

The Corporation of the
CITY OF WHITE ROCK

Regular Council Meeting
AGENDA



Monday, March 31, 2025, 4:00 p.m.

Gallery Room, White Rock Community Centre Council Chambers

15154 Russell Ave, White Rock, BC, V4B 0A6

***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

T. Arthur, Director of Corporate Administration

| | Pages |
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| 1. CALL MEETING TO ORDER | |
| 1.1 FIRST NATIONS LAND ACKNOWLEDGEMENT | |
| <i>We would like to recognize that we are gathered on the traditional unceded territory of the Semiahmoo First Nation, within the broader territory of the Coast Salish Peoples.</i> | |
| 2. ADOPTION OF AGENDA | |
| RECOMMENDATION THAT the Corporation of the City of White Rock Council adopt the agenda for its regular meeting scheduled for March 31, 2025 as circulated. | |
| 3. ADOPTION OF MINUTES | 8 |
| RECOMMENDATION THAT the Corporation of the City of White Rock Council adopt the meeting minutes of March 10, 2025 as circulated. | |
| 3.1 SPECIAL PRESENTATION | |
| 3.1.a NEW STAFF MEMBER: SENIOR PROJECT MANAGER, COMMUNITY HUB | |
| Introduction of the City's Senior Project Manager for the Community Hub, Darcy Dupont. | |

4. QUESTION AND ANSWER PERIOD (15 MINUTES / 2 MINUTES PER SPEAKER)

Question and Answer Period will be taking place in person at the meeting.

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).

4.1 CHAIRPERSON CALLS FOR SPEAKERS TO QUESTION AND ANSWER PERIOD

5. DELEGATIONS AND PETITIONS

5.1 DELEGATIONS (5 MINUTES)

5.1.a WHITE ROCK NIGHT MARKETS - JASON FARIA

Jason Faria, White Rock Night Markets, to attend to discuss the licensed beverage area proposal for the White Rock Night Market.

5.2 PETITIONS

None

6. PRESENTATIONS AND CORPORATE REPORTS

6.1 PRESENTATIONS (10 MINUTES)

None

6.2 CORPORATE REPORTS

6.2.a LEISURE ACCESS PROGRAM NEW POLICY

22

Corporate report dated March 31, 2025 from the Director of Recreation and Culture titled "Leisure Access Program New Policy".

RECOMMENDATION

THAT Council approve the new terms for the Leisure Access Program and adopt a Leisure Access Program Policy.

6.2.b CONTRACT AWARD - GENERATIONS PLAYGROUND SPLASH PAD

28

Corporate report dated March 31, 2025 from the Director of Engineering and Municipal Operations and the Director of Recreation and Culture titled, "Contract Award - Generations Playground Splash Pad".

RECOMMENDATION

THAT Council:

1. Approve the award of construction of the Generations Playground Splash Pad project to GPM Civil Contracting Inc. in the amount of \$1,409,967 (excluding GST);
2. Authorize the pre-approved contingency of \$242,323 (approximately 16% of design and construction cost) to support the project;
3. Approve the purchase and relocation of outdoor exercise equipment as per option two in this report and include the estimated cost of \$140K in the Generations Playground Splash Pad budget.
4. Authorize the Director of Engineering and Municipal Operations to execute all contract documentation required for the Project.

6.2.c CONTRACT AWARD - LED STREETLIGHT REPLACEMENT

37

Corporate report dated March 31, 2025 from the Manager, Engineering, titled "Contract Award - LED Streetlight Replacement".

RECOMMENDATION

THAT Council receive the corporate report dated March 31, 2025, from the Manager of Engineering, titled "Contract Award - LED Streetlight Replacement" and

1. Approve the award of the LED Streetlight Replacement project to Crown Contracting Ltd. in the amount of \$480,388 (excluding GST);
2. Approve the award of the optional scope to replace critical condition streetlight poles to Crown Contracting Ltd. in the amount of \$400,000 (excluding GST);
3. Authorize purchase of LED fixtures from LED Roadway Lighting in accordance with the Corporate Supply Agreement in the amount of \$248,911 (including PST, excluding GST);
4. Authorize the pre-approved contingency in the amount of \$139,579 (approximately 15% of the design and contracting costs) to support the project; and
5. Authorize the Director of Engineering and Municipal Operations to execute all contract documentation required for the project.

6.2.d INITIAL REVIEW OF COMBINED OCP AMENDMENT AND REZONING APPLICATION AT 14981 AND 14985 MARINE DRIVE (OCP/ZON/MJP 24-032)

41

Corporate report dated March 31, 2025 from the Director of Planning and Development Services titled "Initial Review of Combined OCP Amendment and Rezoning Application at 14981 and 14985 Marine Drive (OCP/ZON/MJP 24-032)".

RECOMMENDATION

THAT Council receive the for information the corporate report dated March 31, 2025 from the Director of Planning and Development Services, titled “Initial Review of combined OCP amendment and Rezoning Application at 14981 and 14985 Marine Drive (OCP/ZON/MJP 24-032);” and

1. **Defer consideration of the Official Community Plan amendment Zoning Bylaw amendment and Major Development Permit applications for 14981 and 14985 Marine Drive pending the completion of the Marine Drive Land Use Study as outlined in this corporate report.**

7. MINUTES AND RECOMMENDATIONS OF COMMITTEES

7.1 SELECT COMMITTEE MINUTES

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RECOMMENDATION

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

- Accessibility Advisory Committee, March 5, 2025;
- Internal Community Hub Steering Committee, March 6, 2025;
- Public Art and Culture Advisory Committee, March 12, 2025; and,
- Housing Advisory Committee, March 20, 2025.

7.2 SELECT COMMITTEE RECOMMENDATIONS

7.2.a ACCESSIBILITY ADVISORY COMMITTEE (COUNCILLOR LAWRENCE, CHAIRPERSON)

7.2.a.a BEACH ACCESSSS RAMP WORKING GROUP UPDATE

111

Note: Working group report, as presented during the March 5, 2025 Accessibility Advisory Committee meeting, attached for reference.

If Council directs, staff will investigate the feasibility of each of the recommendations, implement where feasible and report to the Accessibility Committee.

RECOMMENDATION

THAT Council direct staff to complete a feasibility assessment of the accessibility improvements suggested in the Beach Access Ramp Working Group's report.

| | | |
|---------|--|-----|
| 7.2.a.b | ANNUAL LIGHTING OF WHITE ROCK PIER FOR INTERNATIONAL DAY OF PERSONS WITH DISABILITIES | 122 |
| | <p>Note: Council Policy 168 with the proposed amendments from the Accessibility Advisory Committee are attached for reference.</p> <p>RECOMMENDATION THAT Council amend the City's Lighting the White Rock Pier Policy 168 to include International Day of Persons with Disabilities (December 3) in the list of annual celebrations to be supported during the 2023 - 2026 Council term, for which the Pier will be lit purple.</p> | |
| 7.2.b | INTERNAL COMMUNITY HUB STEERING COMMITTEE (COUNCILLOR LAWRENCE, CHAIRPERSON) | |
| 7.2.b.a | ANALYSIS OF AFFORDABLE HOUSING INCLUSION IN COMMUNITY HUB PROJECT | |
| | <p>RECOMMENDATION THAT Council wait until the Senior Project Manager begins his role before proceeding with further direction on the Urban Systems quote for the analysis and consultation process.</p> | |
| 8. | POLICIES | |
| | None | |
| 9. | BYLAWS AND PERMITS | |
| 9.1 | BYLAWS | |
| 9.1.a | BYLAW 2538 - ANIMAL CONTROL AND LICENSING BYLAW, 2012, NO. 1959, AMENDMENT NO.4, 2025, NO. 2538 | 124 |
| | <p>Bylaw 2538 - A bylaw to amend the Animal Control and Licensing Bylaw to allow dogs on the Promenade between April 1st to September 30th from the hours of 5:30am to 9:00am.</p> <p>Council at their March 10, 2025 meeting directed staff to bring forward this bylaw amendment for consideration of initial readings.</p> <p>Note: Staff have noted that if Council gives Bylaw 2538 three (3) readings it would be on the agenda for consideration of final reading on April 14th. Staff suggest that Council consider waiving Bylaw enforcement of dogs on the promenade between April 1 and April 14 (between the hours of 5:30 a.m. and 9:00 a.m.) in anticipation of final reading of the bylaw.</p> | |

RECOMMENDATION #1

THAT Council give first, second and third reading to "*Animal Control and Licensing Bylaw, 2012, No. 1959, Amendment No. 4, 2025, No. 2538*".

RECOMMENDATION #2

THAT Council direct staff to waive enforcement of "*Animal Control and Licensing Bylaw, 2012, No. 1959*" Section 23 Subsection 6 between the hours of 5:30 a.m. and 9:00 a.m. until such a time as "*Animal Control and Licensing Bylaw, 2012, No. 1959, Amendment No. 4, 2025, No. 2538*" is adopted by Council.

9.1.b BYLAW 2534 - 2025-2029 FINANCIAL PLAN BYLAW

125

Bylaw 2534 - A bylaw to adopt a Financial Plan for 2025 to 2029.

Note: Council at their February 24, 2025 meeting directed staff to bring forward this bylaw for consideration of initial readings. Bylaw 2534 received first, second and third reading on March 10, 2025.

RECOMMENDATION

THAT Council gives final reading to "*White Rock Financial Plan (2025-2029) Bylaw, 2025, No. 2534*".

9.1.c BYLAW 2537 - NO SECONDARY SUITES RESTRICTIVE COVENANT DISCHARGE BYLAW (15496 THRIFT AVENUE), 2025, NO. 2537

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Bylaw 2537 - A bylaw to authorize the City of White Rock to discharge a restrictive covenant and priority agreement registered as Land Title Office Document No. CA9288840.

Bylaw 2537 received first, second and third reading on March 10, 2025 and is on the agenda for consideration of final reading.

RECOMMENDATION

THAT Council give final reading to "*No Secondary Suites Restrictive Covenant Discharge Bylaw (15496 Thrift Avenue), 2025, No. 2537*".

9.2 PERMITS

None

10. CORRESPONDENCE

10.1 CORRESPONDENCE - RECEIVED FOR INFORMATION

Note: Further action on the following correspondence items may be considered. Council may request that any item be brought forward for discussion and may propose a motion of action on the matter.

RECOMMENDATION

THAT Council receive correspondence item(s) 10.1.a - c as circulated.

| | | |
|---------------|--|------------|
| 10.1.a | KENT STREET EXECUTIVE COMMITTEE - COMMUNITY HUB LETTER OF SUPPORT | 130 |
| | Correspondence dated March 5, 2025 from the Chairperson of the Kent Street Executive Committee voicing their support for the city's proposal for a new community hub. | |
| 10.1.b | METRO VANCOUVER BOARD IN BRIEF | 131 |
| | Metro Vancouver Board in Brief for February meetings for information purposes. | |
| 10.1.c | CITY OF PORT MOODY - UBCM ADVOCACY - EQUITABLE DISTRIBUTION OF NON-CASINO GAMING REVENUE | 161 |
| | Correspondence dated February 27, 2025, from the City of Port Moody advising of their resolution to the Union of British Columbia (UBCM) conference regarding Equitable Distribution of Non-Casino Gaming Revenue. | |
| 11. | MAYOR AND COUNCILLOR REPORTS | |
| 11.1 | MAYOR'S REPORT | |
| 11.2 | COUNCILLORS REPORTS | |
| 12. | MOTIONS AND NOTICES OF MOTION | |
| 12.1 | MOTIONS | |
| 12.2 | NOTICES OF MOTION | |
| 13. | RELEASE OF ITEMS FROM CLOSED COUNCIL MEETINGS | |
| 14. | OTHER BUSINESS | |
| 15. | CONCLUSION OF THE MARCH 31, 2025 REGULAR COUNCIL MEETING | |

Regular Council Meeting of White Rock City Council

Minutes



March 10, 2025, 4:00 p.m.

Gallery Room, White Rock Community Centre Council Chambers
15154 Russell Ave, White Rock, BC, V4B 0A6

PRESENT:

Mayor Knight
Councillor Chesney
Councillor Cheung
Councillor Klassen
Councillor Lawrence
Councillor Partridge
Councillor Trevelyan

STAFF:

Guillermo Ferrero, Chief Administrative Officer
Tracey Arthur, Director of Corporate Administration
Anne Berry, Director of Planning and Development Services
Candice Garty, Director of Financial Services
Jim Gordon, Director of Engineering and Municipal Operations
Kari Laing, Director of Human Resources
Ed Wolfe, Fire Chief
John Woolgar, Director of Recreation and Culture
Robyn Barra, Manager of Communications and Government Relations
Rebecca Forrest, Manager of Cultural Development
Ken Molland, Deputy Fire Chief
Ralph Volkens, Manager of Parking
Debbie Johnstone, Deputy Corporate Officer

PUBLIC:

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1. CALL MEETING TO ORDER

The meeting was called to order at 4:00 p.m.

1.1 FIRST NATIONS LAND ACKNOWLEDGEMENT

We would like to recognize that we are gathered on the traditional unceded territory of the Semiahmoo First Nation, within the broader territory of the Coast Salish Peoples.

2. ADOPTION OF AGENDA

Motion Number: 2025-068 It was MOVED and SECONDED

THAT the Corporation of the City of White Rock Council adopt the agenda for its regular meeting scheduled for March 10, 2025 as circulated.

Motion CARRIED (7 to 0)

3. ADOPTION OF MINUTES

Motion Number: 2025-069 It was MOVED and SECONDED

THAT the Corporation of the City of White Rock Council adopt the meeting minutes of February 24, 2025 as circulated.

Motion CARRIED (7 to 0)

4. QUESTION AND ANSWER PERIOD (15 MINUTES / 2 MINUTES PER SPEAKER)

Question and Answer Period will be taking place in person at the meeting. Answers to questions not available during the meeting are posted on the City's website.

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

4.1 CHAIRPERSON CALLS FOR SPEAKERS TO QUESTION AND ANSWER PERIOD

- G. Gumley, White Rock, had a number of comments and questions in regard to the City's budget including:

Why has the City refused to reinstate a Finance and Audit Committee in the Community? Will the City consider establishing a Finance and Audit Committee for next year? And will Council direct staff to report on the pros and cons of a Finance and Audit Committee for the next budget cycle?

Mayor Knight confirmed that a Finance and Audit committee will not be re-established and noted that Council, as a whole, have been meeting regarding the Financial Plan

Why is there a 27.6% increase in departmental operating costs for this year?

What are the capital projects carry forward from 2024 to 2025?

The operating surplus was \$23M for 2023, \$18M of which was allocated to reserves. What is the operating surplus from 2024 and where will it be allocated?

When will the over \$1 Billion infrastructure deficit be recorded through Schedule 503 as required by the *Community Charter*? And how will this be covered?

- Bill, White Rock, inquired when the railway memorial plaques will be installed again at the waterfront, as there have been delays since last year.

Staff confirmed that all plaques that are complete/ready will be installed this spring.

5. DELEGATIONS AND PETITIONS

5.1 DELEGATIONS (5 MINUTES)

5.1.a ASHTON KERR - GREEN TEAMS OF CANADA

Ashton Kerr, Green Teams of Canada attended to highlight the community and environmental impacts in 2024 resulting from the City of White Rock's partnership with Green Teams of Canada.

5.2 PETITIONS

None

6. PRESENTATIONS AND CORPORATE REPORTS

6.1 PRESENTATIONS (10 MINUTES)

None

6.2 CORPORATE REPORTS

6.2.a CONTRACT AWARD - PROSPECT AVENUE DRAINAGE UPGRADE

Corporate report dated March 10, 2025 from the Manager of Engineering titled "Contract Award - Prospect Avenue Drainage Upgrade".

Motion Number: 2025-070 It was MOVED and SECONDED

THAT Council receive the corporate report dated March 10, 2025, from the Manager of Engineering, titled "Contract Award - Prospect Avenue Drainage Upgrade" and

- 1. Approve the award of the construction of the Prospect Avenue Drainage Upgrade to Graywood Construction Ltd. in the amount of \$481,136 (excluding GST);**
- 2. Approve additional construction support (engineering and inspection) to R.F. Binnie and Associates Ltd. in the amount of \$45,180 (excluding GST);**
- 3. Authorize the pre-approved contingency in the amount of \$120,540 (approximately 25% of the construction cost) to support the Project; and**
- 4. Authorize the Director of Engineering and Municipal Operations to execute all contract documentation required for the Project.**

Motion CARRIED (7 to 0)

6.2.b PRIORITIZED URBAN SYSTEMS LTD. CITY WIDE PARKING STRATEGY RECOMMENDATIONS

Corporate report dated March 10, 2025 from the Director of Planning and Development Services titled "Prioritized Urban Systems Ltd. City Wide Parking Strategy Recommendations".

Motion Number: 2025-071 It was MOVED and SECONDED

THAT Council:

1. Receive the corporate report dated March 10, 2025, from the Director of Planning and Development Services, titled "Prioritized Urban Systems Ltd. City-Wide Parking Strategy Recommendations" for consideration, and
2. Direct staff to embark on a phased approach to the implementation of the strategy recommendations and proceed with Phase One, as outlined in this report.

Motion CARRIED (7 to 0)

6.2.c 2025 FOOD CART PROGRAM REVIEW

Corporate report dated March 10, 2025, from the Director of Recreation and Culture, titled "2025 Food Cart Program Review".

Motion Number: 2025-072 It was MOVED and SECONDED

THAT Council approve the revised guidelines for the Food Cart Program and the new Food Cart Policy as circulated within the corporate report.

Motion CARRIED (7 to 0)

6.2.d POETRY IN MOTION REFRESH

Corporate report dated March 10, 2025, from the Director of Recreation and Culture titled "Poetry in Motion Refresh".

Motion Number: 2025-073 It was MOVED and SECONDED

THAT Council approve the recommendation of the Public Art and Culture Advisory Committee to authorize staff to allocate up to \$5000 from the Public Art and Placemaking Fund to complete a refresh of the Poetry in Motion program.

Motion CARRIED (7 to 0)

**6.2.e CONSIDERATION OF DRAFT NO SECONDARY SUITE
RESTRICTIVE COVENANT DISCHARGE BYLAW NO. 2537 -
15496 THRIFT AVENUE**

Corporate report dated March 10, 2025, from the Director of Planning and Development Services titled "Consideration of Draft No Secondary Suite Restrictive Covenant Discharge Bylaw No. 2537 - 15496 Thrift Avenue".

Note: Bylaw 2537 was on the agenda for consideration of staff recommended first, second, and third reading under item 9.1.b

Motion Number: 2025-074 It was MOVED and SECONDED

THAT Council receive the March 10, 2025, corporate report from the Director of Planning and Development Services titled "Consideration of Draft No Secondary Suite Restrictive Covenant Discharge Bylaw No. 2537- 15496 Thrift Avenue."

Motion CARRIED (7 to 0)

**6.2.f INITIAL REVIEW - ACTIVE REZONING APPLICATIONS
(OCTOBER TO DECEMBER 2024)**

Corporate report dated March 10, 2025, from the Director of Planning and Development Services titled "Initial Review - Active Rezoning Applications (October to December 2024)".

The Director of Planning and Development Services provided a PowerPoint presentation outlining the corporate report's subject matter.

Motion Number: 2025-075 It was MOVED and SECONDED

THAT Council:

- 1. Receive for information the corporate report dated March 10, 2025, from the Director of Planning and Development Services, titled "Initial Review - Active Rezoning Applications (October to December 2024)"; and**

2. Direct staff to advance the zoning amendment application at 15855 and 15869 Pacific Avenue (ZON/MJP 24-033) and proceed to the next stage in the application review process.

Motion CARRIED (7 to 0)

Motion Number: 2025-076 It was MOVED and SECONDED

THAT Council direct staff to advance the zoning amendment application at 1464 Vidal Street (ZON/MJP 24-031) and proceed to the next stage in the application review process.

Motion CARRIED (7 to 0)

**6.2.g DOGS ON THE PROMENADE AUGUST SEPTEMBER 2024
PILOT PROGRAM UPDATE**

Corporate report dated March 10, 2025, from the Director of Planning and Development Services titled "Dogs on the Promenade August September 2024 Pilot Program Update".

Motion Number: 2025-077 It was MOVED and SECONDED

THAT Council

1. Receive the corporate report dated March 10, 2025, from the Director of Planning and Development Services, titled "Dogs on the Promenade August September 2024 Pilot Program Update"; and
2. Direct staff to bring forward an amendment to the Animal Control and Licensing bylaw permitting additional time for Dogs to be permitted on the Promenade as follows: April – October from 5:30 a.m. to 9:00 a.m.

Motion CARRIED (7 to 0)

7. MINUTES AND RECOMMENDATIONS OF COMMITTEES

7.1 SELECT COMMITTEE MINUTES

Motion Number: 2025-078 It was MOVED and SECONDED

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

- **Housing Advisory Committee - February 19, 2025.**

Motion CARRIED (7 to 0)

Motion Number: 2025-079 It was MOVED and SECONDED

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

- **Public Art and Culture Advisory Committee - February 20, 2025.**

Motion CARRIED (7 to 0)

7.2 SELECT COMMITTEE RECOMMENDATIONS

7.2.a HOUSING ADVISORY COMMITTEE (COUNCILLOR CHESNEY, CHAIRPERSON)

7.2.a.a AFFORDABLE HOUSING STRATEGY - SHORT-TERM ACTION ITEMS

Note: Staff have noted that given the ongoing land-use study and provincially mandated OCP update this would be a significant undertaking at this time as it requires a certain amount of analysis to be conducted before it can be implemented, as well as a funding assessment and a public consultation process.

Motion Number: 2025-080

It was MOVED and SECONDED

THAT Council approve the prioritization of developing an Inclusionary Zoning Bylaw as time permits.

Motion CARRIED (7 to 0)

**7.2.b PUBLIC ART AND CULTURE ADVISORY COMMITTEE
(COUNCILLOR PARTRIDGE, CHAIRPERSON)**

**7.2.b.a WALKWAYS SIGNAGE - LOCATION
RECOMMENDATIONS AND FINAL DESIGN**

Motion Number: 2025-081

It was MOVED and SECONDED

THAT Council direct staff to install informative signs, as presented during the Committee's February 20, 2025 meeting, at the north and south entrances of the following walkways:

- **Vidal Street;**
- **Foster Street;**
- **Helen Fathers Centre Street; and**
- **Cypress Street.**

Motion CARRIED (7 to 0)

7.2.b.b DONATION OFFER OF LIT BENCH

Motion Number: 2025-082

It was MOVED and SECONDED

THAT Council, on behalf of the City of White Rock, respectfully decline the donation offer of a lit bench from the Fraser Valley Real Estate Board, for the following reasons:

- **may set a precedent for other organizations/companies for advertising opportunities;**
- **vandalism concerns;**
- **difficult electricity logistics; and,**
- **various locations have been considered, but none are suitable.**

Motion CARRIED (7 to 0)

8. POLICIES

None

9. BYLAWS AND PERMITS

9.1 BYLAWS

9.1.a BYLAW 2534 - 2025-2029 FINANCIAL PLAN BYLAW

Bylaw 2534 - A bylaw to adopt a Financial Plan for 2025 to 2029.

Note: Council at their February 24, 2025 meeting directed staff to bring forward this bylaw for consideration of initial readings.

Motion Number: 2025-083 It was MOVED and SECONDED

THAT Council gives first, second, and third reading to *"White Rock Financial Plan (2025-2029) Bylaw, 2025, No. 2534"*.

Motion CARRIED (7 to 0)

9.1.b BYLAW 2537 - NO SECONDARY SUITES RESTRICTIVE COVENANT DISCHARGE BYLAW (15496 THRIFT AVENUE), 2025, NO. 2537

Bylaw 2537 - A bylaw to authorize the City of White Rock to discharge a restrictive covenant and priority agreement registered as Land Title Office Document No. CA9288840.

Note: Bylaw 2537 was the subject of a corporate report under item 6.2.e

Motion Number: 2025-084 It was MOVED and SECONDED

THAT Council give first, second, and third reading to *"No Secondary Suites Restrictive Covenant Discharge Bylaw (15496 Thrift Avenue), 2025, No. 2537"*.

Motion CARRIED (7 to 0)

9.1.c BYLAW 2535 - WHITE ROCK ZONING BYLAW, 2024, NO. 2506, AMENDMENT NO. 6, (15733 THRIFT AVENUE [RS-2 SSMUH]) 2025, NO. 2535

Bylaw 2535 - A bylaw to amend the Zoning Bylaw to rezone 15733 Thrift Avenue from the RS-1 SSMUH Residential Zone to the RS-2 SSMUH Residential Zone. The rezoning, if approved, will enable the creation of two (2) residential lots by way of subdivision.

A Public Hearing is prohibited on this zoning amendment bylaw in accordance with Section 464 (3) of the *Local Government Act*. Bylaw 2535 is coming forward due to the City's new zoning bylaw (Bylaw 2506) being adopted on June 27, 2024, to facilitate small-scale multi-unit housing (SSMUH) which meets new provincial legislation requirements.

Note: In accordance with legislation, Notice of Consideration of Bylaw 2535 was published in the February 13 and 20 editions of the Peace Arch News and 96 notices were mailed to inform owners and occupants within 100 meters of the subject property.

Council gave three (3) readings to this bylaw on February 24, 2025 and the bylaw was on the agenda for consideration of final reading at this time.

Motion Number: 2025-085
It was MOVED and SECONDED

THAT Council gives final reading to “*White Rock Zoning Bylaw, 2024, No. 2506, Amendment (15733 Thrift Avenue [RS-2 SSMUH]), 2025, No. 2535*”.

Motion CARRIED (7 to 0)

9.2 PERMITS

None

10. CORRESPONDENCE

10.1 CORRESPONDENCE - RECEIVED FOR INFORMATION

Motion Number: 2025-086 It was MOVED and SECONDED

THAT Council receive correspondence item(s) 10.1.a as circulated.

Motion CARRIED (7 to 0)

10.1.a PROCLAMATION REQUEST - INTERNATIONAL PURPLE DAY FOR EPILEPSY AWARENESS

Correspondence dated December 17, 2024, regarding International Purple Day for Epilepsy Awareness, which takes place on March 26, 2025.

10.1.b BC ASSOCIATION OF FARMERS' MARKETS NUTRITION COUPON PROGRAM

Note: Further action on the following correspondence items may be considered. Council may request that any item be brought forward for discussion and may propose a motion of action on the matter.

Correspondence dated February 13, 2025 from the BC Association of Farmers' Markets requesting the City write a letter to the Minister of Health in gratitude and support for the BC Farmers' Market Nutrition Coupon Program in White Rock.

Motion Number: 2025-087 It was MOVED and SECONDED

THAT Council authorize Mayor Knight to provide a letter on their behalf to the Minister of Health in gratitude and support for the BC Farmers' Market Nutrition Coupon Program in White Rock.

Motion CARRIED (7 to 0)

11. MAYOR AND COUNCILLOR REPORTS

11.1 MAYOR'S REPORT

Mayor Knight provided the following information:

- Feb 26, City's Annual Pink Shirt Day Gathering
- Feb 26, Post Council Overview and Highlights videotaping
- Feb 27, Rotary Club of Semiahmoo's "A Celebration of Caring"
- Feb 28, Metro Vancouver Board of Directors meeting
- Mar 6, Metro Mayors' Council on Regional Transportation meeting
- Mar 6, Keynote Speakers at the "Women Who Lead" event
- Mar 7, Honourable Kerry-Lynne Findlay's "Unforgettable International Women's Day Celebration"
- Reminder to take the time to complete the two (2) City Surveys currently underway "2025 Official Community Plan Update" and the "North Bluff Road Corridor Study" (online or paper formats are available)

11.2 COUNCILLORS REPORTS

Councillor Partridge noted the following information:

- Mar 6, International Women's Day event "Women Who Lead"
- Mar 7, "Where We Live" showcase exhibit of traditional Chinese-style paintings at the Uptown Pop-Up Gallery (until March 27th)
- Mar 7, Earl Marriott Semiahmoo First Nation Community Pow Wow
- The week will be the 25th Anniversary of the Rotary Fieldhouse at South Surrey Park and the Rotary Club Book Sale will be held April 4 to 8 at the Peace Arch Curling Club

Councillor Lawrence noted the following information:

- Black History Month (February): Served as a Judge in Junior Black Achievement Award - Speech Competition
- Mar 6, International Women's Day event "Women Who Lead"
- Mar 7, Honorable Kerry-Lynn Finlay's "Unforgettable International Women's Day Celebration"
- Mar 7, Earl Marriott Semiahmoo First Nation Community Pow Wow

Councillor Klassen noted the following information:

- Mar 7, Thank you to Earl Marriott for hosting the Semiahmoo First Nation Community Pow Wow
- Mar 8, International Women's Day Events hosted by the Soroptimist International of White Rock and the White Rock Orchestra

12. MOTIONS AND NOTICES OF MOTION

12.1 MOTIONS

12.1.a ALL OUTSTANDING PAVING PROJECTS UP TO DATE BY END OF 2026

The following motion from Councillor Klassen is presented for consideration at this time:

Motion Number: 2025-088 It was MOVED and SECONDED

THAT Council direct all outstanding paving projects that have been carried forward be caught up by the end of 2026.

Voted in the negative (5): Mayor Knight, Councillor Chesney, Councillor Cheung, Councillor Lawrence, and Councillor Partridge

Motion DEFEATED (2 to 5)

12.2 NOTICES OF MOTION

None

13. RELEASE OF ITEMS FROM CLOSED COUNCIL MEETINGS

None

14. OTHER BUSINESS

None

15. CONCLUSION OF THE MARCH 10, 2025 REGULAR COUNCIL MEETING

The meeting was concluded at 5:38 p.m.

Mayor Knight



Tracey Arthur, Director of Corporate Administration

THE CORPORATION OF THE
CITY OF WHITE ROCK
CORPORATE REPORT



DATE: March 31, 2025

TO: Mayor and Council

FROM: John Woolgar, Director, Recreation and Culture

SUBJECT: Leisure Access Program New Policy

RECOMMENDATION

THAT Council approve the new terms for the Leisure Access Program and adopt a Leisure Access Program Policy.

