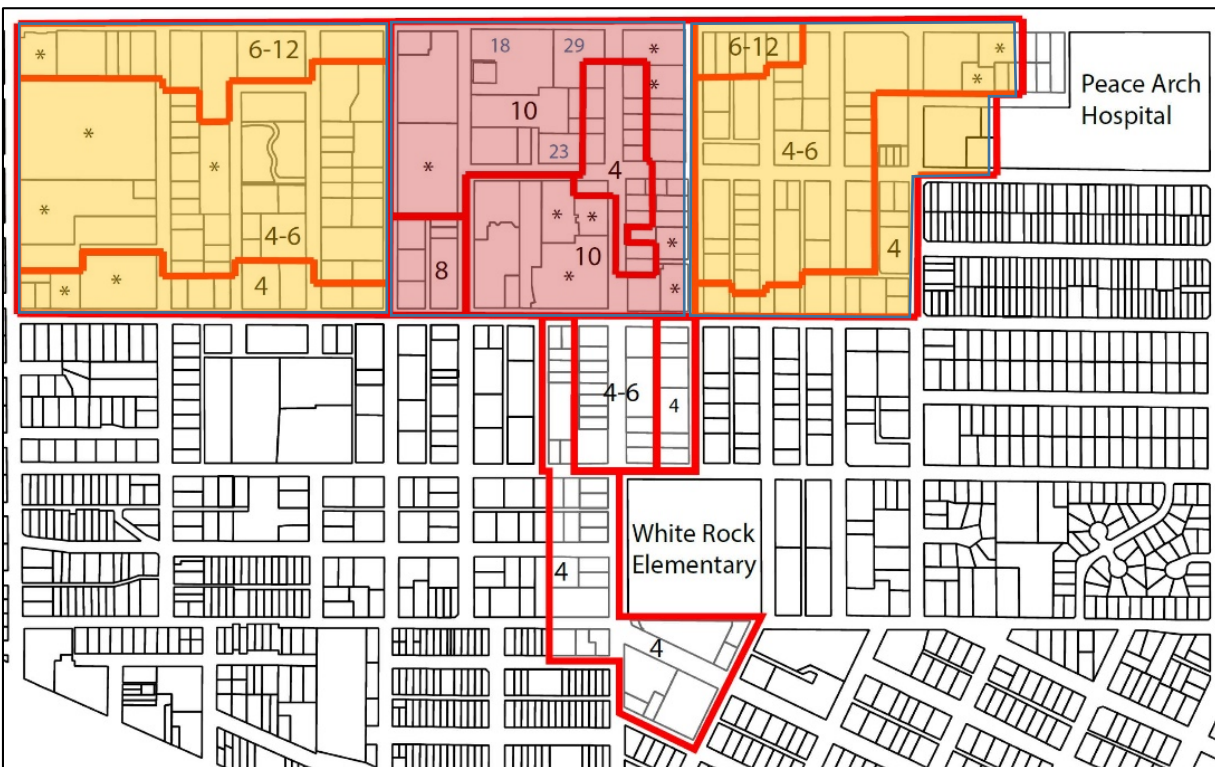
Areas of Focus

The three geographic areas/neighbourhoods being considered for OCP policy changes in the “Building Heights outside the Town Centre” Phase 2 engagement are the Town Centre Transition areas (east and west of the Town Centre, north of Thrift Avenue), the Waterfront Village area (Marine Drive area) and the Russell/Maple block in the East Side Large Lot Infill area (east of Peace Arch Hospital). A map of these areas is attached as Appendix A. Each area and the options being presented, are summarized below.

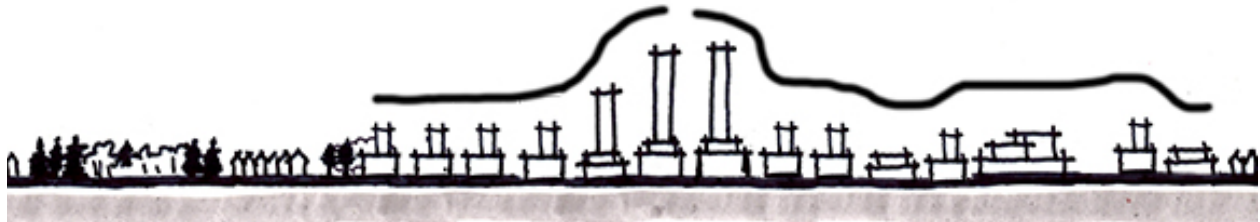
would not require amendment to accommodate the development; only changes to the density, building type or land use, as explicitly outlined in the Plan, would require an OCP amendment.

TCT - Option B

As an alternative to the ‘tent-like’ skyline enabled by the current policies, this option would recognize the existing 12 storey buildings along North Bluff Road (i.e., the ‘Belaire’ and ‘Vista Royale’) as the basis for the upper maximums along the northern boundary of the City. Further, Option B would establish a maximum of 4 storeys along the Thrift Avenue, which is the southern limit of the Town Centre Transition area. In between the north (top of hill) and south (bottom of hill) limits, buildings would be allowed in the 4-6 storey height range, subject to an enhanced policy framework that establishes the need for new developments to demonstrate compatibility of both land use and building form. Unlike the current policy, any new applicant requiring a rezoning for a building that exceeds these new height maximums would also have to make an application to amend the OCP; in other words, reference to height guidelines in the Plan would be removed with the heights presented in a revised Figure 10 becoming absolute limits.



Heights which are shown within the Town Centre (red) are conceptual and have not yet been approved. Properties marked with an * have buildings that exceed the proposed maximum heights. This version also excludes the Peace Arch Hospital Foundation parking lot and would re-designate those lands as Institutional in the OCP.



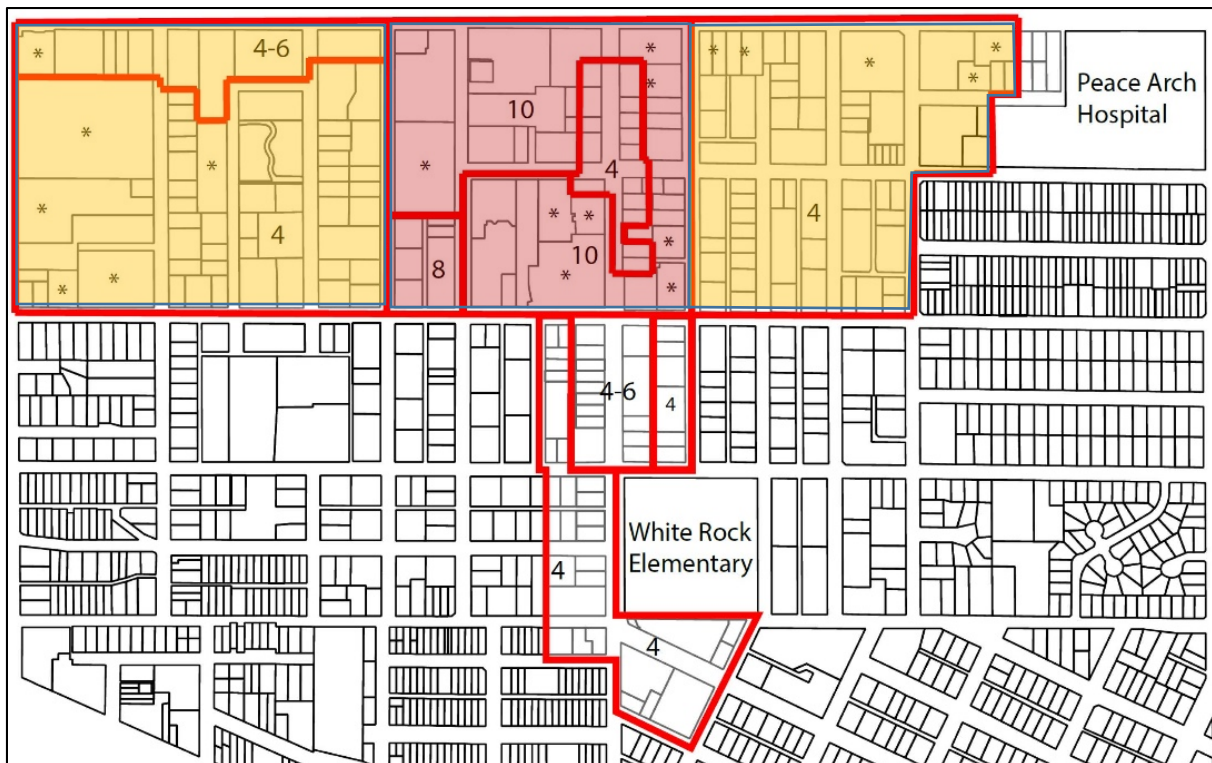
As the transition in this option from the taller buildings in the Town Centre is more sudden than that in Option A, Option B could be conceptually likened to a “dome” type of skyline (viewed at a distance from west to east), with a series of mid-rise buildings bracketing the taller high-rises

in the Town Centre (like the Parliament Buildings in Victoria flank the central rotunda). Option B creates a relatively sharp juxtaposition that would be created from buildings of 25 storeys in the Town Centre, and buildings being no taller than 12 storeys right beside the Town Centre.

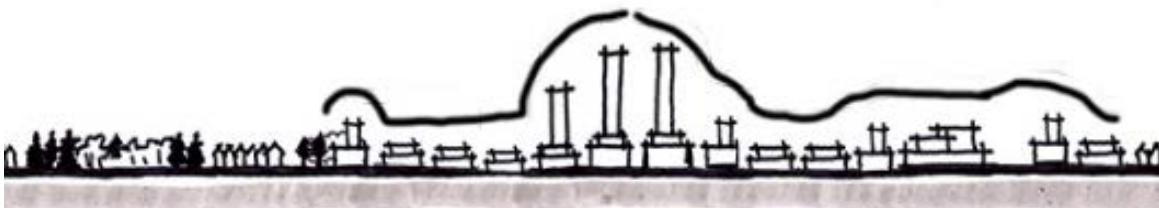
In this option it is proposed that where a range of storeys/density are allowed, that the height and density above the base 4 or base 6 storeys (i.e., up to 6, or up to 12 storeys) be conditional on the new building offering a certain portion of its units as affordable rental housing, in addition to any replacement rental units provided in accordance with the Tenant Relocation Policy.

TCT - Option C

This option largely limits building heights for new buildings to the currently predominant building heights in the areas surrounding the Town Centre (i.e., 3-4 storey buildings), and would only allow up to 6 storeys on North Bluff Road west of the Town Centre to Oxford Street. As in Option B, this alternative to the current policy would require an amendment to the OCP if the maximum height was to be exceeded. Given that there are already several 7-12 storey buildings along North Bluff Road, the east-west skyline of this alternative could be described as ‘peaks and valleys’ and would likely result in the least redevelopment, compared with Options A or B.



Heights which are shown within the Town Centre (red) are conceptual and have not yet been approved. Properties marked with an * have buildings that exceed the proposed maximum heights. This version also excludes the Peace Arch Hospital Foundation parking lot and would re-designate those lands as Institutional in the OCP.



Waterfront Village Area

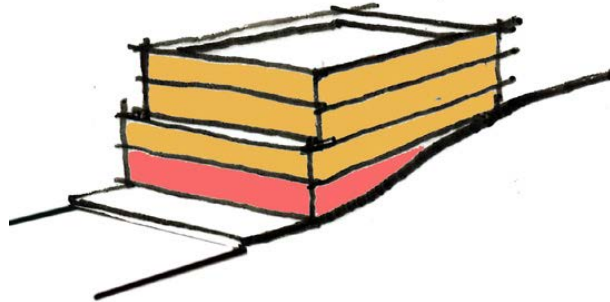
The feedback received on the online survey in Phase 1 regarding building heights in the Waterfront area indicated high levels of support for both low-rise (64% support) and 1-2 storey commercial buildings (61% support) as being appropriate building forms in the waterfront area, with 11% supporting mid-rise buildings, and only 1 out of 148 respondents supporting high-rise buildings.

Following this Phase 1 OCP Review engagement, staff brought forward separately a potential amendment to the West Beach Commercial/Residential Zone (“CR-3A”), during which the feedback from the public indicated that while 3 storeys is a generally accepted building height along Marine Drive, going beyond this height is a sensitive issue in the community and the greatest concern from residents is view impacts to uphill residents from a 4 storey building sticking out above the high point on the land.

The two options below include retaining the existing policy as well as an alternative that would continue to allow 3 storey buildings on all sites and define the conditions where a 4th storey would be acceptable and not require an amendment to the Official Community Plan.

WV - Option A (status quo)

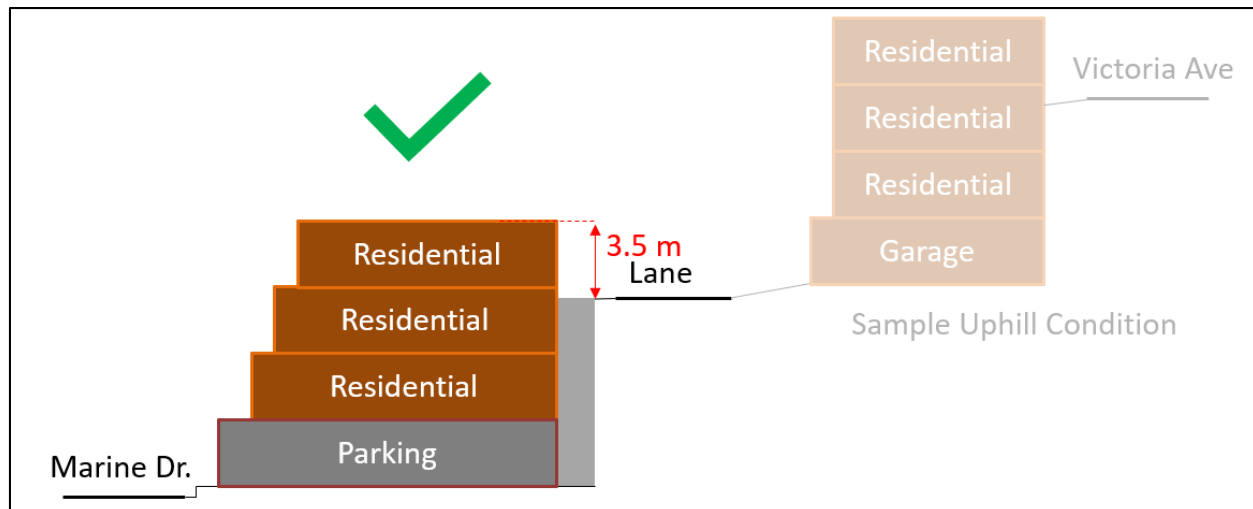
This Option would be to leave the existing policy framework intact. The current height policy in the Waterfront Village land use designation (area) allows buildings “up to 4 storeys in height”. The associated diagrams show buildings constructed on a hillside, with the lowest level typically commercial (adjacent to Marine Drive) and the remaining levels built into the hillside so only a portion of the building is above the property line at the high side of the property.



Under the current policy (Option A) there would be no requirement to amend the OCP for any proposal 4 storeys in height or less, and there is no specific guidance that would indicate when 3 storeys is appropriate. A floor area density of up to 2.0 FAR (gross floor area ratio) is allowed on all lands, regardless of whether they are commercial properties built right to the neighbouring property line, or apartment buildings with residential uses surrounding them.

WV - Option B

This proposed alternative would continue to allow up to 3 storeys on all properties (as is generally allowed in the Zoning Bylaw for properties in this OCP land use designation) and would establish conditions for when a 4th storey would be permitted during a rezoning process. The proposed criteria is that to allow a 4th storey, the building must be no higher than 3.5 metres (11.5 feet) above the highest point of the property boundary. This would reduce the likelihood of several storeys of building blocking the views to the water from properties uphill of the development site.



This approach would be implemented during a rezoning process if a proposed building sought to utilize the additional FAR density allowed in the OCP (2.0 FAR, as compared to 1.75 FAR allowed currently in the commercial zones). Under Option B, it is also proposed that a maximum FAR of 2.0 would only be permitted on commercial properties where there is a zero lot line setback with an adjacent property. For all other (residential) properties, the maximum FAR would be 1.5. This would reduce the bulk of new buildings in more residential areas.

East Side Large Lot Infill Area

ES - Option A (status quo)

This area-specific land use designation in the OCP permits specific heights on particular blocks in the area, including 6 storeys along Finlay Street adjacent to Peace Arch Hospital, 3 storeys along North Bluff Road (and up to 6 storeys if it includes affordable rental units), and 3 storeys along Maple Street. The designation includes a site currently under construction (i.e., the 13-storey 'ALTUS' building) which does not conform to the current policies as it was approved prior to the adoption of the OCP, and Option A would be to leave the policy framework unchanged. A current application to amend the OCP to allow a 5 storey building located next to the 13 storey ALTUS building (at Russell and Maple) can continue to be processed for a future decision by Council.

ES - Option B

Taking into account the approval and on-going construction of the ALTUS building, an alternative to the status quo would be to recognize the need for improved transition in building height and massing moving eastwards from the site. With this in mind, it is proposed that to blend/bridge the transition between the ALTUS and the surrounding low profile (i.e., currently single detached dwellings on Maple Street, with the potential for future three storey townhouse development) neighbourhood, the property to the east (at the corner of Russell and Maple) be allowed to have a maximum of 5 storeys, with portions of the building adjacent to Maple Street being 4 storeys. This alternative policy framework regarding maximum heights would provide a more gradual transition in built form as one moves west to east, into the City's Mature Neighbourhood land use designation.

FINANCIAL IMPLICATIONS

There are no immediate budget implications associated with the OCP Review of the Building Heights outside the Town Centre, which is undertaken within existing departmental resources.

The approach of using a City-wide postcard mailout (at a cost of approximately \$1,850 for 10,700 households) to advertise for the digital open house and survey is new and being done as a trial to see if it is effective in encouraging greater participation and awareness of the OCP Review.

LEGAL IMPLICATIONS

Section 475 of the *Local Government Act (LGA)* requires local governments to consider persons, organizations, and authorities who will be affected during the amendment of an Official Community Plan, and for any affected party to provide them with one or more opportunities that are considered appropriate for consultation. A formal resolution stating that Council has considered this will accompany any OCP amendment bylaw brought forward for first reading.

This consultation process is further specified in Council Policy 512 (Official Community Plan Consultation), with different groups identified for consultation in the White Rock context. In December 2020, staff contacted the following agencies at the staff level to advise them that the City's OCP Review scope has been reduced and that public consultation would be occurring in January 2021 regarding building heights outside the Town Centre:

- TransLink
- Fraser Health Authority
- School District 36
- Metro Vancouver
- City of Surrey
- Peace Arch Hospital Foundation
- White Rock Business Improvement Association
- South Surrey White Rock Chamber of Commerce
- Explore White Rock

The staff members at these organizations have been invited to participate, provide feedback, or discuss any questions they have on this topic with staff. Further, as any resulting OCP amendment bylaws are brought forward for LUPC and Council consideration, any formal initial comments from these organizations will be shared with Council in a corporate report, prior to a public hearing, and they would be sent the proposed bylaw(s) and given an opportunity to share comments with Council via the public hearing.

In addition to the above organizations, staff are also contacting Semiahmoo First Nation to offer an opportunity to discuss any of the proposed changes to the OCP.

Staff have not yet reached out directly to some of the other external organizations in the community that were previously identified in the original OCP Review scope of work. Engagement with the groups identified below via written correspondence or meetings would impact the timeframe in bringing amendment bylaws forward to LUPC and Council and would likely change the earliest opportunity for a public hearing from March 2021 to May/June 2021. In addition to the consideration of the extended timeline, should LUPC wish to seek feedback from these groups, or others, it may direct staff which groups should be contacted and specify the type of opportunity considered appropriate:

- BC Housing;

- Sources Community Resource Society;
- Peninsula Homeless to Housing Task Force;
- Committees of Council (Economic Development, Environmental, Advisory Design Panel).

COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS

This corporate report previews the content of an upcoming virtual public open house and questionnaire on the OCP Review. Staff will report back to the LUPC on the attendance at the public open house as well as the results of the survey in a future corporate report.

INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS

Not applicable.

CLIMATE CHANGE IMPLICATIONS

Not applicable.

ALIGNMENT WITH STRATEGIC PRIORITIES

The completion of the OCP Review has been identified as one of Council's top priorities.

OPTIONS / RISKS / ALTERNATIVES

The Land Use and Planning Committee may consider:

1. Directing staff to revise the options being presented to the public in Phase 2 of the OCP Review for building heights outside the Town Centre, as specifically identified by Council, which may postpone the start of the engagement currently scheduled to begin January 14, 2021; or
2. Identify additional persons, organizations and authorities it considers will be affected by the proposed amendments and direct staff to provide an opportunity for consultation with them.

CONCLUSION

Staff are restarting public consultation in January 2021 on the newly revised scope of the Official Community Plan (OCP) Review, with the "Building Heights outside of the Town Centre" topic going the Phase 2 "Options Development" stage of the process for public feedback.

This corporate report provides Land Use and Planning Committee (LUPC) with a preview of the options to be shared with the public at a January 14, 2021 digital "public open house." Feedback on the options will be requested through a questionnaire delivered on the City's online public engagement platform (www.talkwhiterock.ca/ocp-review), available on January 15, 2021, and staff will report back to LUPC with recommendations on this topic as well as the other topics (Town Centre and Waterfront Strategy) in a future corporate report.


Respectfully submitted,



Carl Isaak, MCIP RPP
Director, Planning and Development Services

Comments from the Chief Administrative Officer

This corporate report is provided for the Committee's information.

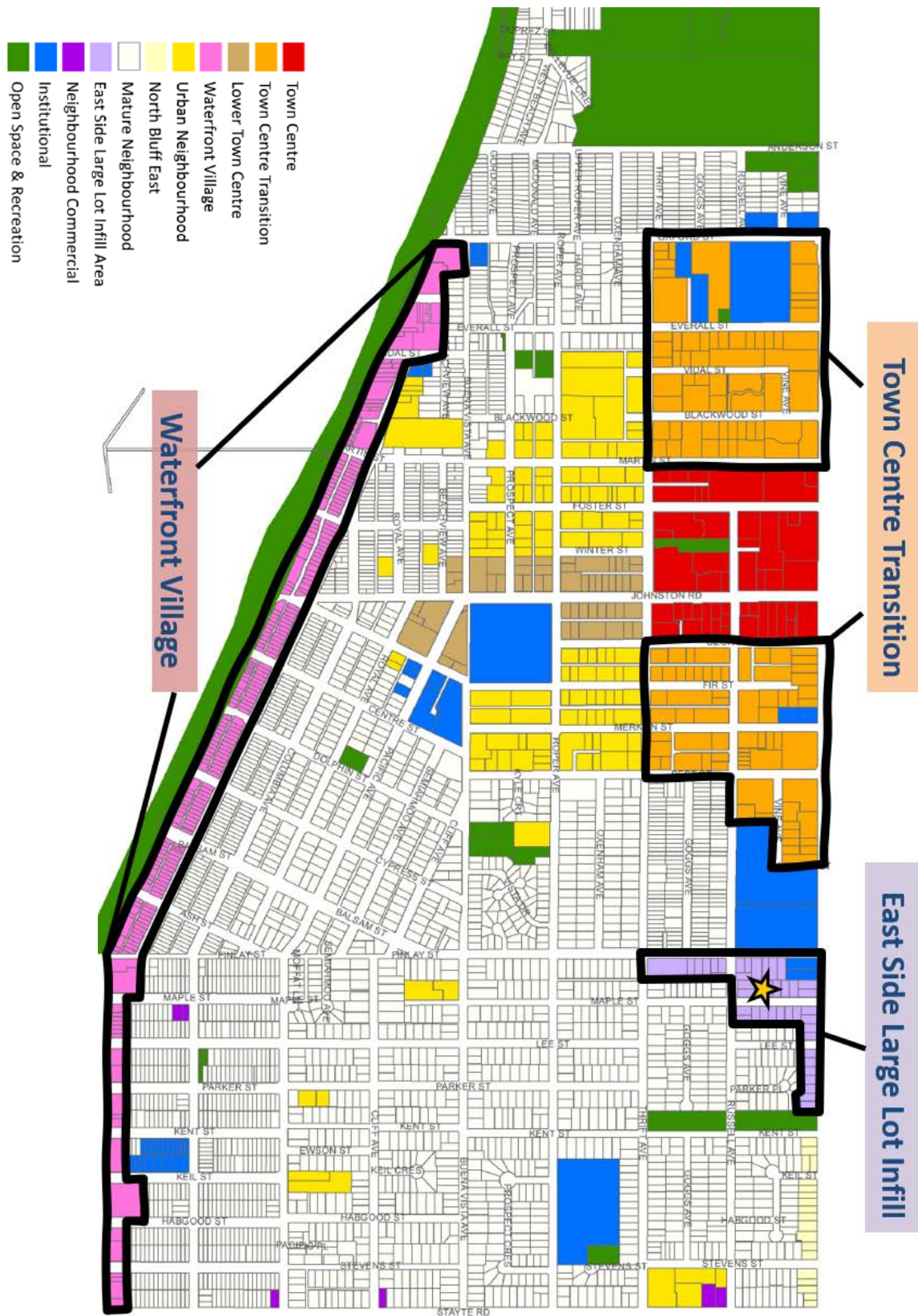


Guillermo Ferrero
Chief Administrative Officer

Appendix A: Map of Areas under Review in “Building Heights outside the Town Centre” topic

APPENDIX A

Map of Areas under Review in “Building Heights outside the Town Centre” topic



THE CORPORATION OF THE
CITY OF WHITE ROCK
CORPORATE REPORT



DATE: March 8, 2021

TO: Mayor and Council

FROM: Jim Gordon, P.Eng., Director of Engineering and Municipal Operations

SUBJECT: RCMP Interior Improvements – Advance Budget Endorsement

RECOMMENDATION

THAT Council give advance budget approval of \$100K for the Police Server Room and \$25K for RCMP interior renovations.