EXECUTIVE SUMMARY

The City of White Rock's Leisure Access Program (LAP) currently provides an opportunity for White Rock and South Surrey residents in financial need to participate in the City's Recreation and Culture activities at a discounted rate. A comparison across the Metro Vancouver Region shows that each municipality operates their own form of an LAP and that these programs serve residents of each city exclusively. It is recommended that the LAP Policy be approved which contains the existing program benefits and the new eligibility requirements for participants of the LAP program. Please see Appendix A for a draft of the proposed LAP Policy.

INTRODUCTION/BACKGROUND

For over 15 years, the White Rock LAP has provided low-income residents in White Rock and South Surrey with access to White Rock recreation programs and services. This program ensures that applicants are not restricted from accessing or participating in a limited variety of recreation and culture activities due to financial hardship. Applicants are provided with a mechanism for accessing subsidies which incorporates confidentiality, dignity, privacy and easy access.

Program Benefits

The benefits of the LAP include:

- 50% off eligible White Rock Recreation and Culture programs or memberships with a limit of \$300 per person per year.
- Free public skating at Centennial Arena for White Rock residents.
- Grandview Heights Aquatic Centre and South Surrey Indoor Pool Annual Pool Pass or 20 Session Pass available at 50% for White Rock residents only.

A review across Metro Vancouver identified that each municipality runs their own LAP. The benefits at each municipality vary slightly but include discounted access to drop-in activities and

program registrations with discounts ranging from 25% to 90%. White Rock's current discount for the LAP is on average with neighboring municipalities.

Please see Appendix B for a table of Leisure Access Program benefits and subsidies at other cities in Metro Vancouver.

Income Requirements

Currently, all permanent City of White Rock and South Surrey residents who meet the annual family income limitations may apply (see Table 1 below). Total income for all adults in the household must be included in the application.

| Number in Family | 1 | 2 | 3 | 4 | 5 | 6 |
|------------------|----------|----------|----------|----------|----------|----------|
| Family Income | \$25,837 | \$31,446 | \$39,156 | \$48,851 | \$55,626 | \$61,691 |

Table 1: Low-Income Levels for Leisure Access Eligibility

Residency requirements

A review across Metro Vancouver identified that each municipality requires residency in the municipality to participate in the LAP. The City of White Rock currently allows both White Rock and South Surrey residents to participate in the LAP. On average, approximately 30% of LAP participants are Surrey residents. Staff recommend that the new eligibility requirements stipulate that only residents of White Rock are eligible to participate in the LAP program.

LAP Participants

The table below shows the number of individuals accessing the LAP from 2020 to 2025.

| | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 |
|------------------|------|------|------|------|------|------|
| LAP Participants | 102 | 129 | 42 | 109 | 117 | 58* |

**Denotes Year to Date*

Access to Public Swimming Pools

A unique feature of the White Rock LAP is that it subsidizes White Rock residents who wish to use the swimming pool facilities at Grandview Heights Aquatics Centre or the South Surrey Indoor Pool. The rationale for this subsidy is because White Rock does not have a public swimming pool. Staff performed a review of lower mainland cities and found that all cities in the lower mainland have their own public swimming pools, either indoor or outdoor. LAP participants pay 50% of the cost of the Surrey pool pass, with the LAP paying for the remaining 50%.

FINANCIAL IMPLICATIONS

The value of the LAP program subsidies in 2024 was \$9,700. Of this amount, the subsidized city of Surrey pool passes amounted to \$5,700 while subsidized recreation programs and drop-in memberships made up the remaining \$4,000. This funding is in the current operating budget and no additional funding is required if Council approves the LAP policy.

COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS

The LAP is promoted on the City website, in recreation centres, and through social media. All documentation and webpages will be updated with these changes and communicated to staff. This may include advertisements, updating City webpages, marketing in White Rock recreation facilities, and other forms of City communication and promotion as required.

OPTIONS / RISKS / ALTERNATIVES

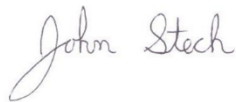
The following options are available for Council's consideration:

1. Do not change eligibility requirements for the City's LAP program.
2. Do not approve the LAP Policy.
3. Approve the LAP policy with other amendments.

CONCLUSION

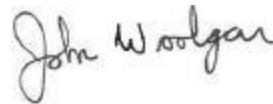
Recreation and Culture's LAP ensures that residents are not restricted from accessing and participating in activities due to financial hardship. The recommendation is for Council to approve the LAP Policy to endorse the existing program benefits and approve the new residency requirements. This will ensure that the LAP continues to provide access to recreation benefits to White Rock residents.

Respectfully submitted,



John Stech
Manager, Community Recreation

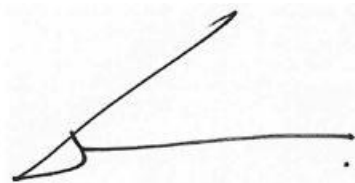
Approved by,



John Woolgar
Director, Recreation & Culture

Comments from the Chief Administrative Officer

This corporate report is provided for information purposes and direction to staff.



Guillermo Ferrero
Chief Administrative Officer

Appendix A: 03-31-2025 Leisure Access Program Policy

Appendix B: 03-31-2025 Leisure Access Program Benefits Across the Lower Mainland



POLICY TITLE: LEISURE ACCESS PROGRAM

POLICY NUMBER: RECREATION AND CULTURE – 712

| | |
|-----------------------------------|---|
| <i>Date of Council Adoption:</i> | <i>Date of Last Amendment:</i> |
| <i>Council Resolution Number:</i> | |
| <i>Originating Department:</i> | <i>Date last reviewed by the Council:</i> |

Purpose

This policy is established to set out the terms and conditions of the White Rock Recreation and Culture department's Leisure Access Program to provide clear guidance for administering and approving Leisure Access Program applications. It outlines the program, eligibility requirements, and benefits provided through the Leisure Access Program.

Program Overview

The Leisure Access program provides low-income residents of the City of White Rock with access to recreation programs and services. The program ensures that residents are not restricted from access or participation in a reasonable variety of recreation activities due to financial hardship. Residents are provided with a mechanism for accessing subsidies which incorporates confidentiality, dignity, privacy and easy access.

Eligibility Requirements

All permanent City of White Rock residents who meet the annual family income requirements may apply. Total income for all adults in the household must be included in the application.

The application form can be downloaded from the City's webpage or obtained in person at a recreation centre. Applicants complete one application per family and return it, along with the documents required, for submission to the recreation and culture department.

Benefits Provided Through the Leisure Access Program

All approved Leisure Access Program members will receive the following benefits:

- 50% off eligible White Rock Recreation and Culture programs or memberships. Up to \$300 per person per year.
- Free public skating at Centennial Arena.
- Grandview Heights Aquatic Centre and South Surrey Indoor Pool Annual Pool Pass or 20 Session Pass available at 50% off (Note: subsidized by the City of White Rock).

Rationale

This policy is established to ensure that all members of the public and City employees are aware of the Leisure Access Program, the eligibility requirements, and the benefits provided.

| Municipality | Program Name | Registered Programs | Membership | Drop-in | \$ Maximum for Children/V | \$ Maximum for Adults | \$ Maximum for Seniors | Link |
|------------------|-------------------------------------|-------------------------|---------------------------------|---------------------|---------------------------------------|---------------------------------------|---------------------------------------|---|
| Abbotsford | PRC Subsidy Program | 25% discount | 100% discount | 100% discount | Varies | Varies | Varies | https://laws.abbotsford.ca/civix/document/id/coa/coaother/c00405 |
| Burnaby | FAIR Play Program | Dollar maximum per year | 100% discount | 100% discount | \$500 per year | \$250 per year | \$500 per year | https://www.burnaby.ca/services-and-payments/seniors-and-family-support/recreation-credit-program |
| Coquitlam | Financial Assistance for Recreation | \$225 maximum per year | \$225 maximum per year | 50 passes per year | \$225 per year | \$225 per year | \$225 per year | https://www.coquitlam.ca/DocumentCenter/View/5656/Financial-Assistance-for-Recreation-FAQ |
| Delta | Leisure Access Assistance Program | Varies | 100% discount | 100% discount | Varies | Varies | Varies | https://www.delta.ca/parks-recreation/sports-activities/recreation-access |
| Langley City | Leisure Access Grant | 25% - 75% discount | 25% - 75% discount | 25% - 75% discount | One program or pass per season | One program or pass per season | One program or pass per season | https://www.langleycity.ca/media/file/2023-leisure-access-grant-application |
| Langley Township | Financial Assistance | 75% discount | 75% discount | 75% discount | \$275 per year | \$275 per year | \$275 per year | https://www.tol.ca/en/parks-recreation/resources/activities-and-programs/admission-fees/24-062-Financial-Assistance-Form_final_fillable.pdf |
| Maple Ridge | Access Pass | 50% discount | 75% discount | 75% discount | 4 programs per year; \$50 per program | 4 programs per year; \$50 per program | 4 programs per year; \$50 per program | https://www.mapleridge.ca/parks-recreation/recreation-facilities/recreation-access/financial-access |
| New Westminster | Financial Assistance | 50% discount | 50% discount | 50% discount | Varies | Varies | Varies | https://www.newwestcity.ca/database/files/library/Access_and_Inclusion_Policy_and_Procedure_Updated20210713.pdf |
| Port Coquitlam | Financial Assistance | 75% discount | 100% discount | 100% discount | \$500 per year | \$200 per year | \$200 per year | https://www.portcoquitlam.ca/recreation-parks/access-inclusion/financial-assistance |
| Richmond | Recreation Fee Subsidy Program | 90% discount | 100% discount | 100% discount | \$300 per year | \$100 per year | \$100 per year | https://www.richmond.ca/culture/social/accessibility/subsidies/recreation-fee.htm |
| Surrey | Leisure Access Program | 75% discount | 75%-100% discount | 75% - 100% discount | \$500 per year | \$250 per year | \$250 per year | https://www.surrey.ca/activities-parks-recreation/admissions-passes/leisure-access-program |
| Vancouver | Leisure Access Program | 50% discount | 50% - 100% depending on service | 50% discount | Varies | Varies | Varies | https://vancouver.ca/parks-recreation-culture/leisure-access-card.aspx |
| West Vancouver | Recreation Financial Assistance | 50% discount | 50% discount | 100% discount | \$362-\$400 per year | \$362-\$400 per year | \$362 - \$400 per year | https://westvancouver.ca/parks-recreation/recreation-programs-services/access-services |
| White Rock | Leisure Access Program | 50% discount | 50% discount | 50% discount | \$300 per year | \$300 per year | \$300 per year | https://www.whiterockcity.ca/825/Leisure-Access-Program |

Note: all municipalities require proof of residency to participate in program.

THE CORPORATION OF THE
CITY OF WHITE ROCK
CORPORATE REPORT



DATE: March 31, 2025

TO: Mayor and Council

FROM: Jim Gordon, P.Eng., Director, Engineering and Municipal Operations
John Woolgar, Director of Recreation and Culture

SUBJECT: Contract Award – Generations Playground Splash Pad

RECOMMENDATIONS

THAT Council:

1. Approve the award of construction of the Generations Playground Splash Pad project to GPM Civil Contracting Inc. in the amount of \$1,409,967 (excluding GST);
 2. Authorize the pre-approved contingency of \$242,323 (approximately 16% of design and construction cost) to support the project;
 3. Approve the purchase and relocation of outdoor exercise equipment as per option two in this report and include the estimated cost of \$140K in the Generations Playground Splash Pad budget.
 4. Authorize the Director of Engineering and Municipal Operations to execute all contract documentation required for the Project.
-

EXECUTIVE SUMMARY

The purpose of this corporate report is to obtain Council approval to award the Generations Playground Splash Pad project to GPM Civil Contracting Inc. in the amount of \$1,409,967 (excluding GST) and to present options for relocating and upgrading the outdoor exercise equipment on site.

PREVIOUS COUNCIL DIRECTION

| Motion # & Meeting Date | Motion Details |
|------------------------------------|--|
| 2024-225 June 24, 2024 | THAT Council: 1. Review the pros and cons of the three (3) concept design options; and 2. Direct staff to proceed with Concept Design #1 as per the reasons outlined within the Corporate Report. CARRIED |

| | |
|-----------------------------|---|
| 2024-353 October 7, 2024 | <p>THAT Council:</p> <ol style="list-style-type: none"> 1. Receive the corporate report dated October 7, 2024, from the Manager of Parks, titled “Generations Playground Splash Pad Update” and approve the final concept drawing and direct staff to proceed with the detailed design phase. <p style="text-align: right;">CARRIED</p> |
|-----------------------------|---|

INTRODUCTION/BACKGROUND

The Generations Playground Splash Pad (GPSP) is intended to provide a refreshing and interactive water play space for residents and visitors of all ages and abilities. It will provide increased play opportunities, promote inclusion and accessibility, offer enhanced cooling and fun, appeal to multiple generations, and improve park utilization.

ANALYSIS

A component of the GPSP is a project to relocate the existing Outdoor Exercise Equipment (OEE) from the GPSP footprint. These two project components are discussed separately as follows:

GPSP Analysis

R.F. Binnie and Associates were retained to design the GPSP Concept Design #1 approved by Council. A request for proposals based upon this design was issued to the market with a submission closing date of February 27, 2025, followed by an extension to March 6, 2025, to accommodate additional addendum details to address questions from contractors. The City received two (2) proposals and the results are discussed below.

Table 1 - Proposal Summary

| Contractor | Price (excluding GST) |
|----------------------------|------------------------------|
| GPM Civil Contracting Inc. | \$1,409,967 |
| New Rhodes Construction | \$1,277,538 |

Staff and R.F. Binnie and Associates reviewed the proposals using evaluation criteria including schedule, price, capacity, experience, expertise, methodology, and sustainability. Based on the analysis it was determined that GPM Civil Contracting Inc. would provide the best value to the City.

GPM has an ideal forecasted completion date of July 31, 2025, with the Dry River component opening mid-August as a worst-case scenario. New Rhodes Construction has a schedule for Fall construction following materials receipt in August.

GPM is recommended for award at a bid price of \$1,409,967 (excluding GST).

Outdoor Exercise Equipment Analysis

The Peace Arch Hospital Foundation (PAHF) contributed to the adjacent Generations Playground construction in 2018. The outdoor exercise equipment (OEE) located at the south end of Generations Playground was a key part of their grant, reflecting their contributions to an accessible, active community.

Unfortunately, there are space limitations on the site and this exercise equipment needs to be relocated to make room for the splash pad. A site on the southwest corner of the adjacent walking track will provide an ideal interface between the active track area and the splash pad.

PAHF has committed \$100K to be used towards capital construction of the splash pad and relocation and upgrading OEE. It is appropriate that a significant part of this donation be focused on the OEE part of the GSPD project. An analysis of the OEE market and condition of the existing OEE recommends that five of the eleven pieces of existing equipment be relocated and three new pieces of equipment be purchased as per Option 2 in Table 3 below (details in Appendix A).

Table 3 – OEE Options

| | Option 1 | Option 2 (recommended) | Option 3 |
|--|---|---|---|
| Description | Relocation of five (5) pieces of existing equipment + supply/install of one (1) new piece of equipment (Apollo Multi-Gym) | Relocation of five (5) pieces of existing equipment + supply/install of three (3) new pieces of equipment | Relocation of five (5) pieces of existing equipment + supply/install of three (3) new pieces of equipment + 20' x 20' steel shade structure |
| Budget with Engineered Wood Fibre Surface | Would cost approximately \$75,000 | Would cost approximately \$120,000 | Would cost approximately \$200,000 |
| Budget with Rubber Resilient Safety Surfacing | Would cost approximately \$90,000 | Would cost approximately \$140,000 | Would cost approximately \$215,000 |
| Considerations | A total of five (5) pieces will be available for use. | A total of seven (7) pieces will be available for use. | A total of seven (7) pieces will be available for use. |

Option 2 is recommended with rubber resilient safety surfacing at an estimated cost of \$140K.

FINANCIAL IMPLICATIONS

This project is included in the 2024/2025 Financial Plan in the amount of \$995K. Additional funds to support this project are available from General Fund Community Amenity Reserve and capital reserves for the utility components of the project. Also, the PAHF is providing a grant of \$100K.

If Council approves the recommendations of this report, the additional funding will be added in the next financial plan amendment report.

A summary of the project budget is as follows:

Table 2 – Project Budget

| | Total |
|---|--------------------|
| Generations Playground Splash Pad (75174) including the PAHF contribution | \$1,095,000 |
| Water Capital Reserve | \$68,000 |
| Drainage Capital Reserve | \$26,000 |
| Sanitary Capital Reserve | \$115,000 |
| Community Amenity Reserve | \$600,000 |
| Total Available budget | \$1,904,000 |
| Spent/committed to date (as of March 14, 2025) | \$111,710 |
| Construction (GPM Civil Contracting Inc.) | \$1,409,967 |
| Outdoor Exercise Equipment | \$140,000 |
| Subtotal | \$1,661,677 |
| Contingency (approx. 16% of design & construction) | \$242,323 |
| Total Project Cost | \$1,904,000 |

As the estimates received at the time of writing this report have been budgetary, staff have put together a high-level budget of \$140K for the OEE component of the project.

LEGAL IMPLICATIONS

Due to all the proposals for the construction of the Splash Pad being over the available budget, staff have engaged Lidstone & Company to advise on the alternatives listed in the options/risks/alternatives section of this report.

INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS

Recreation and Culture staff, in collaboration with Engineering and Municipal Operations staff, provided the recommendation for the OEE component of this project. Recreation staff have conducted research into new design options for replacing some of the existing fitness equipment and have engaged community stakeholders on the project and relocation options (Appendix A).

ALIGNMENT WITH STRATEGIC PRIORITIES

The GPSP is a Council proposed and endorsed project, and it is in alignment with Community and Infrastructure priority areas of focus. The Community priority identifies that we foster a livable city with connected residents enjoying distinctive places and activities, and the Infrastructure priority identifies that we plan, build, and maintain infrastructure to enhance quality of life and civic service delivery while mitigating and adapting to environmental impacts.

OPTIONS / RISKS / ALTERNATIVES

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

1. Approve Contract Award to New Rhodes Construction – This would result in an estimated cost savings of \$132K; however, the project would not be completed until the Fall, past the summer season. The appropriate Council resolution would be:

"Approves the award of construction of the Generations Playground Splash Pad project to New Rhodes Construction in the amount of \$1,277,538 (excluding GST), directs staff to include a contingency of 16% and adjust the budget accordingly."
2. Terminate the RFP and negotiate a reduced scope with the preferred proponent (GPM Civil Contracting Ltd.). The risk with this alternative is that the preferred proponent is no longer bound to hold their original unit prices even if they agree to a reduced quantity of scope. This will also delay construction and push project completion into the fall as staff would need to negotiate and then report to Council for approval and contract award. An appropriate resolution would be:

"Terminate the RFP and directs staff to negotiate a reduced scope with the preferred proponent (GPM Civil Contracting Ltd) and report back to Council."
3. Terminate the RFP and direct staff to arrange redesign with a reduced scope – Redesigning the project with a reduced scope, submitting to Council for approval and then to RFP will put the project on a challenging timeline for 2026 completion and may not result in an increase in project value. Appropriate resolution would be:

"Terminate the RFP and directs staff to arrange a reduced scope design for Council approval and resubmission to the construction market."
4. Cancel the Project – Appropriate resolution would be:

"Terminate the RFP and directs staff to cancel the Generations Playground Splash Pad project."

CONCLUSION

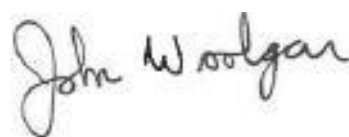
In conclusion, the Generations Playground Splash Pad project presents a valuable opportunity to enhance community engagement and park utilization. It is recommended that the construction contract be awarded to GPM Civil Contracting Inc. in the amount of 1,409,967 (excluding GST).

Staff also request a preauthorized contingency in the amount \$242,323 (approximately 16% of design & construction costs) to support the project. Additionally, staff seek Council's approval to enable the Director of Engineering & Municipal Operations to have authorization to execute all contract documentation required for the project to proceed.

Respectfully submitted,



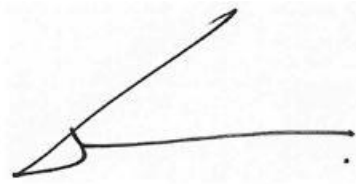
Jim Gordon, P.Eng,
Director of Engineering and Municipal Operations



John Woolgar
Director of Recreation and Culture

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 series of loops and a final horizontal stroke.

Guillermo Ferrero
Chief Administrative Officer

Appendix A – Outdoor Exercise Equipment Analysis

The current outdoor exercise area is located immediately south of the Generations Playground and picnic area. This area has eleven pieces of exercise equipment with varying levels of utilization. However, not all of the exercise equipment has held up to prolonged exposure to the outdoors and/or to provide effective resistance and exercise benefits.

Staff observed and consulted with users of this equipment and held focus groups with representatives from the Peace Arch Hospital Foundation and exercise professionals. Based on these consultations and inspections of the existing equipment, staff recommend the relocation of five pieces of the existing equipment.

Along with the relocation of five pieces of the existing equipment, staff recommend the purchase of three new pieces of equipment from a company called Outdoor-Fit that has equipment installed at many prisons and parks across North America. This equipment is similar to that found in commercial gyms but is built to rigorous standards to withstand outdoor environments. Outdoor Fit sources all their materials and manufactures all their equipment in Canada so no impending tariffs would apply. The configuration of some pieces of the Outdoor Fit equipment allows multiple individuals to utilize the equipment at the same time. It also meets accessibility standards which ensure a broader segment of the community can participate.

For safety reasons, it is recommended that the relocated and new equipment be placed upon rubber-resilient safety surfaces. The southwest corner of the adjacent walking track would be a suitable location as this would attract those individuals already exercising or walking and thereby increase utilization of the exercise equipment.

Recommended Equipment to be Relocated

- Knee Lift Station
- Bench Dip Station
- Combination Hub (Push-Up, Chin-Up, Row, Plyo) - 2 pieces
- Shoulder Rotator – Accessible

Equipment Recommended to be Decommissioned

- Recumbent Cycle (x2)
- Chest Press
- Lateral Pull Down
- Leg Press
- Adult Climbing Wall *

- * This piece to be stored for future relocation to another park in White Rock

Recommended New Equipment from Outdoor-Fit

- Apollo Multigym
- Versa Hi-Lo Pulley System
- Flex Multi-Stretch



Image 1: Apollo Multigym



Image 2: Versa Hi-Lo Pulley System



Image 3: Flex Multi-Stretch

THE CORPORATION OF THE
CITY OF WHITE ROCK
CORPORATE REPORT



DATE: March 31, 2025

TO: Mayor and Council

FROM: Corrine Haer, P.Eng., Manager, Engineering

SUBJECT: Contract Award – LED Streetlight Replacement

RECOMMENDATIONS

THAT Council receive the corporate report dated March 31, 2025, from the Manager of Engineering, titled “Contract Award – LED Streetlight Replacement” and

1. Approve the award of the LED Streetlight Replacement project to Crown Contracting Ltd. in the amount of \$480,388 (excluding GST);
 2. Approve the award of the optional scope to replace critical condition streetlight poles to Crown Contracting Ltd. in the amount of \$400,000 (excluding GST);
 3. Authorize purchase of LED fixtures from LED Roadway Lighting in accordance with the Corporate Supply Agreement in the amount of \$248,911 (including PST, excluding GST);
 4. Authorize the pre-approved contingency in the amount of \$139,579 (approximately 15% of the design and contracting costs) to support the project; and
 5. Authorize the Director of Engineering and Municipal Operations to execute all contract documentation required for the project.
-

EXECUTIVE SUMMARY

The purpose of this corporate report is to obtain Council approval to award the LED Streetlight Replacement project to Crown Contracting Ltd. in the amount of \$480,388 (excluding GST), to obtain approval to award optional scope for replacing critical condition streetlight poles in the amount of \$400,000 (excluding GST) and to obtain authorization to purchase LED fixtures from LED Roadway Lighting in the amount of \$248,911 (including PST, excluding GST).

INTRODUCTION/BACKGROUND

This project includes replacing all remaining High-Pressure Sodium (HPS) streetlights fixtures with Light-Emitting Diode (LED) fixtures throughout the City to ensure compliance with federal regulations that require all light ballasts containing Poly-Chlorinated Biphenyls (PCBs) in HPS streetlights to be removed by the end of 2025.

These new LED streetlights will help improve public safety by increasing the visibility of sidewalks and roads at night, as well as help reduce light pollution. LED streetlights also last longer, require less maintenance and use up less energy.

This project includes:

- Removal of 576 High-Pressure Sodium (HPS) streetlights fixtures.
- Installation of 576 new Light-Emitting Diode (LED) fixtures.
- Removing and replacement of 40 (at minimum) critical condition streetlight poles as part of the optional scope.

ANALYSIS

DMD and Associated Electrical Consultant Ltd. were retained to design the project and to provide tendering support. A request for proposal was issued to the market with a submission closing date of February 7, 2025. The City received three (3) proposals and the results are summarized in the table below.

Table 1 - Proposal Summary

| Contractor | Price (excluding GST) |
|---------------------------------------|------------------------------|
| Crown Contracting Ltd. | \$480,388 |
| Fraser City Installations (1989) LTD. | \$575,524 |
| Western Integrated Electric Ltd. | \$706,025 |

Staff and DMD and Associated Electrical Consultant Ltd reviewed the proposals and recommend awarding this project to Crown Contracting Ltd for a total of \$480,388 (excluding GST). Aside from submitting the lowest overall price, Crown Contracting Ltd. has completed previous work in the City and staff have been satisfied with the results. They also demonstrated a good understanding of the project scope in line with expectations.

In addition to the base scope, optional scope to replace the City's most critical condition streetlight poles was included in the request for proposal. This includes removing and replacing the poles that are at the end of their service life. Staff recommend proceeding with replacing 40 (at minimum) critical condition streetlight poles throughout the City to use up the remaining budget (\$400,000) available for this project.

In addition, as a member of the provincial Corporate Supply Arrangement (CSA), the City is eligible to purchase the cobrahead fixtures directly from a wholesaler at a discount price. Staff recommend purchasing 453 cobrahead fixtures directly from LED Roadway Lighting in compliance with the CSA to save costs. The remaining 123 decorative LEDs required for this project will be purchased by Crown Contracting Ltd. as part of the pricing above. These 123 decorative LEDs are custom and therefore can't be purchased through the CSA. A total of 576 streetlights will be replaced as part of this project.

FINANCIAL IMPLICATIONS

The project is included in the 2024/2025 Financial Plan in the amount of \$1.248M. In addition, a BC Hydro Grant was applied for in 2025 and recently awarded to the City in the amount of approximately \$104,000 towards the LED streetlights replacement work.

A summary of the project budget is as follows:

Table 2 – Project Budget

| | Total |
|---|--------------------|
| Street Light LED Upgrades (Project 35092) | \$1,140,000 |
| Street Light Maintenance (Project 35054) | \$108,000 |
| BC Hydro Grant | \$104,000 |
| Total available budget | \$1,352,000 |
| Spent/committed to date (DMD and Associated Electrical Consultant Ltd.) | \$83,122 |
| LED Replacement (Crown Contracting Ltd.) | \$480,388 |
| Material (LED NXT Fixtures from LED Roadway Lighting) | \$248,911 |
| Optional critical streetlight pole replacement (Crown Contracting Ltd.) | \$400,000 |
| Subtotal | \$1,212,421 |
| Contingency (approx. 15% of design and contracting costs) | \$139,579 |
| Total project cost | \$1,352,000 |

LEGAL IMPLICATIONS

No legal implications are anticipated. Staff request authorization for the Director of Engineering and Municipal Operations to execute all contract documentation required for the project.

ALIGNMENT WITH STRATEGIC PRIORITIES

This project is in alignment with the Infrastructure Strategic Priority that identifies that the City plan, build and maintain infrastructure to enhance quality of life and civic service delivery while mitigating and adapting to environmental impacts. Specifically, this project ensures future infrastructure resiliency by making decisions through a long-term lens.

OPTIONS / RISKS / ALTERNATIVES

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

1. Not approve the recommendation to award the LED Streetlight Replacement project to Crown Contracting Ltd. This will result in noncompliance with the federal mandate to replace all light ballasts containing Poly-Chlorinated Biphenyls (PCBs) by the end of 2025.

CONCLUSION

Staff recommend that the LED Streetlight Replacement project in the amount of \$480,388 (excluding GST) plus optional scope for the replacement of critical condition streetlight poles in the amount of \$400,000 (excluding GST) be awarded to Crown Contracting Ltd. and that Council approve the purchase of LED NXT fixtures from LED Roadway Lighting in the amount of \$248,911 (including PST and excluding GST).

Staff also request a preauthorized contingency in the amount \$139,579 (approximately 15% of design and contracting costs) to support the project. Additionally, staff seek Council's approval to enable the Director of Engineering & Municipal Operations to have authorization to execute all contract documentation required for the project to proceed.

Respectfully submitted,

Approved by,



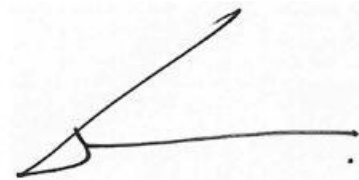
Corrine Haer, P.Eng.
Manager, Engineering



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

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 31, 2025

TO: Mayor and Council

FROM: Anne Berry, Director, Planning and Development Services

SUBJECT: Initial Review of combined OCP amendment and Rezoning Application at 14981 and 14985 Marine Drive (OCP/ZON/MJP 24-032);” and

RECOMMENDATIONS

THAT Council receive the for information the corporate report dated March 31, 2025 from the Director of Planning and Development Services, titled “Initial Review of combined OCP amendment and Rezoning Application at 14981 and 14985 Marine Drive (OCP/ZON/MJP 24-032);” and

1. Defer consideration of the Official Community Plan amendment Zoning Bylaw amendment and Major Development Permit applications for 14981 and 14985 Marine Drive pending the completion of the Marine Drive Land Use Study as outlined in this corporate report.
-

EXECUTIVE SUMMARY

The City has received three development applications between October and December 2024, which includes one combined OCP and rezoning proposal and two rezoning proposals. In accordance with the amendments to the Planning Procedures Bylaw, 2017, No. 2234 approved in September 2020, all official community plan amendments ("OCP amendment") and zoning bylaw amendments ("rezoning") applications are brought forward to the Land Use and Planning Committee (LUPC) for initial review. As of March 2023, Council dissolved the LUPC (made up of members of Council) as a committee and such applications have been presented directly to Council since. An initial review is to provide Council with the opportunity to comment early on the project and to help avoid significant cost and time expended by staff and the applicant preparing a rezoning application for first reading that may not have support.