EXECUTIVE SUMMARY

This report requests Council to endorse advance budget approval for RCMP server room and interior renovations.

PREVIOUS COUNCIL DIRECTION

Not applicable.

INTRODUCTION/BACKGROUND

White Rock RCMP Support Services staff specialize in RCMP Administration, Community Policing/Crime Prevention and Victim Services and provide the community of White Rock with access to related services including Police Information Checks, Civil Fingerprinting and documenting various crime reports.

As the City of Surrey transitions to a municipal police model, White Rock RCMP has reviewed its business continuity strategies to address current contracted RCMP information technology services. It was found that the following building improvements are necessary to support the White Rock RCMP Detachment's information technology independent from a municipal infrastructure:

- A new secure room for a new on-site server; and
- Interior renovations for IT infrastructure.

The target completion date for the front counter improvements is October 2021 and for the server room is June 2021, respectively. Design, permitting, and construction must begin immediately to meet this timeline.

FINANCIAL IMPLICATIONS

The 2021 Financial Plan contemplates \$100K for Police Server Room and \$25K for RCMP Interior Improvements. Advance budget approval is required to retain a consultant to begin design work.

LEGAL IMPLICATIONS

The City of White Rock is required to provide infrastructure for RCMP services.

COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS

Not applicable.

INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS

Not applicable.

CLIMATE CHANGE IMPLICATIONS

Not applicable.

ALIGNMENT WITH STRATEGIC PRIORITIES

This project is part of the “Policing Service Review” and identified as a high priority in Council’s 2021-2022 Strategic Priorities.

OPTIONS / RISKS / ALTERNATIVES

The following alternative option is available for Council’s consideration:

1. Not endorse advance budget approval for RCMP server room and interior renovations.

If this option is selected, the City will not be able to effectively support RCMP services and meet the necessary timelines.

CONCLUSION

As the City of Surrey moves to a municipal police model, the City of White Rock needs to upgrade its IT infrastructure to provide necessary RCMP Support Services. The upgrades are needed by May 2021. Therefore, Staff recommends that Council endorse advance budget approval of \$100K for the Police Server Room and \$25K for RCMP interior renovations.

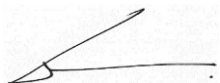
Respectfully submitted,



Jim Gordon, P.Eng.
Director of Engineering and Municipal Operations

Comments from the Chief Administrative Officer

I concur with the recommendation of this corporate report.



Guillermo Ferrero
Chief Administrative Officer

THE CORPORATION OF THE
CITY OF WHITE ROCK
CORPORATE REPORT



DATE: March 8, 2021

TO: Mayor and Council

FROM: Jim Gordon P.Eng., Director of Engineering and Municipal Operations

SUBJECT: 2021 Sanitary and Storm Sewer Rehabilitation Contract Awards

RECOMMENDATIONS

THAT Council:

1. Receive for information the corporate report dated March 8, 2021 from the Director of Engineering and Municipal Operations Department, titled “2021 Sanitary and Storm Sewer Rehabilitation Contract Awards;”
 2. Approve the carry forward of the 2020 Sanitary I & I Reduction Program budget of \$594,000, as well as the 2020 Drainage Renew and Replacement Program budget of \$277,000;
 3. Grant advanced approval to use the 2021 Sanitary I & I Reduction Program budget of \$500,000 and the 2021 Drainage Renew and Replacement Program budget of \$400,000; and
 4. Approve the award of a contract for the trenchless storm and sanitary sewer rehabilitation to PW Trenchless Construction Inc. for \$1,073,695 (including GST).
-

EXECUTIVE SUMMARY

The 2021 Sanitary and Storm Sewer Repair Program is an annual asset management program. The goal of storm and sanitary rehabilitation program is to be proactive, to identify problems in the sewer collection system and address or repair these problems to prevent sewer backups or over-flows.

PREVIOUS COUNCIL DIRECTION

Motion # & Meeting Date	Motion Details
2019-308 July 22, 2019	<p>THAT Council</p> <ol style="list-style-type: none">1. Receives for information the corporate report dated July 22, 2019 from the Acting Director of Engineering and Municipal Operations Department titled “2019 Sanitary and Storm Sewer Rehabilitation Contract Award;” and2. Approves the award of a contract for the trenchless storm and sanitary sewer rehabilitation to PW Trenchless Construction Inc. for \$594,150 (including GST). <p style="text-align: right;">CARRIED</p>

INTRODUCTION/BACKGROUND

The City has an ongoing preventive maintenance program, which identifies defects and deficiencies in the existing sewer collection system. These defects and deficiencies are then scheduled to be repaired. Depending on the urgency, these repairs may need to be addressed or fixed immediately or can be scheduled with other repairs to gain some efficiency. These repairs can be expensive, and the cost is weighed against the value of the collection system and the cost of replacing a larger quantity of sewer if the deficiency is left to deteriorate. Ongoing maintenance and rehabilitation add value to the system by maintaining capacity and extending its life. Each year a portion of the City's storm and sanitary sewer system is flushed, cleaned, and videoed to identify and locate any defects or deficiencies.

Request for Proposals (RFP)

The City posted an Invitation to Tender (WR21-001) on BC Bid and the City of White Rock's website on October 15, 2020, for the 2021 Sewer Repair Program: Trenchless. The Tender closed at 2:00 p.m. on November 5, 2020. The City received two (2) bids and the results are summarized below.

Table 2: Bid Summary

	2021 Sanitary and Storm Sewer Rehabilitation: Trenchless	Sanitary	Drainage	Amount (Including GST)
1.	PW Trenchless Construction Inc.	\$478,241	\$544,326	\$1,073,695
2.	Mar-Tech Underground Services Ltd.	\$490,994	\$557,792	\$1,101,225

The consulting engineer and City staff evaluated the tenders for arithmetic errors, account rates, contractor qualifications, schedule and review of bid schedule and recommended that the contract be awarded to PW Trenchless Construction Inc. for the 2021 Sanitary and Storm Sewer Rehabilitation: Trenchless project.

As the funds available in the Financial Plan in 2020 were not sufficient to enable award of the RFP in 2020, the award was deferred to 2021. Staff and the contractor are anxious to proceed with award of a contract for this work. It is proposed that approved 2020 funds be carried over into 2021 and advance approval be given for the 2021 Financial Plan Sanitary I & I Reduction Program Budget and the Drainage Renew and Replacement Program Budget.

The remaining balance of the budgets will be used towards the open cut portion of this program, at the cost of \$148,000. As this is within the department signing authority, it has not been included in this report. An additional 15% is being held as contingency if any unforeseen issues with the infrastructure are encountered on both portions of the contract.

FINANCIAL IMPLICATIONS

The 2021 Financial Plan identifies City funding for sewer repairs. The value of this contract, including GST is \$1,073,695. The recommended funding sources are as follows:

Table 1: Financial Plan Budget

	2020 Carried Forward	2021 Financial Plan	Total Available Budget
Sanitary I & I Reduction Program budget	\$594,000	\$500,000	\$1,094,000
Drainage Renew and Replacement Program budget	\$277,000	\$400,000	\$677,000

LEGAL IMPLICATIONS

Not applicable.

COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS

Trenchless repairs provide less traffic disruptions and therefore reduce impact on the residents and businesses. Ample notice is provided to all residents and businesses prior to work starting within their area.

INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS

Staff from Financial Services and Engineering & Municipal Operations worked together on the financial aspects of this report.

CLIMATE CHANGE IMPLICATIONS

By using trenchless technologies, the City is fulfilling its commitment to the BC Climate Action Charter by reducing 75% of the greenhouse gas (GHG) emissions that would have occurred with traditional open-cut method. The GHG reduction comes from a decrease of carbon dioxide from less asphalt and concrete restoration, less equipment and tools operating on site, fewer truckloads of import fill being transported in, and less trucks of excavated material being driven out.

ALIGNMENT WITH STRATEGIC PRIORITIES

The annual Sanitary and Storm Sewer Repair Program aligns with several of Council's strategic priority objectives:

- **Infrastructure**
Provide safe, reliable, and sustainable infrastructure for the community while minimizing impacts on the environment.
- **Community**
Manage the delivery of City services efficiently and effectively.
- **Environment**
Reduce greenhouse gas emissions.
- **Economy**
Improve provision of efficient and cost-effective services.

OPTIONS / RISKS / ALTERNATIVES

The following alternative option is available for Council's consideration:

1. Not approve the contract; however, the potential for flooding and sanitary over-flows is likely, which would result in adverse environmental outcomes and issues, and financial implications from potential claims against the City.

CONCLUSION

It is recommended to approve the carry forward of the 2020 Sanitary I & I Reduction Program and the 2020 Drainage Renew and Replacement Program budgets, while granting advanced approval to use the 2021 Sanitary I & I Reduction Program and the 2021 Drainage Renew and

Replacement Program budgets. Furthermore, approving the contract for the 2021 Sanitary and Storm Sewer Rehabilitation: Trenchless be awarded to PW Trenchless Construction Inc. in the amount of \$1,073,695 (Including GST).

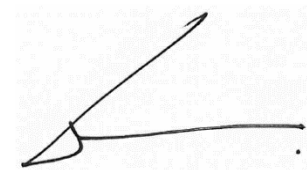
Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Jim Gordon', written over a light gray rectangular background.

Jim Gordon
Director, Engineering and Municipal Operations Department

Comments from the Chief Administrative Officer

I concur with the recommendations of this corporate report.

A handwritten signature in black ink, appearing to read 'Guillermo Ferrero', written over a light gray rectangular background.

Guillermo Ferrero
Chief Administrative Officer

THE CORPORATION OF THE
CITY OF WHITE ROCK
CORPORATE REPORT



DATE: March 8, 2021

TO: Mayor and Council

FROM: Jim Gordon, P.Eng., Director of Engineering & Municipal Operations

SUBJECT: Community Amenity Contributions – Centre Street Walkway; Maccaud Park Upgrade including Pickleball; Playground Upgrades

RECOMMENDATIONS

THAT Council:

1. Approve a budget of \$900K from Community Amenity Contributions (CAC) based on the conceptual design for the Centre Street Walkway provided to Council in 2014 and attached as Appendix A and direct staff to commence the initial project steps, including preliminary design, as described in this report.
 2. Consider the Maccaud Park project at an upcoming priorities session to potentially allocate \$500K from CAC to increase the project budget from \$250K to \$750K to include pickleball courts.
 3. Consider \$1M in funding from CAC at an upcoming priorities session for playground upgrades, including playground equipment.
 4. Direct staff to make the necessary amendments to the Financial Plan to reflect any approved items from this report.
-

EXECUTIVE SUMMARY

Council met on February 22, 2021 to consider Community Amenity Contribution (CAC) project options. The Centre Street Walkway, Maccaud Park Upgrade including Pickleball, and Playground Upgrades were identified as projects for potential CAC funding and expedited completion.

This report discusses each of the three projects and provides recommendations for Council consideration.

PREVIOUS COUNCIL DIRECTION

Motion # & Meeting Date	Motion Details
2021-F&A-030 February 22, 2021	THAT The Finance and Audit Committee reconfirms the project noted in the February 22, 2021 corporate report titled "Community Amenity Contribution (CAC) Project Options Update" as a. Centre Street Walkway Upgrades /

	<p>but now noting 2021 as the year / with the budget amount \$500,000.</p> <p style="text-align: right;">CARRIED</p> <p>Note: It was noted the design from 2014 included tree trunks, these were not well received, and the Committee does not want them to come back again as part of the future plan.</p>
2021-F&A-031 February 22, 2021	<p>THAT The Finance and Audit Committee requests the project noted in the February 22, 2021 corporate report titled "Community Amenity Contribution (CAC) Project Options Update" as a. Centre Street Walkway Upgrades be started "shovel in the ground" 2021" / started ASAP.</p> <p style="text-align: right;">CARRIED</p>
2021-F&A-032 February 22, 2021	<p>THAT The Finance and Audit Committee reconfirms the project noted in the February 22, 2021 corporate report titled "Community Amenity Contribution (CAC) Project Options Update" as b. Maccaud park Improvements / 2021 / \$250,000 and bring the project forward subject to further discussion as to exact improvements at the next priority session.</p> <p style="text-align: right;">CARRIED</p>
2021-F&A-033 February 22, 2021	<p>THAT the Finance and Audit Committee direct staff to review and bring forward information for the upgrading and improving all existing parks, with emphasis on Emerson Park, where improvements would be further explored at the next priority session utilizing the funds initially planned for an All Abilities Playground (2021/\$1M).</p> <p style="text-align: right;">CARRIED</p>
2019 F/A 064 December 9, 2019	<p>THAT the Finance and Audit Committee recommends that the Pickleball project, estimated at \$500K, be removed from the Maccaud park upgrade.</p> <p style="text-align: right;">CARRIED</p> <p>Councilor Johanson and Mayor Walker voted in the negative.</p>
2019 F/A 065 December 9, 2019	<p>THAT staff continue to explore options for pickleball courts in the community (basketball /pickleball) and the financial plan could be amended later if needed.</p> <p style="text-align: right;">CARRIED</p> <p>The Committee spoke to the All Abilities Park project led by the Firefighters, noting that their desire is to have it located along East Beach.</p> <p>It was suggested that any courts or parks built should be constructed on City owned land.</p>

2014-319 October 20, 2014	<p>THAT Council receives for information the corporate report dated October 20, 2014 from the Director of Engineering and Municipal Operations titled "Update on Progress of Centre Street Road Allowance Improvements Task Force."</p> <p style="text-align: right;">CARRIED</p>
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INTRODUCTION/BACKGROUND

Council identified the following three projects for potential CAC funding and expedited completion.

Centre Street Walkway

A concept plan, attached as Appendix A, was completed for the Centre Street Walkway between Marine Drive and Columbia Avenue, and presented to Council in October 2014. Funds of \$300K were included in the 2015 Capital Plan for this project. A conceptual estimate of \$800K was provided to Council by the Landscape Architect in October 2014; however, the project was not approved by Council. Subsequent Financial Plans including the proposed 2021-Financial Plan incorporated 'placeholder' amounts currently in the amount of \$500K for 2023.

Projects of this nature would move through conceptual design to preliminary design to final design concurrently, with permit approvals including archaeological permits. Tendering and Council contract approval would follow with construction starting in the following year. Fast tracking to complete the entire process in one year is possible, however, introduces risks or increased costs, including related to technical and permitting aspects.

The conceptual estimate of \$800K in 2014 has increased to \$900K, using the Bank of Canada inflation calculator. The next steps include:

- Council to approve \$900K as a conceptual budget.
- A civil designer to be hired on an expedited basis to carry out preliminary design, budget and schedule.
- Staff to work concurrently on all necessary permitting.
- Staff to update Council on preliminary design, budget and schedule.
- The civil designer proceeds to an expedited detailed design, budget and schedule.
- Communication strategy is developed.
- Contract Project Manager is hired.
- Request for Proposals (RFP) is issued with tight timelines.
- Council to award contract based on RFP.
- Project to commence.

At the February 22, 2021 Finance and Audit Committee meeting to discuss CAC projects, Council resolved to bring this project forward to 2021. Accordingly, a budget of \$900K, based on the conceptual design for the Centre Street Walkway provided to Council in 2014 and attached as Appendix A, is recommended for approval. CAC funding was suggested.

Maccaud Park Upgrade Including Pickleball

The concept of upgrading Maccaud Park with six pickleball courts, a small play area and refreshed plantings,, as shown in Appendix B, was included in the 2020 Financial Plan

submission at \$750K. Council decided during the 2020 Financial Plan process to remove the pickleball courts and \$500K from the Financial Plan.

The current project at \$250K is proposed as basic planting and walkway improvements focusing on sustainability. The Council motion at the February 22, 2021 CAC discussion was to consider the scope of this project further at an upcoming priority setting session.

If the project is to proceed with pickleball, as envisioned during the 2020 budget process, an additional \$500K in CAC funding will be required.

Playground Upgrades

Emerson Park playground upgrades, including new playground equipment, are budgeted at \$160K and proposed to be carried over from the 2020 to 2021 Financial Plan. A summary of needed playground improvements follows:

- Emerson Park – Needs total renewal including new playground equipment.
- Generations Playground – Needs more swing sets.
- Barge Park – Needs rubber surfacing.
- Goggs Park – Needs rubber surfacing and upgrades.

Council discussed allocating up to \$1M from CAC for playground upgrades and new playground equipment. Staff will endeavor to bring concepts to the next priority setting session.

FINANCIAL IMPLICATIONS

If all three projects are to proceed as described in this report, additional funding of \$2.24M will be required and will need to be included in the Financial Plan. This funding is recommended to come from the Community Amenity Contributions Reserve.

LEGAL IMPLICATIONS

Not applicable.

COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS

Communication strategies would need to be developed for the Centre Street Walkway project and for the Maccaud Upgrades.

INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS

The Finance Department involvement is needed for funding discussions and Recreation & Culture Department for input into designs.

CLIMATE CHANGE IMPLICATIONS

Other than the climate change implications due to material inputs and construction activity, there would be no long term implications.

ALIGNMENT WITH STRATEGIC PRIORITIES

Projects are consistent with the Objective within Our Infrastructure Goal to Select and Complete the CAC Projects to Maximize the Benefit to the Community.

OPTIONS / RISKS / ALTERNATIVES

It is estimated that a total of \$2.24M in additional funding would be required to fast track the three projects discussed above to 2021. It is recommended that this funding come from the CAC reserve. There are financial and technical risks associated with accelerated schedules with compressed planning and design windows.

Council may decide to not to fast track or to scale down the three projects. Options for Council's consideration include:

1. Scale down Centre Street Walkway for construction in 2023 as per current Financial Plan submission.
2. Proceed with Maccaud Park in 2021, as per budget submission, without pickleball courts.
3. Parks Improvements in 2021 be limited to Emerson Park budget submission of \$160K.

CONCLUSION

The Centre Street Walkway, Maccaud Park Upgrade including Pickleball, and Playground Upgrades are identified as projects for potential CAC funding and expedited completion. If Council wishes to proceed with the scaled-up versions of these three projects in 2021, an additional \$2.24M in funding is required and the Financial Plan would need to be amended.

Council could consider:

- Approving a budget of \$900K from CAC based on the conceptual design for the Centre Street walkway provided to Council in 2014, and attached as Appendix A, and directing staff to commence the initial project steps, including preliminary design.
- Approving an additional \$500K for Maccaud Park upgrades including pickleball courts. The final budget to be \$750K.
- Approving an additional \$840K for playground upgrades (over and above the previously approved \$160K for Emerson Park).

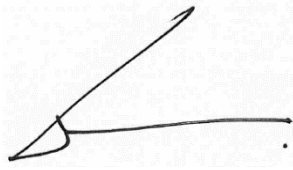
Respectfully submitted,



Jim Gordon
Director, Engineering and Municipal Operations Department

Comments from the Chief Administrative Officer

I concur with the recommendations of this corporate report.

A handwritten signature in black ink, consisting of a stylized 'G' followed by a horizontal line and a small dot at the end.

Guillermo Ferrero
Chief Administrative Officer

Appendix A: Centre Street Walkway Presentation
Appendix B: Maccaud Pickleball Sketch

4.2 PETITIONS

None

5. PRESENTATIONS AND CORPORATE REPORTS

5.1 PRESENTATIONS

**5.1.1 PROGRESS OF THE CENTRE STREET RIGHT OF WAY
CONCEPTUAL DESIGN DEVELOPMENT**

Ken Larsson, Principal, Sharp and Diamond Landscape Architecture provided a presentation regarding the progress of the Centre Street Right of Way project and outlined the conceptual design development.

The agenda was varied to bring item 5.2.1 for consideration at this time.

**5.2.1 UPDATE ON PROGRESS OF CENTRE STREET ROAD
ALLOWANCE IMPROVEMENTS TASK FORCE**

Report dated October 20, 2014 from the Director of Engineering and Municipal Operations titled "Update on Progress of Centre Street Road Allowance Improvements Task Force."

2014-319

It was MOVED and SECONDED

THAT Council receives for information the corporate report dated October 20, 2014 from the Director of Engineering and Municipal Operations titled "Update on Progress of Centre Street Road Allowance Improvements Task Force."

CARRIED

**5.1.2 ANALYSIS OF RAIL RELOCATION BY MARY-JANE BENNETT
ON BEHALF OF THE CITY OF WHITE ROCK**

Mary-Jane Bennett provided a presentation regarding an Analysis of Rail Relocation on behalf of the City of White Rock resulting from City Council's September 8, 2014 decision to initiate the relocation of the BNSF Rail line away from the waterfront.

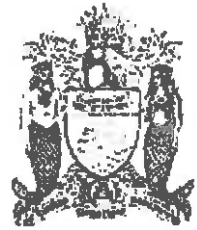
The agenda order reverted back to the order as originally circulated.

5.2 CORPORATE REPORTS

**5.2.2 THE RELOCATION OF BNSF RAILWAY LINE FROM THE
WATERFRONT**

Report dated October 20, 2014 from the Director of Engineering and Municipal Operations titled "The Relocation of BNSF Railway Line from the Waterfront."

THE CORPORATION OF THE
CITY OF WHITE ROCK
CORPORATE REPORT



DATE: October 20, 2014
TO: Mayor and Council
FROM: Greg St Louis, P. Eng., Director of Engineering and Municipal Operations
SUBJECT: Update on Progress of Centre Street Road Allowance Improvements Task Force

RECOMMENDATION

THAT Council receive for information the corporate report dated October 20, 2014 from the Director of Engineering and Municipal Operations titled, "Update on Progress of Centre Street Road Allowance Improvements Task Force".

INTRODUCTION

This report is to provide information and an update about the progress and results from the Centre Street Road Allowance Improvements Task Force.

On December 16, 2013 Council passed motion 2013-453:

THAT Council approves the following 2014 appointments for a one (1) year term commencing January 1, 2014, unless otherwise noted.

- **Centre Street Road Allowance Improvements Task Force:**
Councillor Fathers (Chair)
Councillor Campbell
Councillor Lawrence
Note: Staff Liaison and members of the public to be named

Purpose: To oversee the preparation of landscape and hardscape plans to improve the accessibility and safe usage of the road allowance from Columbia Street to Marine Drive, to improve the community amenities, including the possibility of providing a community garden space, and to engage the public in the preparation of the plans. The plan should have public acceptance and be in a "grant ready" state to be able to take advantage of funding opportunities as they arise."

On February 24, 2014 the following resolution was made by Council:

2014-065 *THAT Council directs staff to schedule a meeting with residents three to four homes adjacent to the road allowances for public input.*

On March 31, 2014, the following resolution was made by Council:

2014-106 *THAT Council endorses that the Sculpture Garden be incorporated into the mandate of the Centre Street Road Allowance Improvements Task Force.*

PAST PRACTICE / POLICY / LEGISLATION

“Street and Traffic Bylaw, 1999, No. 1529” is the bylaw regulating the Centre Street right of way (ROW). The 2006 Strategic Transportation Plan and the 2007 Parks Master Plan both make reference to and suggestions about development of the series of ROWs in the city of White Rock.

ANALYSIS

The Centre Street ROW is a steeply sloping site between Columbia Avenue to the north and Marine Drive to the south. There is a view to Semiahmoo Bay for the entire stretch of the ROW. The existing site contains terraces, walkways, and stairs in various conditions. In some areas, property owners have encroached into the ROW with landscaping, parking pads, or for other use. In general, the proposed development of the Centre Street ROW is an opportunity to enhance pedestrian linkages between Marine Drive, and Town Centre, to develop open parks and green spaces, and to enhance the existing pedestrian linkages and through fares.

Since December 2013, the Centre Street Road Allowance Improvements Task Force has met seven (7) times and hosted four (4) public information meetings.

One task force meeting was dedicated solely to providing an opportunity for the residents directly adjacent to the Centre Street ROW an opportunity to provide input and comments about the proposed conceptual plans, as requested by Council in motion 2014-065 noted above. A landscape architecture firm, Sharp and Diamond, was hired to develop the conceptual design for the ROW based on the feedback from the task force and the public.

The four (4) public information meetings were an open forum where the public could review conceptual designs, ask questions of the task force and the landscape architect, and provide written and verbal comments. The conceptual proposals were amended to reflect the feedback and the following itemizes and distills the feedback received as a result of the information gathering process:

- Most people use the existing ROW for connecting to Marine Drive during exercise, for viewing the bay and for passive strolling
- Create a landscape with very low maintenance requirements
- Include budget considerations for the required maintenance
- Do not develop the ROW and use the money set aside for Centre St to maintain the existing green space in the city
- The plan must consider and attempt to create or enhance privacy and security for the adjacent residents
- The proposed plan must be simple, with a walkway as close to the middle of the ROW as possible
- Seating/lighting must be sited to not interfere with the adjacent resident’s privacy
- Consider an array of native plants, and to include small statured trees
- Plant choices should create bird and wildlife habitat

- Proposed upgrades should consider Naturescape and Green Corridor initiatives
- Include space for a community garden
- Don't include space for a community garden
- Include way finding and interpretive signage
- Consider the installation of eagle perches
- Include large trees for eagle habitat (Douglas fir trees) with consideration for the surrounding residents view of the ocean
- Don't include large trees for view preservation (Douglas fir trees)
- Enhance pedestrian/vehicular safety at all access and egress points to roads and laneways
- Keep parking spaces status quo or create more public parking
- Include space for public art pieces/statue garden
- The residents directly adjacent the ROW should be consulted individually to ensure their concerns are addressed

BUDGET IMPLICATIONS

An amount of \$300,000 is currently allocated in the 2015 capital plan for this project. The landscape architect consultant developed a preliminary cost estimate of \$800,000, including a contingency and cost for detailed design development. Staff will review the estimate with the consultant and bring forward a request for additional funding during the 2015-2019 financial planning process.

CONCLUSION

The Centre Street Road Allowance Improvements Task Force has fulfilled its mandate through engaging a landscape architect to develop a conceptual design of the Centre Street ROW. The conceptual design was developed through a series of four (4) public information meetings and seven (7) task force meetings. The final conceptual design, attached as Appendix A, reflects the feedback from the task force and the public information meetings. The next step is to engage a landscape architect to develop detailed design drawings and specifications in order to prepare for tendering. Staff is recommending the costs for the proposed development of the ROW be included in the 2015 financial plan.

Respectfully submitted,



Greg St. Louis, P. Eng.
Director of Engineering and Municipal Operations

Comments from the Chief Administrative Officer:

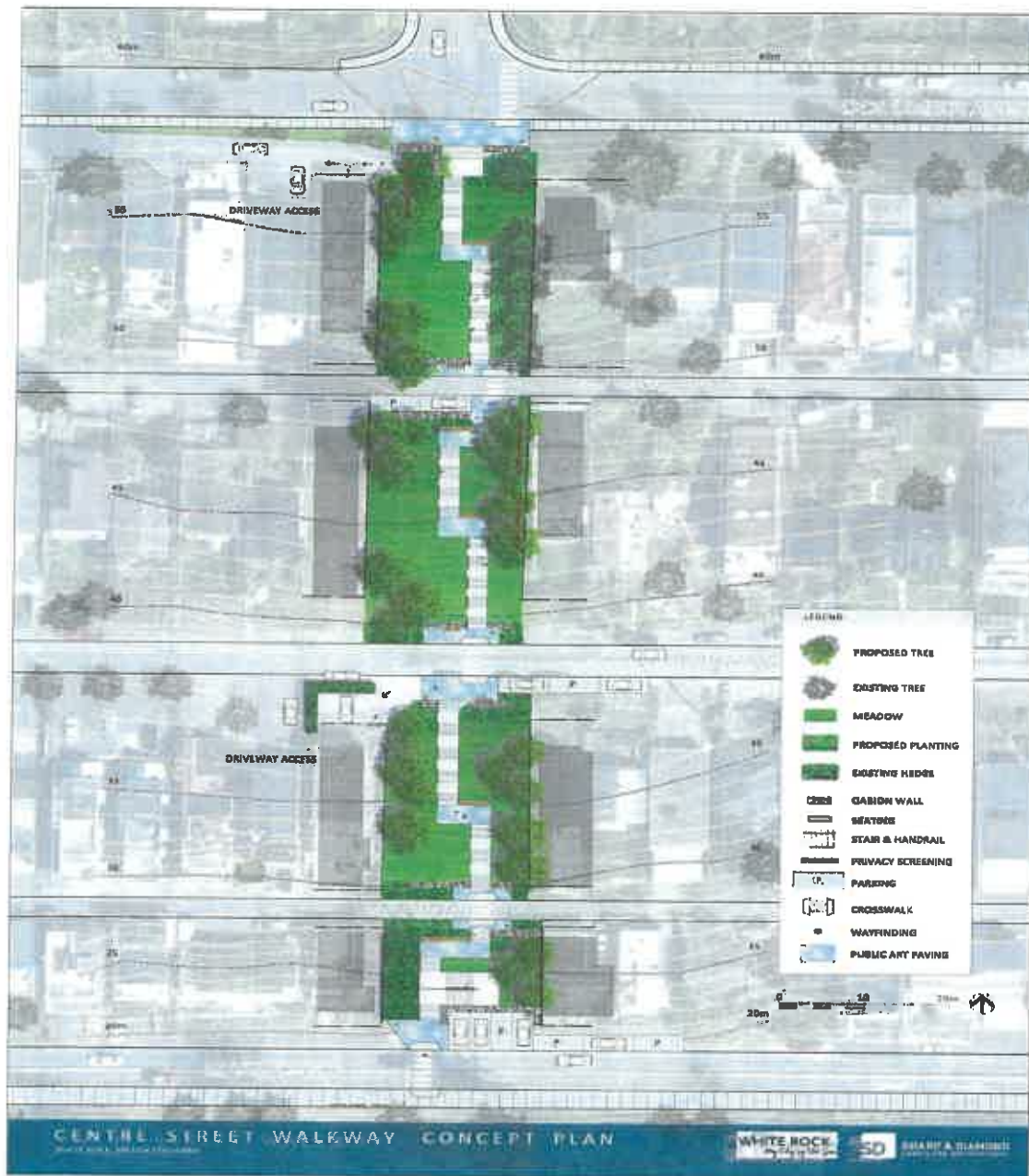
I concur with the recommendation of this corporate report.

A handwritten signature in black ink, appearing to read 'Dan Bottrill', written in a cursive style.

Dan Bottrill
Chief Administrative Officer

Appendix A – Centre Street Right of Way (ROW) Concept Plan

Appendix A Centre St ROW Concept Plan



Centre Street

Council Presentation
October 20, 2014

RECAP OF (4) OPEN HOUSES
SURVEY RESULTS
PREFERRED PLAN
AFFORDABILITY
DISCUSSION & NEXT STEPS



SHARP & DIAMOND
LANDSCAPE ARCHITECTURE





Issues

Disrepair and unsafe access

Intrusion into public space

Underutilized public space

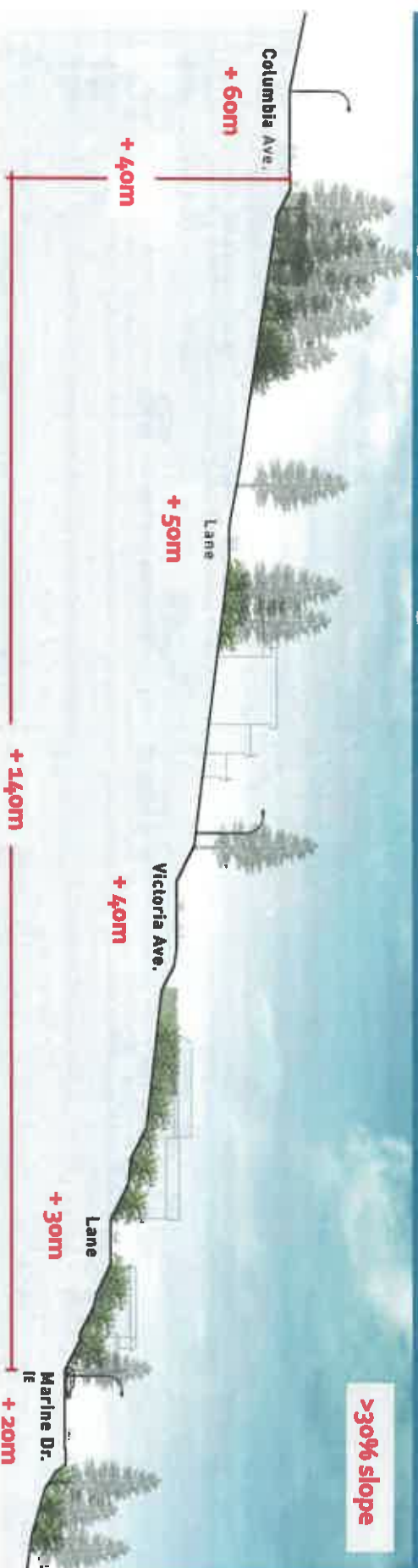


Opportunities

- Celebrate connection between the waterfront and Five Corners district
- Branding / furnishing / wayfinding signage
- Integrate Centre St. Walkway with larger White Rock pedestrian network
- Historical / Interpretive signage and public art
- Views to Semiahmoo Bay and East Beach
- Street access points
- Eagle's nest / shore bird habitat
- Viewing platforms on existing terraces

Constraints

- Property conflicts with adjacent Owners
- Steep grade / elevation changes
- Safety / visibility / access
- Limited parking
- Maintenance



Ideas and Survey



New Chairs & Benches



Meeting Places



Viewing / Train Watching



Trees / Canopies



Dog Walking



Children's Play Area



Picnic Areas



Public Art



Artistic Features



Wildlife Habitat



Sitting Areas



Drinking Fountains

WHAT HAVE WE HEARD?

On Thursday, May 19th, 2016, a Public Open House was held at the City of Waterloo's new location to provide input and feedback on the redevelopment of the Central Street (Boulevard).

The Public Open House was held at the new location of the City of Waterloo's new location to provide input and feedback on the redevelopment of the Central Street (Boulevard).

Here are some of your ideas:



TOP 4 IDEAS YOU USE CENTRAL STREET TODAY

- 1. PARKING
- 2. WALKING
- 3. DOG WALKING

TOP TOP 4 PROPOSED IDEAS FOR CENTRAL STREET

- 1. MORE TREES
- 2. MORE SEATING
- 3. MORE ART
- 4. MORE LIGHTING

OUR INSPIRATION

CONTEMPORARY ARCHITECTURE

Modern architecture and design can inspire the way we think about the future of our city. It can show us how to create a more vibrant and exciting environment for all of us to enjoy.

URBAN DESIGN

Urban design is the art of creating a more vibrant and exciting environment for all of us to enjoy. It can show us how to create a more vibrant and exciting environment for all of us to enjoy.

LANDSCAPE ARCHITECTURE

Landscape architecture is the art of creating a more vibrant and exciting environment for all of us to enjoy. It can show us how to create a more vibrant and exciting environment for all of us to enjoy.

NATURAL HABITAT & WILDLIFE

CONTEMPORARY ARCHITECTURE

Modern architecture and design can inspire the way we think about the future of our city. It can show us how to create a more vibrant and exciting environment for all of us to enjoy.

URBAN DESIGN

Urban design is the art of creating a more vibrant and exciting environment for all of us to enjoy. It can show us how to create a more vibrant and exciting environment for all of us to enjoy.

LANDSCAPE ARCHITECTURE

Landscape architecture is the art of creating a more vibrant and exciting environment for all of us to enjoy. It can show us how to create a more vibrant and exciting environment for all of us to enjoy.

SOCIAL & RECREATION

CONTEMPORARY ARCHITECTURE

Modern architecture and design can inspire the way we think about the future of our city. It can show us how to create a more vibrant and exciting environment for all of us to enjoy.

URBAN DESIGN

Urban design is the art of creating a more vibrant and exciting environment for all of us to enjoy. It can show us how to create a more vibrant and exciting environment for all of us to enjoy.

LANDSCAPE ARCHITECTURE

Landscape architecture is the art of creating a more vibrant and exciting environment for all of us to enjoy. It can show us how to create a more vibrant and exciting environment for all of us to enjoy.

Concept From 'Beach to Bluff'

CONCEPT

The Gentle Street Walkway has been referred to as the 'hump' - the crest on the ridge dividing the East and the West. Our goal is to reveal and re-establish the connection from the Beach to the Bluff.

- Work with the Site
- Celebrate the View
- Design with Nature
- Create an Experience
- Make it Comfortable and Safe
- Enhance Privacy



ESCARPMENT

- Landing at Marine Drive
- Wayfinding Signage
- Possible Suspended Staircase
- Eagle Nest Viewpoint
- Coastal Vegetation

TERRACES

- Landings with Seating Facing
- Wayfinding Signage
- Gentle Stairs with Landings
- Golden Wall - Helios Material
- Lounging Chair Terrace
- Coastal Meadows
- Possible Community Garden

REMNANT FOREST

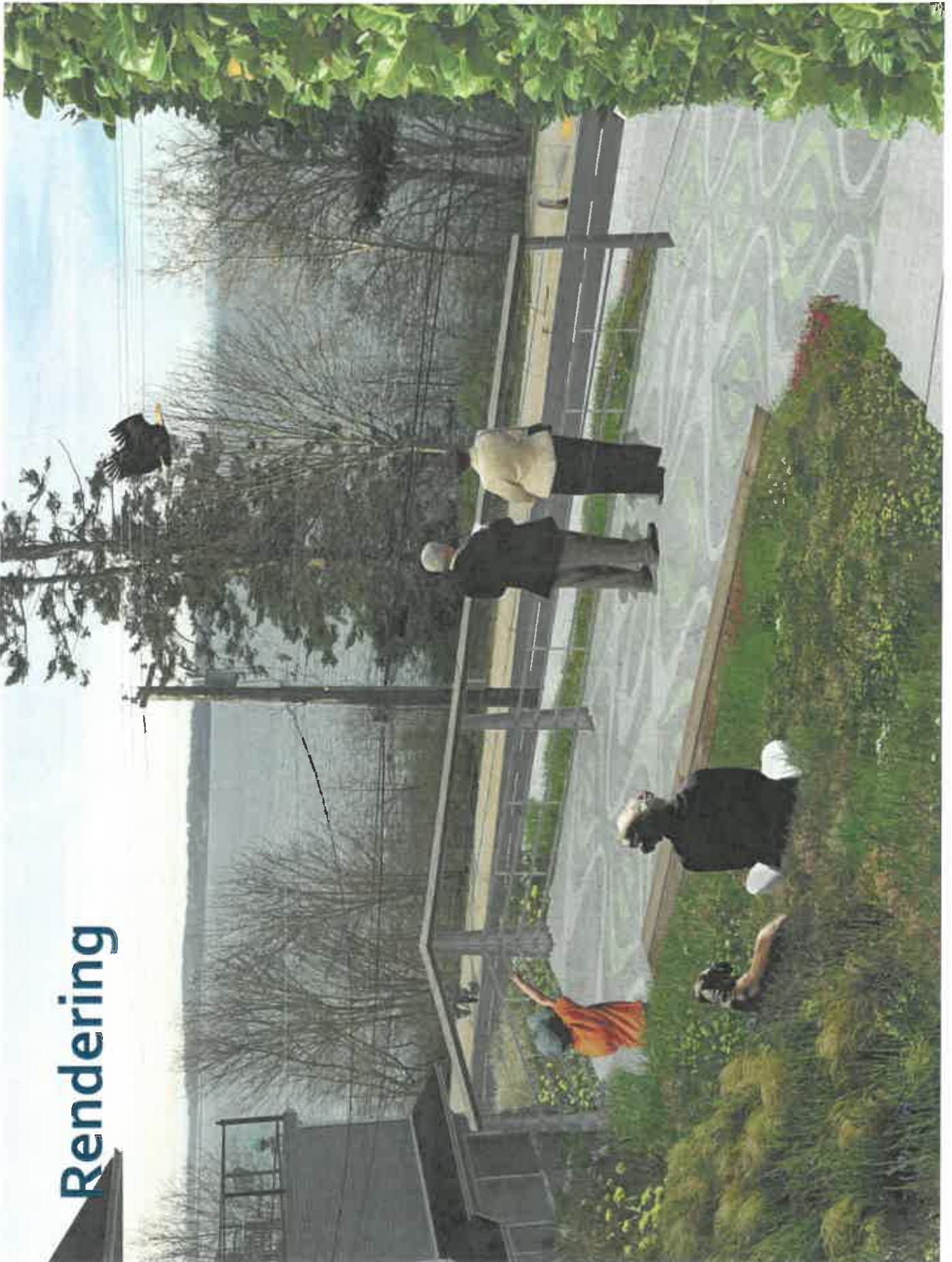
- Landings with Seating Facing
- Wayfinding Signage
- Gentle Stairs with Landings
- Wildlife - Botanic - Shrubland
- Coastal Meadows

BLUFF

- Landings with Seating Facing
- Wayfinding and Interpretive Signage
- Viewpoint to the Bay
- Gentle Stairs with Landings
- Coastal Meadows
- Native Planting Trees
- Drinking Fountain (for Accessibility)



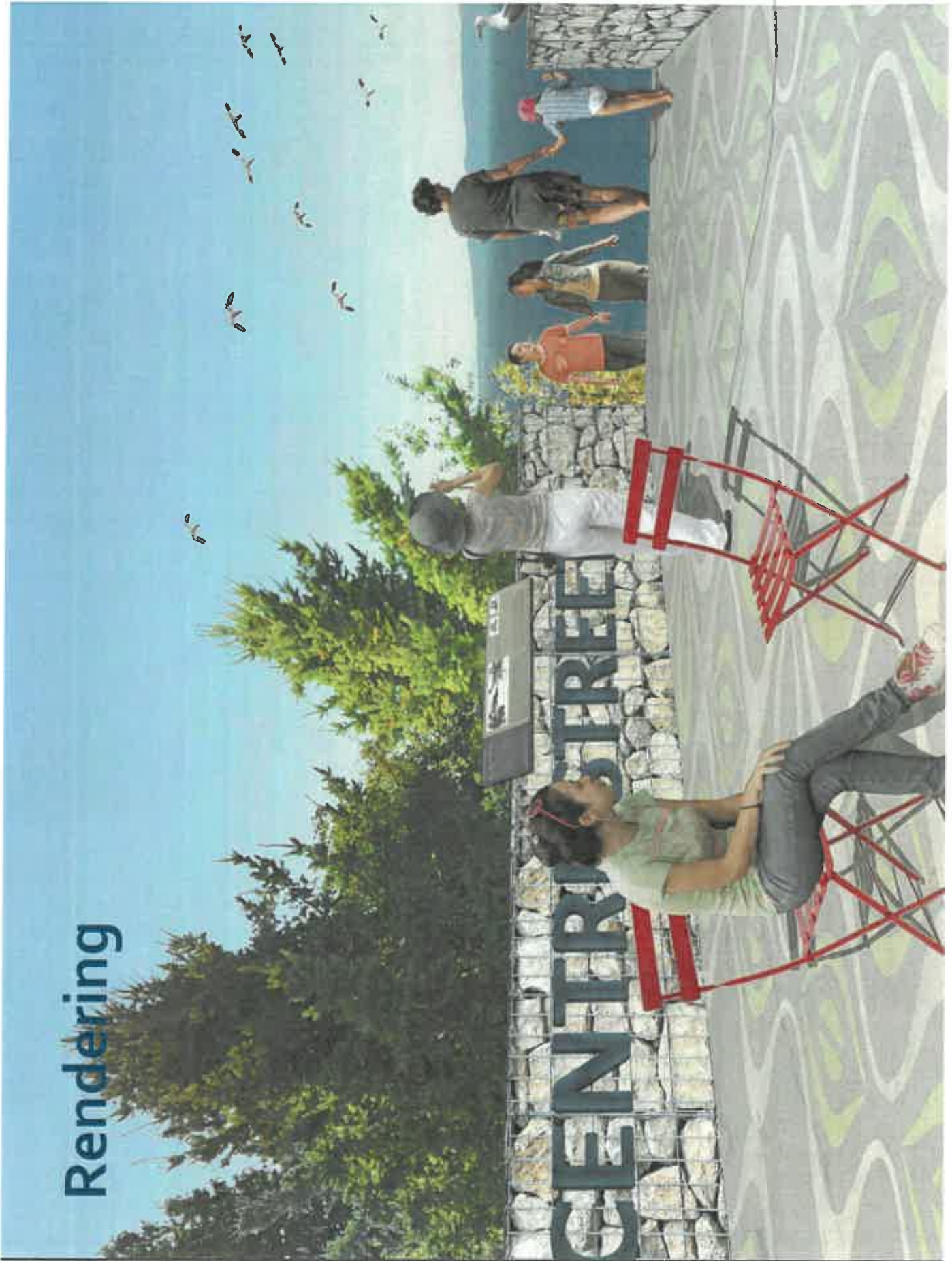
Rendering

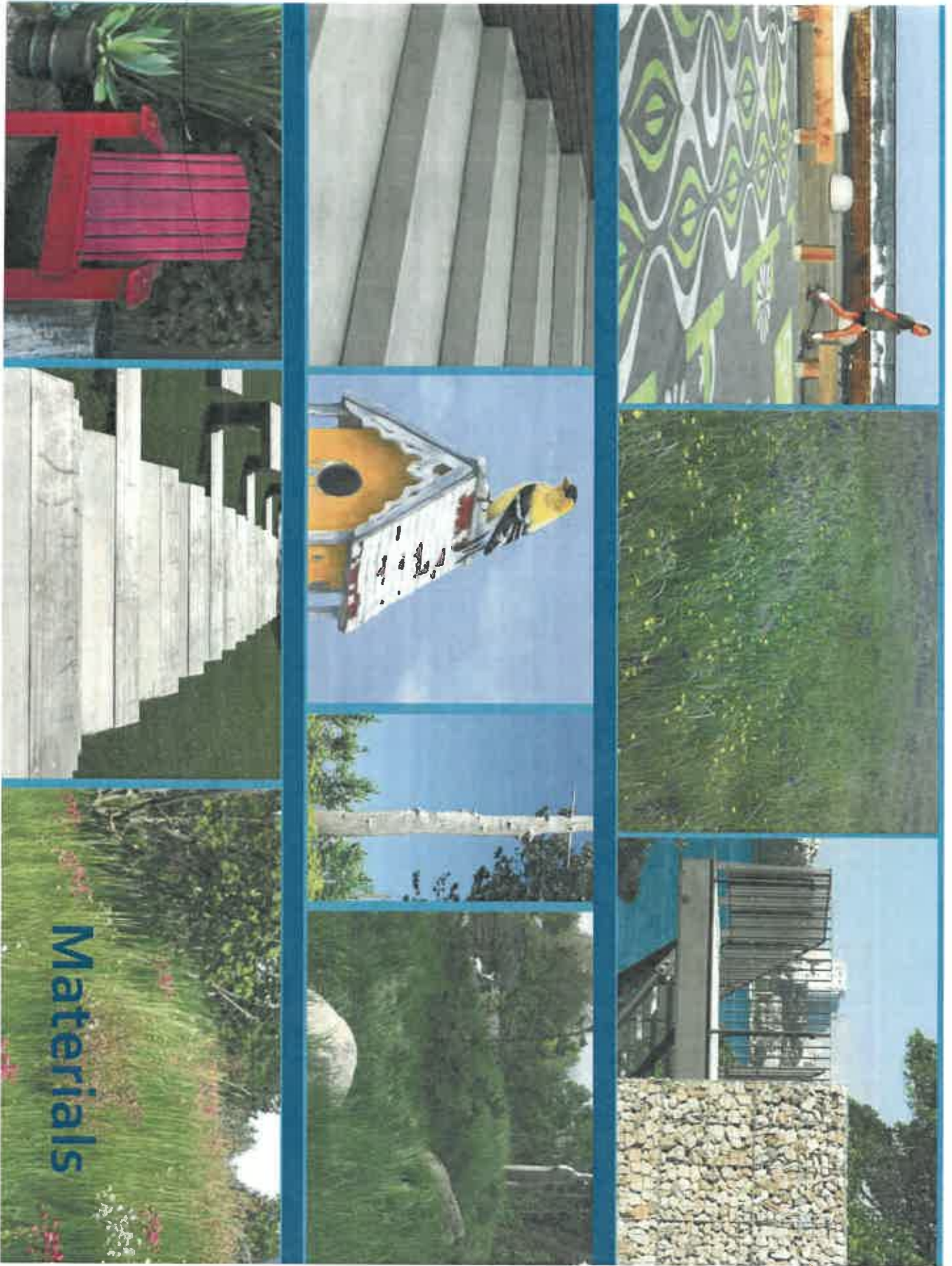


Rendering



Rendering





Privacy

- Privacy Considerations
- Existing Buildings



Parking

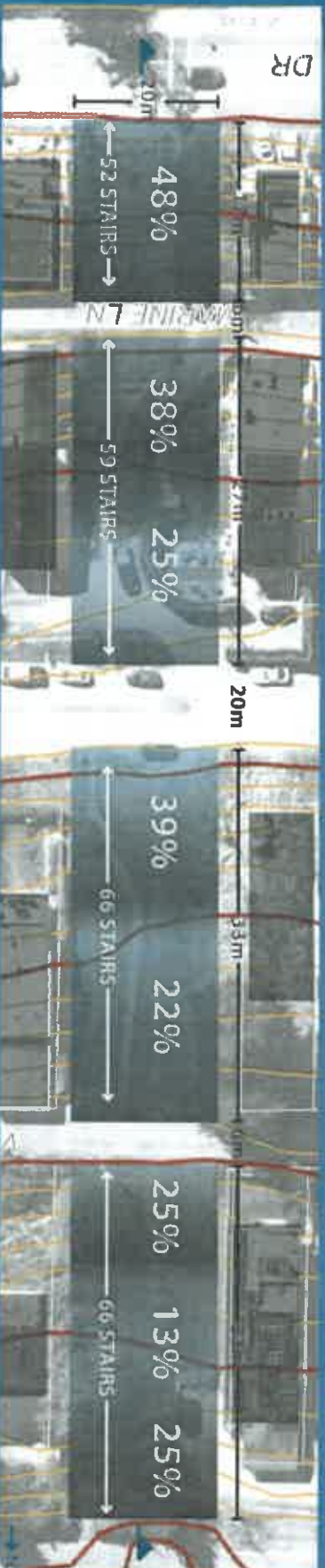
- No Opportunity
- Potential Parking
- Existing Parking