Upon receipt of an initial review report, Council can deny the application or direct staff to continue processing the file (without committing to the proposal's ultimate approval). If Council deems that the application meets the intent of City bylaws and policies, it can provide comments and direct the application to the next stage in the application process. If Council deems that the application does not meet the intent of City bylaws and policies, they may identify their concerns and send it back to staff or not support the application. If rejected, an applicant would be refunded a portion of their application fees and may consider making a subsequent application responsive to Council's concerns or continuing the current land use on the property. Alternatively, they may choose to develop within their current zoning provisions.

PREVIOUS COUNCIL DIRECTION

| Motion # & Meeting Date | Motion Details |
|------------------------------------|---|
| September 14, 2020 2020-443 | THAT Council gives first, second, and third reading to "City of White Rock Planning Procedures Bylaw, 2017, No. 2234, Amendment (Initial Information Reports for Zoning Amendments) Bylaw, 2020, No. 2357." |
| September 28, 2020 2020-473 | THAT Council give final reading to "City Of White Rock Planning Procedures Bylaw, 2017, No. 2234, Amendment (Initial Information Reports For Zoning Amendments) Bylaw, 2020, No. 2357." |

INTRODUCTION/BACKGROUND

Staff received three (3) development applications between October and December 2024. All three project proposals received are subject to more than one development application type, e.g., OCP amendment, Zoning amendment, and/or Major Development Permit applications. On March 10, 2025, an initial report was brought forward to Council for two of three development applications. Staff is using this initial report to bring forward the third development application which involves the requirement of an OCP amendment.

ANALYSIS

14981 and 14985 Marine Drive – OCP amendment and rezoning to allow for a four-storey mixed-use development (8 units with ground-level commercial units)

The development applications for the subject properties, at 14981 and 14985 Marine Drive, propose amending the Official Community Plan (OCP) for an increase to the maximum permitted height and density in the ‘Waterfront Village’ land use designation. Additionally, the application includes amending the zoning for the properties from the ‘CR-3 West Beach Business Area Commercial/Residential’ to a property-specific Comprehensive Development (CD) zone. The CD zone is proposed to be modelled around the existing CR-3 Zone. As part of the development, the two subject parcels will be consolidated into one site. If approved, the OCP amendment and rezoning would permit a four-storey mixed-use development which also includes off-street parking with access from Victoria Avenue. Along with the zoning amendment, a Form and Character Major Development Permit application has also been submitted. Location and Ortho Maps are included in Appendix A; the Applicant’s OCP amendment rationale in Appendix B; the Topographic Survey is attached as Appendix C, and the conceptual technical drawings in Appendices D, E & F. Appendix G includes a copy of the Applicant’s letter to Council regarding their application.

The proposal features a mixture of unit types: 6 two-bedroom units, 1 three-bedroom unit, and 1 four-bedroom unit. The allocation of three-bedroom and two-bedroom units upholds the City's "family-friendly housing" policy, which seeks a minimum 10% supply of three-bedroom units and 35% supply of two and/or three-bedroom units, respectively. Figure 1.0 that follows illustrates a rendering of the proposed development along Marine Drive.



Figure 1: Rendering of the proposed development at 14981 and 14985 Marine Drive

Site Context and Background

The subject properties at 14981 and 14985 Marine Drive currently house two commercial restaurants, Indian Chaat House & Restaurant and Kababji Grill, respectively. The White Rock Museum and Memorial Park is located immediately south of the subject properties. The areas to the east and west of these properties are comprised of mixed-use and/or commercial establishments. The West Beach Parkade is located to the northwest of the subject site, and low to midrise residential development and located to the north.

The subject property fronts onto Marine Drive to the south and Victoria Avenue to the north. Due to steep grade change along the section of Victoria Avenue between Martin Street and Vidal Street, access to the subject properties, as well as the properties at 14989, 14990 and 14995 Marine Drive to the east, and the mixed-use development (Pacifica) at 14959 Marine Drive to the west, is provided via the lower-level access on Victoria Avenue, commonly referred to as Victoria Lane. Figure 2.0 below shows an orthographic map highlighting the subject properties.

In 2023 and 2024, the Applicants submitted two pre-applications for development proposals with the City of White Rock, receiving high-level feedback from the relevant city departments and details on relevant city bylaws and policies to be considered. During both the pre-application summaries provided to the Applicant, City staff raised concerns about the access, highlighting that the connection bridge as access to the proposed development off of Victoria Avenue could potentially limit access to neighbouring properties.

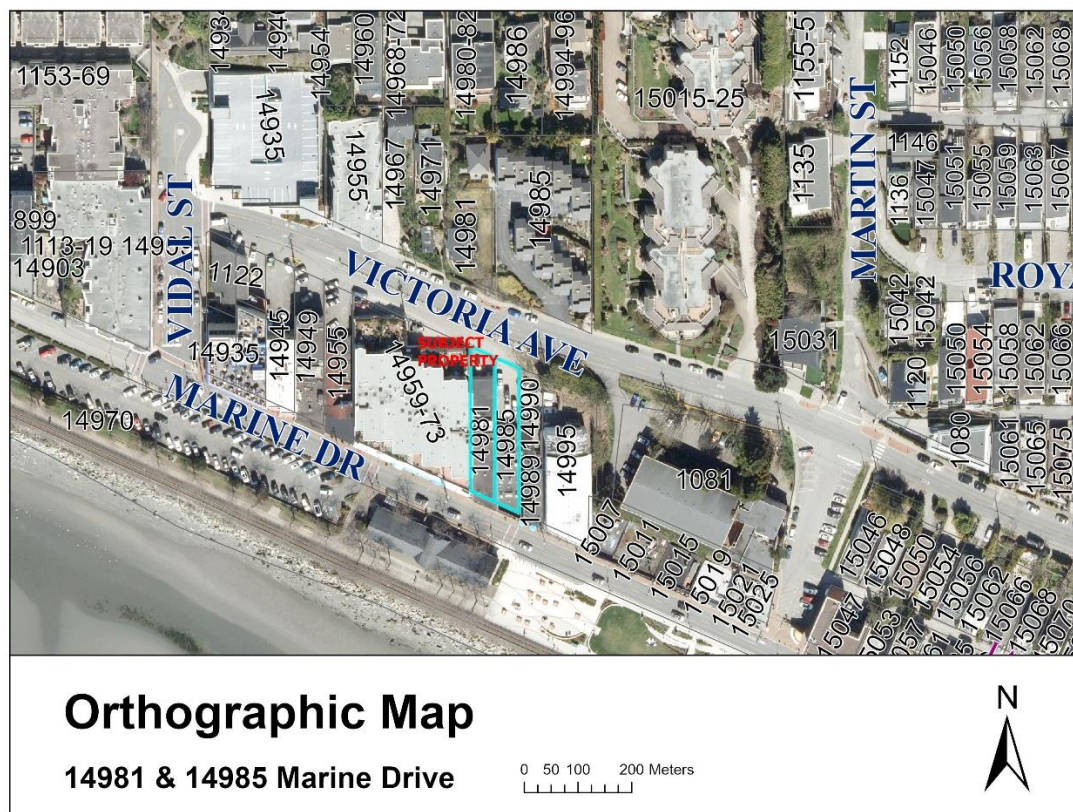


Figure 2: Ortho Map

Policy Framework

The subject properties are designated as "Waterfront Village" in the Official Community Plan (OCP). The Waterfront Village designation aims to enable a mix of multi-unit residential and commercial uses that establish a seaside village character and supports local businesses and public transit.

The proposed development aligns with the following Waterfront Village Land-Use OCP policies:

- Policy 8.4.1 - Allow multi-unit residential uses and mixed-uses (commercial/residential) in low-rise buildings.
- Policy 8.4.3 - Strengthen existing retail areas by requiring street-fronting commercial uses on Marine Drive between Oxford Street and Foster Streets, and between Balsam Street and Maple Street; allow street-fronting commercial uses elsewhere on Marine Drive.

However, this proposal for a four-storey mixed-use project with a proposed density of 2.43 FAR does not comply with OCP Policy 8.4.2 regarding height and density. The proposed development exceeds the maximum height limit of 3 storeys and density limit of 2.0 FAR permitted under the Waterfront Village land-use designation, thereby necessitating an OCP amendment.

Concerns with Access

One of the major challenges identified is the steep grade of Victoria Avenue between Martin and Vidal Streets, the proposed rear access, and the development's impact on the neighbouring property. To address these challenges, the Applicant proposed a design solution of providing a

connection bridge from Victoria Avenue to access the parkade within the proposed development. Although this connection bridge aims to provide continued access in the lane to the property to the east (14990 Victoria Avenue), it does not meet the intent of the City's Street & Traffic Bylaw No. 1529 which identifies the following:

- 51. No person shall construct a driveway from private property to the edge of roadway without a permit from the City Engineer. Maximum driveway slope as measured from the property line to the off-street parking space shall be 15%. The slope of the driveway within the boulevard shall slope up from the edge of the street to the property line at a minimum of 2%. No structure such as a retaining wall, planter, plant or other obstacle to traffic or pedestrian movement shall be placed within 2.0m of the edge of pavement.*
- 52. Despite Section 51, in circumstances which the City Engineer considers it is warranted and appropriate, the City Engineer may approve a driveway and boulevard designed by a professional engineer and sloping upward from the road edge or curb edge at a minimum of 2% for a minimum 2 metres and then transitioning to a maximum grade of 20%.*

In order to achieve the intent of this bylaw, at other challenging sites throughout the City, it is not unusual to see section 52 of the City's Street & Traffic Bylaw implemented. While staff acknowledge that there are some design challenges with the driveway access, the Engineering Division is seeking a design that meets the intent of the City's bylaws and the ultimate cross-section of Victoria Avenue, unless otherwise directed by Council.

Victoria Avenue is a Primary Collector route as designated in the City's Street & Traffic Bylaw No. 1529. As identified in the council-endorsed Integrated Transportation & Infrastructure Master Plan (ITIMP), the ultimate cross-section for a primary collector is a 3.3m wide lane in either direction, 2.0m separated sidewalk on both sides of the street, a protected 1.8m bicycle lane and parking on both sides of the street (2.0m each). In order to provide relief to the Applicant due to design challenges, it may be possible to reduce the ultimate requirement for parking on both sides of the street in an effort to get better grades into the site.

However, the current access design for this development continues to present the following issues:

- Tunnel (currently sized 6m wide x 4m tall)
 - Currently squeezed between the property line and existing road, does not allow enough space to meet the ultimate Primary Collector cross-section of Victoria Avenue;
 - Appears to be encroaching into the road base for the proposed driveway with a letdown at an angle that does not meet MMCD.
- The proposed road cross-section does not meet the ultimate cross-section for a Primary Collector route as identified in the City's ITIMP.
 - The road cross section is currently limited by the size of the tunnel being proposed.
- A portion of the retaining wall currently proposed fronts the neighboring property
 - Installation of a retaining wall in front of another property is considered an encroachment;
 - An encroachment agreement registered on title between property owners will be required before further City review.

At this time, the Applicant has not shared a concept design that meets the objectives that have been identified. If Council would like to deviate from the City's Street & Traffic Bylaw to permit access from the unnamed road south of Victoria Avenue, the following would be required:

- Update to the City's Street & Traffic Bylaw to add the lane as part of the City's road network;
- Require long-term maintenance and repair from an asset management perspective;
- Victoria Avenue between Vidal Street and Martin Street will remain as is from a cross-section perspective indefinitely. It will eliminate the possibility of achieving the ultimate cross-section in alignment with the ITIMP.

Development Statistics

Table 1.0 below includes the development statistics. The conceptual technical drawings are attached as Appendices D, E & F.

Table 1: Existing and Proposed Zone Statistics

| Zone Standard | Existing | Proposed |
|---|---|--|
| Zone | CR-3 zone | CD Zone <i>(modelled around CR-3 zone standards)</i> |
| Use | West Beach Business Area Commercial/Residential Zone | Mixed-Use (Commercial/Residential) |
| Lot requirements | | |
| Lot Area | 836.64 sq.m. (9,006 sq.ft.) | |
| Density (<i>max</i>) | 1.75 times lot area | 2.43 FAR (8 residential units + 2 commercial units) |
| Lot Coverage (<i>max</i>) | 75% | 81.4% |
| Height (<i>max</i>) | 9.2 metres | Four storeys / 21.63 m <i>(including elevator and stair shaft)</i> |
| Off-Street Parking Spaces (<i>min</i>) | 20 spaces <i>(12 residential + 8 commercial)</i> | 9 spaces <i>(requested variance for 11 spaces)</i> |
| OCP Land Use Designation | Waterfront Village (West of Foster Street) – allows multi-unit residential uses and mixed-uses (commercial/residential) in low-rise buildings, with a density of up to 2.0 FAR (gross floor area ratio) in buildings up to three storeys in height in the West Beach area west of Foster Street. | |

Marine Drive Land-Use Study

One of Council's objectives under the strategic priority "Waterfront" is to revitalize waterfront public spaces to be more inviting, with a specific action item to assess long-term land use and density from 14871 Marine Drive (Elm Street) to 15081 Marine Drive (east end of West Beach) to accommodate four-storey buildings. The subject properties at 14981 and 14985 Marine Drive fall within this study area.

Given the scale of the requested density and height for this project, staff recommend that this OCP amendment application not be advanced to the next stage in the process at this time. Instead, staff recommend this application stage be processed following the results of the Marine

Drive Land-Use Study per Council's Strategic Plan. The results of this Land-Use study will inform staff of the recommended height and density limits for the subject site and ensure the proposal aligns with the Land-Use study findings before bringing the application forward for Bylaw readings to Council.

Given the significant policy projects currently underway for 2025, i.e. the North Bluff Road Corridor Study and the OCP Update (2025) project, this project has been scheduled to commence in early 2026. All Planning Division staff resources are currently dedicated to the 2025 planning policy projects, along with processing development applications and addressing daily divisional needs. Staff notes that an additional budget will be required to be allocated to secure consultants to support this Land-use Study in 2026.

Processing Development Applications During OCP Review

Section 460 of the *Local Government Act* ("LGA") requires a local government to consider development applications as they are brought forward by property owners. Based on the "North Bluff Road Corridor Study & OCP Update (provincial update) 2025 - Project Scope report" presented to Council on December 9, 2024, staff suggested that proposed developments that have been applied for or are applied for in the course of the OCP Update and Corridor Study be evaluated by staff and brought forward to Council for consideration on a case-by-case basis.

The current OCP remains in effect until relevant sections are amended by Council, as a part of the OCP Update process. Since the proposal is subject to an OCP application and falls within the Study Area identified for the Marine Drive Land-Use Study, staff recommend this OCP amendment application be brought forward to Council for Bylaw readings after the results of the Land-Use Study findings are presented to Council, unless Council directs otherwise to consider bylaw readings in advance of the results. This is in keeping with the current practice of advancing OCP amendment applications within the North Bluff Road Corridor Study Area following the results of the Study findings.

FINANCIAL IMPLICATIONS

Application fees for zoning amendment applications that Council refuses would, per the recent amendments to the City's Planning Procedures Bylaw, be subject to a refund minus 10% of the original fees to cover administrative costs.

Council's denial of the above-listed development applications would therefore result in a loss of revenue; however, the time and resources otherwise dedicated to advancing the review of the applications would be allocated to other tasks.

COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS

If Council direct staff to advance this application to the next stage, the proposal would proceed to a Public Information Meeting (PIM) if supported. Following the PIM and circulation of the application for interdepartmental comments, a bylaw would be presented to Council for 1st and 2nd readings. The application would also be subject to a Public Hearing, enabling additional community engagement. Notice of the PIMs and Public Hearings would be circulated to owners and occupants of properties within 100 metres of the development.

INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS

The initial review of OCP amendment and rezoning applications brings such applications to Council prior to referral to internal City departments, and several external agencies (e.g., School District, RCMP, etc.).

Due to concerns about the proposed access to the site during previous pre-applications, this initial review package was circulated and reviewed by the Engineering Division staff. Engineering staff's comments, detailed earlier in this staff report, highlight concerns with the proposed connection bridge, and their intended access to the proposed development.

CLIMATE CHANGE IMPLICATIONS

These implications will be determined at the complete application stage for each application.

IMPLICATIONS FOR TREE PRESERVATION AND TREE CANOPY ENHANCEMENT

The level of impact on trees will be determined at the complete application stage for each application. Staff will conduct a fulsome review of the Arborist Report and related documents at that time.

ALIGNMENT WITH STRATEGIC PRIORITIES

This proposal is in alignment with Council's strategic priorities of 'Community' and 'Housing & Land Use' where the key goals are to foster a livable city with connected residents enjoying distinctive places and activities, and to advocate for diversity in housing and practice balanced land-use planning.

Additionally, Council's strategic priority is to support a prosperous and vibrant waterfront where an objective is to revitalize waterfront public spaces to be inviting. This proposal aligns with the following actions under this objective within the 'Waterfront' strategic priority:

- Assess long-term land use and density from 14871 Marine Drive (Elm Street) to 15081 Marine Drive (east end of West Beach) to accommodate four-storey buildings.
- Develop and implement strategy to modernize and revitalize Marine Drive storefronts.

OPTIONS / ALTERNATIVES

Alternatives to the staff recommendations include:

1. Council may direct the application to proceed to the next stage in the process ahead of the Marine Drive Land-Use Study and give additional directions for the Applicant and staff;
2. Council may direct staff to obtain additional project-specific information before deciding whether to advance or deny the application(s);

OR

3. Council may deny the application.

CONCLUSION

This corporate report identifies three development applications currently active. Therefore, Council has an opportunity to decide on whether each application should proceed to the next step or otherwise.

Respectfully submitted,

Reviewed and Approved by,



Neethu Syam
Planning Division Lead



Anne Berry, MCIP, RPP
Director, Planning and Development Services

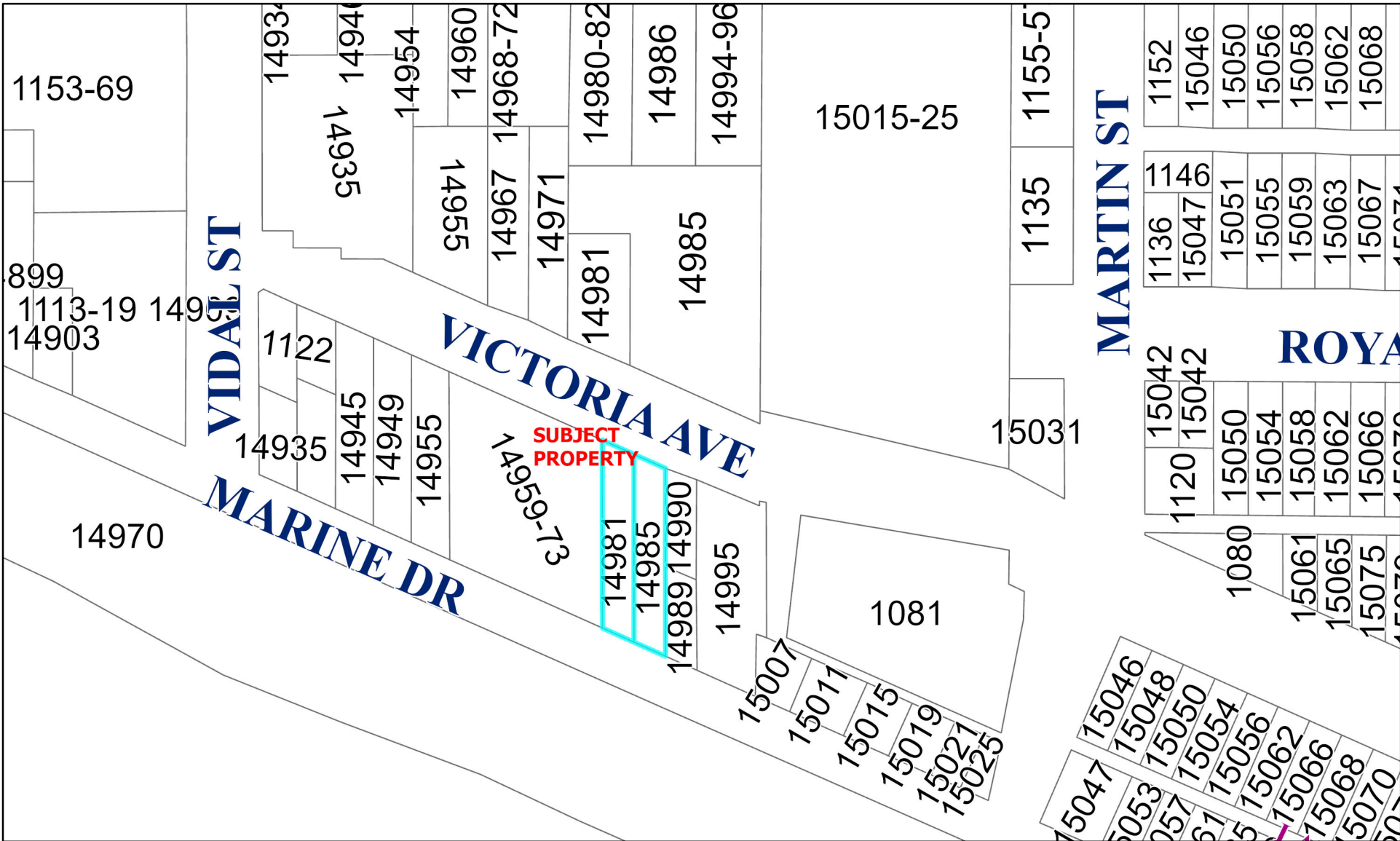
Comments from the Chief Administrative Officer

I concur with the recommendations of this corporate report.



Guillermo Ferrero
Chief Administrative Officer

- Appendix A: Location and Ortho Maps
- Appendix B: Applicant's OCP amendment rationale &
- Appendix C: Topographic Survey
- Appendix D: Architectural Drawings
- Appendix E: Landscape Plans
- Appendix F: Civil Drawings
- Appendix G: Applicant's Letter to Council



Location Map

14981 & 14985 Marine Drive





Orthographic Map

14981 & 14985 Marine Drive

0 50 100 200 Meters



October 18, 2024

OCP Amendment Rationale

The proposed development is located at the west side of Marine Drive in the city of White Rock.

The existing site is two commercial lots. The site benefits from great access to many services and amenities located in waterfront surrounding area.

The existing zoning of this site is CR-3 and proposed zoning is CD Based on CR-3 in line with OCP designation of Waterfront Village. The site area is 9006 sq.ft.(836.64 m²) and proposed floor area is 21888 sq.ft. with 2.43 FAR, higher than the maximum allowed FSR 2.0. The proposed project is a 4 story multi-family building. The development will provide 8 residential units with 9 parking stalls ,9 bike spaces and 7 storages and 4 short-term bicycle parking at the entrance.

Reinforce the Waterfront as a seaside village unique within the region

The vision for this site is a low-rise development that integrates with the surrounding context. The design manages the various site constraints to produce a small-scale building that keeps in line with the Waterfront Village's seaside village character.

Establish an attractive, comfortable, well-connected, pedestrian-oriented environment that fosters vibrant public life

The building footprint follows the site geometry with large balconies and step-back at up floors to break up building massing and creates visual interest and unique pedestrian friendly streetscape.

Commercial retail units are located on the ground floor with potential outdoor patios to encourage social interaction and foster vibrant public activities.

Ensure the compatibility of new development with adjacent existing buildings

Forged in contemporary architecture expression, similar materials, the proposed building is compatible with multiple recently finished developments along Marine Drive at westside.

Enhance quality of life

The proposed development is commitment to providing high end residential units by spacious interior living space, large balconies and roof deck patio with unlimited waterfront views. By providing multiple amenity facilities, including indoor and outdoor roof top seating area, the design intent is to create family friendly environment to support a wide variety of family types.

Conserve energy and water and reduce GHGs

The project will introduce high-efficient heating, cooling systems and plumbing fixtures to minimize energy and water consumption.

Low Impact Development Techniques for stormwater management to be considered as well.

Enhance the unique waterfront environment

The building design provides a contextual response in terms of height and setback to the adjacent developments but is forward-looking in its aim to catalyze a more vibrant streetscape.

Commercial and residential main entrances are located at the south part of the building accessible from Marine Drive. Parking entry access from Victoria Avenue in the north.

High quality landscape to be provided for this development. It enhances architectural spaces and provides vibrant environment to habitants. A wide range selection of plant species will allow for responding to seasonal change and provide vibrant microclimate green space for residents and pedestrians.



JEFF SHEN

Architect AIBC, AAA, OAA

TOPOGRAPHIC SITE PLAN OF THE WEST HALF OF LOT 2 AND LOT 3
BOTH OF SECTION 10 TOWNSHIP 1 NEW WESTMINSTER DISTRICT PLAN 2921

CIVIC ADDRESS:
14981 Marine Drive, White Rock, B.C.
P.I.D. 000-518-034

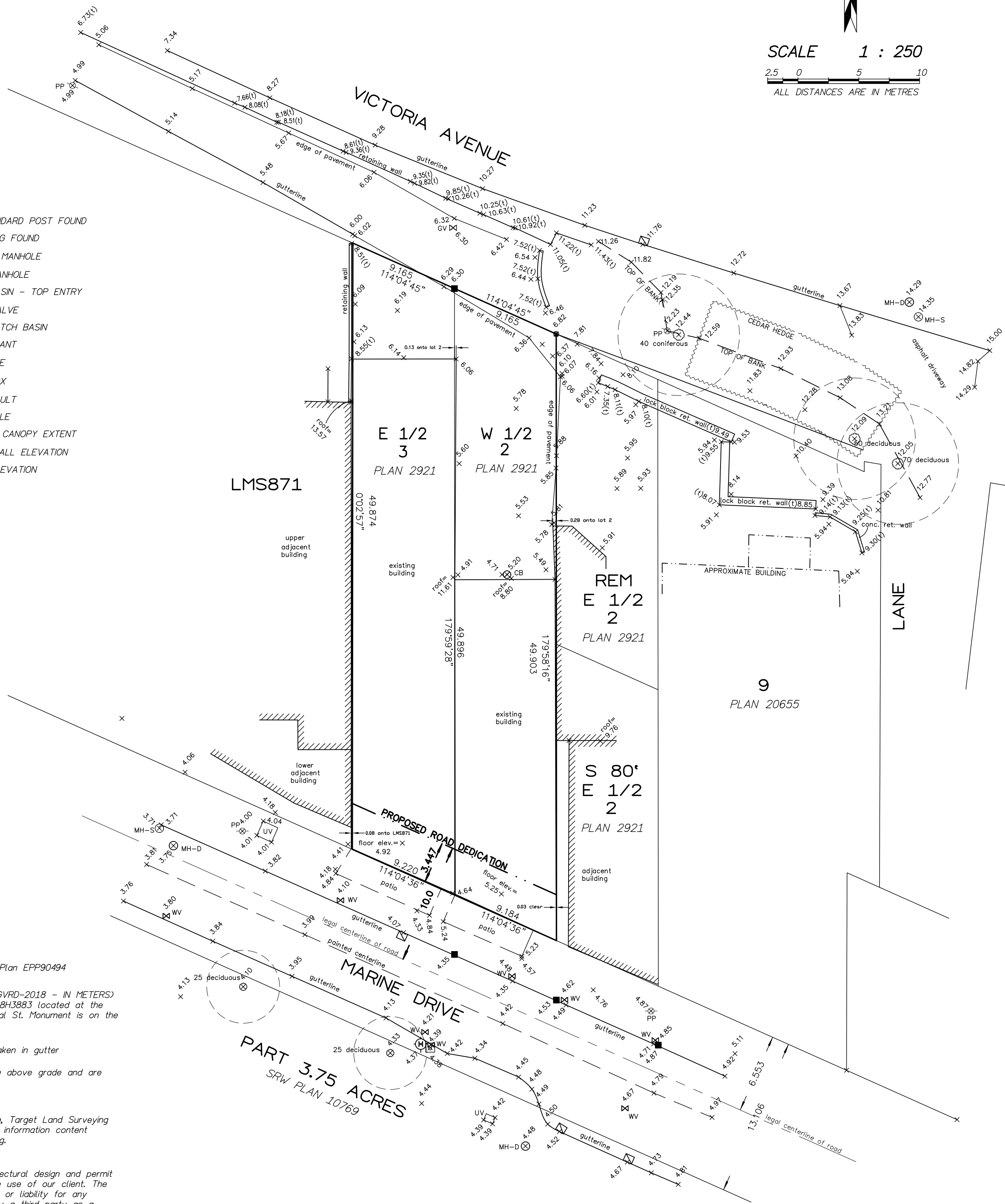
14985 Marine Drive, White Rock, B.C.
P.I.D. 010-749-519



SCALE 1 : 250
2.5 0 5 10
ALL DISTANCES ARE IN METRES

LEGEND

- DENOTES OLD STANDARD POST FOUND
- DENOTES LEAD PLUG FOUND
- MH-S DENOTES SANITARY MANHOLE
- MH-D DENOTES STORM MANHOLE
- DENOTES CATCH BASIN - TOP ENTRY
- ⊗ WV DENOTES WATER VALVE
- RCB DENOTES ROUND CATCH BASIN
- ⊕ DENOTES FIRE HYDRANT
- ⊗ GV DENOTES GAS VALVE
- UV DENOTES UTILITY BOX
- ⊕ DENOTES UTILITY VAULT
- ⊕ PP DENOTES UTILITY POLE
- ⊕ DENOTES TREE AND CANOPY EXTENT
- (t) DENOTES TOP OF WALL ELEVATION
- × DENOTES GROUND ELEVATION



Lot dimensions are derived from Plan EPP90494

Elevations are Geodetic (CVD28 GVRD-2018 - IN METERS)
Derived from Control Monument 88H3883 located at the
intersection of Marine Dr. and Vidal St. Monument is on the
south side of Marine Drive.
Elevation = 3.303m
Spot elevations along curb are taken in gutter

Tree diameters are taken at 1.4m above grade and are
shown in cm.