Slope Study

+/- 240 stairs

243 STAIRS:
Tread = 13" (330.2mm)
Rise = 6" (152.4mm)



Ramp 8%



Straight Stairs



Lookouts + Stairs



Angled Stairs



Curved Stairs



Ramps + Stairs



Screening

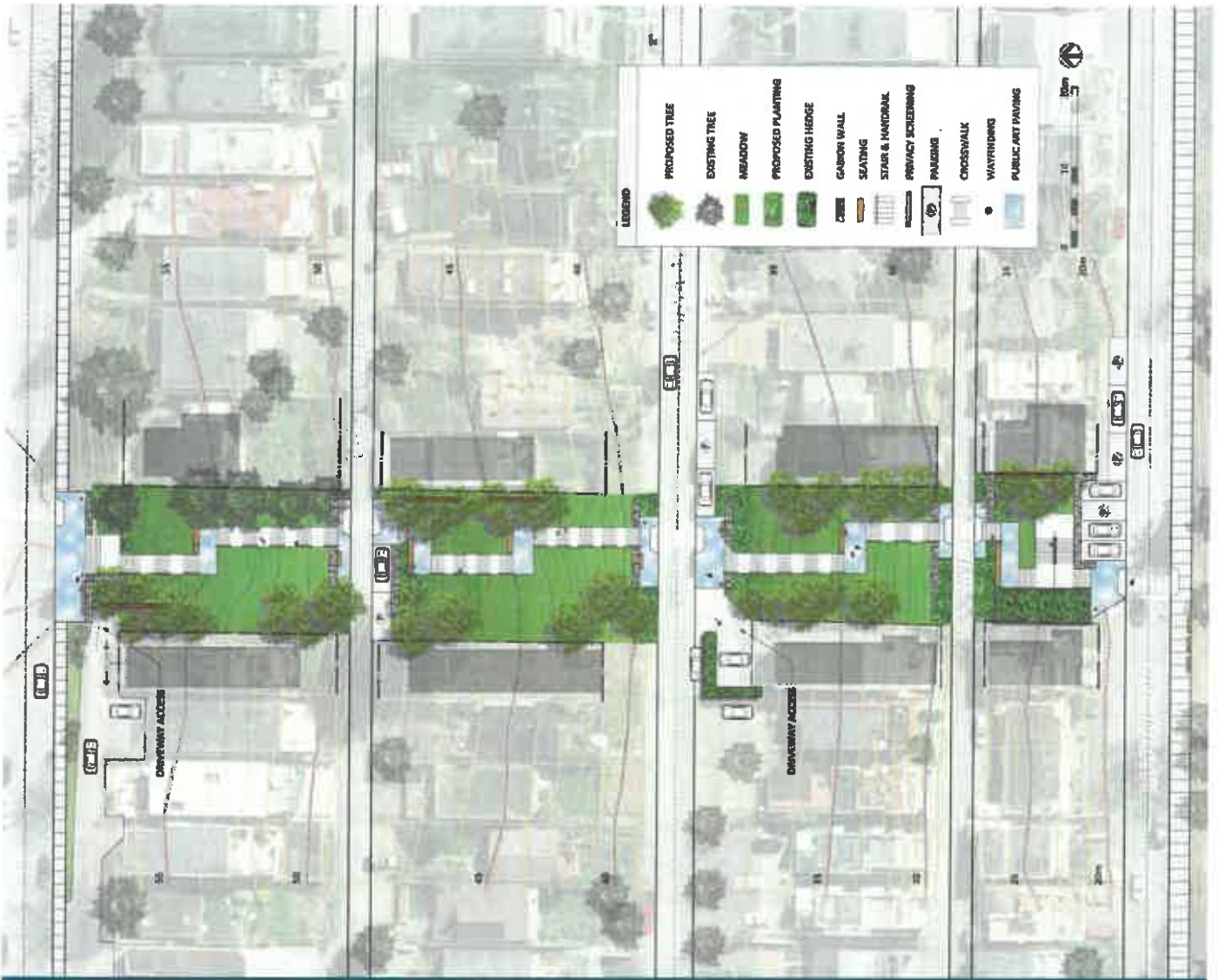


Stairs: Existing





Preferred Plan



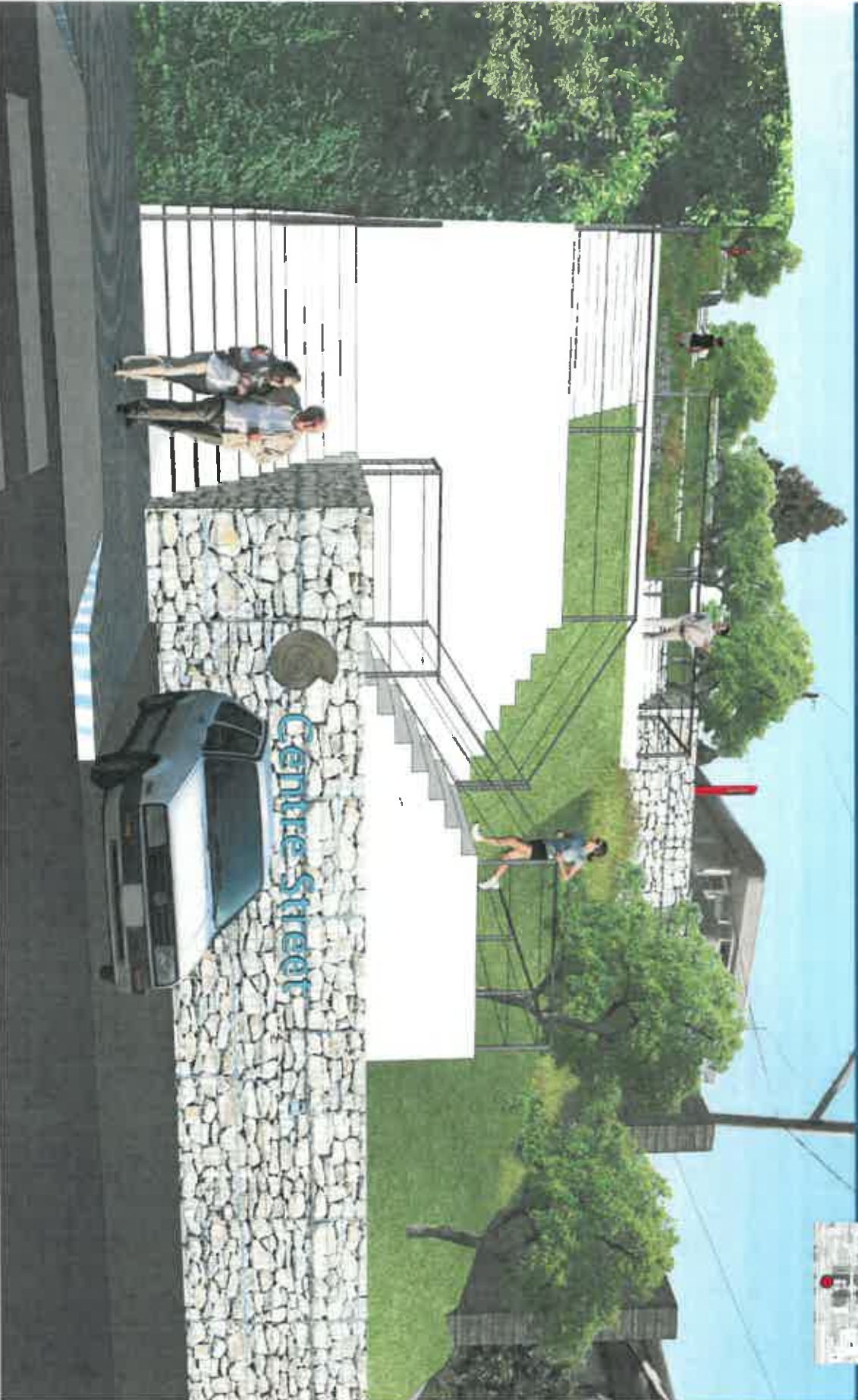
Perspective



Columbia Avenue



Marine Drive



Rest...view...

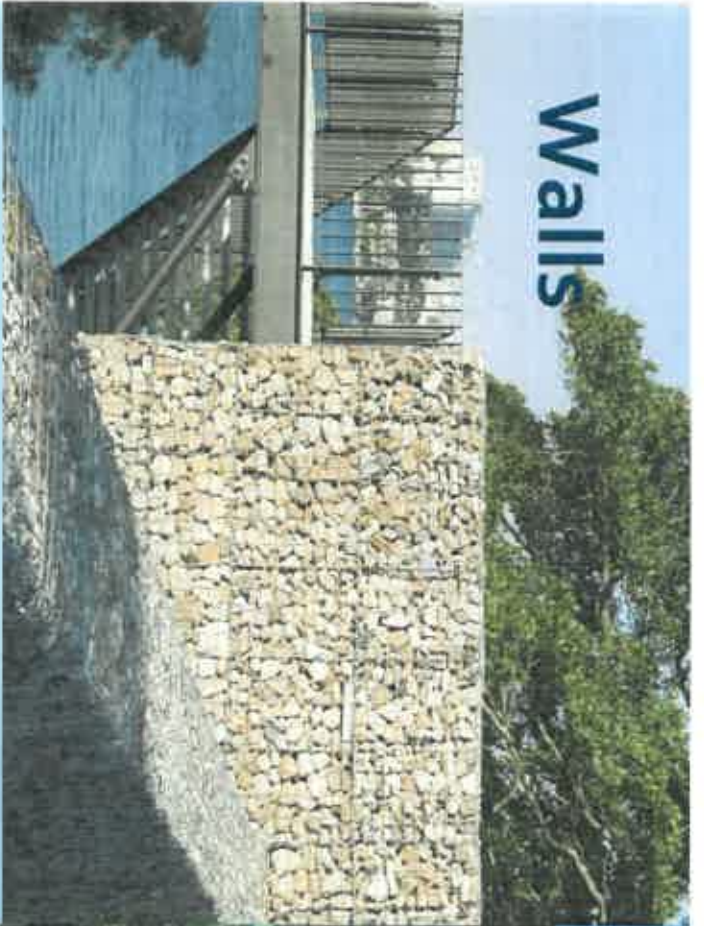


Viewpoint





Walls



Paving

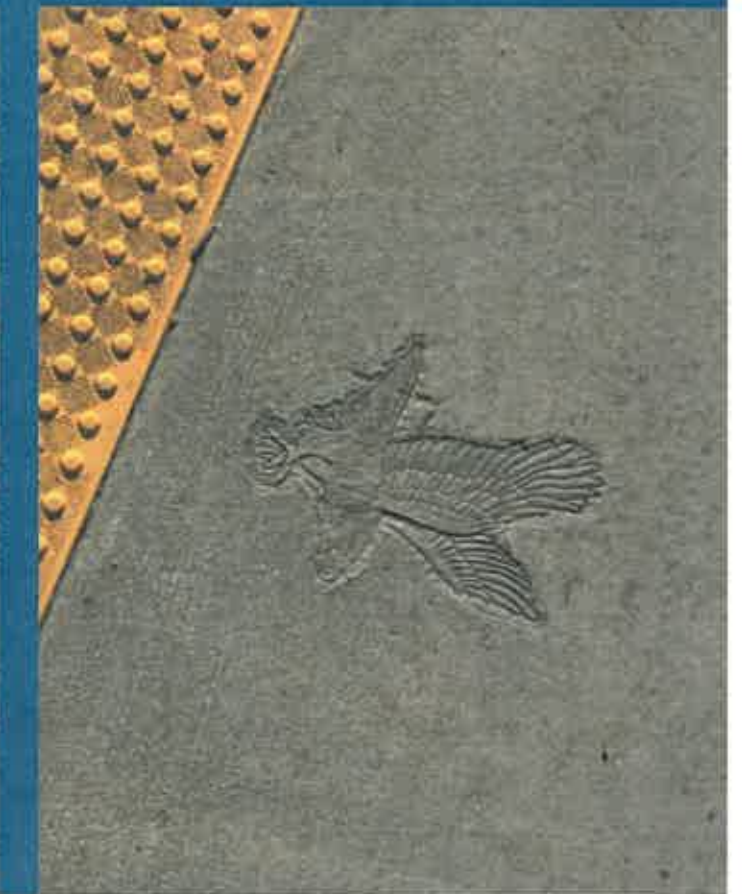
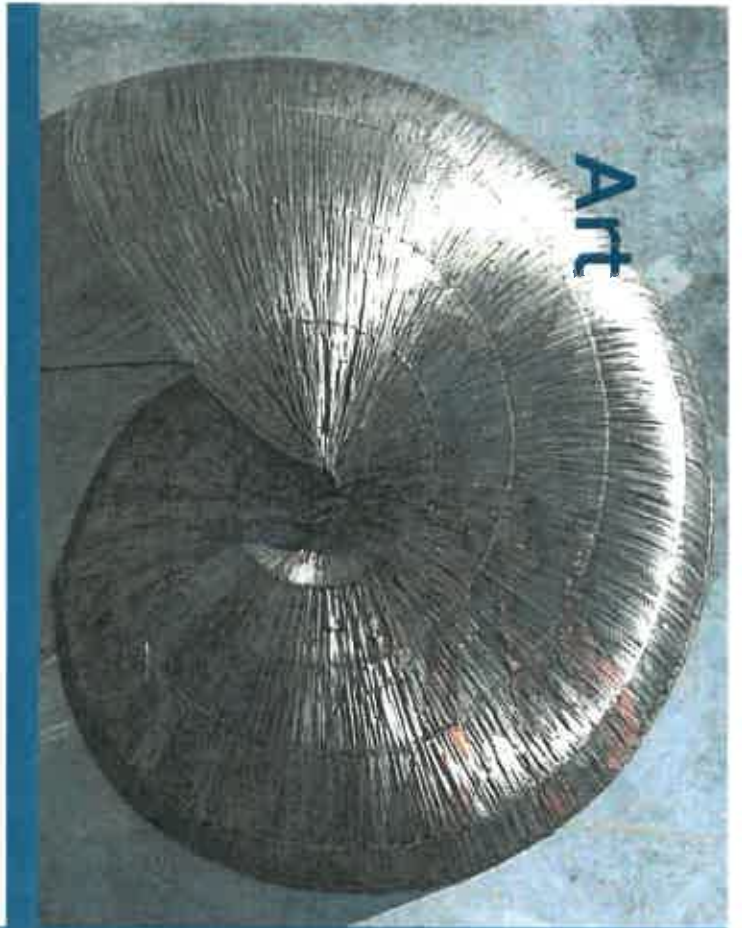


Planting





Nature



Affordability

\$50K Site Preparation & Earthworks

\$70K Paving

\$295K Walls, Stairs

\$125K Lighting, Furnishings

\$60K Plantings, Maintenance

\$600K Subtotal

+ Contingency

+ Detailed Design

+/- \$790 Total

\$300K Budget!

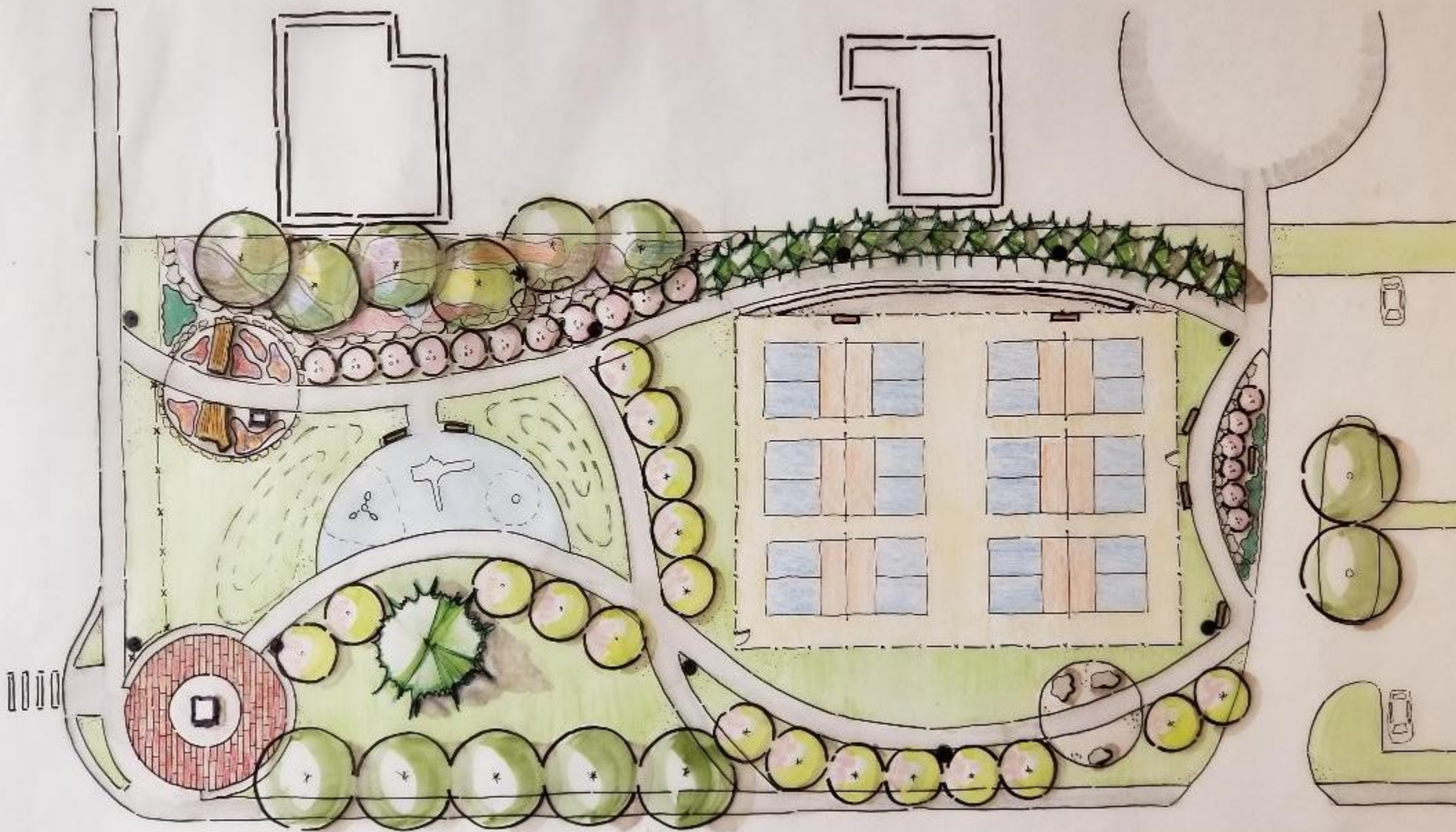
Discussion & Next Steps

Centre Street Walkway White Rock BC

OPENHOUSE #4 | SEPTEMBER 10TH, 2014



SHARP & DIAMOND
LANDSCAPE ARCHITECTURE





Governance and Legislation Committee

Minutes

February 22, 2021, 5:00 p.m.

City Hall Council Chambers

15322 Buena Vista Avenue, White Rock, BC, V4B 1Y6

PRESENT:

- Mayor Walker
- Councillor Chesney
- Councillor Fathers
- Councillor Johanson
- Councillor Kristjanson
- Councillor Manning
- Councillor Trevelyan

STAFF:

- Guillermo Ferrero, Chief Administrative Officer
- Tracey Arthur, Director of Corporate Administration
- Carl Isaak, Director of Planning and Development Services
- Jim Gordon, Director of Engineering and Municipal Operations
- Colleen Ponzini, Director of Financial Services
- Greg Newman, Manager of Planning
- Debbie Johnstone, Deputy Corporate Officer

1. CALL TO ORDER

Councillor Trevelyan, Chairperson

The meeting was called to order at 5:01 p.m.

2. **MOTION TO CONDUCT GOVERNANCE AND LEGISLATION COMMITTEE MEETING WITHOUT PUBLIC IN ATTENDANCE**

Motion Number: 2021-G/L-008 It was MOVED and SECONDED

WHEREAS COVID-19 has been declared a global pandemic;

WHEREAS the City of White Rock has been able to continue to provide the public access to the meetings through live streaming;

WHEREAS holding public meetings in the City Hall Council Chambers, where all the audio/video equipment has been set up for the live streaming program, would not be possible without breaching physical distancing restrictions due to its size, and holding public meetings at the White Rock Community Centre would cause further financial impact to City Operations due to staffing resources and not enable live streaming;

WHEREAS Ministerial Orders require an adopted motion in order to hold public meetings electronically, without members of the public present in person at the meeting;

THEREFORE BE IT RESOLVED THAT the Governance and Legislation Committee (including all members of Council) authorizes the City of White Rock to hold the February 22, 2021 meeting to be video streamed and available on the City's website, and without the public present in the Council Chambers.

Motion CARRIED

3. **ADOPTION OF AGENDA**

Motion Number: 2021-G/L-009 It was MOVED and SECONDED

THAT the Governance and Legislation Committee adopt the agenda for February 22, 2021 as circulated.

Motion CARRIED

4. **ADOPTION OF MINUTES**

Motion Number: 2021-G/L-010 It was MOVED and SECONDED

THAT the Governance and Legislation Committee adopt the meeting minutes for February 1, 2021 as circulated.

Motion CARRIED

5. **REVIEW OF ADVISORY DESIGN PANEL TERMS OF REFERENCE AND SUBMISSIONS CHECKLIST**

Corporate report dated February 22, 2021 from the Director of Planning and Development Services titled "Review of Advisory Design Panel Terms of Reference and Submissions Checklist".