If this plan is used in digital form, Target Land Surveying
will only assume responsibility for information content
shown on original unaltered drawing.

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CERTIFIED CORRECT
DATED THIS 17th DAY OF MAY, 2024.

M. Adam Fulkerson
B.C.L.S.

TARGET
LAND SURVEYING
C120-20178 96th Ave.
Langley, B.C.
604-583-6161

FILE: 10119_SITE_2023

SEASIDE RESIDENCE DEVELOPMENT

14981/14985 Marine Dr. White Rock, BC
ISSUED FOR DEVELOPMENT PERMIT APPLICATION
October 18, 2024



J + S ARCHITECT

t: 604 210 9698
e: info@j+sarchitect.ca
Unit 601, 6378 Silver Avenue,
Burnaby, BC V5H 0J2

| Sheet Number | Sheet Name |
|--------------|--------------------|
| A0.1 | COVER PAGE |
| A0.2 | PROJECT SUMMARY |
| A0.3 | PROJECT DATA |
| A0.4 | SITE CONTEXT |
| A0.5 | SURVEY PLAN |
| A0.6 | SITE PLAN |
| A0.7 | FIRE ACCESS PLAN |
| A0.8 | INTERIOR |
| A0.9 | VIEW ANALYSIS |
| A1.1 | LEVEL 1 FLOOR PLAN |
| A1.2 | LEVEL 2 FLOOR PLAN |
| A1.3 | LEVEL 3 FLOOR PLAN |
| A1.4 | LEVEL 4 FLOOR PLAN |
| A1.5 | ROOF PLAN |
| A1.6 | ELEVATIONS |
| A1.7 | ELEVATIONS |
| A1.8 | SECTION |
| A1.9 | SHADOW STUDY |
| A2.1 | RENDERINGS |
| A2.2 | RENDERINGS |
| A2.3 | RENDERINGS |
| A2.4 | RENDERINGS |
| A2.5 | RENDERINGS |
| A2.6 | AREA PLANS |

T: 604 210 9698 604378 SILVER AVE., BURNABY BC V5H 0J2
WWW.JSARCHITECT.CA EMAIL: INFO@JSARCHITECT.CA

BUILDER'S RESPONSIBILITY TO LAYOUT WORK

It is the Builder's responsibility to lay out and carry out the work as detailed in the contract documents. It is therefore necessary for the builder to pay very close attention to actual site dimensions, geometries and conditions which may vary from those assumed on the drawings.

Any discrepancies which the Builder discovers within the contract documents themselves or between the contract documents & site conditions, are to be discussed with the Architect immediately before proceeding with any work.

Written dimensions shall have precedence over scaled dimensions.

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| NO. | REVISION | DATE |
| REVISIONS: | | |
| ISSUED FOR: | | DATE |
| DEVELOPMENT PERMIT | | August 28, 2024 |

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PROJECT:

SEASIDE RESIDENCE DEVELOPMENT

14981/14985 Marine Dr, White Rock, BC

CLIENT:

CONSULTANT:

| | |
|--------------------|-------|
| DRAWN BY: Designer | SEAL: |
| DATE: 09/06/23 | |
| SCALE: | |
| JOB NO: | |
| 2148 | |

SHEET TITLE:

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| DRAWING NO: | revision no: |
| A-0.1 | |

Design Rationale

The proposed development is located at the west side of Marine Drive in the city of White Rock.

The existing site is two commercial lots. The site benefits from great access to many services and amenities located in waterfront surrounding area.

The existing zoning of this site is CR-3 and proposed zoning is CD Based on CR-3 in line with OCP designation of Waterfront Village. The site area is 9006 sq.ft.(836.64 m²) and proposed floor area is 21888 sq.ft. with 2.43 FAR, higher than the maximum allowed FSR 2.0. The proposed project is a 4 story multi-family building. The development will provide 8 residential units with 9 parking stalls ,9 bike spaces and 7 storages and 4 short-term bicycle parking at the entrance.

The vision for this site is a low-rise development that integrates with the surrounding context. The design manages the various site constraints to produce a small-scale building that keeps in line with the Waterfront Village's seaside village character.

The building footprint follows the site geometry while creatively introduces two skylight wells facing west and east property line. It allows residential units for benefiting with natural ventilation and sun light, also breaks up building massing and creates a unique and attractive pedestrian friendly streetscape.

The building design provides a contextual response in terms of height and setback to the adjacent developments but is forward-looking in its aim to catalyze a more vibrant streetscape. The residential main entrance is in the south part of the building accessible from Marine Drive. Parking entry located in the north part of the building accessible from Victoria Ave.

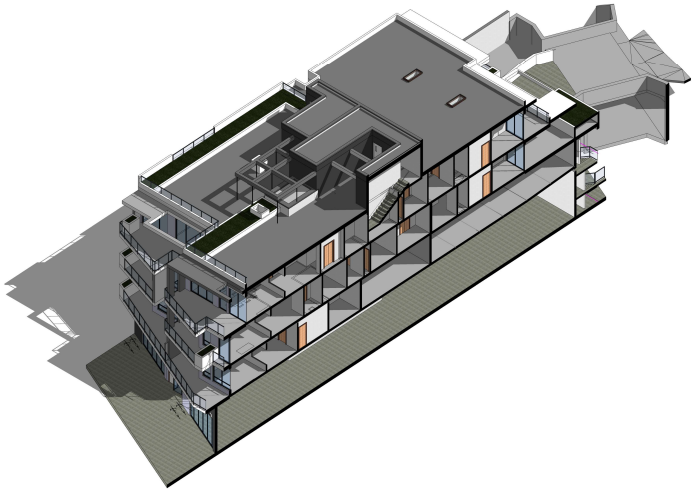
The architectural expression is focused a wide variety of materiality, texture, and colors to create vibrant streetscape in West Coast style. This concept is consistent at all elevations, while with different emphasis. Transparent balconies break the building façade into smaller and lower segments. Frosted glass guardrail has been considered to mitigate privacy concern of overlooking into the adjacent house's backyard.

Stable, secure, durable, and high-quality materials are selected for the project, including woodgrain metal siding, architectural cast-in-place concrete, cement panel, glass, and metal guardrail, etc. Public area pavers will be high quality, wear resistant in the long year-round term.

High quality landscape to be provided for this development. It enhances architectural spaces and provide vibrant environment to habitants. A wide range selection of plant species will allow for responding to seasonal change and provide vibrant microclimate green space for residents.

By providing multiple amenity facilities, including indoor and outdoor roof top seating area, the design intent is to create family friendly environment to support a wide variety of family types.

As per OCP guild line 22.5.2 a., residential developments along Marine Drive between Oxford and Foster provide continuous commercial frontage with two retail spaces.



BUILDER'S RESPONSIBILITY TO LAYOUT WORK

It is the Builder's responsibility to lay out and carry out the work as detailed in the contract documents. It is therefore necessary for the builder to pay very close attention to actual site dimensions, geometries and conditions which may vary from those assumed on the drawings.

Any discrepancies which the Builder discovers within the contract documents themselves or between the contract documents & site conditions, are to be discussed with the Architect immediately before proceeding with any work.

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| 2 | REVISIONS: | |
| 3 | ISSUED FOR: | |
| 4 | REVISIONS: | |
| 5 | ISSUED FOR: | |
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PROJECT:

SEASIDE RESIDENCE DEVELOPMENT

14981/14985 Marine Dr, White Rock,
BC
CLIENT:

CONSULTANT:

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| DRAWN BY: Designer | SEAL: |
| DATE: 08/08/23 | |
| SCALE: | |
| JOB NO: | |
| 2148 | |

SHEET TITLE:

PROJECT SUMMARY

| | |
|-------------|--------------|
| DRAWING NO: | revision no: |
| A-0.2 | |

Project Development Data - Residential Development

Mixed-use Development

A. **Project:**
Seaside Residence Development

B. **Legal Description:**
Civic Address: 14981-14985 Marine Dr, White Rock, BC

C. **Zoning:**
Existing Zoning: CR-3
Proposed Zoning: CD (Based on CR-3)

OCP designation
Waterfront Village

D. **Proposed Setbacks:**

| | Proposed | Permitted |
|---------------------------|----------|--------------------------|
| Front | 3.447m | 3.447m (Road Dedication) |
| South (Not Abutting Lane) | 0.0m | 0.0m (Per city feedback) |
| North (Not Abutting Lane) | 0.0m | 0.0m (Per city feedback) |
| Rear (Not Abutting Lane) | 0.0m | 0.0m (Per city feedback) |

E. **Building Height:**

| | |
|--------------------------|---------|
| Average natural grade | 5.46m |
| Proposed Building Height | 4 story |

F. **Site Coverage Calculations:**

| | | |
|--|-------------|-------------|
| Site Area Parcel -Gross | 9,006 sq ft | 836.64 sq m |
| Site Area Parcel -Net(after road dedication) | 8,323 sq ft | 773.21 sq m |
| Site Coverage (Allowed) | | |
| Net Site Coverage (Proposed) | 81.44% | |

G. **Floor Area Ratio (F.A.R.) Calculation:**

| Floor Area | FAR Proposed | FAR Permitted |
|--------------|--------------------------------|---------------|
| 21,888 sq ft | 2.43 (based on gross lot area) | 2.00 |
| | 2.63 (based on net lot area) | |

H. **Floor Area Statistics**

| Level | Parking | Residential Unit Area | Common Area | Service | Commercial Area | Amenity | FAR Area per Floor | Gross Area per Floor |
|--------------|-------------|-----------------------|-------------|----------|-----------------|-------------|--------------------|----------------------|
| Ground level | 0 sq ft | 0 sq ft | 1,108 sq ft | 0 sq ft | 6,226 sq ft | 0 sq ft | 7,334 sq ft | 7,334 sq ft |
| Level 2 | 4,194 sq ft | 2,159 sq ft | 816 sq ft | 0 sq ft | 0 sq ft | 0 sq ft | 2,975 sq ft | 7,169 sq ft |
| Level 3 | 0 sq ft | 5,081 sq ft | 605 sq ft | 0 sq ft | 0 sq ft | 0 sq ft | 5,686 sq ft | 5,686 sq ft |
| Level 4 | 0 sq ft | 4,805 sq ft | 612 sq ft | 0 sq ft | 0 sq ft | 0 sq ft | 5,417 sq ft | 5,417 sq ft |
| Roof | 0 sq ft | 230 sq ft | 246 sq ft | 98 sq ft | 0 sq ft | 1,994 sq ft | 476 sq ft | 2,568 sq ft |
| Total | | | | | | | 21,888 sq ft | 28,174 sq ft |

J. **Residential Statistics - Unit Counts**

| | 2 BED | 3 BED | 4 BED | Total |
|-------|-------|-------|-------|-------|
| Count | 6 | 1 | 1 | 8 |

Parking Statistics

NOTE: Service / Circulation Areas are not included in parking space calculations

Required Parking

| Residential | 2/Dwelling Unit (REQ. Per WRZBL 4.14.1) | H/C | SMALL CAR (Permitted 40% Of total Parking) |
|-------------|---|-----|---|
| Total | 16 | 1 | 6 (16* 0.4) |

| Commercial | 1/74m ² (REQ. Per WRZBL 4.14.1) | H/C | SMALL CAR (Permitted 40% |
|------------|--|-----|---------------------------|
| Total | 8 | 1 | 3 (8* 0.4) |

Required Bicycle Parking

| Residential | Class I(1 space per dwelling unit per WRZBL 4.16.3) | Class II(0.2 spaces per dwelling unit per WRZBL 4.16.3) |
|-------------|---|---|
| Total | 8 | 2 |

| Commercial-retail | Class I(0.25 spaces per 200m2 gross area per WRZBL 4.16.3) | Class II(0.75 spaces per 200m2 gross area er WRZBL 4.16.3) |
|-------------------|--|--|
| Total | 1 | 2 |

Proposed Parking

| | H/C | Regular | Total |
|-------------|-----|---------|-------|
| Residential | 1 | 8 | 9 |

Proposed Bicycle Parking

| | Class I | Class II | Total |
|-------------------|---------|----------|-------|
| Residential | 8 | 2 | 10 |
| Commercial-retail | 1 | 2 | 3 |

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ISSUED FOR: DATE
DEVELOPMENT PERM: August 28, 2020

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PROJECT:

SEASIDE RESIDENCE DEVELOPMENT

14981/14985 Marine Dr, White Rock, BC
CLIENT:

CONSULTANT:

DRAWN BY: Designer SEAL:

DATE: 09/06/23

SCALE:

JOB NO:

2148

SHEET TITLE:

PROJECT DATA

DRAWING NO. revision no.

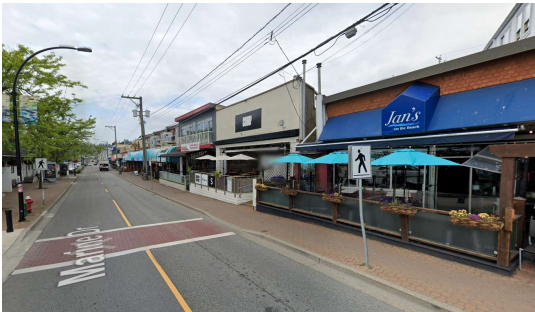
A-0.3



MARINE DR NORTHEAST VIEW



MARINE DR NORTH VIEW



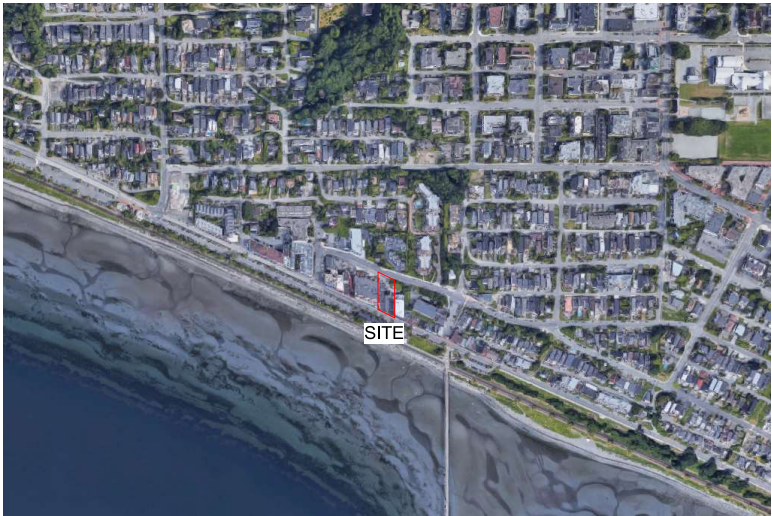
MARINE DR NORTHWEST VIEW



VICTORIA AVE SOUTH VIEW



VICTORIA AVE SOUTHEAST VIEW



KEY MAP



AERIAL VIEW OF SITE

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SEASIDE RESIDENCE DEVELOPMENT
14981/14985 Marine Dr, White Rock, BC
CLIENT:

CONSULTANT:

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| 2148 | |

SHEET TITLE:
SITE CONTEXT

**TOPOGRAPHIC SITE PLAN OF THE WEST HALF OF LOT 2 AND LOT 3
BOTH OF SECTION 10 TOWNSHIP 1 NEW WESTMINSTER DISTRICT PLAN 2921**

CLIENT ADDRESS:

14981 Marine Drive, White Rock, B.C.
P.O. 000-518-034

14985 Marine Drive, White Rock, B.C.
P.O. 010-749-519

LEGEND

- DENOTES OLD STANDARD POST FOUND
- DENOTES LEAD PLUS FOUND
- MH-1 DENOTES SANITARY MANHOLE
- MH-2 DENOTES STORM MANHOLE
- DENOTES CATCH BASIN - TOP ENTRY
- W DENOTES WATER VALVE
- RCB DENOTES ROUND CATCH BASIN
- F DENOTES FIRE HYDRANT
- G DENOTES GAS VALVE
- U DENOTES UTILITY BOX
- V DENOTES UTILITY VAULT
- P DENOTES UTILITY POLE
- T DENOTES TREE AND CANOPY EXTENT
- E DENOTES TOP OF WALL ELEVATION
- X DENOTES GROUND ELEVATION

Lot dimensions are derived from Plan EPP900484

Elevations are Geodetic (CNG28 GVD-2018) - IN METERS
Derived from Control Monument 6893583 located at the
intersection of Marine Dr. and West St. Monument is on the
south side of Marine Drive.
Elevation = 133.0m

Spot elevations along curb are taken in gutter

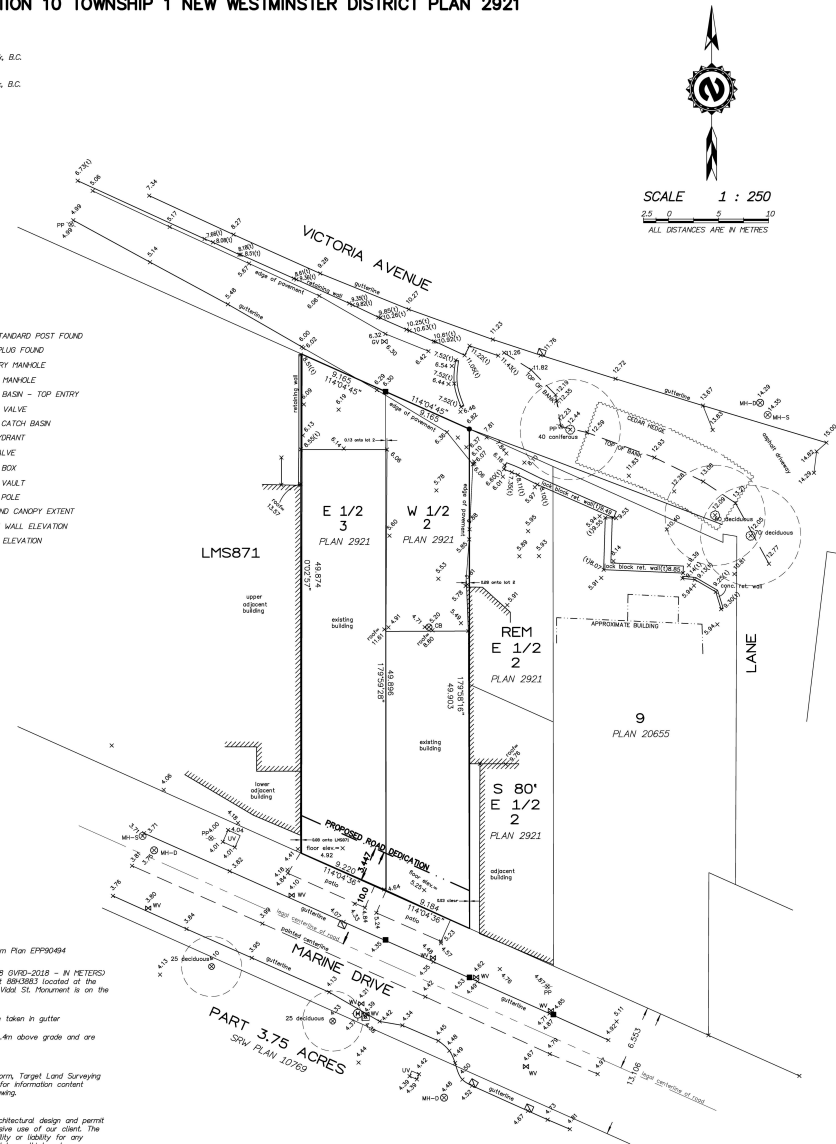
Tree diameters are taken at 1.4m above grade and are
shown in cm.

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shown on original unaltered drawing.

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CERTIFIED CORRECT
DATED THIS 17th DAY OF MAY, 2024.

By: Adam Fulkerson B.C.L.S.



TARGET
LAND SURVEYING
CL20-20170 Sp. Pwr.
Langley, B.C.
504-563-6161
FILE: 10119_072_2023



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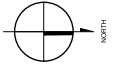
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SHEET TITLE:

SURVEY PLAN

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| A-0.5 | |



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14981/14985 Marine Dr, White Rock, BC

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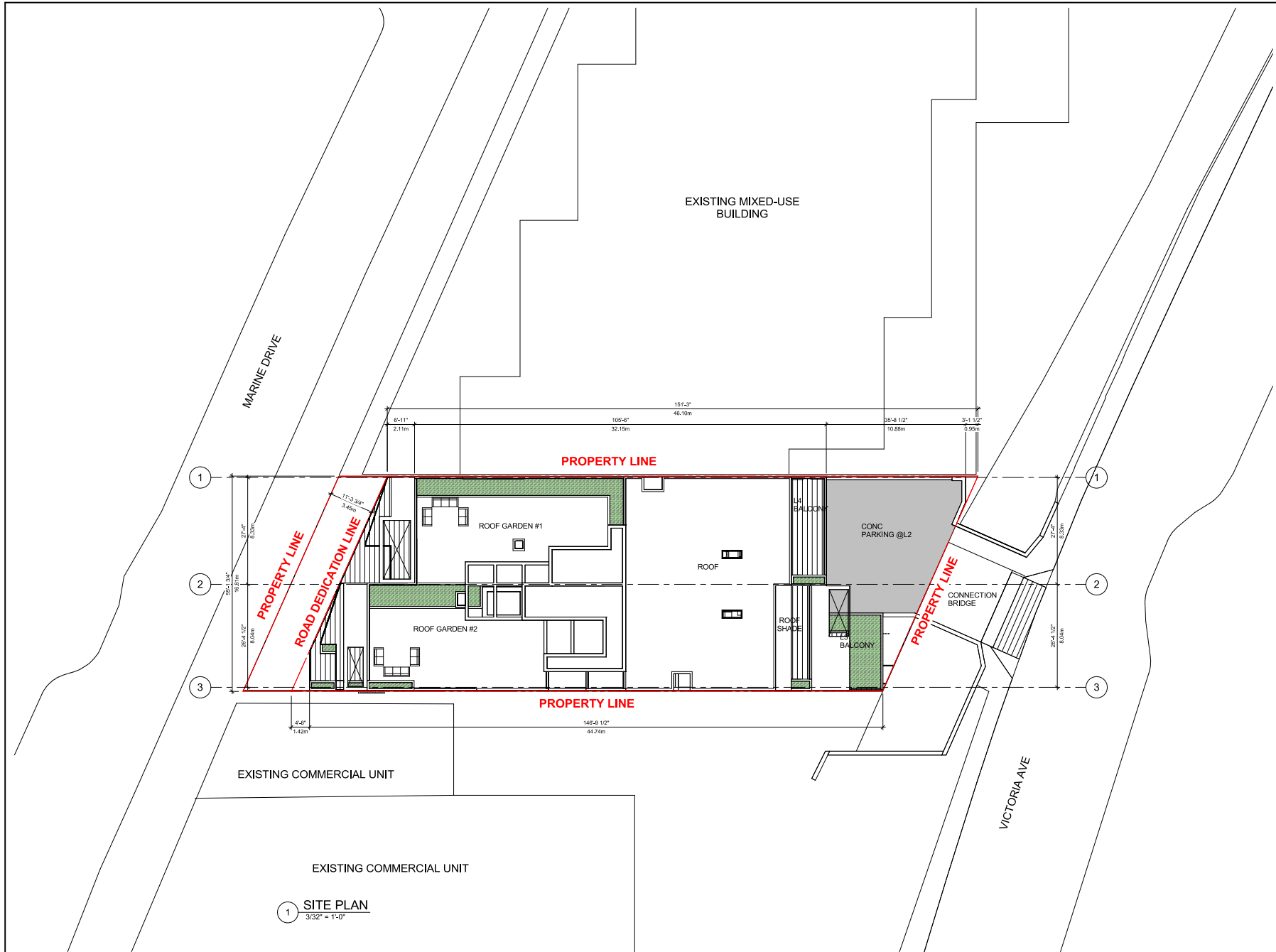
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SHEET TITLE:

SITE PLAN

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| A-1.0 | |



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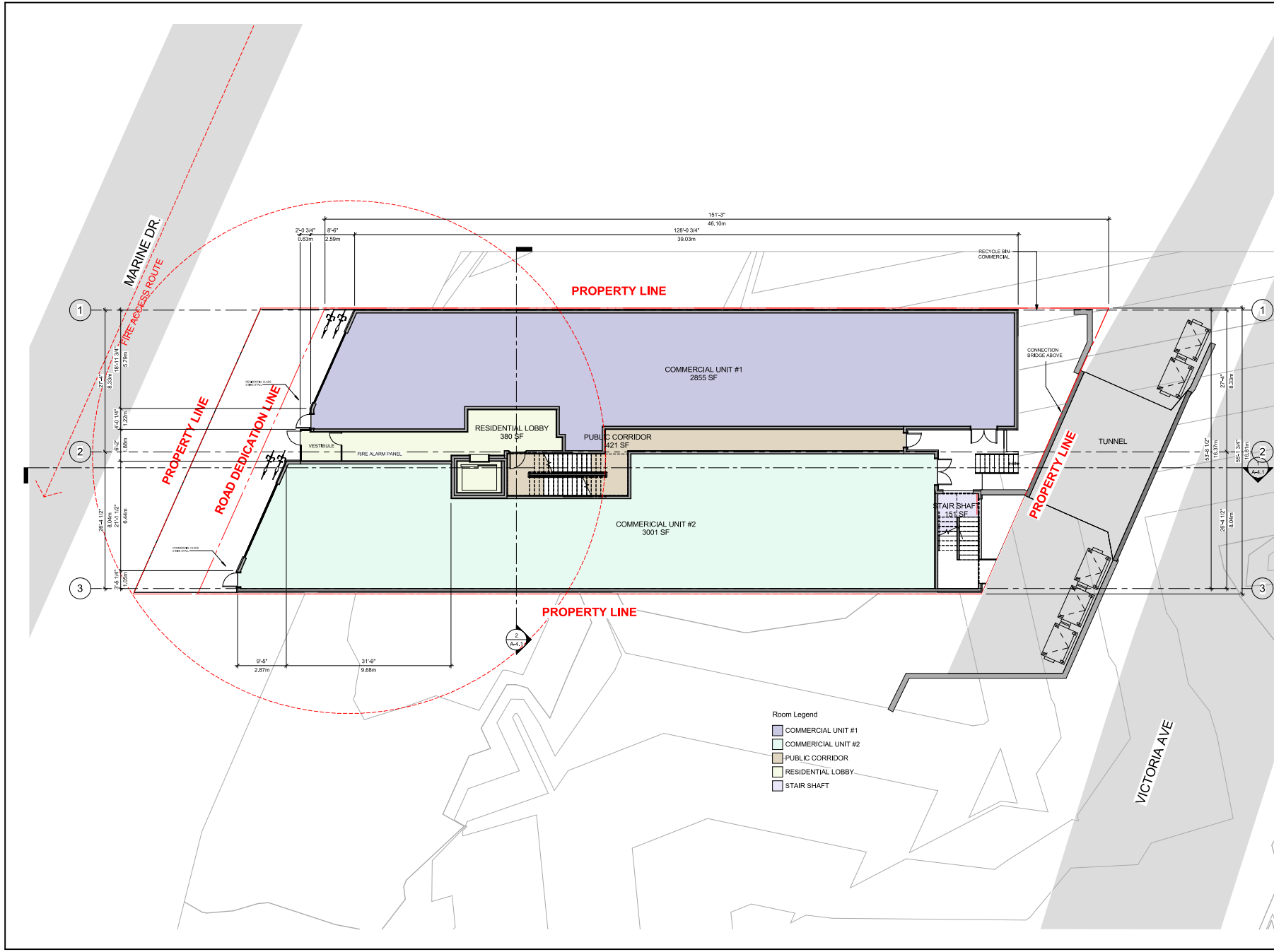
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| JOB NO.: 2148 | |

SHEET TITLE:

FIRE ACCESS PLAN

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| A-1.1 | |





EXISTING STREETScape



PROPOSED STREETScape

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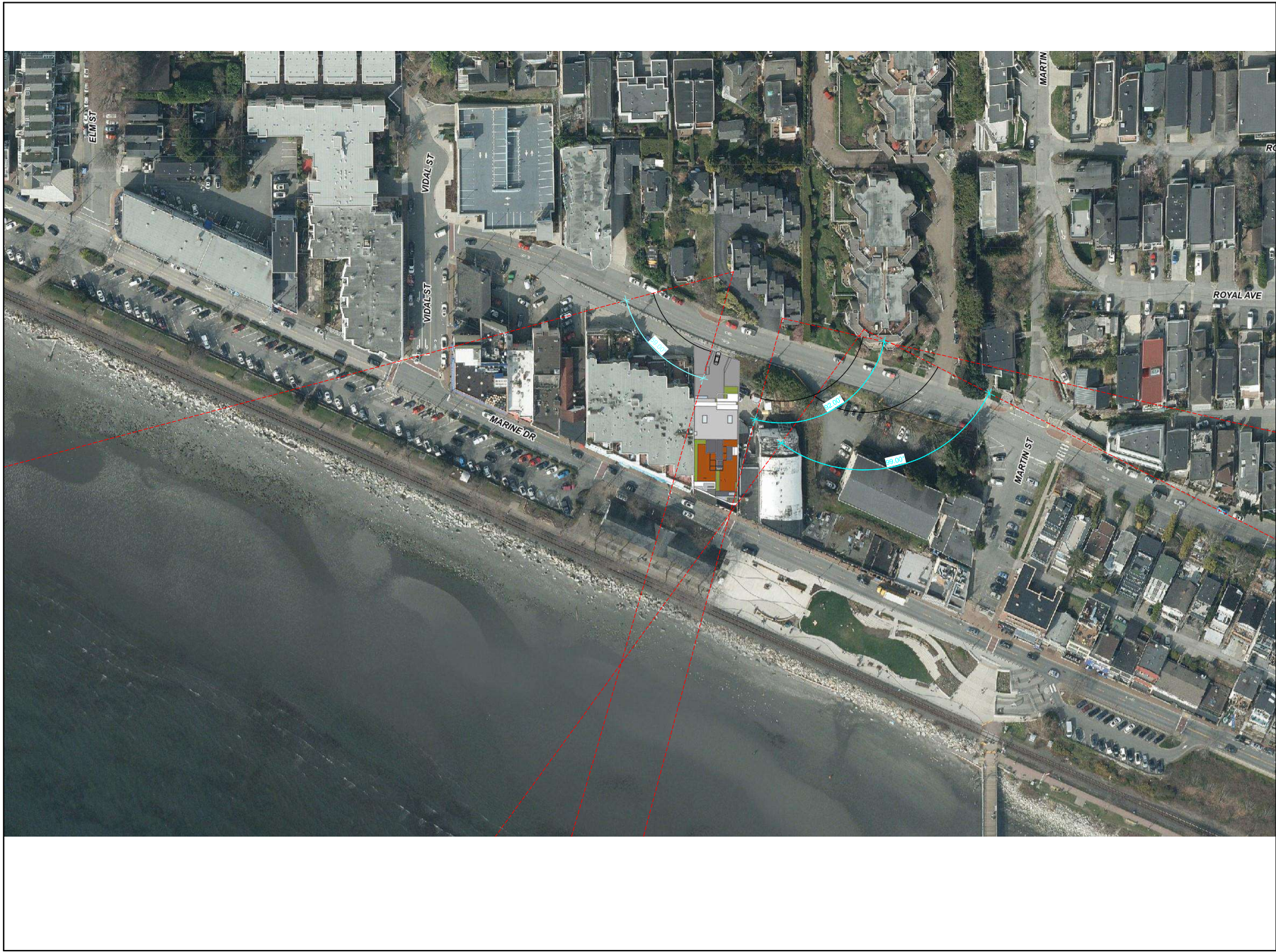
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SHEET TITLE:
STREETScape