Motion Number: 2021-G/L-011 It was MOVED and SECONDED

THAT the Governance and Legislation Committee recommends that Council endorse the revised Advisory Design Panel Terms of Reference and Submissions Checklist as attached to this corporate report and direct staff to implement the changes.

Motion CARRIED

6. **CONCLUSION OF THE FEBRUARY 22, 2021 GOVERNANCE AND LEGISLATION COMMITTEE MEETING**

The meeting was concluded at 5:08 p.m.

Mayor Walker



Tracey Arthur, Director of Corporate Administration



Finance and Audit Committee

Minutes

February 22, 2021, 5:15 p.m.

City Hall Council Chambers

15322 Buena Vista Avenue, White Rock, BC, V4B 1Y6

PRESENT: Mayor Walker
Councillor Chesney
Councillor Fathers
Councillor Johanson
Councillor Kristjanson
Councillor Manning
Councillor Trevelyan

STAFF: Guillermo Ferrero, Chief Administrative Officer
Tracey Arthur, Director of Corporate Administration
Jim Gordon, Director of Engineering and Municipal Operations
Carl Isaak, Director of Planning and Development Services
Colleen Ponzini, Director of Financial Services
Eric Stepura, Director of Recreation and Culture
Debbie Johnstone, Deputy Corporate Officer
Donna Kell, Manager of Communications

1. **CALL TO ORDER**

Councillor Chesney, Chairperson

The Chairperson called the meeting to order at 5:16 p.m.

2. **MOTION TO CONDUCT FINANCE AND AUDIT COMMITTEE MEETING WITHOUT THE PUBLIC IN ATTENDANCE**

Motion Number: 2021-F&A-027 It was MOVED and SECONDED

WHEREAS COVID-19 has been declared a global pandemic;

WHEREAS the City of White Rock has been able to continue to provide the public access to the meetings through live streaming;

WHEREAS holding public meetings in the City Hall Council Chambers, where all the audio/video equipment has been set up for the live streaming program, would not be possible without breaching physical distancing restrictions due to its size, and holding public meetings at the White Rock Community Centre would cause further financial impact to City Operations due to staffing resources and not enable live streaming;

WHEREAS Ministerial Orders require an adopted motion in order to hold public meetings electronically, without members of the public present in person at the meeting;

THEREFORE BE IT RESOLVED THAT the Finance and Audit Committee (including all members of Council) authorizes the City of White Rock to hold the February 22, 2021 meeting to be video streamed and available on the City's website, and without the public present in the Council Chambers.

Motion CARRIED

3. ADOPTION OF AGENDA

Motion Number: 2021-F&A-028 It was MOVED and SECONDED

THAT the Finance and Audit Committee adopt the agenda for February 22, 2021 as circulated.

Motion CARRIED

4. ADOPTION OF MINUTES

Motion Number: 2021-F&A-029 It was MOVED and SECONDED

THAT the Finance and Audit Committee adopt the minutes of the February 3, 2021 meeting as circulated.

Motion CARRIED

5. COMMUNITY AMENITY CONTRIBUTION (CAC) PROJECT OPTIONS UPDATE

Corporate report dated February 22, 2021 from the Director of Planning and Development Services titled "Community Amenity Contribution (CAC) Project Options Update".

The Director of Planning and Development Services provided a PowerPoint regarding the various recommendations categories as noted in the corporate report.

The following discussion points were noted for Centre Street Walkway Project:

- Further funding needs to be addressed as the project estimate was done in 2014, at that time it was estimated to be completed at a higher amount than what was placed in the budget (\$500,000) at minimum a further \$300,000 will be required to fund the 2014 estimate
- There were elements of public art included in the 2014 design, this is expected to be carried over (without the tree trunks)
- Archeological aspects will need to be considered

The following discussion points were noted for Maccaud Park Improvements:

- The proposed pickleball courts exceed the budget of 250,000 (not enough funds set aside) with 2021 noting only \$250,000 for the project
- Park needs some attention, more green space and clean it up (four (4) pickleball courts (same as a tennis courts) = 200,000 to 250,000

The following discussion point was noted for All-Abilities Playground:

- The location would need to be determined, not favourable to construct on Burlington Northern Santa Fe (BNSF) land

Motion Number: 2021-F&A-030 It was MOVED and SECONDED

THAT The Finance and Audit Committee reconfirms the project noted in the February 22, 2021 corporate report titled "Community Amenity Contribution (CAC) Project Options Update" as a. Centre Street Walkway Upgrades / **but now noting 2021** as the year / with the budget amount \$500,000.

Motion CARRIED

Motion Number: 2021-F&A-031 It was MOVED and SECONDED

THAT The Finance and Audit Committee requests the project noted in the February 22, 2021 corporate report titled "Community Amenity Contribution

(CAC) Project Options Update" as a. Centre Street Walkway Upgrades be started "shovel in the ground" 2021" / started ASAP.

Motion CARRIED

Motion Number: 2021-F&A-032 It was MOVED and SECONDED

THAT The Finance and Audit Committee reconfirms the project noted in the February 22, 2021 corporate report titled "Community Amenity Contribution (CAC) Project Options Update" as b. Maccaud park Improvements / 2021 / \$250,000 and bring the project forward subject to further discussion as to exact improvements at the next priority session.

Motion CARRIED

Motion Number: 2021-F&A-033 It was MOVED and SECONDED

THAT the Finance and Audit Committee direct staff to review and bring forward information for the upgrading and improving all existing parks, with emphasis on Emerson Park, where improvements would be further explored at the next priority session utilizing the funds initially planned for an All Abilities Playground (2021/\$1M).

Motion CARRIED

Motion Number: 2021-F&A-034 It was MOVED and SECONDED

THAT The Finance and Audit Committee reconfirm the project noted in the February 22, 2021 corporate report titled "Community Amenity Contribution (CAC) Project Options Update" as d. Bay Street Beach Access Ramp / 2021 / \$150,000.

Motion CARRIED

Motion Number: 2021-F&A-035 It was MOVED and SECONDED

THAT The Finance and Audit Committee requests staff to continue to review noted in the February 22, 2021 corporate report titled "Community Amenity Contribution (CAC) Project Options Update" as e. Display Building for Antique Fire Truck / 2021 / \$350,000 with the provision that during the priority session there be further discussion / review of having community fundraising to be utilized for the project.

Motion CARRIED

Motion Number: 2021-F&A-036 It was MOVED and SECONDED

THAT The Finance and Audit Committee defers consideration, until later in the agenda, regarding the following motion:

Reconfirms the project noted in the February 22, 2021 corporate report titled "Community Amenity Contribution (CAC) Project Options Update" as f. Transfer \$1M annually to Affordable Housing Reserve / 2021 - 2024 / \$4M.

Motion CARRIED

Mayor Walker voted in the negative

Motion Number: 2021-F&A-038 It was MOVED and SECONDED

THAT The Finance and Audit Committee requests staff to bring forward a corporate report outlining the city properties and where there may be potential for an affordable housing project which can be considered; further information to be provided are any considerations regarding a land transfer for this purpose.

Motion CARRIED

Motion Number: 2021-F&A-039 It was MOVED and SECONDED

THAT the Finance and Audit Committee recommend that Council: confirm both noted projects noted in this corporate report are to be added to the 2021-2025 Financial Plan in future years (2023-2025) funded from CACs, with staff to bring forward a report on the impact of delivering these projects on Council's Strategic Priorities.

- a. Additional Road End (Walkway) Upgrades; and
- b. Contribution to Baseball Training Facility at Centennial Park.

Motion CARRIED

Motion Number: 2021-F&A-040 It was MOVED and SECONDED

THAT The Finance and Audit Committee requests staff bring forward a corporate report for the 2021 - 2025 Financial Plan regarding the impact / operational funds so individual road ends can be addressed.

Motion CARRIED

Motion Number: 2021-F&A-041 It was MOVED and SECONDED

THAT The Finance and Audit Committee requests staff to not proceed any further with the possibility of using parkland for non-park use / an affordable housing component at the location of Hogg Park.

Motion CARRIED

Motion Number: 2021-F&A-042 It was MOVED and SECONDED

THAT The Finance and Audit Committee requests staff to terminate consideration of the follow projects due to lack of viability based on cost and regulatory barriers identified in this corporate report:

- a. Pickleball courts in the waterfront area;
- b. Volleyball courts in the intertidal area near East Beach;
- c. Ocean-based swimming tank near the Pier;
- d. Playhouse / Theatre expansion with White Rock Players Club;
- e. Acquisition of commercial space for a permanent art gallery location

Motion CARRIED

Note: Staff will continue to review for opportunities as they may arise regarding Item e. acquisition of commercial space for a permanent art gallery location

Motion Number: 2021-F&A-043 It was MOVED and SECONDED

THAT The Finance and Audit Committee requests staff to suspend consideration of mooring buoys near the breakwater, until after the status of the restoration of the Pier and West Wharf is resolved.

Motion CARRIED

Councillor Kristjanson voted in the negative

Motion Number: 2021-F&A-044It was MOVED and SECONDED

THAT The Finance and Audit Committee requests staff to bring forward a corporate report with information for utilizing Community Amenity Contributions (CAC's) and possibilities regarding each of the following:

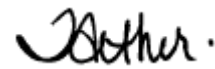
- 1) Removal of the ATM machine;
- 2) Illuminating East Beach / Beautify East Beach; and
- 3) Beautify new area of Hogg Park.

Motion CARRIED

6. CONCLUSION OF THE FEBRUARY 22, 2021 FINANCE AND AUDIT COMMITTEE MEETING

The meeting was concluded at 7:01 p.m.

Mayor Walker



Tracey Arthur, Director of Corporate
Administration



Tour de White Rock Committee

Minutes

February 11, 2021, 6:00 p.m.

Via Microsoft Teams

PRESENT:	A. Vigoda, Chairperson L. Taylor, Vice-Chairperson A. Anderson, Committee Member B. Coates, Committee Member V. Thomas, Committee Member R. Wright, Committee Member D. O'Hagan, Race Director
COUNCIL:	Councillor E. Johanson (non-voting)
GUEST:	Mayor D. Walker
ABSENT:	F. MacDermid, Committee Member L. Xu, Committee Member S. McQuade, Committee Member
STAFF:	E. Stepura, Director of Recreation and Culture J. Stech, Recreation Programmer K. Sidhu, Committee Clerk C. Richards, Committee Clerk

1. CALL TO ORDER

The Chairperson called the meeting to order at 6:03 p.m.

2. ELECTRONIC MEETING PROCEDURES/BEST PRACTICES

Corporate Administration provided a brief overview of how electronic meetings are to be conducted.

3. ADOPTION OF AGENDA

Motion Number: 2021-TDWR-01 It was MOVED and SECONDED

THAT the Tour de White Rock Committee adopt the agenda for the February 11, 2021 meeting as circulated.

Motion CARRIED

4. ADOPTION OF MINUTES

Motion Number: 2021-TDWR-02 It was MOVED and SECONDED

THAT the Tour de White Rock Committee adopts the minutes of the March 12, 2020 meeting as circulated.

Motion CARRIED

5. TOUR DE WHITE ROCK 2022 VISION

The Committee discussed the future vision of Tour de White Rock 2022.

Staff confirmed there will be no 2021 Tour De White Rock race and that an official announcement will be released soon.

Action Item: Staff to provide the Committee Chair with a draft communication that will be sent to the Tour de White Rock volunteers informing them of this year's race postponement.

In discussion, the following was noted:

- The importance of reaching out to previous and ongoing sponsors and communicate with them and validating that Tour de White Rock 2022 will be going forward. This will lay out the groundwork so there will be support for the 2022 race.
- An idea to showcase the history of Tour de White Rock, possibly a video that could be shared through social media and put on the website's landing page.

There was further discussion on budget and how to fund this video. Staff confirmed the 2021 Tour de White Rock funding has already been reallocated for City deficits due to COVID-19.

- The importance of utilizing and regularly posting on the Tour de White Rock Facebook page to keep the momentum going.
- Further discussion on ideas on how to reach out to the community for sponsors and volunteers.

6. WAYFINDING SIGNAGE

Staff presented on two (2) wayfinding signage program options that are available to the City and the associated costs as this was identified as a priority by the committee.

7. OTHER BUSINESS

None.

8. INFORMATION

8.1 COMMITTEE ACTION TRACKING

Corporate Administration provided an action-tracking document to the Committee for information. This spreadsheet will be updated after each meeting and provided to members for information.

9. 2021 MEETING SCHEDULE

The following meeting schedule was approved by the Committee and was provided for information purposes:

- March 11, 2021

10. **CONCLUSION OF THE FEBRUARY 11, 2021 TOUR DE WHITE ROCK
COMMITTEE MEETING**

The Chairperson declared the meeting concluded at 7:19 p.m.



A. Vigoda, Chairperson

K. Sidhu, Committee Clerk

UNAPPROVED



Environmental Advisory Committee

Minutes

February 18, 2021, 4:00 p.m.

Via Electronic Means

PRESENT:	R. Hynes, Chairperson S. Crozier, Vice-Chairperson W. Boyd P. Byer J. Lawrence I. Lessner D. Riley
COUNCIL:	Councillor E. Johanson, Council Representative (Non-voting) Councillor S. Kristjanson, Council Alternate (Non-voting) (entered the meeting at 4:22 p.m.)
STAFF:	J. Gordon, Director of Engineering and Municipal Operations G. Newman, Manager of Planning D. Johnstone, Deputy Corporate Officer C. Richards, Committee Clerk

1. **CALL TO ORDER**

The meeting was called to order at 4:01 p.m.

2. **ADOPTION OF AGENDA**

2021-EAC-020: It was MOVED and SECONDED

THAT the Environmental Advisory Committee amends the agenda for the February 18, 2021 meeting as follows:

- Add *Electrical Vehicle Parking Spaces* as item 5.1 under Other Business;
- Add *Update on the Draft Resolution Recommendation to Council* as item 5.2 under Other Business;

AND THAT adopt the agenda as amended.

Motion CARRIED

3. **ADOPTION OF MINUTES**

2021-EAC-021: It was MOVED and SECONDED

THAT the Environmental Advisory Committee amends the minutes of the February 4, 2021 as noted:

- Under Item 3, add "Committee members commented that the Environmental Advisory Committee recommendation also applies to existing parks."
- Under Item 6, amend the first bullet to read "Staff have **not** done further research on rodenticides."
- Under Item 7, amend the first bullet to read "The Committee discussed the ideas of banning single-use plastic in White Rock, **but decided to not pursue this issue within the remainder of their term.**"
- Under Item 8, amend the first bullet to read "The 2008 Environmental Strategic Plan (ESP) is to be discussed **in the next term.**"
- Under Item 8, amend the last bullet to read "It was suggested that the relevant elements of the current Official Community Plan be reviewed first";

AND THAT the minutes be adopted as amended.

Motion CARRIED

4. **DISCUSSION OF ENVIRONMENTAL PROVISIONS OFFICIAL COMMUNITY PLAN**

- Committee members P. Byer and J. Lawrence led a discussion of relevant elements of the 2017 Official Community Plan. The Committee discussed strategies and policies from the 2017 Official Community Plan relating to:

- Climate
- Greenhouse gas
- Energy
- Trees
- Canopies
- A member inquired how the discussed policies will fit within the Official Community Plan that is currently being reviewed.
 - Staff noted that time management is essential for the Official Community Plan review to ensure progress is being made on the conversation of building heights. Staff could consider recommendations, but not within the context of the current Official Community Plan review.

Councillor Kristjanson entered the meeting at 4:22 p.m.

- It was noted by staff tree retention is in the scope of the Official Community Plan review.
- It was noted that under Policy 9.5.1, the 2017 Official Community Plan states a commitment to update the green house gas emissions target for White Rock within the first two years of the release of the 2017 Official Community Plan. The targets were never met and are currently out of date. This matter was previously flagged as a strategic priority for Council.

ACTION ITEM: Chairperson Hynes to present at the next meeting a draft report regarding an amendment to Policy 12.5.1 of the 2017 Official Community Plan's Green House Gas targets.

ACTION ITEM: Committee members P. Byer and J. Lawrence to further review Policy 12.5.4, Energy Step Code, and Policy 12.5.7, Electric Vehicles, and provide proposals regarding these policies for the following meeting.

5. **OTHER BUSINESS**

5.1 **Electric Vehicle Parking Spaces**

The Committee discussed the allocation of one (1) electric vehicle parking space / charging station per every ten (10) regular parking spaces. The following was noted:

- A member expressed concerns that allocating ten (10) percent of parking spaces for electric vehicle charging stations is inadequate.

ACTION ITEM: Committee member P. Byer to research other municipalities' plans regarding electric vehicles.

- Members noted that there may be other vehicle alternatives in the future that may be more energy efficient in the long run, which may not require an electric charging station.
- In response to a question from the Committee staff noted that the City currently has four (4) electric vehicles.

5.2 Update on the Draft Resolution Recommendation to Council

The Committee discussed the draft resolution recommendation that is being presented to Council at the February 22, 2021 Regular Council meeting.

- Councillor Johanson intends on introducing the topic.
- Chairperson Hynes and Vice-Chairperson S. Crozier plan to attend the meeting.
- It was noted that Council may refer staff to review the draft resolution report.

6. INFORMATION

6.1 COMMITTEE ACTION TRACKING

The Committee discussed outstanding and accomplished items on the Committee Action Tracking document.

7. 2021 MEETING SCHEDULE

The following meeting schedule was approved by the Committee at the November 19, 2020 meeting and was provided below for information:

- March 4; and
- March 18.

8. **CONCLUSION OF THE FEBRUARY 18, 2021 ENVIRONMENTAL ADVISORY COMMITTEE MEETING**

The meeting concluded at 6:08 p.m.

R. Hynes, Chairperson



Chloe Richards, Committee Clerk

UNAPPROVED



Arts and Cultural Advisory Committee

Minutes

February 23, 2021, 3:00 p.m.

Via Microsoft Teams

PRESENT:

- M. Partridge, Chairperson
- P. Petrala, Vice-Chairperson
- K. Breaks, Committee Member (left meeting at 4:04 p.m.)
- E. Cheung, Committee Member
- J. Davidson, Committee Member (entered meeting at 3:04 p.m.)
- J. Adams, Committee Member (entered the meeting at 3:21 p.m.)
- D. Thompson, Committee Member
- M. Pederson, Committee Member
- K. Bjerke-Lisle, Executive Director of the White Rock Museum (non-voting)
- D. Kendze, Manager of the White Rock Library (non-voting) (left meeting at 4:05 p.m.)

COUNCIL:

- Councillor A. Manning (non-voting)

ABSENT:

- M. Bali, Committee Member
- P. Higinbotham, Committee Member

STAFF:

- E. Stepura, Director of Recreation and Culture
- E. Keurvorst, Manager of Cultural Development
- K. Sidhu, Committee Clerk
- C. Richards, Committee Clerk

1. **CALL TO ORDER**

The meeting was called to order at 3:02 p.m.

2. **ADOPTION OF AGENDA**

Motion Number: 2021-ACAC-004 It was MOVED and SECONDED

THAT the Arts and Cultural Advisory Committee adopt the agenda for February 23, 2021 as circulated.

Motion CARRIED

3. **ADOPTION OF MINUTES**

Motion Number: 2021-ACAC-005 It was MOVED and SECONDED

THAT the Arts and Cultural Advisory Committee adopts the minutes of the January 26, 2021 as circulated.

Motion CARRIED

J. Davidson entered the meeting at 3:04 p.m.

4. **COMMUNICATIONS WORKING GROUP UPDATE**

The Arts and Cultural Advisory Committee continued the Communications Working Group update discussion.

The Manager of Arts and Cultural Development provided an overview of the Arts and Cultural Advisory Committee Draft Strategic Plan.

J. Adams entered the meeting at 3:21 p.m.

The Committee went through each item and created a workplan on resources required as well as forecasting start times and process. The Committee expressed frustration with the lack of resources available to implement the ideas and plans. However, the importance of not losing momentum for these projects was expressed.

K. Breaks left the meeting at 4:04 p.m.

D. Kendze left the meeting at 4:05 p.m.

5. **OTHER BUSINESS**

Action item: The Manager of Cultural Development to email a volunteer opportunity with the City to the Committee.

6. **INFORMATION**

6.1 **COMMITTEE ACTION TRACKING**

The Committee discussed outstanding and accomplished items on the Committee Action Tracking document.

7. **2021 MEETING SCHEDULE**

The 2021 Arts and Cultural Advisory Committee meeting schedule as adopted is noted for reference purposes:

- March 23.

8. **CONCLUSION OF THE FEBRUARY 23, 2021 ARTS AND CULTURAL ADVISORY COMMITTEE MEETING**

The Chairperson declared the meeting concluded at 4:59 p.m.



M. Partridge, Chairperson

K. Sidhu, Committee Clerk



Housing Advisory Committee

Minutes

February 24, 2021, 3:30 p.m.

Via Microsoft Teams

PRESENT: C. Bowness, Committee Member (entered meeting at 3:31 p.m.)
C. Harris, Committee Member
M. Sabine, Committee Member
G. Duly, Committee Member (left the meeting at 5:02 p.m.)
A. Mamgain, Committee Member
T. Halford Member of Legislative Assembly, Surrey-White Rock (non-voting) (entered the meeting at 4:00 p.m. and left at 5:05 p.m.)

COUNCIL: Councillor A. Manning, Chairperson (non-voting)
Councillor E. Johanson (non-voting) (entered meeting at 3:31 p.m.)

GUEST: Mayor D. Walker (non-voting)

ABSENT: U. Maschaykh, Committee Member
K. Findlay, Member of Parliament, South Surrey-White Rock (non-voting)
R. Bayer, Peninsula Homeless to Housing Task Force (PH2H) (non-voting)

STAFF: G. Newman, Manager of Planning
K. Sidhu, Committee Clerk
C. Richards, Committee Clerk

1. **CALL TO ORDER**

The Chairperson called the meeting to order at 3:30 p.m.

2. **ADOPTION OF AGENDA**

Motion Number: 2021-HAC-003 It was MOVED and SECONDED

THAT the Housing Advisory Committee amends the agenda for February 24, 2021 to:

- Add on-table document "Defining Affordable Housing" to Item 4; and

THAT the agenda be adopted as amended

Motion CARRIED

Councillor Johanson entered the meeting at 3:31 p.m.

3. **ADOPTION OF MINUTES**

Motion Number: 2021-HAC-004 It was MOVED and SECONDED

THAT the Housing Advisory Committee adopts the minutes of the January 27, 2021 meeting as circulated.

Motion CARRIED

C. Bowness entered the meeting at 3:33 p.m.

4. **DRAFT DEFINITION OF AFFORDABLE HOUSING IN WHITE ROCK**

The Manager of Planning provided a draft definition of "affordable housing".

The following discussion points were noted:

- The differences in accommodation costs vary between the size of households. For example, a family with three (3) children may have more expensive accommodation costs than a single young professional.
- Staff noted there is a policy in the Official Community Plan (OCP) that promotes Family Friendly Housing, being households with two and three, or more, bedrooms.

- The qualifications and benefits of the BC Housing Affordable Home Ownership Program as well as other rent supplement programs available for families and seniors are accessible through BC Housing.
- The importance of addressing the homelessness issue provincially and federally.
- To ensure recipients of the support programs are not receiving funds from elsewhere, staff confirmed they would have to demonstrate their income. There are other checks in place as well.

MLA T. Halford entered the meeting at 4:00 p.m.

The Manager of Planning provided an overview on testing defining affordable housing with four (4) scenarios:

- Scenario 1: Single Minimum Wage Earner
- Scenario 2: Senior(s) Living on Fixed Income
- Scenario 3: Young Two-Earner Family
- Scenario 4: Person with Disability

Staff announced that the City has retained a Consultant from "City Spaces" to assist on the Housing Needs Report. Staff noted that City Spaces has done a lot of housing work in the lower mainland and is familiar with strategies to address housing needs that may be found to exist in White Rock

Action Item: The Manager of Planning to invite members from City Spaces to attend the next Housing Advisory Committee.

The Committee discussed the importance of working with the City of Surrey to form a solution for housing needs.

G. Duly left the meeting at 5:02 p.m.

MLA T. Halford left the meeting at 5:05 p.m.