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| A-1.2 | |



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| JOB NO: | |
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SHEET TITLE:

VIEW ANALYSIS

| | |
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| DRAWING NO: | REVISION NO: |
| A-1.3 | |

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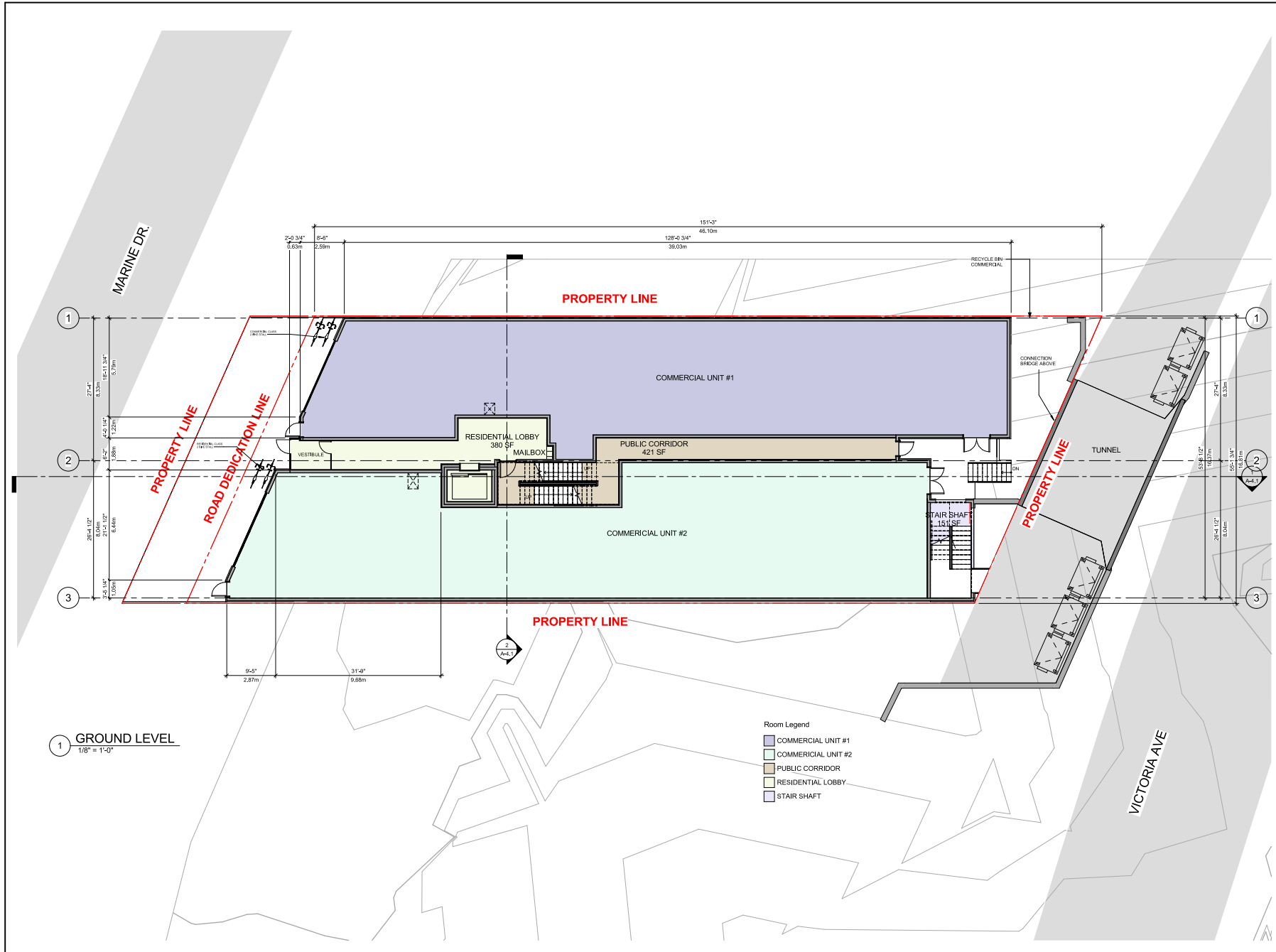
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| DATE: 09/06/23 | |
| SCALE: 1/8" = 1'-0" | |
| JOB NO: 2148 | |

SHEET TITLE:

MAIN FLOOR PLAN

| | |
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| DRAWING NO: | revision no: |
| A-2.1 | |



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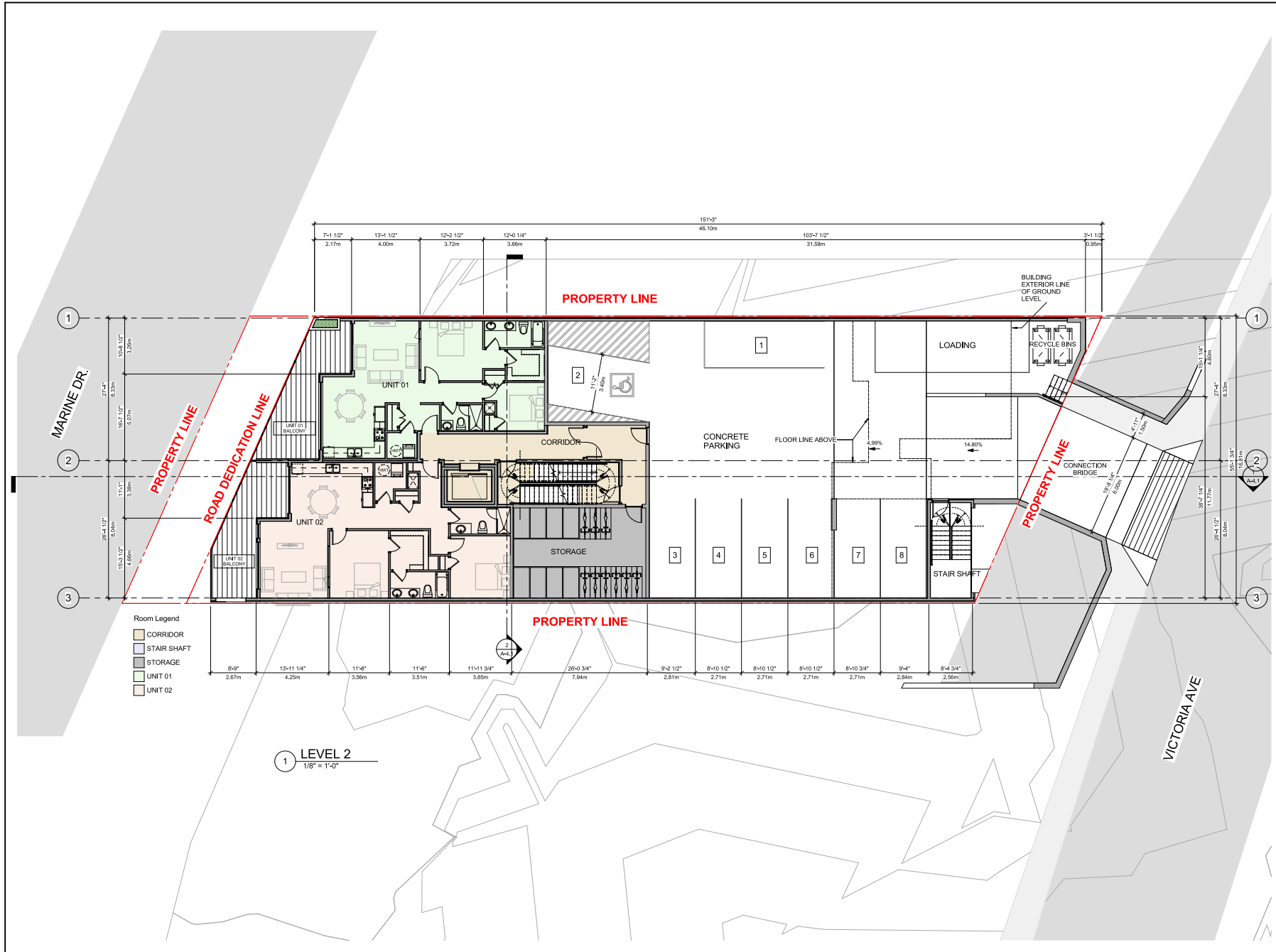
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SHEET TITLE:
LEVEL 2 FLOOR PLAN

DRAWING NO: A-2.2



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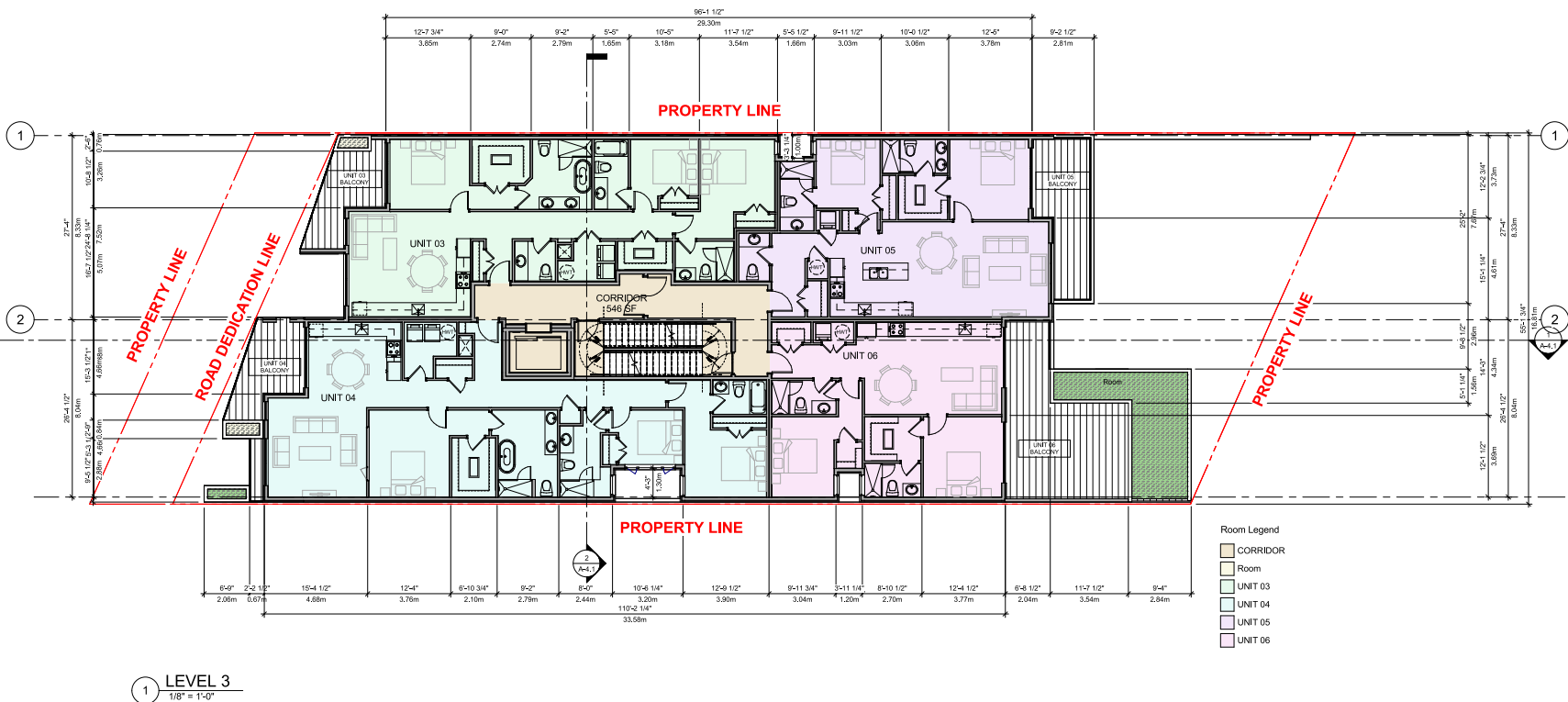
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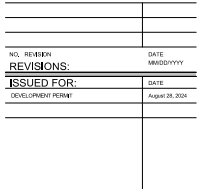
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SHEET TITLE:

LEVEL 3 FLOOR PLAN

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| A-2.3 | |





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14981/14985 Marine Dr. White Rock,
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SHEET TITLE:

LEVEL 4 FLOOR
PLAN

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| A-2.4 | |

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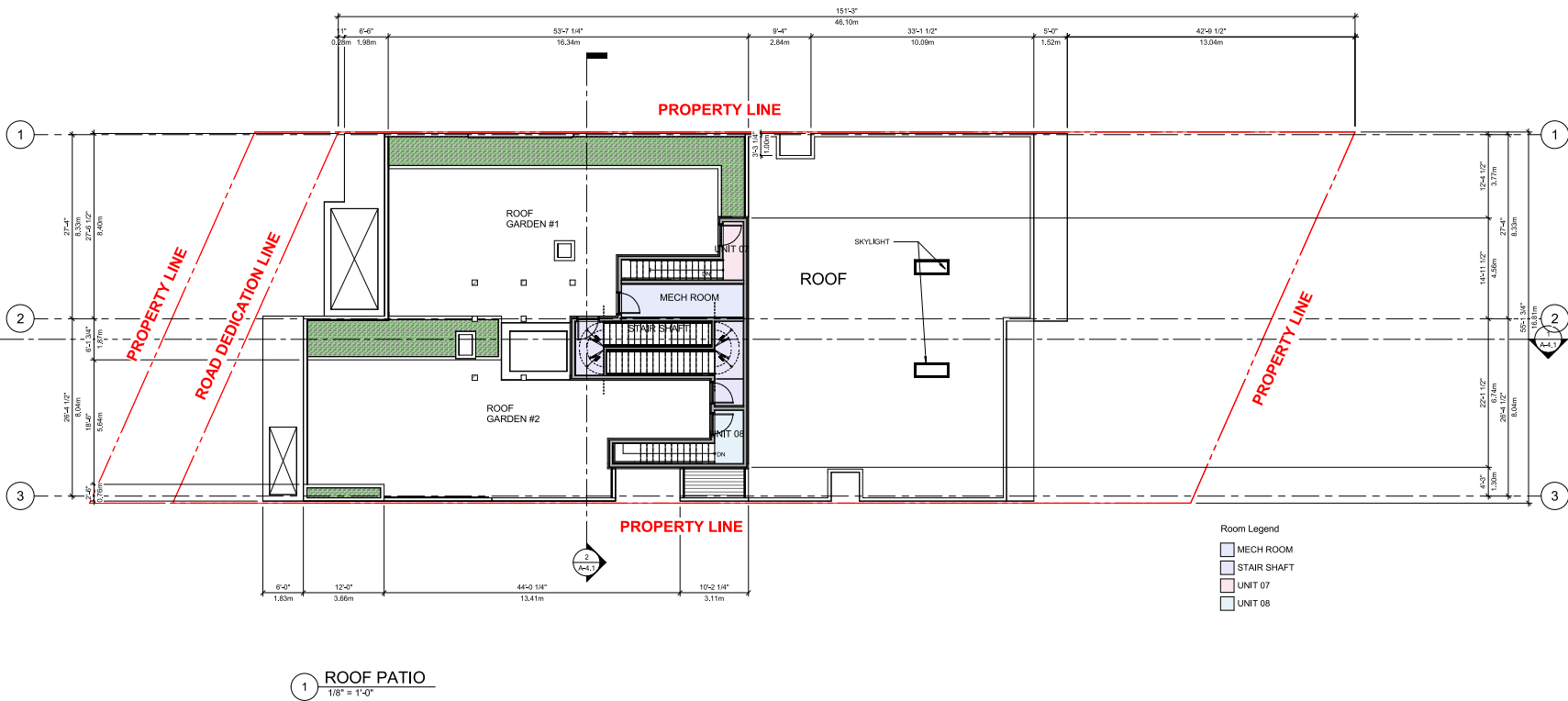
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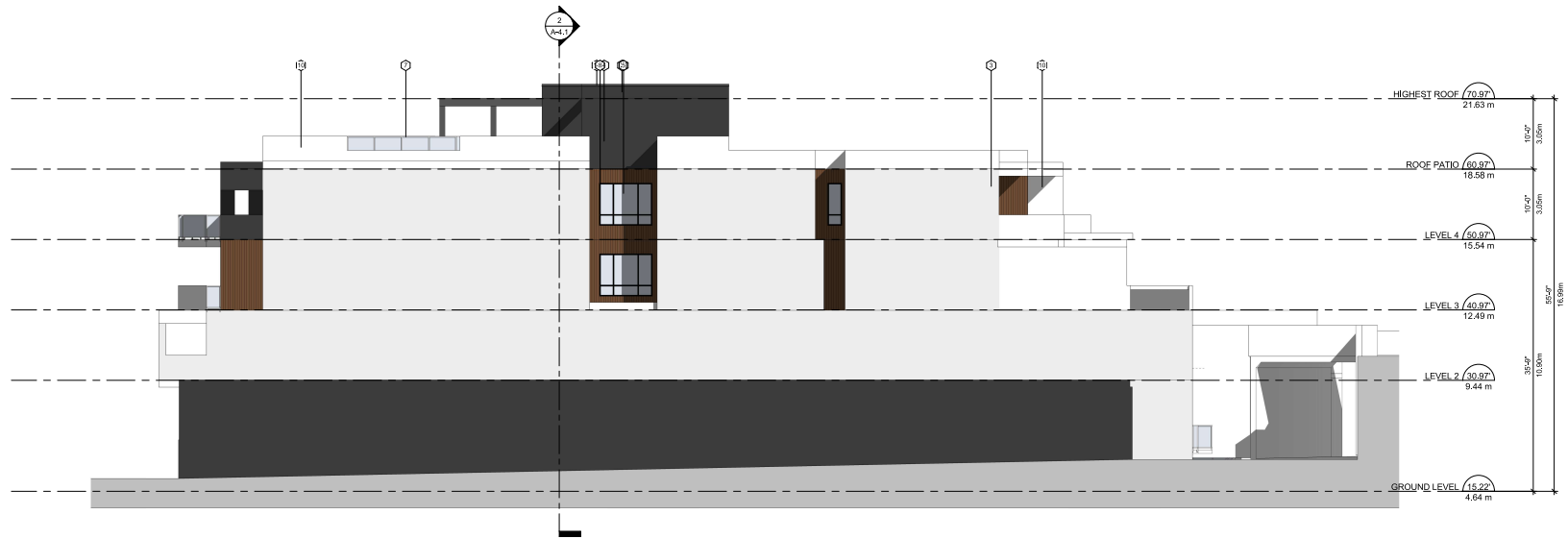
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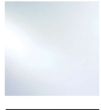



SHEET TITLE:
ROOF PLAN

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| DRAWING NO: | revision no: |
| A-2.5 | |

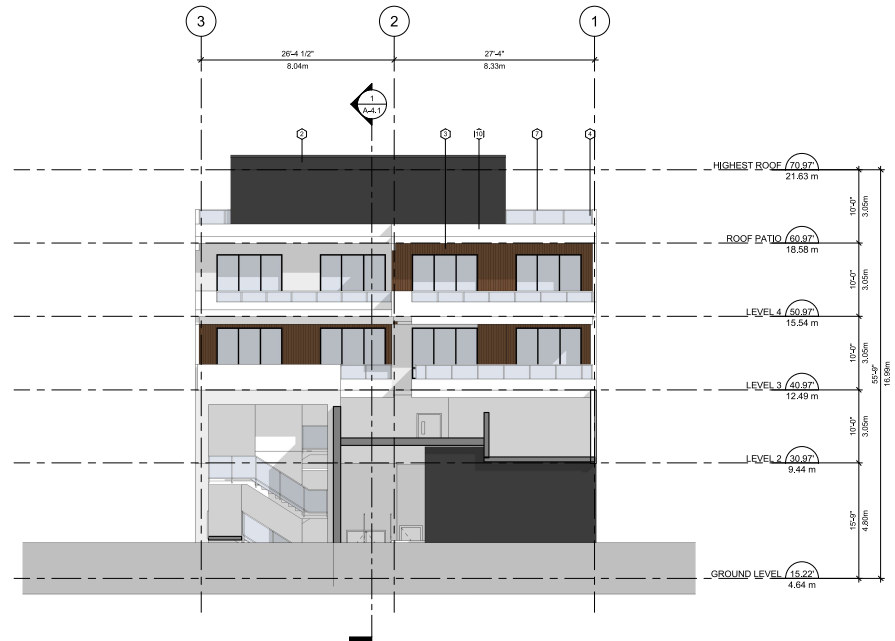




1 EAST ELEVATION
1/8" = 1'-0"

| | | | |
|---|--|---|--|
|  | GLASS GUARD RAILING Clear Tempered |  | METAL PANEL Corrugated Metal Panel |
|  | FIBRE CEMENT PANEL Dark Grey |  | CONCRETE Architectural Cast-in-Place |
|  | FIBRE CEMENT PANEL White |  | THERMALLY BROKEN, DOUBLE GLAZED WINDOW Clear |
|  | VINYL WINDOW / DOORFRAME Black |  | ALUMINUM GUARDRAIL White |

| MATERIAL LEGEND | |
|-----------------|---|
| Item | Keynote Text |
| 2 | FIBRE CEMENT PANEL - DARK GREY |
| 3 | CORRUGATED METAL PANEL |
| 4 | CLEAR TEMPERED GLASS GUARD RAILING |
| 5 | THERMALLY BROKEN, DOUBLE GLAZED WINDOW - CLEAR |
| 6 | BRICK - BURNER - FROSTED GLASS PARTITION WALL |
| 7 | ALUMINUM GUARDRAIL - WHITE |
| 8 | VINYL WINDOW / DOORFRAME - BLACK |
| 10 | EXPOSED ARCHITECTURAL CAST-IN-PLACE CONCRETE WALL (DISTAL STAIR RAMP PLANTER) |
| 11 | FLAT TOP DOOR - FINISHED ALUMINUM - BOX GRAY |
| 14 | FINISHED METAL FLASHING - DARK GREY |



2 NORTH ELEVATION
1/8" = 1'-0"

BUILDER'S RESPONSIBILITY TO LAYOUT WORK

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| 2 | DEVELOPMENT PERIOD | August 28, 2020 |

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PROJECT:
SEASIDE RESIDENCE DEVELOPMENT

14981/14985 Marine Dr, White Rock, BC
CLIENT:

CONSULTANT:

| | |
|---------------------|-------|
| DRAWN BY: Designer | SEAL: |
| DATE: 08/08/23 | |
| SCALE: 1/8" = 1'-0" | |
| JOB NO: | |
| 2148 | |

SHEET TITLE:
ELEVATIONS

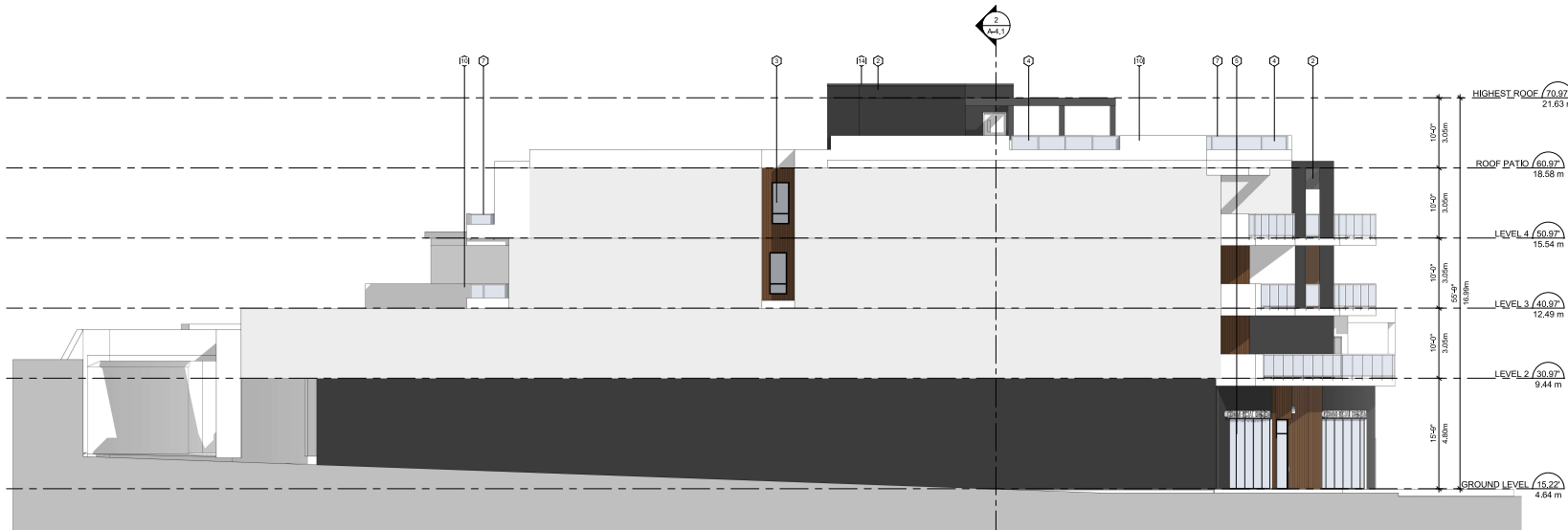
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|-------------|--------------|
| DRAWING NO: | revision no: |
| A-3.1 | |

| MATERIAL LEGEND | |
|-----------------|---|
| Key Value | Keynote Text |
| 2 | PURE CEMENT PANEL - DARK GREY |
| 3 | CORRUGATED METAL PANEL |
| 4 | CLEAR THERMALLY-BROKEN DOUBLE GLAZED WINDOW |
| 5 | THERMALLY-BROKEN DOUBLE GLAZED WINDOW - CLEAR |
| 6 | PRIVACY SCREEN - TINTED GLASS PARTITION WALL |
| 7 | ALUMINUM CURTAIN WALL - WHITE |
| 8 | VINYL WINDOW / DOOR FRAME - BLACK |
| 10 | EXPOSED ARCHITECTURAL CAST-IN-PLACE CONCRETE WALL/DECK/STAIR/RAMP/PLANTER |
| 11 | SPARK-EXT DOOR - THERMALLY-BROKEN DOUBLE GLAZED - WHITE |
| 12 | PRE-FINISHED METAL FLASHING - DARK GREY |

1 SOUTH ELEVATION
1/8" = 1'-0"



2 WEST ELEVATION
1/8" = 1'-0"



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PROJECT:

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14981/14985 Marine Dr, White Rock, BC

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CONSULTANT:

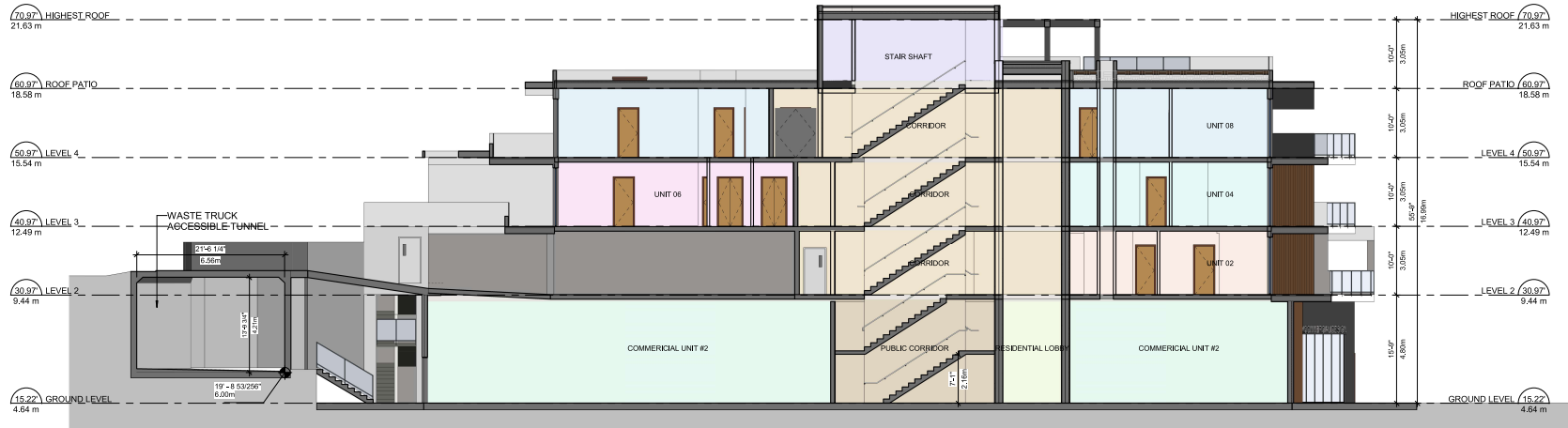
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| DRAWN BY: Designer | SEAL: |
| DATE: 08/08/23 | |
| SCALE: 1/8" = 1'-0" | |
| JOB NO: 2148 | |

SHEET TITLE:

ELEVATIONS

| | |
|-------------|--------------|
| DRAWING NO: | revision no: |
|-------------|--------------|

A-3.2



1 SECTION 1
1/8" = 1'-0"



2 SECTION 2
1/8" = 1'-0"

Room Legend

- COMMERCIAL UNIT #1
- COMMERCIAL UNIT #2
- CORRIDOR
- MECH ROOM
- PUBLIC CORRIDOR
- RESIDENTIAL LOBBY
- Room
- STAIR SHAFT
- STORAGE
- UNIT 01
- UNIT 02
- UNIT 03
- UNIT 04
- UNIT 05
- UNIT 06
- UNIT 07
- UNIT 08

BUILDER'S RESPONSIBILITY TO LAYOUT WORK

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| 2 | DEVELOPMENT PERIOD | DATE |

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SEASIDE RESIDENCE DEVELOPMENT

14981/14985 Marine Dr, White Rock, BC

CLIENT:

CONSULTANT:

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| DRAWN BY: Designer | SEAL: |
| DATE: 08/08/23 | |
| SCALE: 1/8" = 1'-0" | |
| JOB NO: | |
| 2148 | |

SHEET TITLE:

SECTIONS

| | |
|-------------|--------------|
| DRAWING NO: | revision no: |
| A-4.1 | 1 |



A-6.1



| | |
|---|-----------------|
| BUILDER'S RESPONSIBILITY TO LAYOUT WORK | |
| It is the Builder's responsibility to lay out and carry out the work as detailed in the contract documents. It is therefore necessary for the builder to pay very close attention to actual site dimensions, geometries and conditions which may vary from those assumed on the drawings. | |
| Any discrepancies which the Builder discovers within the contract documents themselves or between the contract documents & site conditions, are to be discussed with the Architect immediately before proceeding with any work. | |
| Written dimensions shall have precedence over scaled dimensions. | |
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| DEVELOPMENT PERIOD | August 28, 2024 |

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14981/14985 Marine Dr, White Rock, BC

CLIENT:

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| CONSULTANT: | |
| DRAWN BY: Designer | SEAL: |
| DATE: 08/08/23 | |
| SCALE: | |
| JOB NO: | |
| 2148 | |

SHEET TITLE:

RENDERINGS

| | |
|-------------|--------------|
| DRAWING NO. | revision no. |
| A-6.2 | |



BUILDER'S RESPONSIBILITY TO LAYOUT WORK

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| DEVELOPMENT PERM | | August 28, 2020 |

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| CONSULTANT: | |
| DRAWN BY: Designer | SEAL: |
| DATE: 08/06/23 | |
| SCALE: | |
| JOB NO: | |
| 2148 | |

SHEET TITLE:

RENDERINGS

| | |
|--------------|--------------|
| DRAWING NO. | REVISION NO. |
| A-6.3 | |



BUILDER'S RESPONSIBILITY TO LAYOUT WORK
It is the Builder's responsibility to lay out and carry out the work as detailed in the contract documents. It is therefore necessary for the builder to pay very close attention to actual site dimensions, geometries and conditions which may vary from those assumed on the drawings.
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14981/14985 Marine Dr, White Rock, BC
CLIENT:

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| CONSULTANT: | |
| DRAWN BY: Designer | SEAL: |
| DATE: 08/08/23 | |
| SCALE: | |
| JOB NO: | |
| 2148 | |

SHEET TITLE:
RENDERINGS

| | |
|-------------|--------------|
| DRAWING NO: | revision no: |
| A-6.4 | |

BUILDER'S RESPONSIBILITY TO LAYOUT WORK

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SEASIDE RESIDENCE DEVELOPMENT

14981/14985 Marine Dr, White Rock, BC

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| DATE: 08/08/23 | |
| SCALE: | |
| JOB NO: | |
| 2148 | |

SHEET TITLE:

RENDERINGS

| | |
|-------------|--------------|
| DRAWING NO: | revision no: |
| A-6.5 | |



BUILDER'S RESPONSIBILITY TO LAYOUT WORK

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| 2 | DEVELOPMENT PERIOD | |

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14981/14985 Marine Dr, White Rock, BC

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| DRAWN BY: Designer | SEAL: |
| DATE: 08/08/23 | |
| SCALE: 3/32" = 1'-0" | |
| JOB NO.: 2148 | |

SHEET TITLE: AREA PLANS

| | |
|--------------------|--------------|
| DRAWING NO.: A-7.1 | revision no: |
|--------------------|--------------|

| Name | Area Use Type | Area |
|------|---------------|------|
|------|---------------|------|

| | | |
|--------------------|------------|---------|
| GROUND LEVEL | | |
| COMMERCIAL UNIT #1 | COMMERCIAL | 3051 SF |
| COMMERCIAL UNIT #2 | COMMERCIAL | 3175 SF |
| PUBLIC CORRIDOR | COMMON | 479 SF |
| RESIDENTIAL LOBBY | COMMON | 447 SF |
| STAIR SHAFT | COMMON | 132 SF |
| GROUND LEVEL | | 7384 SF |

| | | |
|----------------|---------|---------|
| LEVEL 2 | | |
| UNIT 01 | 2 BED | 1012 SF |
| UNIT 02 | 2 BED | 1147 SF |
| BALCONY | BALCONY | 496 SF |
| CORRIDOR | COMMON | 539 SF |
| ELEVATOR SHAFT | COMMON | 82 SF |
| STAIR SHAFT | COMMON | 132 SF |
| STORAGE | COMMON | 485 SF |
| PARKING | PARKING | 4194 SF |
| LEVEL 2 | | 8154 SF |

| | | |
|----------------|---------|---------|
| LEVEL 3 | | |
| UNIT 03 | 2 BED | 1135 SF |
| UNIT 04 | 2 BED | 1067 SF |
| UNIT 05 | 2 BED | 1406 SF |
| UNIT 06 | 2 BED | 1389 SF |
| BALCONY | BALCONY | 134 SF |
| BALCONY | BALCONY | 354 SF |
| BALCONY | BALCONY | 175 SF |
| BALCONY | BALCONY | 175 SF |
| BALCONY | BALCONY | 175 SF |
| CORRIDOR | COMMON | 513 SF |
| ELEVATOR SHAFT | COMMON | 82 SF |
| LEVEL 3 | | 8442 SF |

| | | |
|----------------|---------|---------|
| LEVEL 4 | | |
| UNIT 07 | 3 BED | 2389 SF |
| UNIT 08 | 4 BED | 2416 SF |
| BALCONY | BALCONY | 223 SF |
| BALCONY | BALCONY | 224 SF |
| BALCONY | BALCONY | 225 SF |
| CORRIDOR | COMMON | 320 SF |
| ELEVATOR SHAFT | COMMON | 82 SF |
| LEVEL 4 | | 8060 SF |

| | | |
|-------------------|---------|----------|
| ROOF PATIO | | |
| UNIT 09 | 3 BED | 1324 SF |
| UNIT 10 | 4 BED | 136 SF |
| ROOFTOP GARDEN #1 | AMENITY | 145 SF |
| ROOFTOP GARDEN #2 | AMENITY | 1039 SF |
| STAIR SHAFT | COMMON | 248 SF |
| MEDIA ROOM | SERVICE | 136 SF |
| ROOF PATIO | | 2541 SF |
| GRAND TOTAL | | 30560 SF |

| Name | Area Use Type | Area |
|------|---------------|------|
|------|---------------|------|

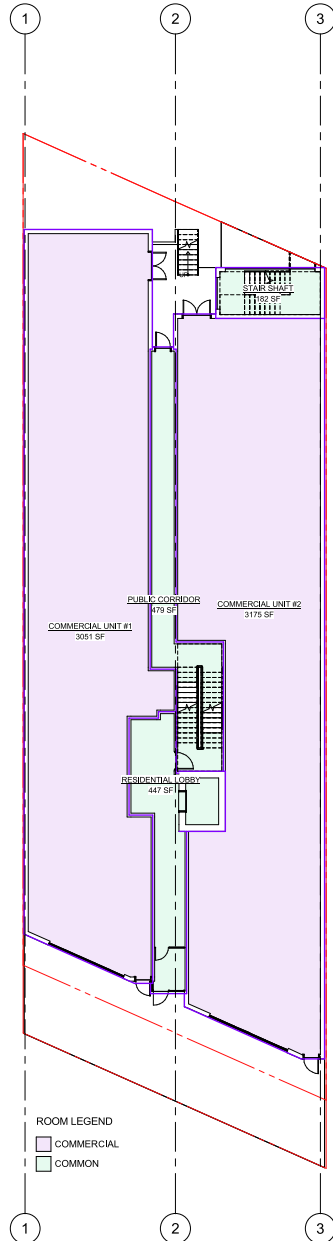
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|----------------|--------|-----------|
| Not Flood | | |
| ELEVATOR SHAFT | COMMON | Not Flood |
| Not Flood | | |
| ELEVATOR SHAFT | COMMON | Not Flood |

| | | |
|--------------------|------------|---------|
| GROUND LEVEL | | |
| COMMERCIAL UNIT #1 | COMMERCIAL | 3051 SF |
| COMMERCIAL UNIT #2 | COMMERCIAL | 3175 SF |
| PUBLIC CORRIDOR | COMMON | 479 SF |
| RESIDENTIAL LOBBY | COMMON | 447 SF |
| STAIR SHAFT | COMMON | 132 SF |
| GROUND LEVEL | | 7384 SF |

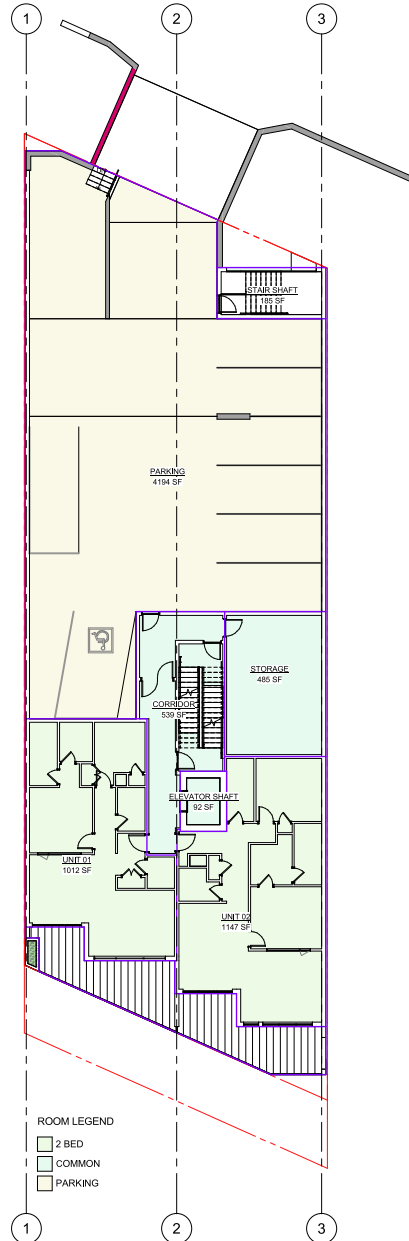
| | | |
|----------------|--------|---------|
| LEVEL 2 | | |
| UNIT 01 | 2 BED | 1012 SF |
| UNIT 02 | 2 BED | 1147 SF |
| CORRIDOR | COMMON | 539 SF |
| ELEVATOR SHAFT | COMMON | 82 SF |
| STAIR SHAFT | COMMON | 132 SF |
| LEVEL 2 | | 2076 SF |

| | | |
|----------------|--------|---------|
| LEVEL 3 | | |
| UNIT 03 | 2 BED | 1135 SF |
| UNIT 04 | 2 BED | 1067 SF |
| UNIT 05 | 2 BED | 1406 SF |
| UNIT 06 | 2 BED | 1389 SF |
| CORRIDOR | COMMON | 513 SF |
| ELEVATOR SHAFT | COMMON | 82 SF |
| LEVEL 3 | | 5686 SF |

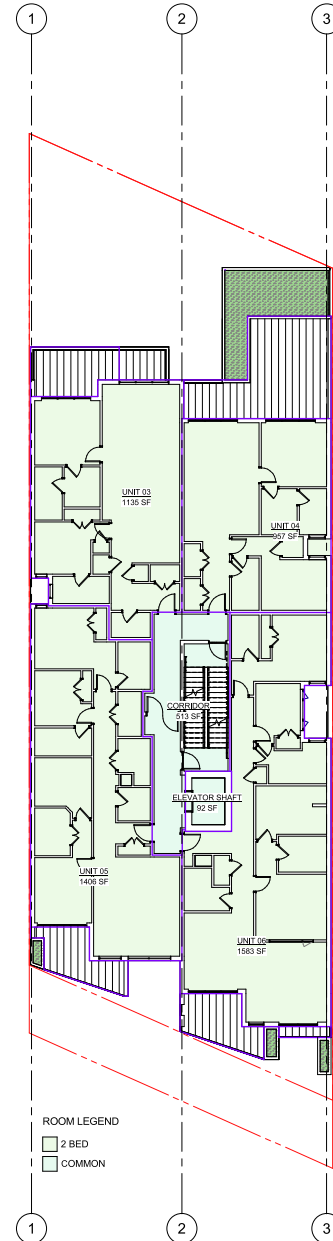
| | | |
|----------------|--------|----------|
| LEVEL 4 | | |
| UNIT 07 | 3 BED | 2389 SF |
| UNIT 08 | 4 BED | 2416 SF |
| CORRIDOR | COMMON | 320 SF |
| ELEVATOR SHAFT | COMMON | 82 SF |
| LEVEL 4 | | 5417 SF |
| ROOF PATIO | | |
| UNIT 09 | 3 BED | 1324 SF |
| UNIT 10 | 4 BED | 136 SF |
| STAIR SHAFT | COMMON | 248 SF |
| ROOF PATIO | | 476 SF |
| GRAND TOTAL | | 21888 SF |



1 GROUND LEVEL
3/32" = 1'-0"



2 LEVEL 2
3/32" = 1'-0"



3 LEVEL 3
3/32" = 1'-0"

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| DEVELOPMENT PERM: | | August 28, 2020 |

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SEASIDE RESIDENCE DEVELOPMENT

14981/14985 Marine Dr, White Rock, BC

CLIENT:

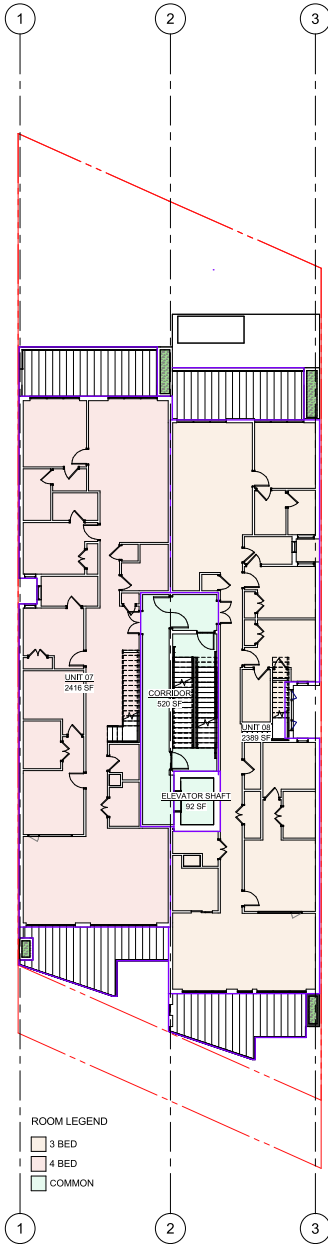
CONSULTANT:

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| DRAWN BY: Designer | SEAL: |
| DATE: 08/06/23 | |
| SCALE: 3/32" = 1'-0" | |
| JOB NO: | |
| 2148 | |

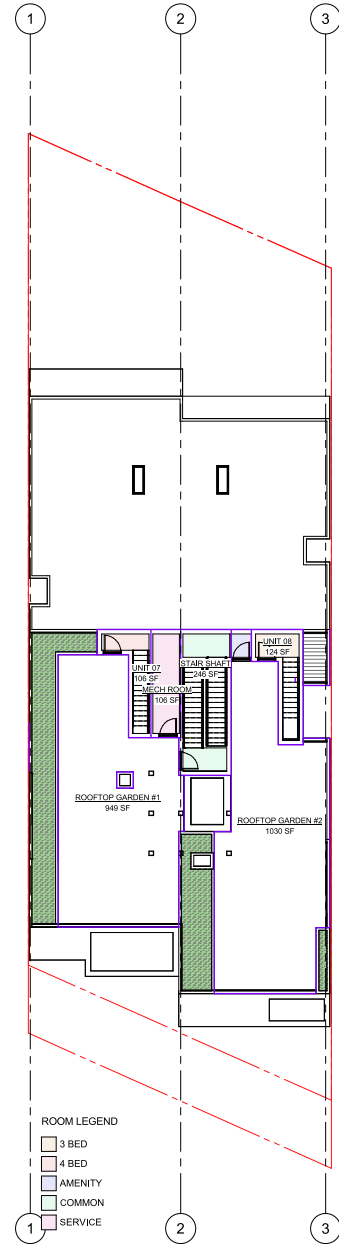
SHEET TITLE:

AREA PLANS

| | |
|--------------|--------------|
| DRAWING NO: | revision no: |
| A-7.2 | |



1 LEVEL 4
3/32" = 1'-0"



2 ROOF PATIO
3/32" = 1'-0"

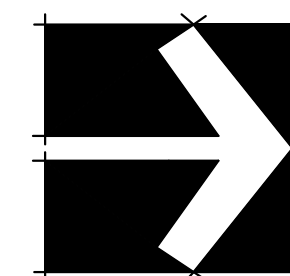
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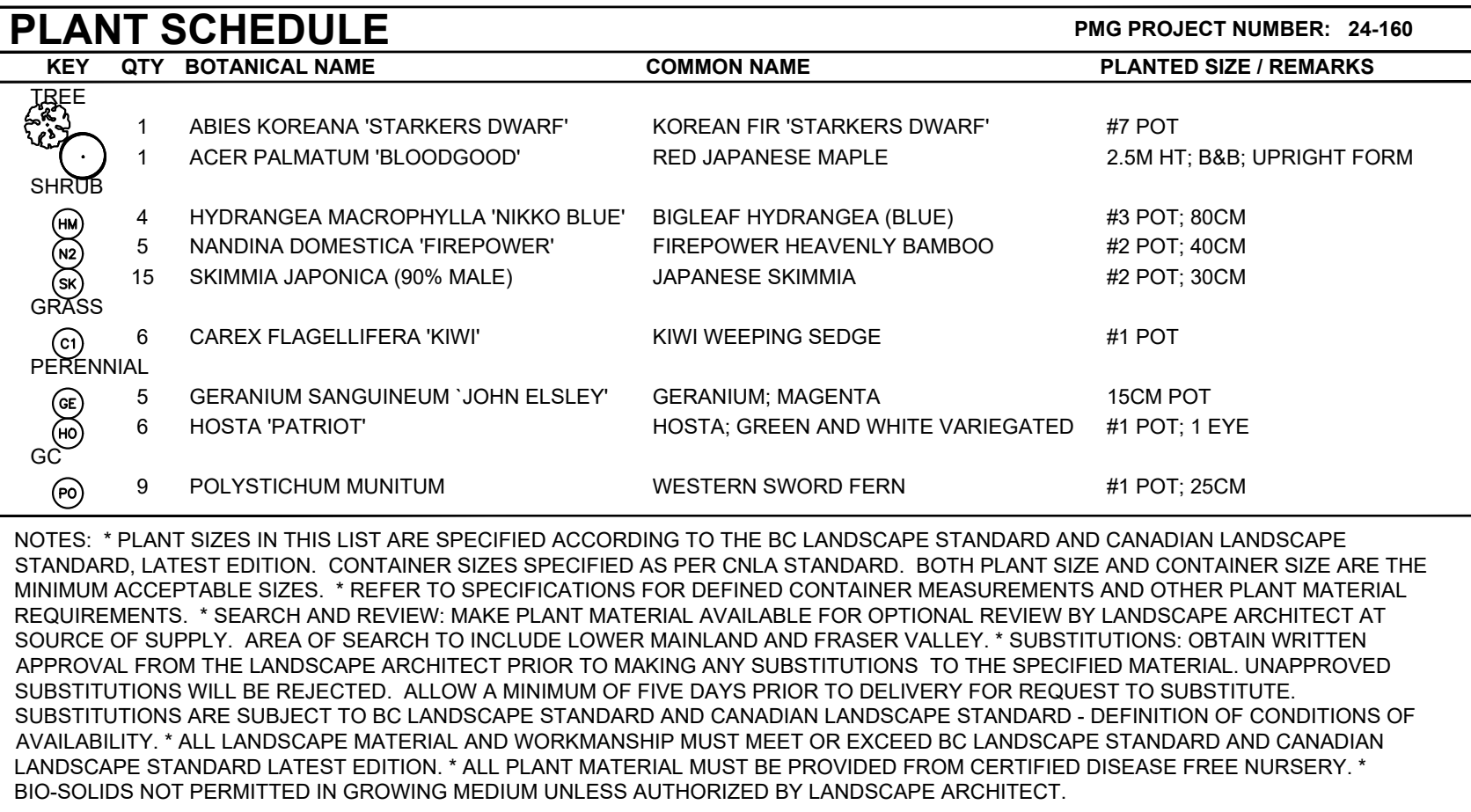
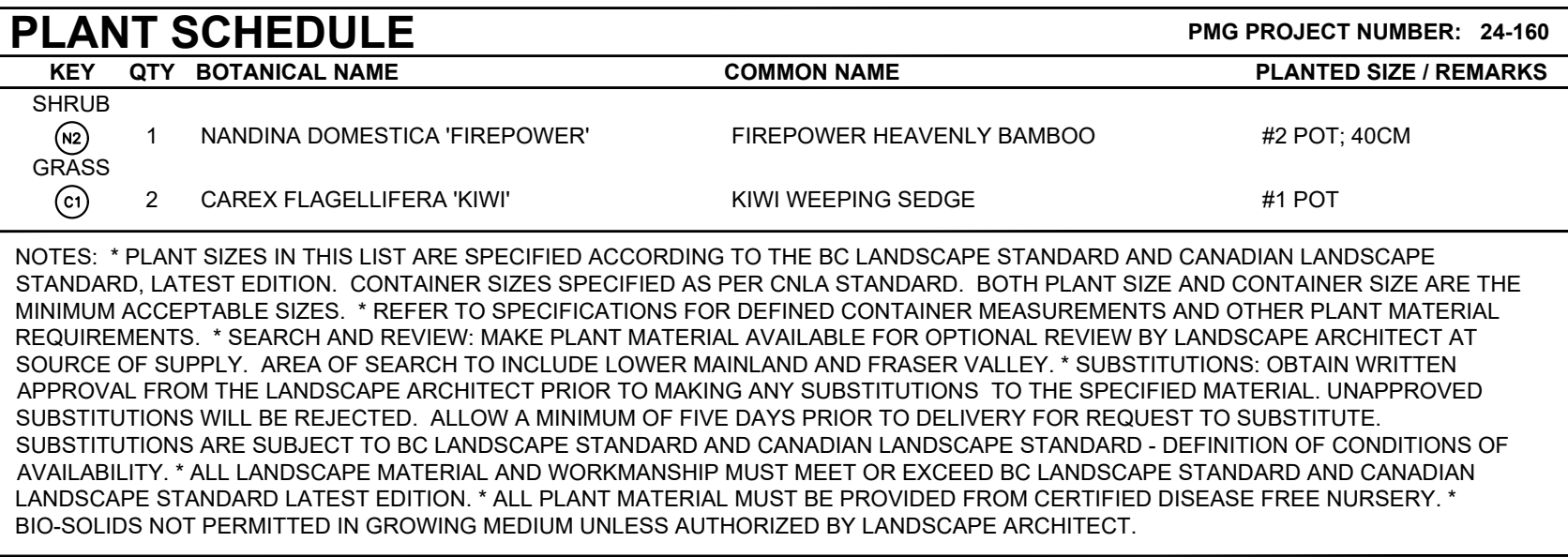
SEASIDE 6-STOREY RESIDENTIAL DEVELOPMENT

LANDSCAPE PLAN

L1

24-160





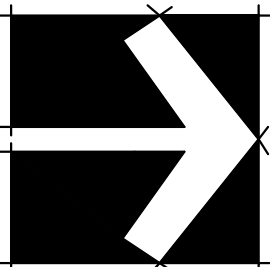
CLIENT:

4981/14985 MARINE DR.
WHITE ROCK, B.C.

EVEL2 & 3 LANDSCAPE PLAN

L2

DF 4



SEAL:

1 2024/OCT/02 REVISION PER CLIENT REQUEST YR

NO. DATE REVISION DESCRIPTION DR.

CLIENT:

PROJECT:

SEASIDE 6-STOREY
RESIDENTIAL DEVELOPMENT

14981/14985 MARINE DR.
WHITE ROCK, B.C.

DRAWING TITLE:

LEVEL4 & ROOF
LANDSCAPE PLAN

DATE: 24.SEP.20

SCALE: 1:100

DRAWN: RJ

DESIGN: RJ

CHK'D: YR

DRAWING NUMBER:

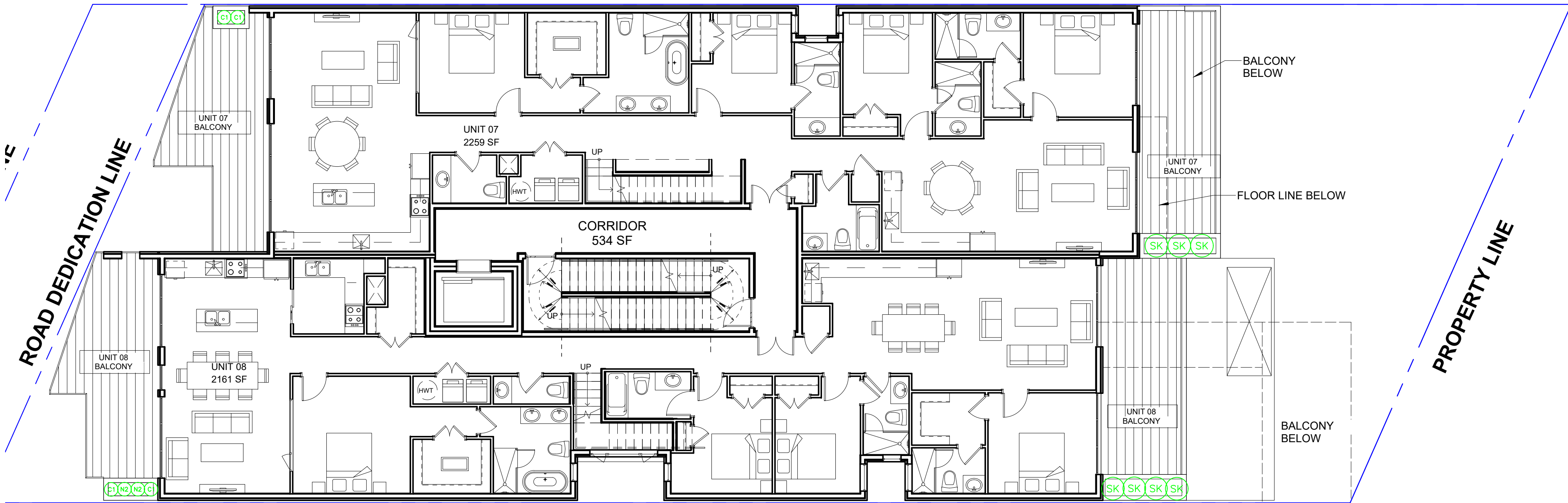
L3

OF 4

PMG PROJECT NUMBER:

24-160

PROPERTY LINE



LEVEL 4

PROPERTY LINE

PLANT SCHEDULE

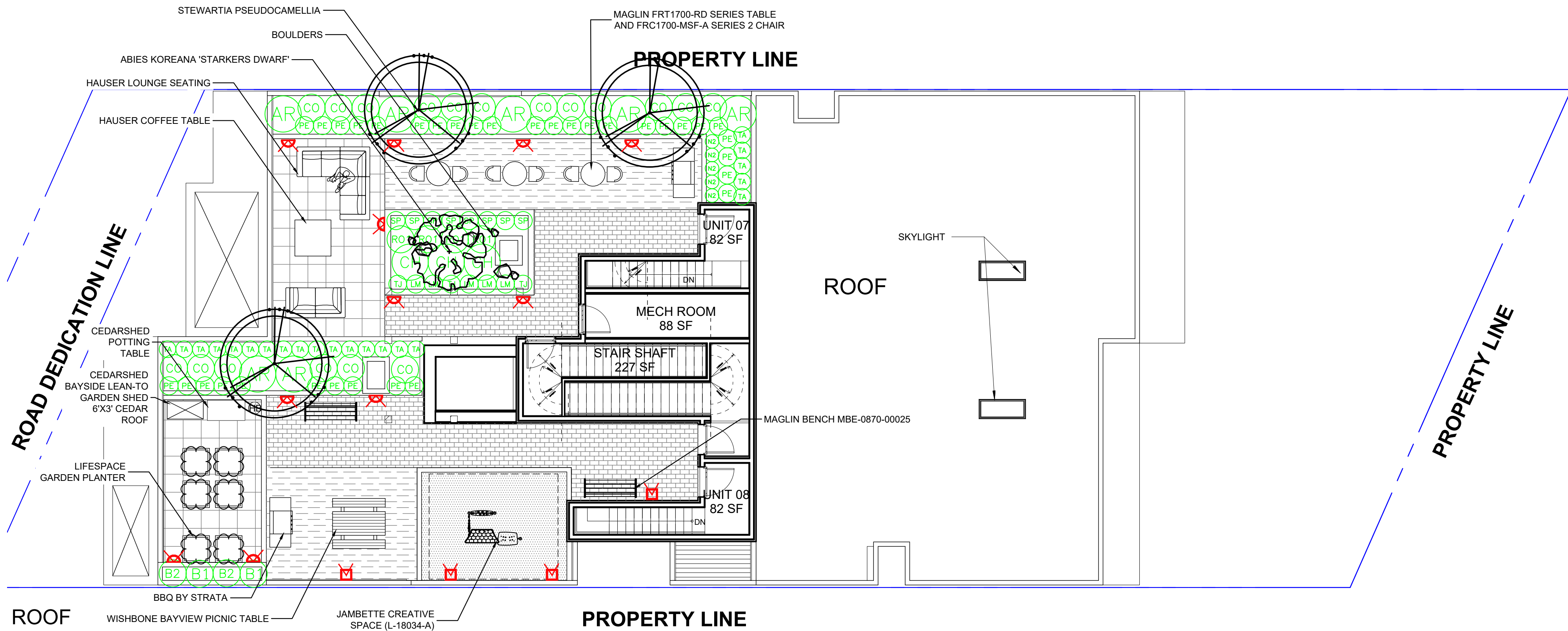
| PMG PROJECT NUMBER: 24-160 | | | |
|----------------------------|-----|-------------------------------|---------------------------|
| KEY | QTY | BOTANICAL NAME | COMMON NAME |
| SHRUB | 2 | NANDINA DOMESTICA 'FIREPOWER' | FIREPOWER HEAVENLY BAMBOO |
| GRASS | 7 | SKIMMIA JAPONICA (90% MALE) | JAPANESE SKIMMIA |
| | 4 | CAREX FLAGELLIFERA 'KIWI' | KIWI WEeping SEDGE |

NOTES: * PLANT SIZES IN THIS LIST ARE SPECIFIED ACCORDING TO THE BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD, LATEST EDITION. CONTAINER SIZES SPECIFIED AS PER CNLA STANDARD. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DEFINED CONTAINER MEASUREMENTS AND OTHER PLANT MATERIAL REQUIREMENTS. * SEARCH AND REVIEW: MAKE PLANT MATERIAL AVAILABLE FOR OPTIONAL REVIEW BY LANDSCAPE ARCHITECT AT SOURCE OF SUPPLY. AREA OF SEARCH TO INCLUDE LOWER MAINLAND AND FRASER VALLEY. * SUBSTITUTIONS: OBTAIN WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT PRIOR TO MAKING ANY SUBSTITUTIONS TO THE SPECIFIED MATERIAL. UNAPPROVED SUBSTITUTIONS WILL BE REJECTED. ALLOW A MINIMUM OF FIVE DAYS PRIOR TO DELIVERY FOR REQUEST TO SUBSTITUTE. SUBSTITUTIONS ARE SUBJECT TO BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD - DEFINITION OF CONDITIONS OF AVAILABILITY. * ALL LANDSCAPE MATERIAL AND WORKMANSHIP MUST MEET OR EXCEED BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD LATEST EDITION. * ALL PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE FREE NURSERY. * BIO-SOLIDS NOT PERMITTED IN GROWING MEDIUM UNLESS AUTHORIZED BY LANDSCAPE ARCHITECT.