5. HOUSING NEEDS SURVEY RESULTS

The Manager of Planning provided a snapshot of the results from the Housing Needs Survey. Staff confirmed there was a high participation rate, with the majority of participants residing in White Rock. The data from this survey will be compiled into a report and published for Council and residents.

6. OTHER BUSINESS

None

7. INFORMATION

7.1 COMMITTEE ACTION TRACKING

Corporate Administration provided an action-tracking document to the Task Force for information. This spreadsheet will be updated after each meeting and provided to members for information.

8. 2021 MEETING SCHEDULE

The following meeting schedule was approved by the Committee and is provided for information purposes:

- March 24, 2021
- April 28, 2021
- May 26, 2021
- June 23, 2021
- July 28, 2021
- September 22, 2021
- October 27, 2021
- November 24, 2021

9. **CONCLUSION OF THE FEBRUARY 24, 2021 HOUSING ADVISORY COMMITTEE MEETING**

The Chairperson declared the meeting concluded at 5:23 p.m.



A. Manning, Chairperson

K. Sidhu, Committee Clerk

UNAPPROVED

THE CORPORATION OF THE
CITY OF WHITE ROCK



ADVISORY DESIGN PANEL
TERMS OF REFERENCE

Last Updated: January, 2021

1. Role and Mandate:

- a) The Advisory Design Panel (the Panel) is appointed by Council to provide comments and suggestions to applicants, City staff, and decision makers, that will help improve the overall quality of building and site design thereby providing benefit to the community.
- b) In the review of development permit applications referred to it by the Development Services Department (the Department), the Panel will consider the following:
 - the alignment of the project with applicable policies of the Official Community Plan and the Development Permit Area Guidelines which apply to the site;
 - form and character impacts that may arise out of a request for relief from a zoning bylaw standard(s) (e.g., reduction in yard setbacks, additional building height, etc.);
 - the intended function of the project and how the development fits within the neighbourhood context (e.g., urban design, site design, compatibility of built form, the potential for land use impacts such as shadowing, insufficient parking, negative impacts to traffic volumes, etc.);
 - the overall quality of building and site design considering:
 - the livability of the project for future occupants / site users including specific regard for public safety (CPTED) and accessibility;
 - the constructability of the design with regard to the potential impact on building longevity and cost (affordability for future owners / renters);
 - the environmental sustainability of the design considering efforts for stormwater retention, passive solar gain, electric vehicle use, and other measures;
 - the way in which the building design interacts with, and positively contributes to, the public realm (e.g., interface of the building with the street, landscaping treatment, pedestrian connections, variability in design and massing, etc.);
 - the impact of the siting of buildings and structures, as well as other site features (e.g., driveways, impermeable amenity spaces, etc.) on protected trees, both private and public, and the ability to avoid tree removals and/or support tree plantings through the design of the building(s) and the layout of the site; and
 - the potential for conflicts with other municipal bylaws where such conflicts may affect the overall form and character of the development or the way in which the project upholds the policy objectives of the Official Community Plan.
- c) The Panel will consider the above-listed matters when reviewing a development permit application and in making recommendations to Council.

- d) Per Council Policy 509 (Development Approval Procedures City Owned Public Space), the Panel will provide feedback in the form of a resolution to Council regarding proposals for new City-owned buildings that are publically-accessible considering the factors outlined in Section 1.b) of these Terms of Reference.

2. Composition

- a) The Panel shall be composed of a minimum of six (6) positions to include:
 - Two (2) Architects members of the Architectural Institute of British Columbia (AIBC) with one member being appointed for a one (1) year term and the other being appointed for a two (2) year term, when feasible;
 - One (1) landscape architect member of the British Columbia Society of Landscape Architects or a landscape specialist from a related background;
 - One (1) representative of those who have physical mobility limitations, being a person with a disability or someone involved in working with persons with a disability; and
 - Up to three (3) City of White Rock residents and/or property owners, with backgrounds in civil engineering, urban planning, real estate, development, construction, architectural technology (AT.AIBC), building design (BD.AIBC) or residential design (RD.AIBC).
- b) The following representatives will participate as liaisons and as non-voting members:
 - The Director of Planning and Development Services (the Director) (or designate);
 - The Director of Engineering and Municipal Operations (or designate);
 - The Fire Chief (or designate);
 - A representative of the White Rock Business Improvement Association (BIA) to speak to projects in the City's commercial areas; and
 - A representative of the White Rock RCMP with a background in Crime Prevention Through Environmental Design (CPTED) principles.
- c) The Director shall appoint a secretary to the Panel who shall be a non-voting member.

3. Appointments

- a) Appointments to the Advisory Design Panel are made annually by Council.
- b) The length of terms of each member shall be two (2) years with an option for re-appointment. In the event of a Panel vacancy, Council shall appoint a replacement.
- c) Members of the Architectural Institute of British Columbia shall comply with the terms of AIBC's "Bulletin # 65: Advisory Design Panel Standards for Procedures and Conduct", as may be amended, including terms of appointment contained therein.
- d) One member of the Panel shall be designated as the Chair and one member as a Vice-Chair to serve in the absence of the Chair. These members shall be designated annually by Council. If neither the Chair nor the Vice-chair can attend the meeting, then the Director (or designate) will facilitate the meeting when quorum is available.

4. Responsibilities of the Chair, Secretary and Director of Development Services

- a) The Chair shall Chair meetings of the Panel and represent the Panel between meetings.
- b) The Secretary is responsible for the following:
 - preparation and circulation of the agenda and minutes to Panel members;
 - recording of minutes of Panel meetings;
 - ensuring that a quorum is available for each meeting; and
 - making any arrangements required to facilitate meetings.
- c) The Director (or designate) is responsible for the following:
 - ensuring that the applicant(s) are notified of the Panel meeting;
 - arranging for all materials to be submitted to the Department at least 14 days prior to the Panel meeting;
 - facilitating the meeting in the absence of both the Chair and the Vice-chair;
 - ensuring that the applicant(s) are advised of the resolution of the Panel; and
 - providing the applicant(s) with a copy of the minutes of the Panel meeting.

5. Quorum

- a) All actions and recommendations by the Panel, except as otherwise provided for, shall be done and made by quorum of the members present at the Panel meetings.
- b) Four (4) members of the Panel, with a minimum of two members filling either the two Architect positions or one Architect position and one Landscape Architect position, shall constitute a quorum, and the decisions and recommendations of a quorum shall be the decisions and recommendations of the Panel.

6. Procedures

- a) All proceedings of the Panel shall be held in open meetings.
- b) Meetings of the Panel shall be called by the Department as required and shall generally not be held more often than two times in one month. Meetings will typically be scheduled on a Tuesday starting at 3:30pm and ending at 6:30pm, or earlier as appropriate.
- c) Meetings may be conducted using electronic resources when necessary to do so.
- d) When Development Services Staff (Staff) are of the opinion that a project should be reviewed by the Panel, the project shall be placed on the agenda of the earliest possible meeting.
- e) In order to facilitate an effective review of the project, Applicants must provide Staff with sufficient contextual material and information generally in accordance with Schedule A "Advisory Design Panel Submission Requirements" attached hereto and forming part of these Terms of Reference, a minimum of 14 days prior to the date of the related Panel meeting.
- f) The submission materials shall be circulated by the Secretary to the members of the Panel a minimum of five (5) days before the scheduled meeting.

- g) Staff will provide a brief introduction to each development proposal prior to turning the floor over to the proponent and/or their project team. Staff will, generally, reference:
- Applicable Official Community Plan (OCP) policies;
 - Applicable Development Permit Area (DPA) Guidelines;
 - Nature of public comments received to date including any recurring topics of interest;
 - The extent of any relief sought from the Zoning Bylaw; and
 - Potential conflicts with applicable regulations (municipal bylaws);
- h) In order to maintain the independence of the Panel, Staff shall generally only act to provide the Panel with clarification regarding OCP policy and any applicable regulatory controls, background information including the results of any technical study, and details regarding next steps in the approvals process. In situations where the applicant disagrees with design-related feedback provided by Staff, the applicant, or Staff, may request that such matters be explicitly considered by the Panel, with associated direction (feedback) forming part of the minutes of the meeting.
- i) The Applicant shall have the opportunity to present their design to the Panel and will be expected to address the following; some deviation may be granted depending on the complexity of the project:
- i) Project Description (e.g., alignment with policies of Official Community Plan, tenure of housing, results of technical study, etc.);
 - ii) Zoning Compliance Matrix (e.g., existing and proposed zone standards, areas of zoning relief sought, etc.);
 - iii) Design Rationale (e.g., materials and methods of construction, sustainable design elements, efforts to retain mature trees, contributions to the public realm, etc.);
 - iv) Public Information Meeting (e.g., summary of feedback received);
 - v) Development Permit Area (DPA) Guideline Response Table (e.g., summary of how the project upholds applicable DPA guidelines);
 - vi) Contextual Information (e.g., parcel fabric, ortho imagery, land use designation per OCP and zoning, etc.);
 - vii) Contextual Renderings and Elevations;
 - viii) Site and Streetscape Photos;
 - ix) Colours and Materials Board (e.g., samples of colour palettes and exterior finishes to be used, photos of real world use of colours and materials proposed, etc.);
 - x) Site Plan (e.g., siting of buildings and structures, driveways, amenity areas and programming, landscaping, etc.);
 - xi) Shadow Impact Study (e.g., impact of the project on adjacent properties);
 - xii) Wind Impact (e.g., driving rain impacts, down-draft impacts to pedestrians, mitigative measures and design);
 - xiii) Tree Survey (e.g., plan illustrating “protected trees” as defined in the City’s Tree Management Bylaw, 2008, No. 1831 – demonstrated efforts to retain trees);
 - xiv) Architectural Drawings (e.g., elevation drawings, floor plans, key sections to demonstrate floor to ceiling heights and structural design elements, etc.);
 - xv) Landscape Plan (e.g., design rationale, materials plan, specification / detail drawings, grading plans, planting plants, illustrative landscape plans – lighting details, etc.);
- j) The level of detail presented by Applications shall be tailored to the complexity of the proposal and shall, generally, not exceed a period of 20 minutes.

- k) Following the Applicant's presentation, the Chair shall lead a discussion of the proposal amongst members of the Panel. Discussion shall begin with a round of questions for the applicant followed by comments tied to items outlined in Section 1.0 of these Terms of Reference.
- l) The Chair shall make reasonable efforts to limit the presentations and related discussions to a timeframe of not more than 60 minutes for simple projects (i.e., residential infill, duplex, triplex) and 90 minutes for complex projects (i.e., multifamily developments).
- m) Once the discussion has concluded, the Chair will seek a motion regarding the proposal. The motion may be presented as follows, or with alternate format as desired by the Panel:
 - i) a recommendation to support the project proceeding to Council, as presented;
 - ii) a recommendation to support the project proceeding to Council, subject to considerations (specifics to be listed by the Panel) made to the satisfaction of Staff;
 - iii) a recommendation to defer the project pending the resolution of issues (to be listed by the Panel) following which the application would be brought back to the Panel and the Applicant would be expected to speak to how changes were made to address the issues; or
 - iv) a recommendation to deny the application on the basis of factors to be listed / identified by the Panel; this option assumes the applicant is not amenable to making changes in response to the feedback of the Panel.

A majority of support from voting members of the Panel, in attendance during the meeting, is required in order for the motion to carry.

- n) The resolutions of the Panel shall be forwarded to the Director and shall be made available to the applicant within five (5) business days.
- o) The Director shall consider the Panel's resolutions including any requests by the Panel for re-submission, and the applicant's response to the Panel's concerns and resolutions, and report to the Council with appropriate recommendations in due course. If the recommendations of the Director to the Council differ from those of the Panel, the Council shall be so advised.
- p) Draft meeting minutes will be circulated to members of the Panel by the Director (or delegate) within two weeks of the meeting.
- q) The presentations made to the Panel by the applicant and the adopted meeting minutes will be posted on the City's website.
- r) The Panel will review annually its procedures and processes as set out in these Terms of Reference.

Schedule A

Advisory Design Panel Submission Requirements

The following Table outlines the Submission Requirements for “simple” and “complex” development permit applications. Simple applications are those which propose “intensive residential infill”, as described in the Official Community Plan, a duplex or triplex. Complex applications are those related to residential development including four or more dwelling units, non-residential development, or a mixed use project. City staff will outline the number of hard copies required with each application. In all cases, a copy of each of the items outlined below is required in electronic format.

Submission Item		Submission Requirement	
		Complex	Simple
<input type="checkbox"/>	Project Description	<input type="checkbox"/> Cover letter including reference to applicable policies of the Official Community Plan, intended tenure of development, potential parking and traffic impacts (and results of related technical study), and experience of the proponent;	<input type="checkbox"/> Cover letter including reference to applicable policies of the Official Community Plan and overall project intent;
<input type="checkbox"/>	Zoning Compliance Matrix	<input type="checkbox"/> Zoning Compliance Matrix , highlighting existing and proposed zoning, general site statistics (e.g., lot area, frontage, width, etc.) and any relief sought from General Provisions and Regulations of the Zoning Bylaw (Section 4.0);	
<input type="checkbox"/>	Design Rationale	<input type="checkbox"/> Design rationale including statements regarding: articles of construction (construction form and character); structural elements used in building; landscaping plan; stormwater management and sewage reduction strategies with emphasis on low-impact design; efforts to retain mature trees; efforts to integrate design with the character of nearby development (compatibility); efforts to promote sustainability; contributions to the public realm (e.g., open spaces, amenity, public art, etc.); measures to support “Crime Prevention Through Environmental Design” (CPTED); and accessibility.	<input type="checkbox"/> Design rationale including statements regarding: stormwater management and sewage reduction strategies; landscaping plan; efforts to retain mature trees; efforts to integrate design with the character of nearby development (compatibility); efforts to promote sustainability; contributions to the public realm (e.g., open spaces, amenity, public art, etc.); measures to support “Crime Prevention Through Environmental Design” (CPTED); and accessibility.
<input type="checkbox"/>	Public Information Meeting (PIM) Summary	<input type="checkbox"/> Copy of PIM Summary as required by Planning Procedures Bylaw	

Submission Item		Submission Requirement	
		Complex	Simple
<input type="checkbox"/>	DPA Guideline Response Table	Development Permit Area (DPA) Guideline – Table explaining how the project meets each element of the relevant DPA Guideline.	
<input type="checkbox"/>	Contextual Information	<input type="checkbox"/> Plan view of subject property(ies) within context (Scale 1:1000) including the following: <ul style="list-style-type: none"> ○ Parcel mapping ○ Ortho imagery ○ OCP Land Use Designation ○ Zoning <i>(this can be collected via the City of White Rock COSMOS web mapping platform)</i>	
<input type="checkbox"/>	Contextual Renderings and Elevations	<input type="checkbox"/> Three dimensional massing model of the development including, at a minimum, the massing of buildings on adjacent parcels. <input type="checkbox"/> Colour renderings with adjacent buildings <input type="checkbox"/> Street Profile (two-dimensional) elevation drawing of the development and adjacent buildings on each property abutting the subject property(ies)	
<input type="checkbox"/>	Site Photos	<input type="checkbox"/> Colour Photos of the property(ies) subject to the proposal and existing development within 50 metres of the property	
<input type="checkbox"/>	Colours & Materials Board	<input type="checkbox"/> Illustration or sample board that includes the colour and finish of the exterior materials to be used in the project. A physical colours and material samples board will be required during the presentation of the project to the Advisory Design Panel.	
<input type="checkbox"/>	Site Plan	<input type="checkbox"/> Illustration of all buildings and structures relative to the legal (surveyed) boundaries of the subject property(ies) including building dimensions (in metric), easements, rights-of-way, yard setbacks, parking areas, the location of any “protected trees” (subject to White Rock Tree Management Bylaw 1831) – including an indication of any trees to be removed and retained, driveways and drive aisles, and other site features (e.g., garbage storage areas, general landscaping components, site lighting, etc.).	
<input type="checkbox"/>	Shadow Impact Study	<input type="checkbox"/> This set of illustrations will demonstrate the shadow impact from the proposed development (on existing properties & buildings), including illustration for the Vernal Equinox (March), Summer Solstice (June), Autumnal Equinox (September) and Winter Solstice (December) at 10:00 am, 12:00 pm, 2:00 pm, and 4:00 pm. <input type="checkbox"/> Shadow analysis should also evaluate impact of the shadows created by existing development on the proposed development.	Not Applicable

Submission Item		Submission Requirement	
		Complex	Simple
<input type="checkbox"/>	Wind Impact (including Driving Rain Impact)	<input type="checkbox"/> This analysis shall identify the potential impact of wind on the areas around the exterior of the building, both on-site and off-site, including the potential for downdraft impacts to pedestrians. The analysis should identify mitigative measures used to limit the impact of wind.	Not Applicable
<input type="checkbox"/>	Tree Survey by a certified Arborist	Plan identifying all current on-site “protected trees”, as defined in City of White Rock Tree Management Bylaw, 2008, No. 1831, with reference to any City trees (e.g., within an adjacent boulevard or road right-of-way) and off-site “protected trees” that may be impacted by the proposal. The Plan should identify trees to be removed in support of the project. For each tree to be retained and removed, identify the type and DBH.	
<input type="checkbox"/>	Architectural Drawings	<input type="checkbox"/> Elevation drawings illustrating each façade of the building; <input type="checkbox"/> Elevation (streetscape) drawings illustrating the development and abutting buildings as viewed from the public realm (i.e., street); <input type="checkbox"/> All facades of the building(s) are to be illustrated with proposed exterior finishes (materials) and colours clearly labelled. No vinyl or stucco can be proposed. <input type="checkbox"/> Floor plans of every storey of the development including below grade parkade and any rooftop spaces. <input type="checkbox"/> Building sections (indicating floor to floor dimensions, terracing and setbacks, parking garage slopes and ramping, etc.) <input type="checkbox"/> Site section to confirm site slope <input type="checkbox"/> Signage details including materials, sign type, text height/proportions, location(s) within the development – particular emphasis on signage as viewed from the public realm;	<input type="checkbox"/> 3D rendering of the development including contextual features (e.g., roadways, nearby buildings, existing mature trees, off-site boulevard components, etc.) <input type="checkbox"/> Elevation drawings illustrating each façade of the building; <input type="checkbox"/> Elevation (streetscape) drawings illustrating the development and abutting buildings as viewed from the public realm (i.e., street); <input type="checkbox"/> All facades of the building(s) are to be illustrated with proposed exterior finishes (materials) and colours clearly labelled. No vinyl or stucco can be proposed.

Submission Item		Submission Requirement	
		Complex	Simple
<input type="checkbox"/>	Landscape Plan	<ul style="list-style-type: none"> <input type="checkbox"/> Design rationale including statements regarding: stormwater management and sewage reduction strategies with emphasis on low-impact design; efforts to retain mature trees; efforts to integrate design with the character of nearby development; contributions to the public realm (e.g., open spaces, amenity, public art, etc.); measures to support “Crime Prevention Through Environmental Design” (CPTED); and accessibility. <input type="checkbox"/> Materials Plan including reference to paving, retaining walls, railings, fencing, gates, site furnishings, lighting, play structures, and related features; <input type="checkbox"/> Spec / detail drawings of proposed landscape features (e.g., public art, furniture, playground / children’s play equipment, etc.) <input type="checkbox"/> Grading Plan illustrating drainage, storm water management facilities and features, surface materials including reference to whether such are pervious or impervious, building grades, finished floor grades, hydro kiosks, off-site grading within 3 metres of the legal boundaries of the property(ies), and location of super-structure / structural components (e.g., below-ground parkade) <input type="checkbox"/> Planting Plan showing proposed plant materials (on-site and off-site where applicable – on all levels) at 75% mature size, plant list with botanical and common names, location and size of existing trees to be retained; <input type="checkbox"/> Illustrative landscape plan (to be shown on overall building renderings); 	<ul style="list-style-type: none"> <input type="checkbox"/> Design rationale including statements regarding: stormwater management and sewage reduction strategies with emphasis on low-impact design; efforts to retain mature trees; efforts to integrate design with the character of nearby development; contributions to the public realm (e.g., open spaces, amenity, public art, etc.); measures to support “Crime Prevention Through Environmental Design” (CPTED); and accessibility. <input type="checkbox"/> Materials Plan including reference to paving, retaining walls, railings, fencing, gates, site furnishings, lighting, play structures, and related features; <input type="checkbox"/> Grading Plan illustrating drainage, storm water management facilities and features, surface materials including reference to whether such are pervious or impervious, building grades, finished floor grades, hydro kiosks, off-site grading within 3 metres of the legal boundaries of the property(ies), and location of super-structure / structural components (e.g., below-ground parkade) <input type="checkbox"/> Planting Plan showing proposed plant materials (on-site and off-site where applicable – on all levels) at 75% mature size, plant list with botanical and common names, location and size of existing trees to be retained; <input type="checkbox"/> Illustrative landscape plan (to be shown on overall building renderings);

The Corporation of the CITY OF WHITE ROCK BYLAW 2371



A Bylaw to amend the
"White Rock Zoning Bylaw, 2012, No. 2000" as amended

The CITY COUNCIL of the Corporation of the City of White Rock, in open meeting assembled,
ENACTS as follows:

1. Schedule "A" of the "White Rock Zoning Bylaw, 2012, No. 2000" as amended is further amended by removing Section 4.14.6 in its entirety and replacing the section with the following new section 4.14.6:

"4.14.6 Accessible Parking:

1) Accessible Parking Dimensions:

- a) Accessible parking spaces shall have a minimum length of 5.5m and a minimum width of 2.5m.
- b) Van-accessible parking spaces shall have a minimum length of 5.5m and a minimum width of 3.4m.
- c) The access and egress route to and from accessible and van-accessible parking spaces must have a minimum vertical clearance of 2.3m.
- d) Accessible parking spaces and van-accessible parking spaces shall have an adjacent access aisle on one side with a minimum width of 1.5m that may be shared between two adjacent accessible and / or van-accessible parking spaces.
- e) A wheel stop shall be placed 0.6m from the end of each accessible and van-accessible parking spaces.

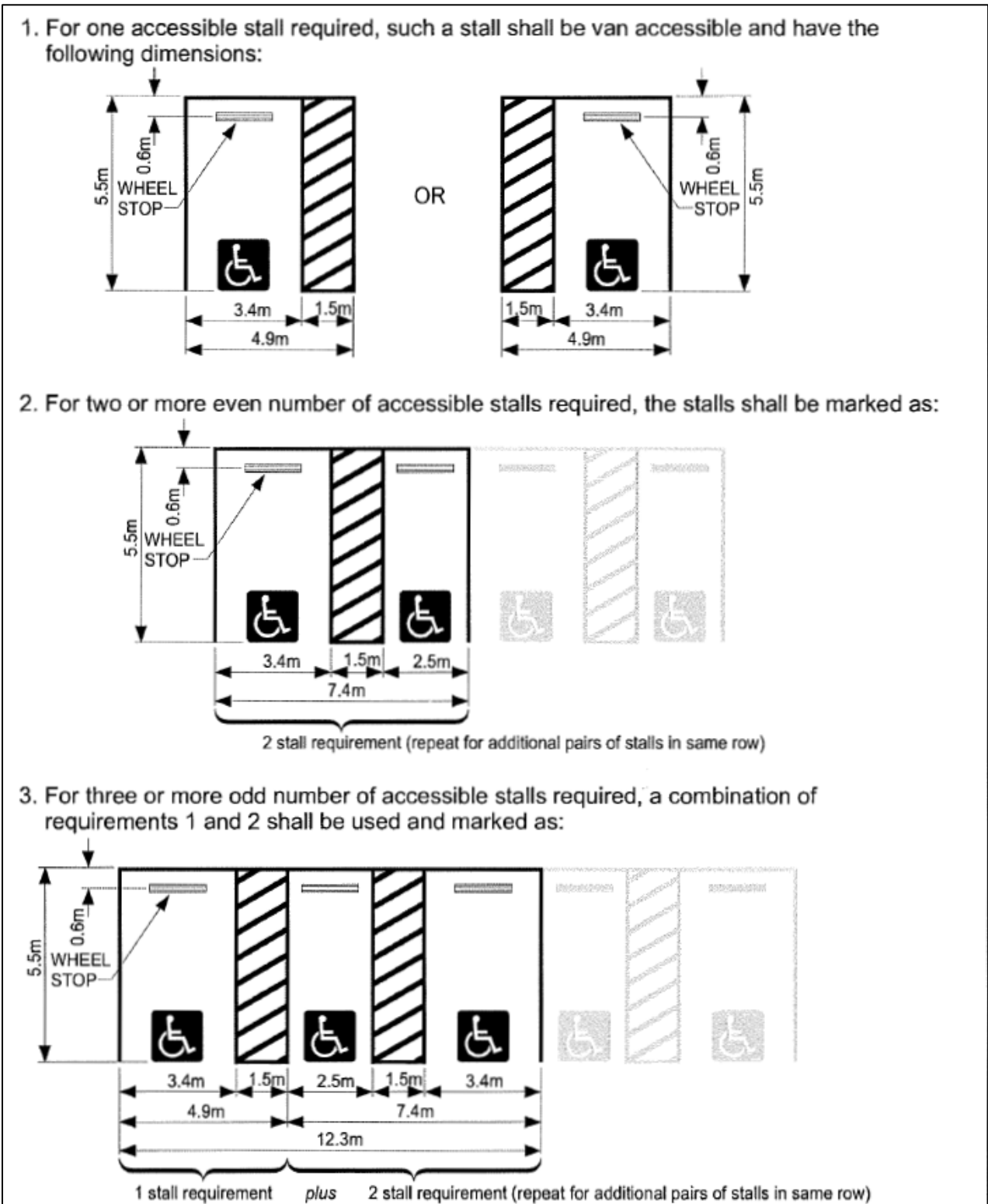
2) Accessible Parking Supply:

- a) Accessible and van-accessible parking spaces shall be provided in accordance with the following supply requirements:

Total Required Parking Spaces	Minimum Required Van-Accessible Spaces	Minimum Required Accessible Spaces
5 or less	0	0
6 to 50	1	0
51 to 100	1	1
101 to 150	2	1
151 to 200	2	2
Over 200	5 plus 1 for every additional 100 required parking spaces or fraction thereof. <ul style="list-style-type: none">• When the required accessible space supply is an even number there must be an equal number of van-accessible spaces to standard accessible spaces.• When the required accessible space supply is an odd number there should be one additional van-accessible space than standard accessible spaces.	