PLANT SCHEDULE

| PMG PROJECT NUMBER: 24-160 | | | |
|----------------------------|-----|------------------------------------|--|
| KEY | QTY | BOTANICAL NAME | COMMON NAME |
| TREE | 1 | ABIES KOREANA 'STARKERS DWARF' | KOREAN FIR 'STARKERS DWARF' |
| SHRUB | 3 | STEWARTIA PSEUDOCAMELLIA | JAPANESE STEWARTIA |
| | 7 | ARBUTUS UNEDO 'COMPACTA' | COMPACT STRAWBERRY BUSH |
| | 3 | CHOISYA TERNATA 'SUNDANCE' | MEXICAN MOCK ORANGE |
| | 18 | CORNUS SERICEA | REDTWIG DOGWOOD |
| | 5 | NANDINA DOMESTICA 'FIREPOWER' | FIREPOWER HEAVENLY BAMBOO |
| | 4 | ROSA MEIDLAND 'BONICA' | BONICA ROSE |
| | 8 | SPIRAEA JAPONICA 'LITTLE PRINCESS' | LITTLE PRINCESS SPIRAEA; PINK |
| | 21 | TAXUS X MEDIA 'HILLII' | HILLII YEW |
| | 2 | VACCINIUM 'POLARIS' | POLARIS BLUEBERRY |
| | 2 | VACCINIUM 'SUNSHINE BLUE' | BLUEBERRY |
| GRASS | 34 | PENNISETUM ALOPECUROIDES 'HAMELIN' | DWARF FOUNTAIN GRASS |
| PERENNIAL | 5 | LAVENDULA ANGUSTIFOLIA 'MUNSTEAD' | ENGLISH LAVENDER; COMPACT; VIOLET-BLUE |
| | 3 | TRACHELOSPERMUM JASMINOIDES | STAR JASMINE |

NOTES: * PLANT SIZES IN THIS LIST ARE SPECIFIED ACCORDING TO THE BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD, LATEST EDITION. CONTAINER SIZES SPECIFIED AS PER CNLA STANDARD. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DEFINED CONTAINER MEASUREMENTS AND OTHER PLANT MATERIAL REQUIREMENTS. * SEARCH AND REVIEW: MAKE PLANT MATERIAL AVAILABLE FOR OPTIONAL REVIEW BY LANDSCAPE ARCHITECT AT SOURCE OF SUPPLY. AREA OF SEARCH TO INCLUDE LOWER MAINLAND AND FRASER VALLEY. * SUBSTITUTIONS: OBTAIN WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT PRIOR TO MAKING ANY SUBSTITUTIONS TO THE SPECIFIED MATERIAL. UNAPPROVED SUBSTITUTIONS WILL BE REJECTED. ALLOW A MINIMUM OF FIVE DAYS PRIOR TO DELIVERY FOR REQUEST TO SUBSTITUTE. SUBSTITUTIONS ARE SUBJECT TO BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD - DEFINITION OF CONDITIONS OF AVAILABILITY. * ALL LANDSCAPE MATERIAL AND WORKMANSHIP MUST MEET OR EXCEED BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD LATEST EDITION. * ALL PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE FREE NURSERY. * BIO-SOLIDS NOT PERMITTED IN GROWING MEDIUM UNLESS AUTHORIZED BY LANDSCAPE ARCHITECT.



ROOF

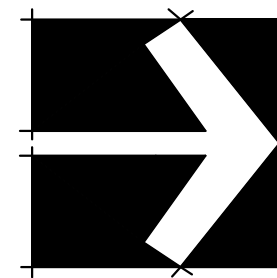
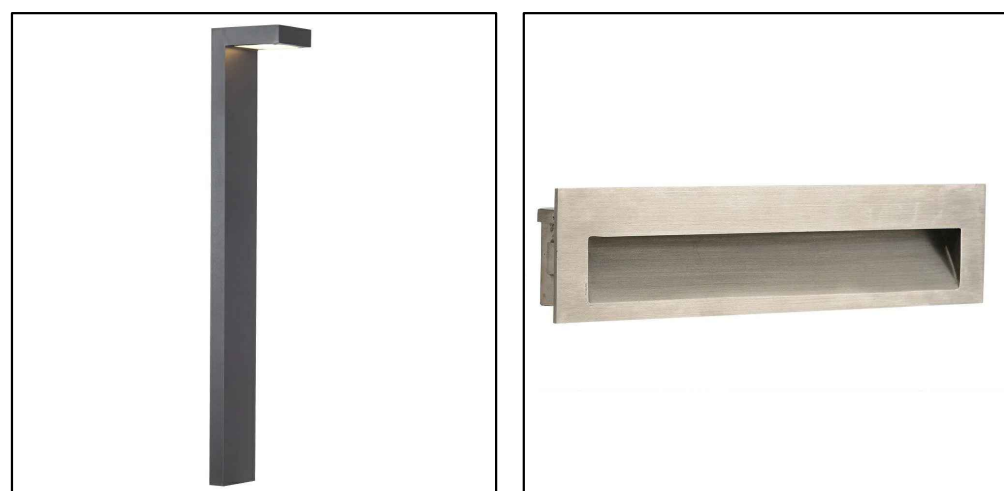
PROPERTY LINE

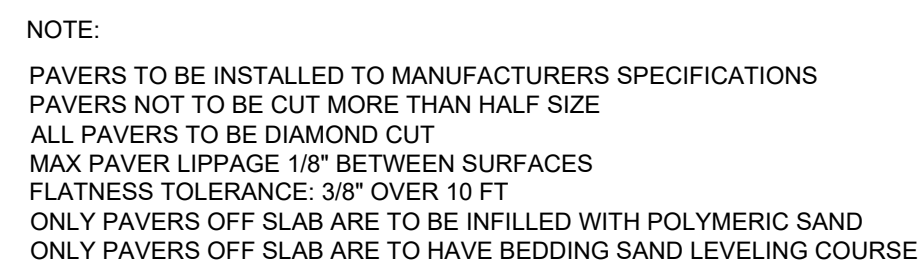
MATERIAL LEGEND

| | |
|--|--|
| PIP RUBBER; YELLOW | |
| BELGARD BASALT CONCRETE SLAB; 457X457X60MM; NATURAL COLOUR | |
| BELGARD DIMENSIONS CONCRETE PAVERS PATTERN: RUNNING BOND; 152X305X60MM; SEPIA COLOUR | |
| BARKMAN BRIDGEWOOD SLABS; 35.04 x 9.84 x 2"; CEDAR BROWN COLOUR PATTERN: RUNNING BOND | |

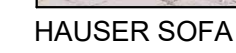
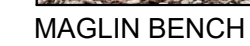
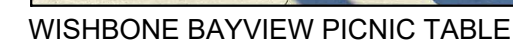
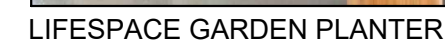
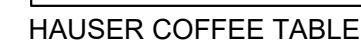
LIGTING LEGEND

| | |
|---|--|
| BOLLARD LIGHTING SPJ LIGHTING SPJ-3124 | |
| WALL LIGHTING SPJ LIGHTING SPJ-MSL-12 | |

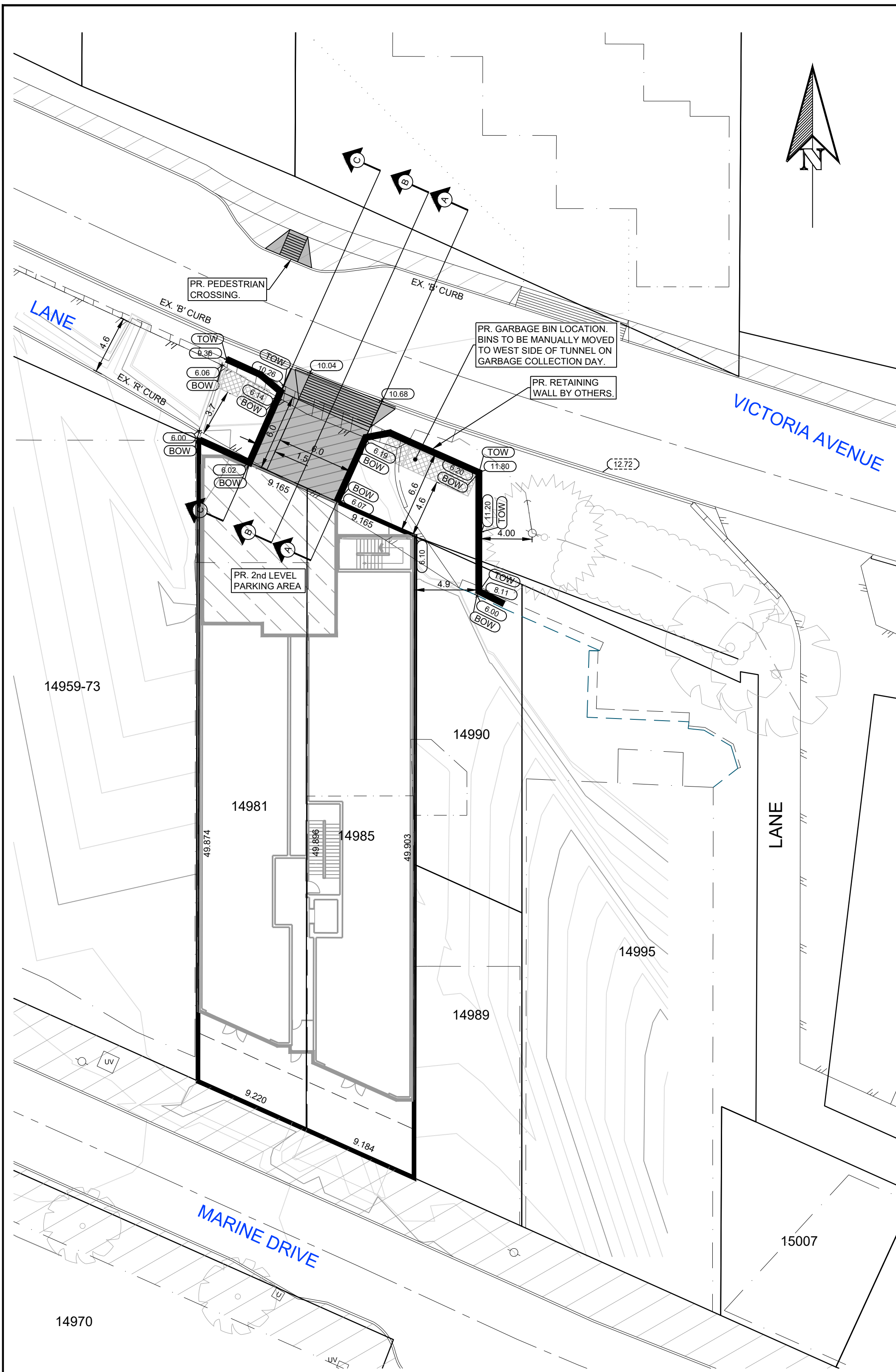




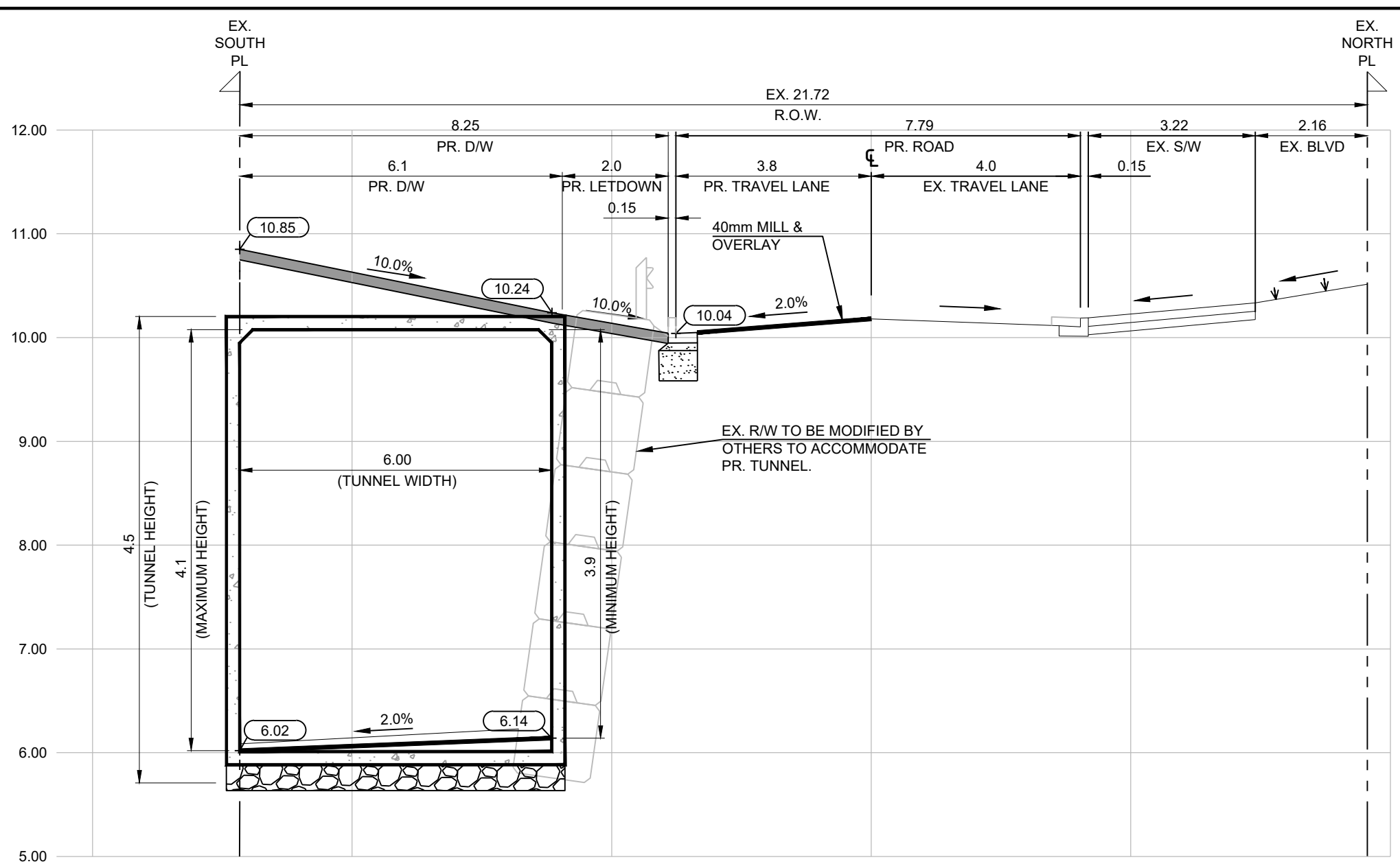
2 PAVERS ON SLAB
1" = 1'-0"



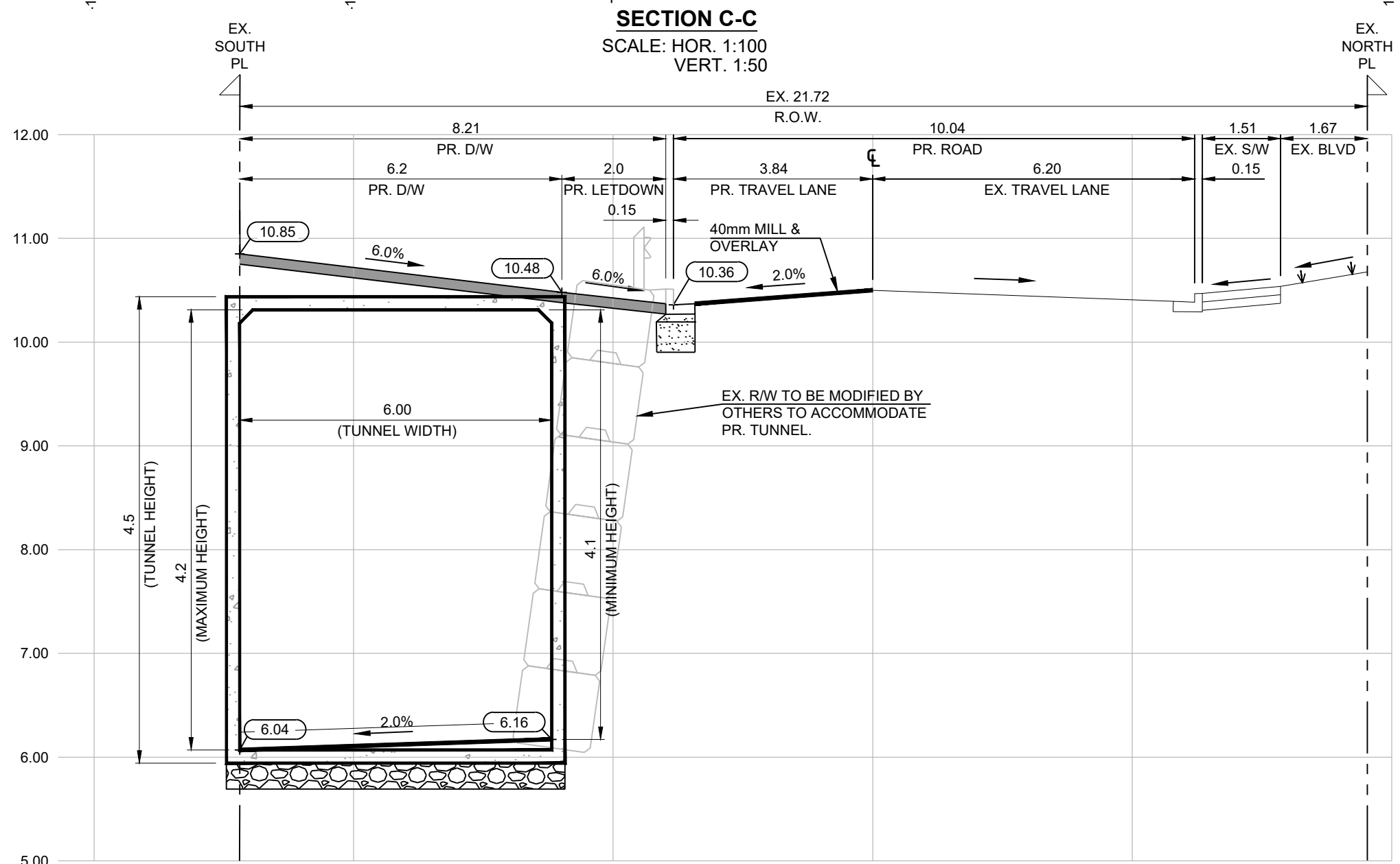
24-160



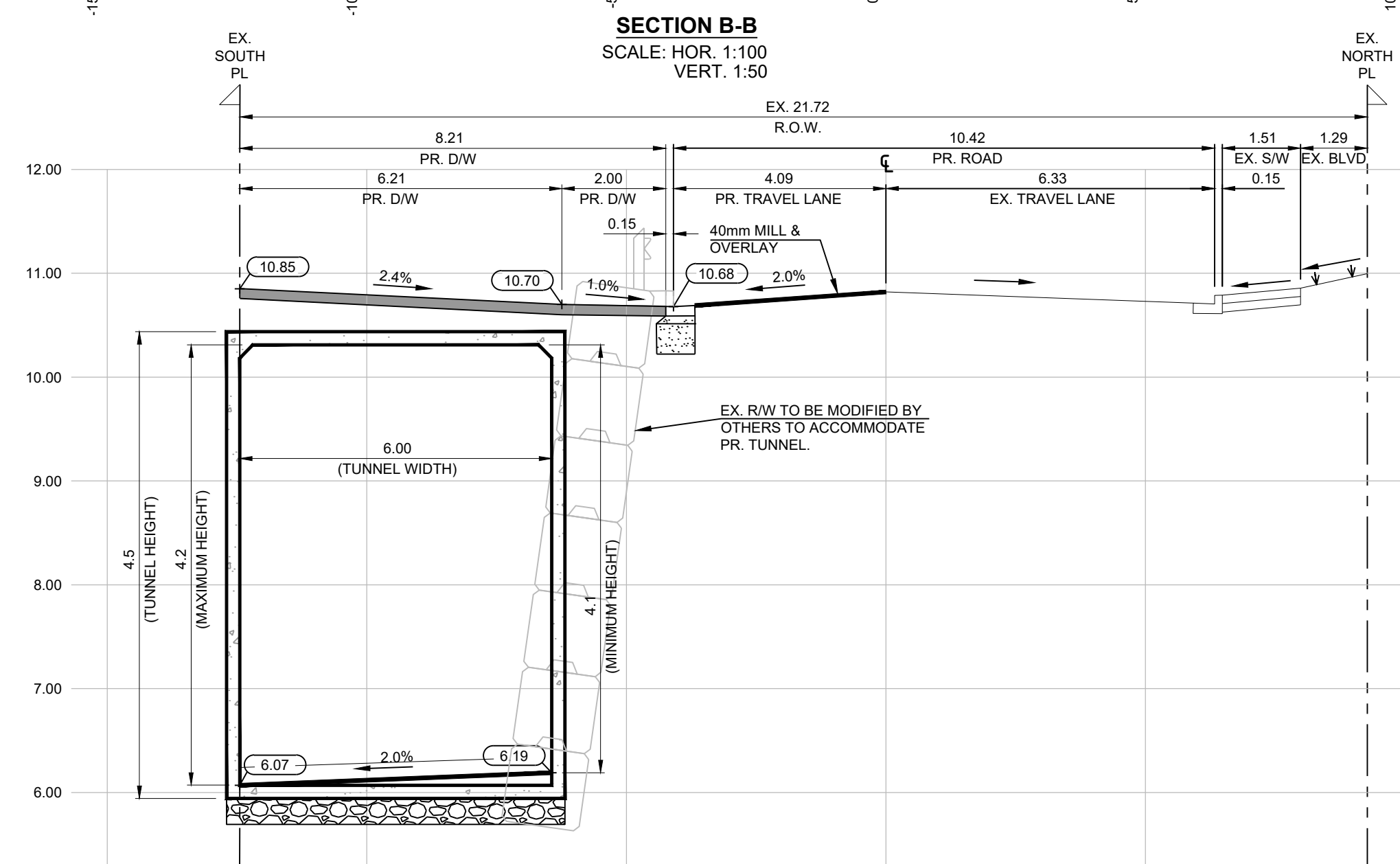
INTERIM PLAN
SCALE: 1:250



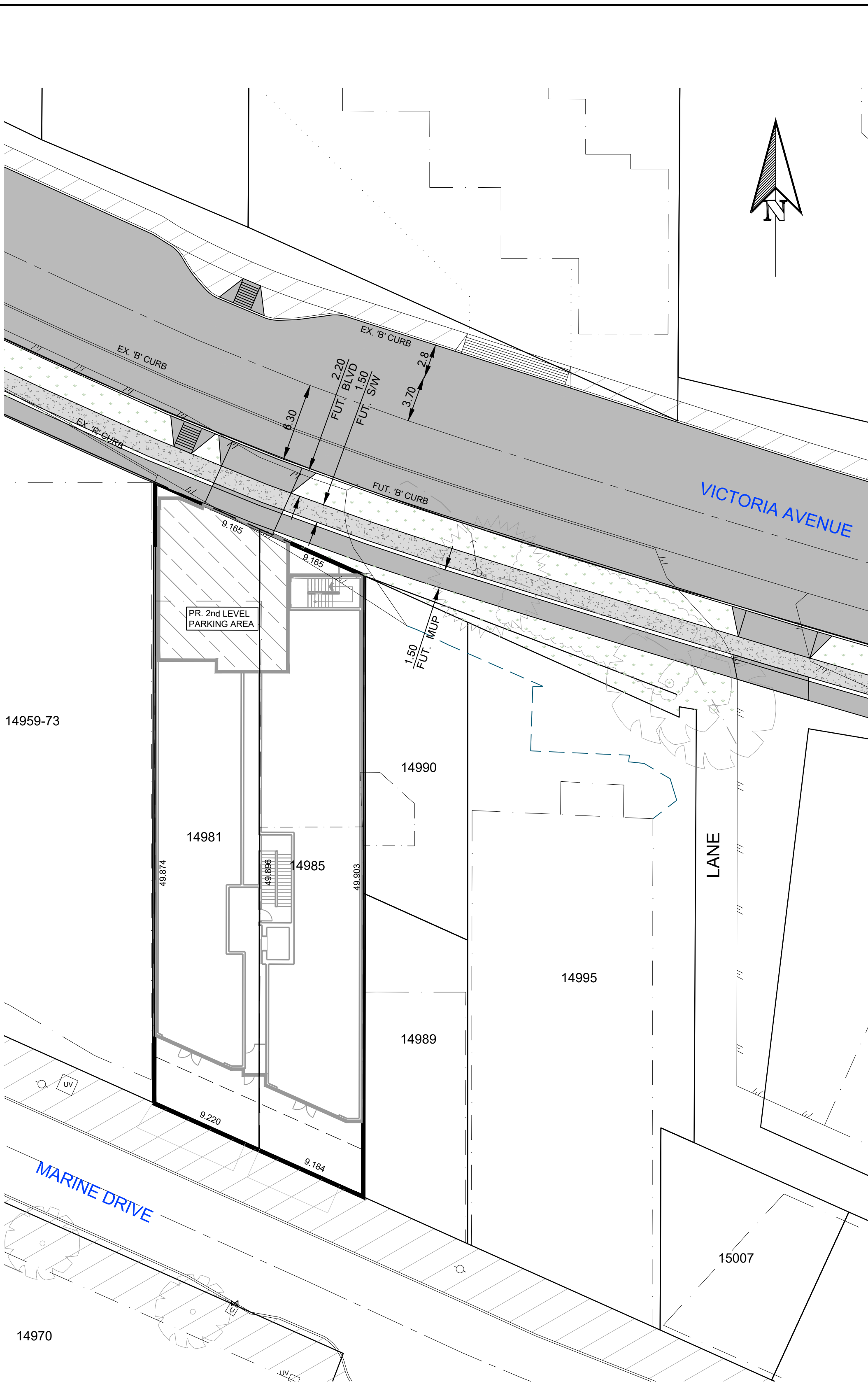
SECTION C-C
SCALE: HOR. 1:100
VERT. 1:50



SECTION B-B
SCALE: HOR. 1:100
VERT. 1:50



SECTION A-A
SCALE: HOR. 1:100
VERT. 1:50



ULTIMATE PLAN
SCALE: 1:250

ALL EXISTING UTILITIES, WHETHER SHOWN OR NOT ARE TO BE ADJUSTED TO SUIT THE NEW CONSTRUCTION.

LEGAL:
LOT 2 (W 1/2) & LOT 3, SECTION 10, TOWNSHIP 1,
NEW WESTMINSTER DISTRICT PLAN 2921

BENCHMARK:
ELEVATIONS SHOWN ARE BASED ON MONUMENT #88H3883
INTERSECTION OF MARINE DR. & VIDAL ST.
ELEVATION= 3.303m

CLIENT
JACK WANG

EMAIL: wang9925@gmail.com
PHONE: 778.889.5458

TERRA NOBIS
CONSULTING INC.