3) Accessible Parking Dimensions and Layout

The dimensions and layout of accessible parking shall comply with the following:



2. This Bylaw may be cited for all purposes as the "*White Rock Zoning Bylaw 2012, No. 2000, Amendment (Accessible Parking Standards) Bylaw, 2020, No. 2371*".

RECEIVED FIRST READING on the	25 th	day of	January, 2021
RECEIVED SECOND READING on the	25 th	day of	January, 2021
PUBLIC HEARING held on the	1 st	day of	March, 2021
RECEIVED THIRD READING on the		day of	
RECONSIDERED AND FINALLY ADOPTED on the		day of	

Mayor

Director of Corporate Administration

**The Corporation of the
CITY OF WHITE ROCK
BYLAW No. 2373**



A Bylaw to amend the
"White Rock Zoning Bylaw, 2012, No. 2000" as amended

The CITY COUNCIL of the Corporation of the City of White Rock in open meeting assembled ENACTS as follows:

1. THAT Schedule C of the *White Rock Zoning Bylaw, 2012, No. 2000* as amended is further amended by rezoning the following lands:

Lot B Section 10 Township 1 New Westminster District Plan BCP33380
PID: 027-321-690
(14401 Sunset Drive)

as shown on Schedule "1" attached hereto, from the 'RS-1 One Unit Residential Zone' to 'CD-65 Comprehensive Development Zone (14401 Sunset Drive).'

2. THAT *White Rock Zoning Bylaw, 2012, No. 2000* as amended is further amended:

(1) by adding to the Table of Contents for 'Schedule B (Comprehensive Development Zones)', Section 7.65 CD-65 Comprehensive Development Zone';

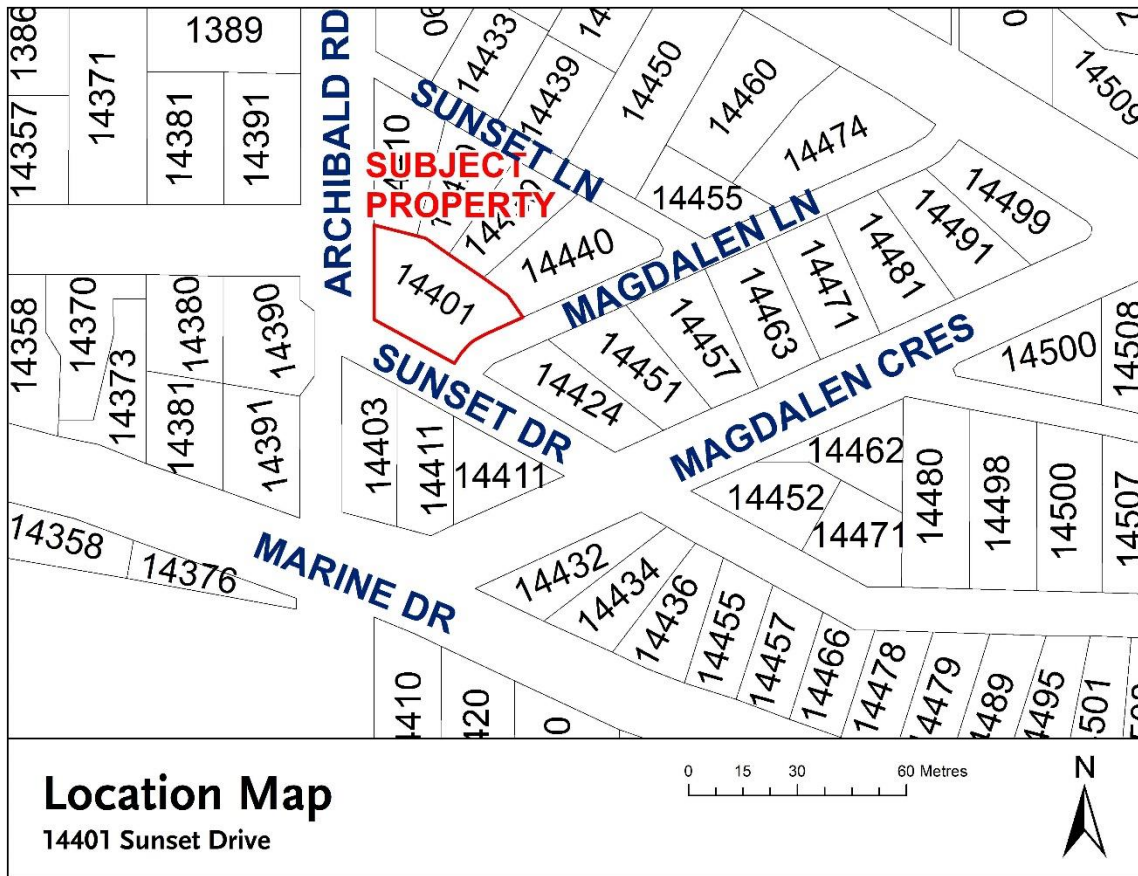
(2) by adding the attached Schedule "2" to 'Schedule B (Comprehensive Development Zones)' Section 7.65 CD-65 Comprehensive Development Zone'.

3. This bylaw may be cited for all purposes as "*White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-65 – 14401 Sunset Drive) Bylaw, 2020, No. 2373*".

Public Information Meeting held this	20 th day of	October , 2020
Read a first time this	8 th day of	February, 2021
Read a second time this	8 th day of	February, 2020
Considered at a Public Hearing this	1 st day of	March , 2020
Read a third time this	day of	, 2020
Adopted this	day of	, 2020

Mayor

Director of Corporate Administration



7.65 CD-65 COMPREHENSIVE DEVELOPMENT ZONE

INTENT

The intent of this zone is to accommodate the subdivision of the subject properties in order to create two single family lots on smaller, irregularly shaped lots with a minimum lot size of 443 m² (4,766 ft²).

1. Permitted Uses:

- 1) a one-unit residential use in conjunction with not more than one (1) of the following accessory uses:
 - (a) an *accessory child care centre* in accordance with the provisions of Section 5.1.
 - (b) an *accessory boarding use* in accordance with the provisions of Section 5.4.
 - (c) an *accessory bed and breakfast use* in accordance with the provisions of Section 5.7.
- 2) an accessory home occupation in conjunction with a one-unit residential use and in accordance with the provisions of Section 5.3;
- 3) a care facility in accordance with the provisions of Section 5.1.

2. Lot Size:

- 1) The minimum lot width, lot depth and lot area in the CD-65 zone are as follows:

Lot width	12.49 m (40.9 ft)
Lot Depth	West Lot: 27m (88.6 ft) East Lot: 24m (78.8 ft)
Lot Area	443m ² (4,766 ft ²)

3. Lot Coverage:

- (a) The maximum *lot coverage* in the CD-65 zone is 35%.

4. Floor Area:

- 1) maximum residential gross floor area shall not exceed 0.47 times the *lot area*.
- 2) notwithstanding any other provision in this bylaw, only one basement storey is permitted.

5. Building Height:

- 1) *principal buildings* shall not exceed a height of 4.87m (15.97ft) from *average natural grade*.
- 2) *ancillary buildings and structures* shall not exceed a height of 4.0m (13.12ft) from *average natural grade*.

6. Minimum Setback Requirements:

- 1) principal buildings and ancillary buildings and structures in the CD-65 zone shall be sited in accordance with the following minimum setback requirements:

Setback	Principal Building	Ancillary Buildings and Structures
Front lot line	7.5m (24.61ft)	Not permitted
Rear lot line	7.5m (24.61ft)	1.5m (4.92ft)
Interior side lot line	1.5m (4.92ft)	1.5m (4.92ft)
Exterior side lot line	3.8m (12.47ft)	3.8m (12.47ft)
Exterior side lot line (abutting a lane)	2.4m (7.87ft)	2.4m (7.87ft)

7. Ancillary Buildings and Structures:

Except as otherwise provided in Section 4.13 and in addition to the provisions of sub-sections 5. 2) and 6. 1) above, the following standards also apply:

- (a) there shall be not more than one ancillary building per lot.
- (b) ancillary buildings and structures shall not be located in any required front yard area.

8. Parking:

Accessory off-street parking shall be provided in accordance with the provisions of Section 4.14.

9. Trees:

A minimum of one tree is to be planted per lot.

**The Corporation of the
CITY OF WHITE ROCK
BYLAW No. 2351**



A Bylaw to amend the
"White Rock Zoning Bylaw, 2012, No. 2000" as amended

The CITY COUNCIL of the Corporation of the City of White Rock in open meeting assembled
ENACTS as follows:

1. THAT Schedule C of the *White Rock Zoning Bylaw, 2012, No. 2000* as amended is further amended by rezoning the following lands:

Lot 1 Section 11 Township 1 New Westminster District Plan 20673
PID: 009-452-265
(15654 North Bluff Road)

Lot 2 Section 11 Township 1 New Westminster District Plan 20673
PID: 009-452-273
(15664 North Bluff Road)

Lot 3 Section 11 Township 1 New Westminster District Plan 20673
PID: 009-452-290
(15674 North Bluff Road)

Lot 4 Section 11 Township 1 New Westminster District Plan 20673
PID: 009-452-303
(1593 Lee Street)

Lot 6 Section 11 Township 1 New Westminster District Plan 20673
PID: 009-452-320
(1580 Maple Street)

Lot 7 Section 11 Township 1 New Westminster District Plan 20673
PID: 009-452-338
(1570 Maple Street)

as shown on Schedule “1” attached hereto, from the ‘RS-1 One Unit Residential Zone’ to the ‘CD-63 Comprehensive Development Zone (Maple/North Bluff Road).’

2. THAT *White Rock Zoning Bylaw, 2012, No. 2000* as amended is further amended:

(1) by adding to the Table of Contents for ‘Schedule B (Comprehensive Development Zones)’, Section 7.63 CD-63 Comprehensive Development Zone’;

(2) by adding the attached Schedule “2” to ‘Schedule B (Comprehensive Development Zones)’ Section 7.63 CD-63 Comprehensive Development Zone’.

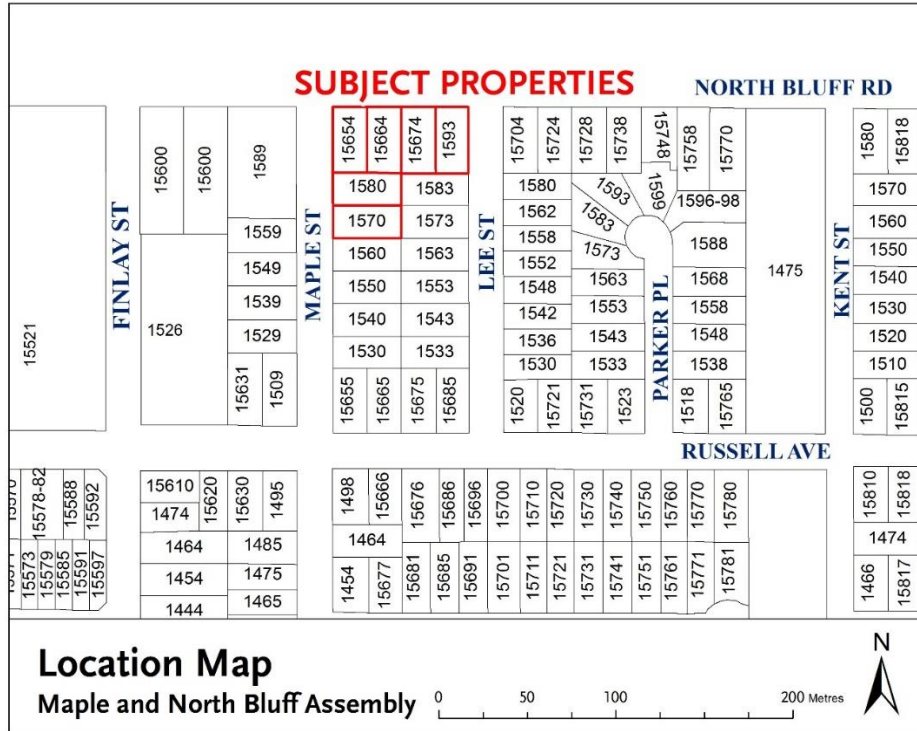
3. This bylaw may be cited for all purposes as “*White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-63 – 15654/64/74 North Bluff Road, 1570/80 Maple Street, and 1593 Lee Street) Bylaw, 2020, No. 2351*”.

Public Information Meeting held this	6 th day of	March, 2019
Second Public Information Meeting held this	28 th day of	March, 2019
Read a first time this	11 th day of	January, 2021
Read a second time this	11 th day of	January, 2021
Considered at a Public Hearing this	1 st day of	March , 2021
Read a third time this	day of	, 2021
Adopted this	day of	, 2021

Mayor

Director of Corporate Administration

Schedule "1"



7.63 CD-63 COMPREHENSIVE DEVELOPMENT ZONE

INTENT

The intent of this zone is to accommodate the development of multi-unit residential buildings on two adjacent sites of approximately 2,850 square metres (Site 1) and 1,465 square metres (Site 2), with the provision of affordable housing and a housing agreement bylaw in accordance with section 482 of the *Local Government Act*, or alternately to permit the development of one-unit residential uses on six lots.

1. Permitted Uses:

- (1) *multi-unit residential use*
- (2) *accessory home occupation* use in accordance with the provisions of section 5.3 and that does not involve clients directly accessing the *principal building*
- (3) a *one-unit residential use* in conjunction with not more than one (1) of the following accessory uses:
 - a) an *accessory child care centre* in accordance with the provisions of Section 5.1.
 - b) an *accessory boarding use* in accordance with the provisions of Section 5.4.
 - c) an *accessory registered secondary suite* in accordance with the provisions of Section 5.5.
 - d) an *accessory bed & breakfast use* in accordance with the provisions of Section 5.7.
 - e) an accessory vacation rental in accordance with the provisions of Section 5.8.

2. Lot Coverage:

- (a) For *one-unit residential uses*, lot coverage shall not exceed 40%
- (b) For *multi-unit residential uses*, lot coverage shall not exceed 52% (Site 1) and 54% (Site 2)

3. Maximum Base Density:

The following base density regulation applies generally for the zone:

Maximum *residential gross floor area* shall not exceed 0.5 times the lot area, and one (1) *one-unit residential* unit and one (1) *accessory registered secondary suite* per lot.

4. Maximum Increased Density:

Despite section 7.63.3, the reference to the maximum *residential gross floor area* of “0.5 times the lot area” is increased to a higher density of a maximum of 7,117 m² (76,606 ft²) of *gross floor area* and 74 apartment dwelling units for Site 1, and a maximum of 2,045 m² (22,012 square ft²) and 14 dwelling units for Site 2; where and a housing agreement has been entered into and filed with the Land Title Office on the subject real property to secure twenty-five (25) dwelling units in Site 1 as rental tenure for the life of the building, owned

or managed by a non-profit group and designed to be affordable for low and moderate income households.

5. Building Height:

- (a) The *principal buildings* for *one-unit residential uses* shall not exceed a *height* of 7.7 metres, and ancillary buildings and structures for one-unit residential uses shall not exceed a *height* of 5.0 metres.
- (b) The *principal buildings* for *multi-unit residential uses* on Site 1, inclusive of elevator shafts, stair housing, and all mechanical equipment, shall not exceed a *height* of 111.0 metres geodetic
- (c) The *principal buildings* for *multi-unit residential uses* on Site 2, inclusive of elevator shafts, stair housing, and all mechanical equipment, shall not exceed a *height* of 105.1 metres geodetic
- (d) *Ancillary buildings* and *structures* for *multi-unit residential uses* shall not exceed a height of 5.0 metres from *finished grade*

6. Siting Requirements:

- (a) Minimum setbacks for *one-unit residential uses* shall be in accordance with the minimum setbacks in the RS-1 zone
- (b) Minimum setbacks for *multi-unit residential uses* are as follows:
 - (i) Setback from north lot line = 1.0 metres
 - (ii) Setback from south lot line = 2.1 metres
 - (iii) Setback from west lot line = 2.0 metres
 - (iv) Setback from east lot line = 2.0 metres
 - (v) *Ancillary structures* may be located on the subject property in accordance with the Plans prepared by Urban Arts Architecture dated January 24, 2020 that are attached hereto and on file at the City of White Rock, with the exception that no *ancillary buildings* or *structures* are permitted within a 1.0 metre distance from a lot line

7. Parking:

Accessory off-street parking for *one-unit residential uses* shall be provided in accordance with the provisions of Section 4.14.

Parking for *multi-unit residential uses* shall be provided in accordance with Sections 4.14 and 4.17, with the minimum number of spaces required as follows:

- (a) A minimum of eighty-nine (89) spaces shall be provided for the *multi-unit residential use*
- (b) A minimum of twenty-two (22) spaces shall be provided for visitors and marked as “visitor”
- (c) A minimum of five (5) of the required one hundred and thirty nine (139) spaces shall be provided as accessible parking spaces and shall be clearly marked, and shall have a minimum length of 5.5 metres. Of the five accessible parking spaces, one space shall be provided as a van-accessible loading space with a minimum width of 2.8

metres, and the other four spaces shall have a minimum width of 2.5 metres, provided that the four parking spaces have a shared or non-shared access aisle with a minimum width of 1.5 metres.

- (d) The minimum height clearance at the accessible parking spaces and along the vehicle access and egress routes from the accessible parking spaces must be at least 2.3 metres to accommodate over-height vehicles equipped with a wheelchair lift or ramp.

8. Bicycle Parking:

Bicycle parking shall be provided in accordance with Section 4.16, with the minimum number of spaces required as follows:

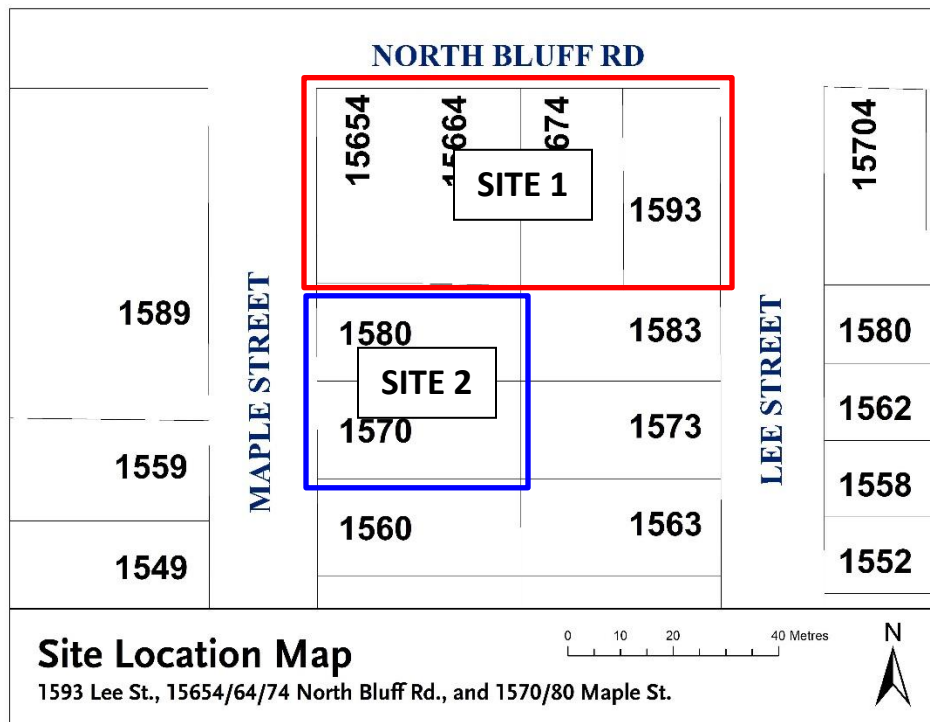
- (a) A minimum of 90 Class I spaces shall be provided
- (b) A minimum of 10 Class II spaces shall be provided

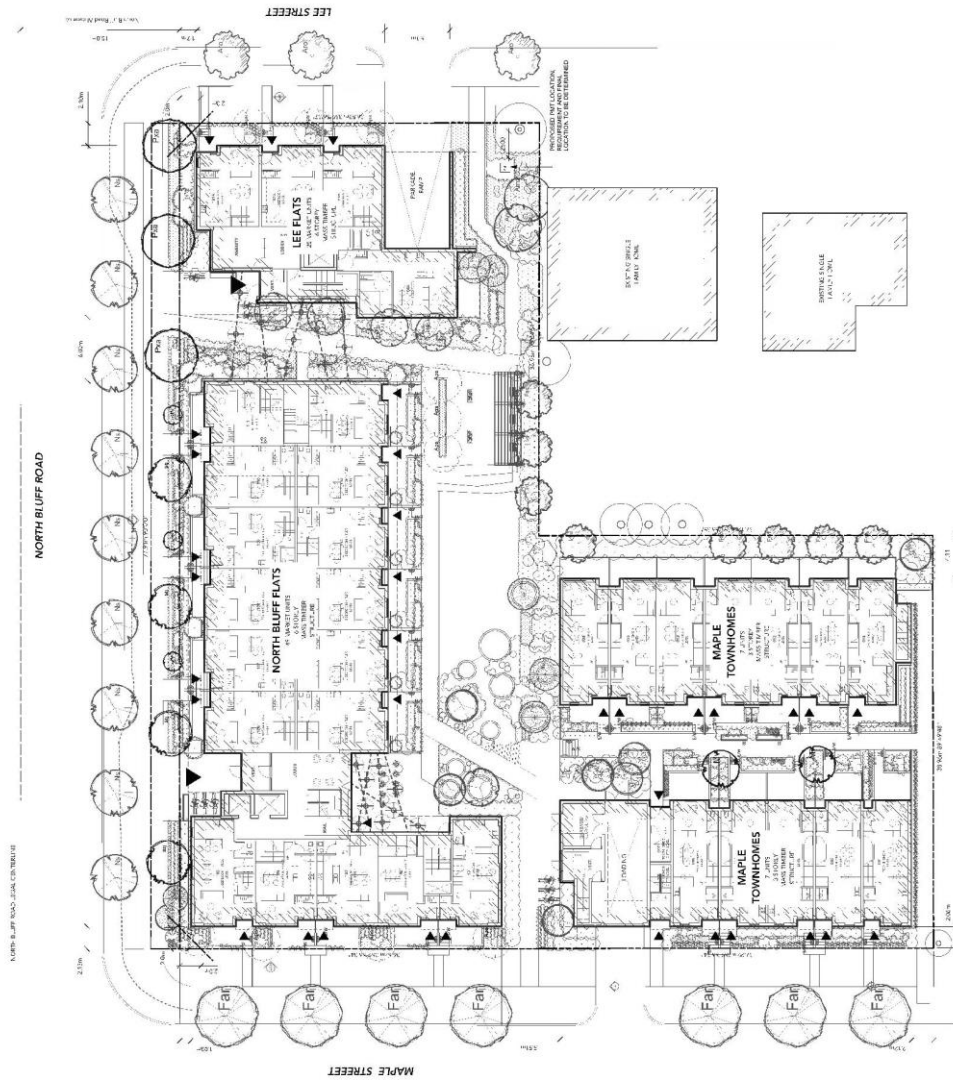
9. Loading:

- (a) One loading space shall be provided for a *multi-unit residential use* in accordance with Section 4.15

10. General:

Development in this zone that includes the additional (bonus) density referred to in Section 4 shall substantially conform to the Plans prepared by Urban Arts Architecture dated January 24, 2020 that are attached hereto and on file at the City of White Rock

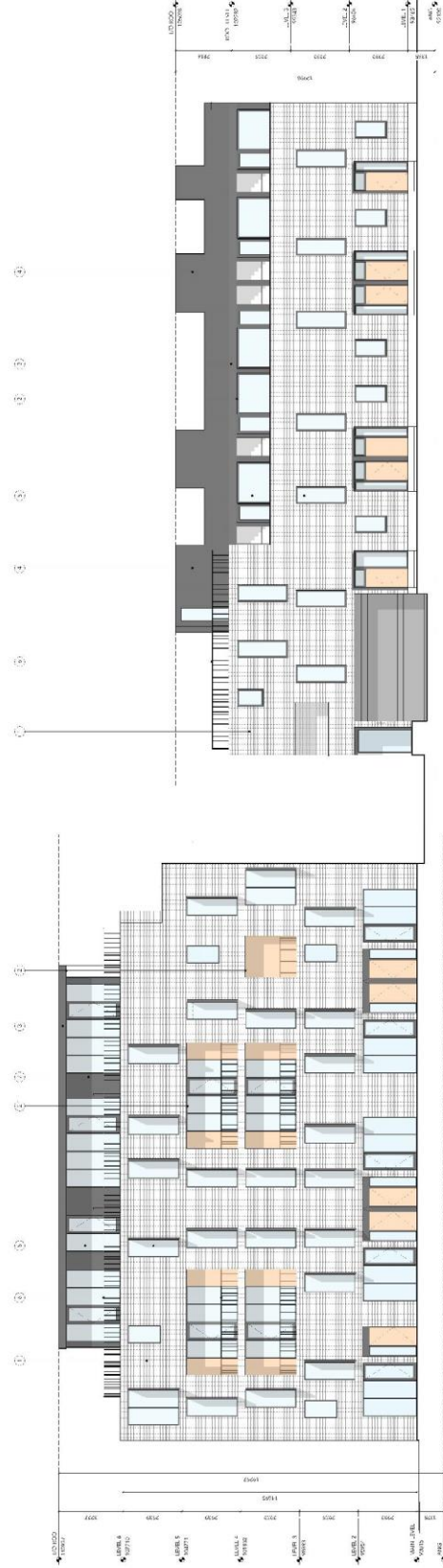




Revised for CIP
REV: 2022-01-24
Beachway
White River, DC
SITE PLAN
A010

Urban
Architecture + Urban Design
10000 4th Avenue, Suite 100
White River, DC 20191
www.urbaninc.com

BEACHWAY



- LEGEND**
- 1. EXTERIOR WALLS AND CURTAIN WALLS (CLAY, CO. 1.00.01)
 - 2. EXTERIOR WALLS AND CURTAIN WALLS (CLAY, CO. 1.00.02)
 - 3. EXTERIOR WALLS AND CURTAIN WALLS (CLAY, CO. 1.00.03)
 - 4. EXTERIOR WALLS AND CURTAIN WALLS (CLAY, CO. 1.00.04)
 - 5. EXTERIOR WALLS AND CURTAIN WALLS (CLAY, CO. 1.00.05)
 - 6. EXTERIOR WALLS AND CURTAIN WALLS (CLAY, CO. 1.00.06)
 - 7. EXTERIOR WALLS AND CURTAIN WALLS (CLAY, CO. 1.00.07)
 - 8. EXTERIOR WALLS AND CURTAIN WALLS (CLAY, CO. 1.00.08)
 - 9. EXTERIOR WALLS AND CURTAIN WALLS (CLAY, CO. 1.00.09)
 - 10. EXTERIOR WALLS AND CURTAIN WALLS (CLAY, CO. 1.00.10)

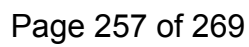
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Revised: 01.14
 Rev: 2022.01.14



**The Corporation of the
CITY OF WHITE ROCK
BYLAW 2375**



A Bylaw to amend the
"White Rock Zoning Bylaw, 2012, No. 2000" as amended

The CITY COUNCIL of the Corporation of the City of White Rock, in open meeting assembled, ENACTS as follows:

1. That Section 4.1 "Uses Permitted/Not Permitted – General" of the "White Rock Zoning Bylaw, 2012, No. 2000" as amended, be amended as follows:
 - (1) By adding a subsection "c)" to section 4.1.3 of the Bylaw, with the new subsection being written as follows:
 - "c) Notwithstanding Section 4.1.3.b) of this Bylaw to the contrary, a *cannabis store* authorized by a Temporary Use Permit issued under the provisions of the *Local Government Act* is permitted at 15053 Marine Drive, in accordance with the following general conditions:
 - i) the premises containing the *cannabis store* use shall be located a minimum of 100 metres from an entrance to an existing *child care centre*; a new *child care centre* shall not be limited by the distance to a *cannabis store*;
 - ii) the *cannabis store* must have a valid license issued in accordance with the Cannabis Control and Licensing Act, as amended; and
 - iii) the cannabis store shall not sell any goods or things until a valid business licence has been issued by the City of White Rock.
2. This Bylaw may be cited for all purposes as the "White Rock Zoning Bylaw, 2012, No. 2000, Amendment (15053 Marine Drive – Cannabis Store) Bylaw, 2020, No. 2375".

RECEIVED FIRST READING on the	8 th	day of	February, 2021
RECEIVED SECOND READING on the	8 th	day of	February, 2021
PUBLIC HEARING held on the	1 st	day of	March, 2021
RECEIVED THIRD READING on the		day of	
RECONSIDERED AND FINALLY ADOPTED on the		day of	

Mayor

Director of Corporate Administration

**THE CORPORATION OF THE
CITY OF WHITE ROCK
BYLAW NO. 2378**



A Bylaw to amend the “White Rock Noise Control Bylaw, 2013, No. 2018,” as amended, in regards to delegating staff to authorize utility maintenance work on Sundays

The CITY COUNCIL of the Corporation of the City of White Rock, in an open meeting assembled, ENACTS as follows:

1. “White Rock Noise Control Bylaw, 2013, No. 2018,” as amended, is hereby amended as follows:
 - a. By deleting the existing section 7.4 in its entirety and replacing it with the following new section 7.4(a):

“7.4 (a) No person shall on a Sunday or Holiday carry on works in connection with the construction, reconstruction, alteration or repair of any building or structure or carry on any excavation or land clearing or other related activity, nor operate any kind of machine, power equipment, construction equipment or engine in a manner that is liable to disturb the quiet, peace, rest, enjoyment, comfort, or convenience of individuals or the public, provided that in cases where it is impossible and impracticable to comply with this section Council may give approval in writing to carry on such works on a Sunday or Holiday for a specified length of time.

(b) In cases where the maintenance, installation or alteration of a public utility not operated by the City would require the partial or full closure of a road and impact access to a business, or require a temporary interruption of utility services, the public utility may apply to the Director of Planning and Development, who may then give approval, in writing, to carry on such work on a Sunday.”
2. This Bylaw may be cited for all purposes as the “White Rock Noise Control Bylaw, 2013, No. 2018, Amendment No. 2, 2021, 2378.”

RECEIVED FIRST READING on the	22 nd	day of	February, 2021
RECEIVED SECOND READING on the	22 nd	day of	February, 2021
RECEIVED THIRD READING on the	22 nd	day of	February, 2021
ADOPTED on the		th day of	, 2021

MAYOR

DIRECTOR OF CORPORATE
ADMINISTRATION

For Metro Vancouver meetings on Friday, February 26, 2021

Please note these are not the official minutes. Board in Brief is an informal summary. Material relating to any of the following items is available on request from Metro Vancouver. For more information, please contact:

Greg.Valou@metrovancouver.org.

Metro Vancouver Regional District**E 1.1 Barnston Island Flood Construction Level Study****APPROVED**

The Barnston Island Flood Construction Level Study was commissioned to determine the appropriate flood construction level for new construction on Barnston Island. The objective of the study is to provide a consistent flood construction level across the island, balancing the interests of residents with the costs of new construction, and potential liability to Metro Vancouver associated with issuing building permits.

The study had a number of recommendations, including that new house construction be built to a minimum 7.2 metres above median sea level at its highest point, an increase in the current base elevation of three to six metres, and exemptions for certain types of construction.

The Board supported staff engagement with Barnston Island residents, including the Katzie First Nation, and relevant government agencies based on the consultant report. Staff were directed to bring forward recommendations on implementing a flood construction level for the Electoral Area Committee and MVRD Board's consideration.

E 2.1 Metro Vancouver's Commitment to Reconciliation with Indigenous Peoples**RECEIVED**

This report responded to the Indigenous Relations Committee's request to examine the Truth and Reconciliation Commission's Calls to Action. This report also reviews the regional district's commitment and efforts towards reconciliation with the 10 First Nations in the region since 2015. Given that it has been more than five years since the Truth and Reconciliation Commission released the Calls to Action, this report provides information on some additional objectives that the Board may wish to discuss and consider towards reaffirming its commitment to reconciliation with Indigenous Peoples.

The Board received the report for information.

E 3.1 Metro 2040 Implementation Section Policy Review Recommendations**APPROVED
IN PART**

To inform the update to the regional growth strategy, Metro Vancouver is undertaking a series of Policy Reviews, including for the Implementation Section (Metro 2040 Section F), which considers the procedural issues with implementing, administering and amending the strategy.

Taking into account the experience gained from administering Metro 2040 since its adoption in 2011, input from member jurisdictions and feedback from Regional Planning Committee members at the January 14, 2021 meeting, staff recommended several housekeeping refinements as well as the following directions to guide the drafting of new and amended policy language:

1. a) eliminate the requirement for a regional public hearing associated with Type 2 amendments;
b) ensure alternative means of meaningful regional public engagement, to replace the public hearing process noted in 1 a), including leveraging new technology; and
2. change minor amendment applications for lands with an Industrial regional land use designation from a Type 3 to a Type 2 amendment.

Point 1) of the above recommendation was carried unanimously, however point 2) was defeated and was not carried.

E 4.1 Regional Parks State of the Assets Report

RECEIVED

The regional parks system is comprised of natural and built assets. Natural assets are the ecosystems protected within the regional parks system and built assets are the trails, buildings and other amenities that provide public access and support land management. The Regional Parks State of the Assets Report provides an inventory, condition and value assessment of built assets, plus an overview and preliminary condition assessment of natural assets.

The total replacement value of built assets is estimated at \$292 million. The 10 categories of regional parks built assets are in fair or good condition. Development of methodologies to assess condition and value of the services provided by natural assets is underway and will be included in future reports.

The Board received the report for information and directed staff to incorporate the findings of the Regional Parks State of the Assets Report in the Regional Parks Asset Management Plan.

E 5.1 Major Project Delivery Governance Update

RECEIVED

The Board received for information a report that contains a governance update for the delivery of Metro Vancouver's major capital infrastructure projects as well as the draft terms of reference for a new major project external expert advisory committee.

Metro Vancouver plans for, and implements, significant capital infrastructure projects related to liquid waste and water services for the region. An external expert advisory committee is being established to provide independent advice related to the planning and implementation of major water and liquid waste capital projects. Committee members will have valuable and relevant business, governance and construction oversight experience to augment skills and experience held by Metro Vancouver staff. The input received from the committee will be advisory in nature.

E 5.2 Metro Vancouver's 2020 Zero Waste Conference**RECEIVED**

In 2020, for the first time, Metro Vancouver's annual Zero Waste Conference was a virtual event. Celebrating its 10th anniversary, the conference delivered the same strong program it is renowned for but in a unique "television studio" experience. The program was anchored by four compelling and thought-provoking keynotes and a keynote discussion on solving the plastics challenge. Interspersed through the day were spotlights on innovators, entrepreneurs and practitioners in zero waste practices and policies as well as an armchair discussion on how to "build back better."

The overwhelming response from participants was that the 2020 Zero Waste Conference was one of the best — virtual or otherwise. Total number of participants was 501, compared to 530 in 2019. A key take-away from the conference is that we stand at an important cross-roads: we could return to the past or move to a more circular future. The urgency for the latter comes from science, as do many solutions. Within the marketplace, it will be important to establish new collaborations with governments and other key stakeholders that are creating the environment for innovation to thrive.

The Board received the report for information.

E 6.1 Assessment of the Fossil Fuel Non-Proliferation Treaty Initiative**REFERRED**

The Fossil Fuel Non-Proliferation Treaty Initiative is a global campaign intended to spur international cooperation on the responsible use of fossil fuels. Staff completed an assessment of this initiative at the direction of the Climate Action Committee. Metro Vancouver's Climate 2050 is strongly aligned with the principles underlying the Fossil Fuel Non-Proliferation Treaty Initiative. The three key areas of focus are: ending new exploration and production of fossil fuels; phasing out existing stockpiles and production; and fast-tracking real solutions for a peaceful and just transition. While it is difficult to predict the impact of the proposed treaty and associated public campaign, it has the potential to contribute towards the development of global policies that limit fossil fuel use and raise public awareness.

The Board referred the call for a Fossil Fuel Non-Proliferation Treaty as presented back to committee for further analysis.

E 6.2 2021 Regional District Sustainability Innovation Fund Applications**APPROVED**

This report presented 10 projects recommended for funding, totalling \$1,919,000 over three years, through the Regional District Sustainability Innovation Fund. The projects cover a wide range of climate action areas including carbon capture, emissions reduction, and enhancements to ecological health.

The Board approved the allocation from the Regional District Sustainability Innovation Fund for the following projects:

- Assessment of Carbon Capture Technology in the Metro Vancouver Region: \$200,000 over two years starting in 2021
- Lights, Camera, Climate Action: \$200,000 over two years starting in 2021
- Sharing Data for Zero Emission Buildings (SDZEB): \$200,000 over two years starting in 2021
- Responding to the Climate Emergency: Enhanced Stakeholder Engagement: \$200,000 over two years starting in 2021
- Social and Community Data Land Use Model: \$60,000 in 2021
- Regional Land Use Assessment: \$200,000 over two years starting in 2021
- Housing Retrofit Evolution – Pembina Institute Reframed Initiative: \$200,000 over two years starting in 2021
- Managing Capacity and Reducing Emissions: Real-time Parking Availability in Regional Parks: \$300,000 over three years starting in 2021
- Natural Asset Management in Regional Parks: \$160,000 over two years starting in 2021
- Promoting Peatland Recovery in Areas Affected by Wildfire in Burns Bog Ecological Conservancy Area: \$199,000 over two years starting in 2021

E 6.3 Endorsement of Host Society for the Howe Sound Ocean Watch Action Committee APPROVED

At its January 2021 meeting, the Climate Action Committee directed staff to assess Metro Vancouver's potential involvement and representation on the Howe Sound Ocean Watch Action Committee. The Ocean Watch Action Committee brings together local elected officials and others to advance actions identified in the Ocean Wise Report — Ocean Watch Átl'ka7tsem/Txwnéwu7ts/Howe Sound Edition 2020.

Metro Vancouver is the local government for Electoral Area A and participates in Howe Sound initiatives, including the Howe Sound Community Forum, primarily because portions of Electoral Area A are located in the Howe Sound region. The Howe Sound Community Forum recently recommended that local governments endorse the Howe Sound Biosphere Region Initiative Society as the host society for the Ocean Watch Action Committee. Several local governments around Howe Sound — including Bowen Island Municipality, the Village of Lions Bay and District of West Vancouver — have endorsed this structure. Staff also recommended this structure as it relies on an existing society that is closely linked to ongoing work to protect the environment in Howe Sound and regularly provides updates to the Howe Sound Community Forum.

The Board endorsed the Howe Sound Biosphere Region Initiative Society as the host society for the Ocean Watch Action Committee.

E 7.1 External Agency Appointment Process**RECEIVED**

The Board received for information a report about the external agency appointment process.

Metro Vancouver follows different processes for the appointment of representatives to variety of committees or agencies depending on the category type. The first category is for standing committees, whose representatives are appointed by the Board Chair. In contrast, the second category is for external agencies, whose representatives are appointed by the Board, following various nomination procedures. Finally, the last category is advisory panels: public advisory panels appointed by the Board, or technical advisory panels appointed by staff.

E 8.1 Regional Economic Prosperity Service Update**RECEIVED**

In July 2019, the MVRD Board endorsed the business plan for the Regional Economic Prosperity Service. An attached presentation provided an overview of the key challenges the Metro Vancouver region is facing due to the transitioning global economy and outlines the important next steps to meet these challenges and best position Metro Vancouver as an economic region. In order to support these next steps, the Regional Economic Prosperity Service will engage in activities consistent with the business plan's three core functions:

- Foster Collaboration
- Conduct Regional Data Collection and Research
- Attract Investment

Staff have been meeting with stakeholders from across the region to better understand the opportunities and challenges for the Metro Vancouver economy and to identify the best approach for the service and these functions. Key themes emerging from these meetings include the value of the regional service in providing thought leadership, acting as a regional convener and providing one voice for regional strategic priorities.

The Board received the report for information.

G 1.1 Regional Growth Strategy Amendment Bylaw No. 1310 - Redesignating Regional Park Lands to Conservation and Recreation**RECEIVED
APPROVED**

At its October 2020 meeting, the MVRD Board initiated the amendment of the Regional Growth Strategy to augment the existing regional land use designations to Conservation and Recreation for lands currently used as regional park or greenway. To do so, the Board gave first, second and third reading of MVRD Amending Bylaw 1310, and referred it to affected local governments for comment.

The Cities of Coquitlam and White Rock, the Agricultural Land Commission and the Squamish-Lillooet Regional District provided comments, expressing no objections.

The District of North Vancouver requested the removal of six the property interests, and the City of New Westminster requested the removal of five property interests from the Bylaw. Removing the lands, as requested, from the Bylaw would not affect Metro Vancouver's statutory rights-of-way allowing the use of those lands for greenway purposes.

The Board received the comments from the affected local governments and agencies for information; rescinded third reading of Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1310, 2020; amended the bylaw as outlined in the report; gave third reading to said bylaw as amended, before finally passing and adopting the bylaw.

I 1 Committee Information Items and Delegation Summaries

RECEIVED

The Board received information items from Standing Committees.

Indigenous Relations Committee – February 4, 2021

Information Items:

5.2 Quarterly Report on Reconciliation Activities

This report provides a summary of reconciliation events and activities undertaken by Metro Vancouver over the past several months as well as information on upcoming events and activities over the next few months.

Regional Planning Committee – February 5, 2021

Information Items:

5.3 Hey Neighbour Collective Discussion Paper to Inform Metro 2050

Metro Vancouver has partnered with the Hey Neighbour Collective in a research initiative to study best practices to increase social connectedness and resilience in multi-unit rental housing throughout B.C.'s urban communities. The Hey Neighbour Collective has completed a discussion paper which contains recommendations to better support social connectedness in multi-unit buildings including:

- Tenant protections
- Protecting existing rental housing stock
- Expanding the supply of affordable rental housing stock, particularly in transit-oriented locations
- Considering new social connectedness metrics and performance measures

These recommendations have been considered, and where appropriate, will be incorporated in the drafting of Metro 2050, the update to the regional growth strategy. Socially connected communities are more resilient in times of crisis and are an important means of supporting Metro Vancouver's efforts to build a more resilient region. This research is supportive of Metro Vancouver's collective vision of focusing growth into compact, complete, walkable communities by identifying ways to support residents of multi-family buildings being more connected to their neighbours and neighbourhoods.

George Massey Crossing Task Force – February 5, 2021

Information Items:

5.1 George Massey Crossing – Project Status

Over the past year, the Province completed a business case for the replacement of the George Massey Tunnel. The business case included two short-listed options: an eight-lane bridge and an eight-lane immersed tube tunnel. As the project is expected to enter a new phase with the completion of the business case, the Metro Vancouver George Massey Crossing Task Force has been reconvened.

Regional Parks Committee – February 10, 2021

Information Items:

5.1 Regional Parks Permit Framework

The Regional Parks Permit Framework describes a permit system that provides individuals, groups and organizations with the required authorization to use a regional park for an activity that would otherwise be prohibited, or to acquire temporary exclusivity over a specific area of a park or a regional parks facility. The framework defines and describes the various types of permits used in the system and provides direction to staff involved in the permitting process. Permits described include: filming, special events/special use, commercial use, facility rentals, camping, and special access. The framework describes the process applicants must follow to obtain any of these types of permits.

Climate Action Committee – February 12, 2021

Information Items:

5.1 Climate 2050 Discussion Paper on Energy

In October 2019, the MVRD Board directed staff to begin an engagement process for a series of issue area discussion papers to support developing the Climate 2050 Roadmaps. Staff have developed a draft discussion paper on climate change issues related to energy, including ways to reduce greenhouse gas emissions and adapt to a changing climate. This discussion paper will support public, stakeholder and government engagement for Climate 2050 and the upcoming updates to the Drinking Water Management Plan, Solid Waste Management Plan, and the Liquid Waste Management Plan.

Greater Vancouver Water District**E 1.1 2021 Water Sustainability Innovation Fund Applications****APPROVED**

This report presented five projects recommended for funding, totaling \$2,200,000 over three years through the Water Sustainability Innovation Fund. The projects cover a range of areas including water supply, water quality and infrastructure.

The Board approved the allocation from the Water Sustainability Innovation Fund for the following projects:

- Building Information Modeling (BIM): Transforming Utilities Information Management: \$800,000 over two years starting in 2021
- Microplastics Study in Source Waters and Water Treatment: \$150,000 over two years starting in 2022
- Next Generation Snowpack Monitoring, Phase 2: \$400,000 over two years starting in 2021
- Visual Documentation of Key Water Services Infrastructure: \$700,000 over two years starting in 2022
- Industrial, Commercial & Institutional Sector Migration – Impact on Water Services: \$150,000 over two years starting in 2021

Greater Vancouver Sewage and Drainage District

E 1.1 Hydrothermal Processing Demonstration Facility – Additional Sustainability Innovation Fund Funding Request

APPROVED

The Hydrothermal Processing Biofuel project has previously received funding from the Liquid Waste Sustainability Innovation Fund (SIF), as well as from external partners. With the initiation of work on the Hydrothermal Processing Biofuel Demonstration Facility, the revised cost estimate is now \$19.38 million. This first-of-its-kind project has proven not surprisingly, to be difficult to scope. With design now complete, a budget shortfall of \$6.13 million exists, based on a number of necessary additional requirements identified by the design consultants. Approval of additional funding would bring the total allocation to this project from the Liquid Waste Sustainability Innovation Fund to \$14.38 million over six years. The balance of the costs will be covered by \$5 million of external funds secured from project partners, Parkland Fuel Corporation and the Province of B.C.

The Board approved additional funding of \$6.13 million from the Liquid Waste Sustainability Innovation Fund for the Hydrothermal Processing Biofuel Demonstration Facility.

I 1 Committee Information Items and Delegation Summaries

RECEIVED

The Board received information items from Standing Committees.

Liquid Waste Committee – February 11, 2021

Information Items:

5.1 Results for 2020 Wipe It, Green Bin It Campaign

The 2020 Wipe It, Green Bin It campaign asked residents to put fats, oils and grease (FOG) in their green bins, not down their sinks. In addition to region-wide promotion, the campaign targeted hot spot areas in the City of Richmond and Township of Langley, where staff monitored FOG build-up in pump stations.

The campaign ran in two phases (Thanksgiving and Christmas/holiday season) and included social media, online advertising, television, transit shelter advertising and mail-outs. Where possible, materials were tailored to hot spot areas. The campaign delivered more than 10 million impressions and reached 476,000 residents through social media, showing solid levels of engagement on social media and the campaign website. In the hot spot areas, data trends show decreases in FOG levels corresponding to campaign efforts.

Metro Vancouver Housing Corporation

No open agenda items.