UNIT #203 - 15585 24TH AVENUE, SURREY, V4A 2J4
PHONE: 604-946-3007
EMAIL: INFO@TERRANOBIS.COM

| REV. | DATE | DESCRIPTION | BY | APP'D |
|------|-------------|-------------------|----|-------|
| 3. | 05 SEP 2024 | FOR DP SUBMISSION | JL | AJ |
| 2. | 15 AUG 2024 | FOR DISCUSSION | JL | AJ |
| 1. | 02 JUL 2024 | FOR DISCUSSION | JL | AJ |
| 0. | 18 JUN 2024 | FOR DISCUSSION | JL | AJ |

PERMIT TO PRACTICE
NUMBER: 1000490
BY: JL

SEAL

05 SEP 2024

0m 5m 10m 15m 20m 25m
SCALE: 1:250

TITLE
INTERIM/ULTIMATE DRIVEWAY LAYOUT
DESCRIPTION
SEASIDE RESIDENCE
14981 & 14985 MARINE DRIVE, WHITE ROCK

PROJECT NUMBER
24026

SCALE: AS SHOWN DATE: JUN 2024

DRAWN: DVH APPROVED: AJ

DESIGNED: JL DESTROY ALL PRINTS BEARING PREVIOUS NUMBER:

DRAWING NUMBER
1

OF 1

REVISION:
3.

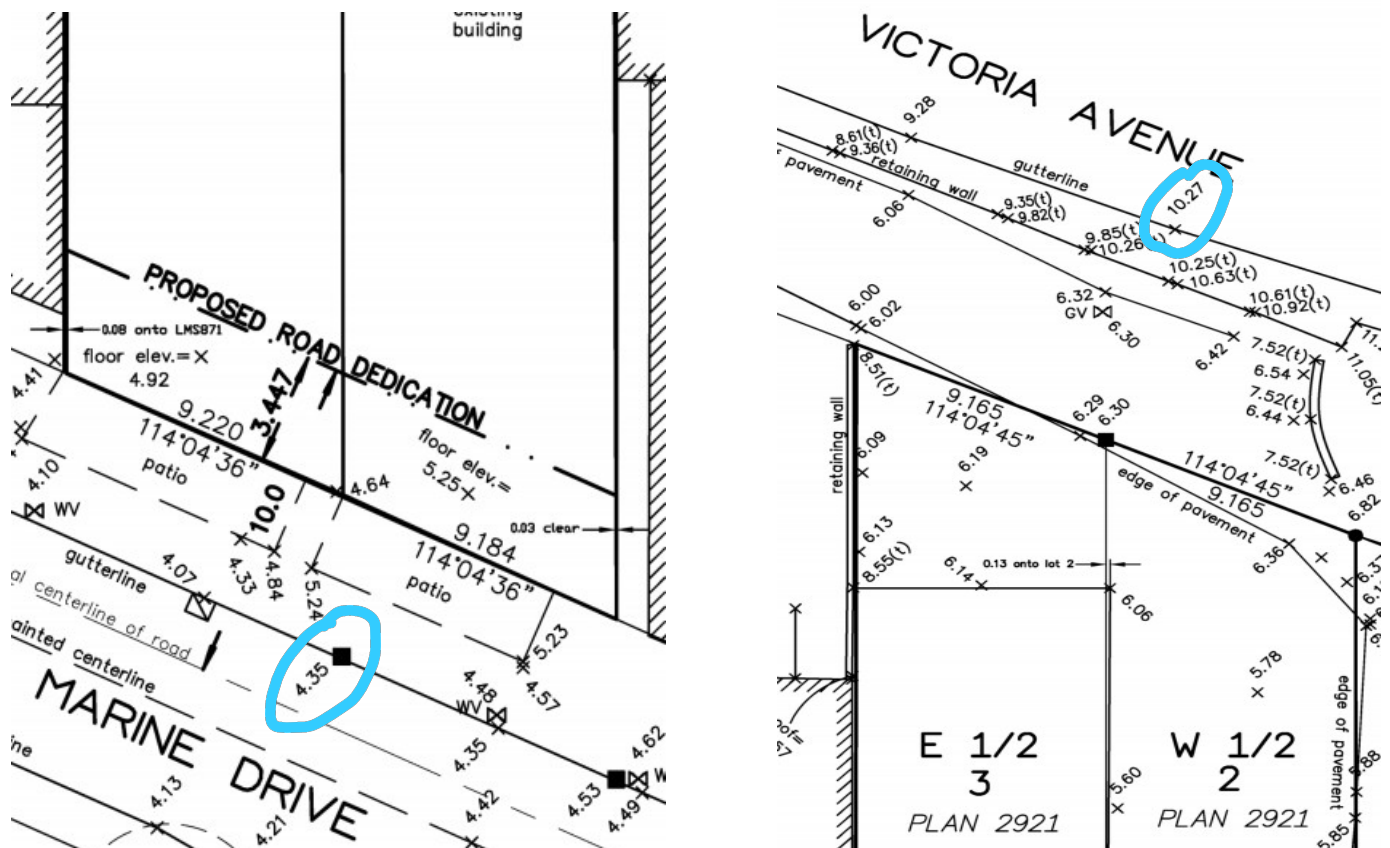
Dear Mayor and Councillors,

First, on behalf of the project team, I would like to extend my sincere greetings and heartfelt thanks to you for taking time to review our application. We have gone through three pre-application review process since 2021 and finally able to submit this project for your review in 2025. We need your support on the OCP and Rezoning amendments to allow the proposed 4-storey building and FAR 2.36 by considering the facts that states below.

FACT#1 History of the Project (2021 to 2025)

In September 2021, we purchased the property at 14981 Marine Dr. We proposed a three-storey building and vehicle entrances using the existing laneway which jointly used by the properties on both sides of the proposed property. The Planning Department replied and recommended us to develop with the adjacent property on the east because the buildings of 14981 and 14985 are attached, and for this reason, we purchased the property at 14985 Marine Dr by a higher market price in October 2021 after completing a feasibility study.

In November 2021, we re-design the preliminary drawings and submitted the new proposal to the Planning Department for pre-approval. In December 2021, our project team attended the video meeting with Planning, Engineering & Operations, and Fire Services departments to discuss our project. At the meeting, the Engineering proposed that the laneway could not be used as a main vehicle access road of the project, and the vehicle has to access from Victoria Ave because the laneway will be included in the development project of Victoria Ave in the future. This comment has caused the project led to a difficult design stage because it is difficult to build a safe vehicle access from Victoria Ave to the ground level with the natural grade change about 6m.



In 2022, We hired a new architect who familiar with Waterfront Village area in White Rock and has the experience to design the project based on the Engineering Department's comments. Our professional team also search information related to the future development of Victoria Ave, which included the INTEGRATED TRANSPORTATION & INFRASTRUCTURE MASTER PLAN, but hardly find anything about the development plan of the existing laneway and the Victoria Ave. The Engineering departments also not able to provide any policy or regulation or approved future road development plan to support their comments that we can not use the existing laneway as the main vehicle access to the proposed building. After a year communicating with the Planning and Engineering departments about the vehicle access issue, there is still no progress.

In 2023, we submitted the 2nd pre-application, and the Engineering Department has a new comment that we need to provide driveway access and waste collection services for the neighbouring properties to the east side. The neighbouring properties to the east have been trespassing our property through the laneway for years and this is the only driveway access to their properties. This new comment further increases the complexity of our project, and the architect even suggests us to look for litigation support before moving forward. However, we want to cooperate and support the City in a broader way and therefore decided to continue trying and finding solutions that benefits to both parties.

In 2024, we submitted the 3rd pre-application. We have hired a 3rd Architect of the project, Civil engineer, Traffic consultant, and Crime Prevention Through Environmental Design (CPTED) consultant to form a professional team and to re-design new preliminary drawings that covers all aspects of the project. Finally, we passed the pre-application review and move on to the Council meeting for OCP and Rezoning Amendments.

FACT#2 Supporting Points for 4-storey building, building height exceed 2.64, and FAR 2.36

1. Existing Laneway has been used for years by the properties (Refer to Attachment 1)
 - The neighboring properties on both sides of the proposed property are using the laneway as a main vehicle access for years.
 - This is the only vehicle access for the neighboring properties to the east.
 - No approved road development plan or policy states that the Victoria Ave will merge or develop with the laneway in the future.
 - No easement or covenant of the laneway states that we can not use the laneway as a main vehicle access to the proposed building.
2. Access from Victoria Ave by building a BRIDGE and a TUNNEL (Refer to Attachment 2)
 - Natural grade change is 5.92m
 - Only method is to build a BRIDGE from Victoria Ave to the 2nd level of the proposed building with a 10% slope driveway
 - Build a TUNNEL under the bridge to allow a vehicle access for the neighboring properties to the east and height of the driveway in the tunnel is 3.9m minimum. The tunnel will be permanently closed until future development of the neighboring properties to the east.

3. Topography (Refer to Attachment3)

- From Marine Dr (south) gutterline to the Victoria Ave (north) gutterline, the ground elevation is slope up and natural grade change is about 6m.
- The terrain on the north of Victoria Ave rises rapidly. We recognize that the current OCP limits the building height to three storey or 11.3m along Marine Drive, but we also understand that this rule is predicated by the “right to view” for the residents to the north. Given the topography of the land, residents north of Victoria Ave are set at a much higher elevation. Even though the proposed building height is exceeding the permitted building height, the proposed building would be perceived as a two and a half storey building from Victoria Ave, which is less imposing then the three-storey limitation governed by the current zoning.

4. FAR 2.36 to compensate high development cost

- Access from Victoria Ave to 2nd level of the proposed building will cause the project to loss a large portion of marketable floor space on the 2nd level. To make the project worthy pursuing, to add a 4th level would be considered to compensate for the loss of residential revenue on the 2nd level.
- Higher construction cost to build a bridge from Victoria Ave to the proposed building and a tunnel under the bridge to provide vehicle access for the neighboring properties to the east.
- At beginning of our project, the preliminary drawings are all based on the zoning bylaw of 3-storey and FAR 2.0 to control cost and application time. However, three years passed with three pre-application review, we only get to the stage of Council meeting for OCP and Rezoning amendments. The financial cost is increased and therefore increasing FAR to 2.36 and add a 4th level to the proposed building will help us to move the project forward.

5. Similar Development Project on Oxford St and Marine Dr in 2013 (CD-29, 4 storey)

Marine Terraces

14807 Marine Drive, White Rock, BC
Mixed Use - Commercial / Residential Development

Issued for Zoning Amendment and Development Permit (Major): October 25, 2012

Issued for Land Use and Planning Committee Meeting: January 4, 2013

Re-Issued for Zoning Amendment and Development Permit (Major): February 28, 2013



Regardless, we finally submitted the applications with all the efforts and helps from the City's departments, our engineers and consultants, and come to the critical stage, the Council Meeting. We are hoping to get your supports and approval so we can move to the next stage of development.

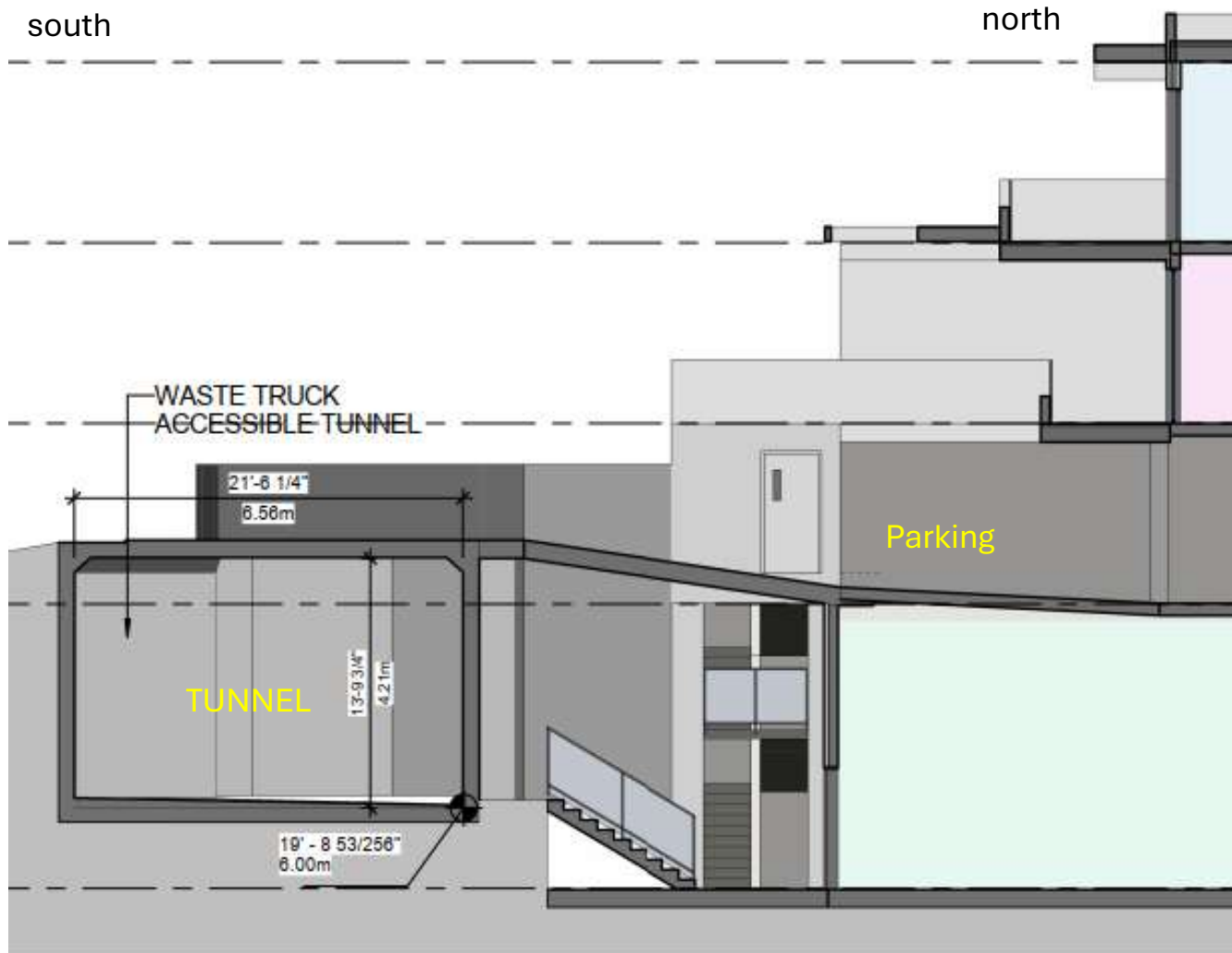
Our goal is to build the proposed building as quickly as possible with responsibility and high quality so that a new mixed-use building will stand in a beautiful landscape on the seaside and injecting new vitality into the Marine Dr shopping street.

Sincerely,

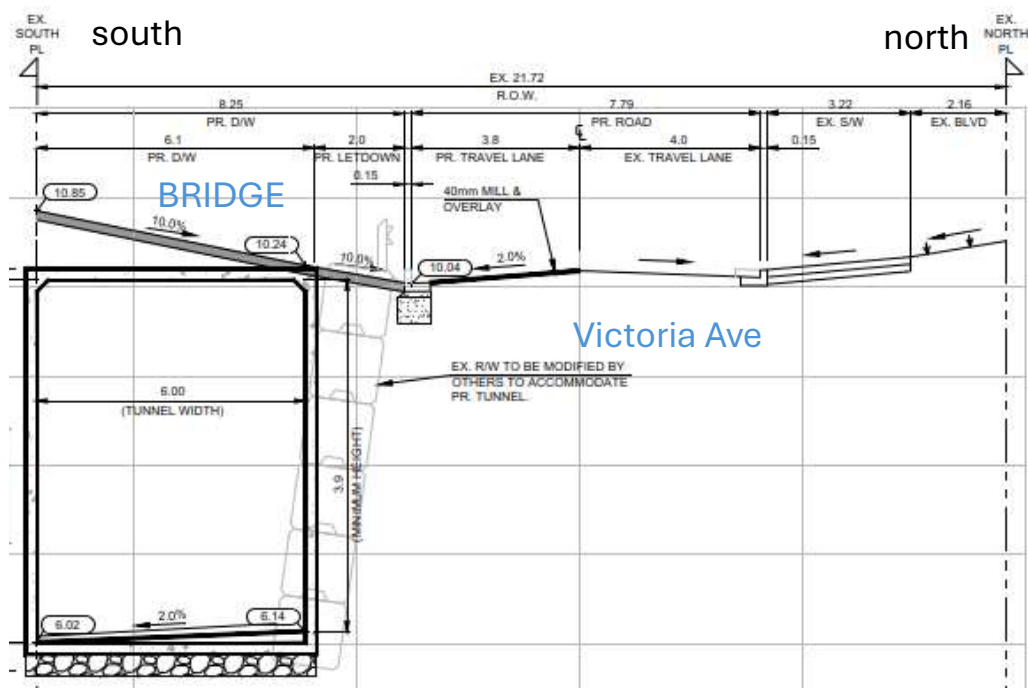
Team of Seaside Residence Project



Attachment 2: Access from Victoria Ave by building a BRIDGE and a TUNNEL



SECTION 1







Accessibility Advisory Committee

Minutes

March 5, 2025, 4:00 p.m.

White Rock Community Centre

PRESENT: Alex Michaels, Community Member
Colleen Turnley, Community Member
Jasvinder Dhesi, Community Member
Kelly Douglas, Community Member
Marissa Hadland, Community Member (arrived at 4:01 p.m.)
Darcy Villeneuve, Community Member

COUNCIL: Councillor Elaine Cheung, Vice-Chairperson

ABSENT: Leanne Utendale, Community Member

STAFF: Anne Berry, Director of Planning and Development Services
Jim Gordon, Director of Engineering and Municipal Operations
Kari Laing, Director of Human Resources
Janessa Auer, Committee Clerk

1. **CALL TO ORDER**

Councillor Cheung assumed the role of Chairperson and called the meeting to order at 4:00 p.m.

2. **ADOPTION OF AGENDA**

M. Hadland arrived at 4:01 p.m.

Motion Number 2025-AAC-001: It was MOVED and SECONDED

THAT the Accessibility Advisory Committee adopts the agenda for the March 5, 2025 meeting as amended to include an item for introductions following Item 3: *Adoption of Minutes*.

Motion CARRIED

3. **ADOPTION OF MINUTES**

Motion Number 2025-AAC-002: It was MOVED and SECONDED

THAT the Accessibility Advisory Committee adopts the minutes of the October 29, 2024 meeting as circulated.

Motion CARRIED

4. **INTRODUCTIONS**

Roundtable introductions took place.

5. **ACCESSIBLE PIER MAT SIGNAGE**

Staff clarified that this discussion topic was suggested by the Committee during the October 29, 2024 meeting, when feedback submitted by a member of the public, regarding the Accessible Pier Mat being slippery, was reviewed.

The Director of Engineering and Municipal Operations noted that this feedback had been submitted quite soon after the mat had been installed, and that it was normal to experience slippery conditions on the mat for a short time after installation. He confirmed that he visited the Pier to test the mat's surface the day prior to this meeting and did not find it to be slippery anymore.

A photo of the "SLIPPERY WHEN WET" sign installed beside the mat at the Pier entrance was shown to the Committee for their awareness, following which no further signage concerns were noted.

6. **IMPROVING PUBLIC AWARENESS OF VAN-ACCESSIBLE PARKING STALL LOCATIONS**

The Director of Engineering and Municipal Operations provided a PowerPoint presentation reviewing accessible parking stalls throughout the City. He clarified that 2.7% of the City's parking stalls are accessible, which is above the 2% recommendation in the City's Zoning Bylaw and in other standard guidelines. It was also noted that half of the accessible stalls in the City are van-accessible, which exceeds the recommendation of 12.5% in the Zoning Bylaw.

To improve public awareness, the Director of Planning and Development Services noted that a link to the map displaying van-accessible parking stall locations throughout the City, as shown in the presentation, can be included on the City website's Parking page.

7. **BEACH WHEELCHAIR STORAGE OPTIONS**

The Director of Engineering and Municipal Operations advised that he is working on a report to Council about this topic, and that he is interested in receiving feedback/suggestions from the Committee regarding potential methods for storage and facilitation of a beach wheelchair program.

During a roundtable discussion, the Committee shared several examples and suggestions that will help guide staff in completing this report.

8. **BEACH ACCESS RAMP WORKING GROUP UPDATE**

Working group members provided an overview of their report outlining key safety considerations and suggested accessibility improvements for the City's Bay Street and Findlay Street beach access ramps and surrounding areas.

The Chairperson advised that some potential improvements would require further Council consideration to assess factors such as budget requirements, staff time, potential traffic warrant analysis required, etc. For this reason, a feasibility study from staff will be necessary prior to initiating some of the suggested actions.

Staff did note that some suggested improvements without substantial budget or time requirements, as well as communications with Burlington Northern Sante Fe Railway (BNSF), could be completed in the near future.

Action Item: Director of Engineering and Municipal Operations to send BNSF any suggested safety improvements from the working group's report that are within their jurisdiction.

Motion Number 2025-AAC-003: It was MOVED and SECONDED

THAT the Accessibility Advisory Committee recommends that Council direct staff to complete a feasibility assessment of the accessibility improvements suggested in the Beach Access Ramp Working Group's report.

Motion CARRIED

9. **ANNUAL LIGHTING OF WHITE ROCK PIER FOR INTERNATIONAL DAY OF PERSONS WITH DISABILITIES**

Staff provided a brief overview of the City's Lighting the White Rock Pier Policy, which includes a list of annual celebrations to be supported for the 2023 - 2026 Council term. Following an inquiry to staff from the previous Chairperson about

lighting the Pier to honour International Day of Persons with Disabilities, it was noted that the Committee may wish to discuss a recommendation to Council to amend the policy to include this occasion in its list of annual celebrations to be recognized.

Motion Number 2025-AAC-004: It was MOVED and SECONDED

THAT the Accessibility Advisory Committee recommends that Council amend the City's Lighting the White Rock Pier Policy 168 to include International Day of Persons with Disabilities (December 3) in the list of annual celebrations to be supported during the 2023 - 2026 Council term, for which the Pier will be lit purple.

Motion CARRIED

10. CORRESPONDENCE

10.1 REVIEW OF ACCESSIBILITY WEBPAGE FEEDBACK SUBMISSIONS

None

11. OTHER BUSINESS

None

12. INFORMATION

12.1 COMMITTEE ACTION TRACKING

Staff provided an update regarding action items and recommendations noted in the action and motion tracking document.

13. 2025 MEETING SCHEDULE

The following 2025 meeting schedule was previously approved by the Committee and was provided for information purposes:

- April 22, 2025;
- July 29, 2025; and,
- October 28, 2025.

All meetings are scheduled to take place from 4:00 p.m. to 6:00 p.m. in Council Chambers at the White Rock Community Centre.

14. **CONCLUSION OF THE MARCH 5, 2025 ACCESSIBILITY ADVISORY COMMITTEE MEETING**

The meeting was concluded at 5:20 p.m.

Councillor Cheung, Chairperson



Janessa Auer, Committee Clerk



Internal Community Hub Steering Committee

Minutes

March 6, 2025, 12:30 p.m.

City Hall Boardroom (and via electronic means)

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

COUNCIL (VOTING): Councillor Bill Lawrence, Chairperson
Councillor Ernie Klassen, Vice-Chairperson

STAFF (VOTING): Guillermo Ferrero, Chief Administrative Officer
Jim Gordon, Director of Engineering and Municipal Operations
Anne Berry, Director of Planning and Development Services
Candice Gartry, Director of Financial Services

STAFF (NON-VOTING): Janessa Auer, Committee Clerk

PUBLIC: 2

1. **CALL TO ORDER**

Due to audio challenges with the Chairperson's Microsoft Teams connection, the Chief Administrative Officer (CAO) assumed the role of Chairperson and called the meeting to order at 12:34 p.m.

2. **ADOPTION OF AGENDA**

Motion Number 2025-ICHSC-003: It was MOVED and SECONDED

THAT the Internal Community Hub Steering Committee adopts the agenda for the March 6, 2025 meeting as circulated.

Motion CARRIED

3. **ADOPTION OF MINUTES**

Motion Number 2025-ICHSC-004: It was MOVED and SECONDED

THAT the Internal Community Hub Steering Committee adopts the minutes of the February 6, 2025 meeting as circulated.

Motion CARRIED

4. **SENIOR PROJECT MANAGER RECRUITMENT UPDATE**

The CAO advised that Darcy Dupont has been appointed as the Senior Project Manager for the Community Hub project and will be starting with the City on March 17, 2025. In this role, Mr. Dupont will oversee the planning and execution of the Community Hub to ensure it aligns with the City's strategic goals.

5. **ANALYSIS OF AFFORDABLE HOUSING INCLUSION IN COMMUNITY HUB PROJECT**

The CAO provided an overview of the financial feasibility analysis on affordable housing inclusion within the Community Hub project, as well as plans for facilitation of the public consultation process, both of which Urban Systems consulting firm has provided the City with a cost quote for. He suggested that it would be ideal to have the new Senior Project Manager review these plans prior to moving forward with further direction from Council.

Councillor Lawrence resumed Chairing duties at 12:41 p.m.

Motion Number 2025-ICHSC-005: It was MOVED and SECONDED

THAT the Internal Community Hub Steering Committee recommends that Council wait until the Senior Project Manager begins his role before proceeding with further direction on the Urban Systems quote for the analysis and consultation process.

Motion CARRIED

6. **UPDATES FROM EXTERNAL ORGANIZATION MEETINGS**

The CAO shared updates following his meetings with representatives from three (3) external organizations, regarding their potential inclusion within the Community Hub project. He noted that discussions are very high-level at this time and that no formal commitments have been made.

The following updates were provided:

White Rock Museum & Archives:

- Not in support of relocating to the Community Hub
- Do support relocating archives to the hub, which would require 2500 square feet, a climate-controlled storage room, and an office for the Coordinator
- It was noted that inclusion of the archives was not included in the initial financial analysis for the Community Hub project, which would need to be considered going forward.

Evergreen Childcare Centre:

- In support of relocation to hub and prefer Scenario Three (3)
- Need to ensure new space meets Fraser Health's regulatory requirements
- Committed to continue providing daycare services in the new hub

White Rock Library:

- In support of Community Hub project and modern library design trends; prefer Scenario Three (3)
- Emphasized the importance of shared spaces for community programming
- Recommended more square footage than what is being proposed, and shared additional requirements/priorities, as follows:
 - Ground floor access
 - Noise control and accessibility
 - Flexible spaces for programming
 - Adequate cabling for technology
 - Sufficient parking
- Interested in participating in the next phase of needs assessment and concept refinement

The CAO noted that he is scheduled to meet with Sources next week, following their expressed interest in inclusion in the hub during a recent presentation to Council. He plans to bring forward further updates at the next meeting.

7. CORRESPONDENCE - RECEIVED FOR INFORMATION

Motion Number 2025-ICHSC-006: It was MOVED and SECONDED

THAT the Internal Community Hub Steering Committee receives correspondence item 7.1 and on-table correspondence item 7.2 as circulated.

Motion CARRIED

7.1 LETTER OF SUPPORT FROM SURREY BOARD OF TRADE AND SOUTH SURREY & WHITE ROCK CHAMBER OF COMMERCE

Letter dated February 7, 2025, to Mayor and Council from Indra Bhan, Interim CEO & COO, Surrey Board of Trade, and Acting ED, South Surrey & White Rock Chamber of Commerce, expressing support for the Community Hub project.

7.2 LETTER OF SUPPORT FROM KENT STREET EXECUTIVE COMMITTEE

On-table letter dated March 5, 2025, to Mayor and Council from Bernie Blessman, Chairperson, Kent Street Executive Committee, expressing support for the Community Hub project.

8. OTHER BUSINESS

None

9. INFORMATION

9.1 COMMITTEE ACTION TRACKING

The CAO provided an update on the status of action items noted in the Committee's action and motion tracking document.

10. 2025 MEETING SCHEDULE

The following meeting schedule was previously approved by the Committee and was provided for information purposes:

- April 3, 2025;


- May 8, 2025;
- June 5, 2025;
- July 3, 2025;
- September 4, 2025;
- October 2, 2025; and,
- November 6, 2025.

All meetings are scheduled to take place from 3:00 p.m. to 4:30 p.m.

11. **CONCLUSION OF THE MARCH 6, 2025 INTERNAL COMMUNITY HUB
STEERING COMMITTEE MEETING**

The meeting was concluded at 1:00 p.m.

Councillor Lawrence, Chairperson



Janessa Auer, Committee Clerk



Public Art and Culture Advisory Committee

Minutes

March 12, 2025, 4:00 p.m.

Gallery Room, White Rock Community Centre Council Chambers
15154 Russell Ave, White Rock, BC, V4B 0A6

PRESENT: Jim Black, Community Member
Gary Kennedy, Community Member
Abhinav Singh, Community Member
Helmut Gruntorad, Semiahmoo Arts Society Representative

COUNCIL: Councillor Michele Partridge, Chairperson (non-voting)
Councillor Elaine Cheung, Vice-Chairperson (non-voting)

ABSENT: Art Beaulieu, Community Member
Marnee Williams, Community Member
Karin Bjerke-Lisle, White Rock Museum & Archives
Representative

STAFF: John Woolgar, Director of Recreation and Culture
Rebecca Forrest, Manager of Cultural Development
Manisah Jassal, Special Events Coordinator (left meeting
at 4:02 p.m.)
Janessa Auer, Committee Clerk

1. **CALL TO ORDER**

The meeting was called to order at 4:00 p.m.

2. ADOPTION OF AGENDA

Motion Number 2024-PACAC-14: It was MOVED and SECONDED

THAT the Public Art and Culture Advisory Committee adopts the agenda for the March 12, 2025 meeting as circulated.

Motion CARRIED

3. ADOPTION OF MINUTES

Motion Number 2024-PACAC-15: It was MOVED and SECONDED

THAT the Public Art and Culture Advisory Committee adopts the minutes of the February 20, 2025 meeting as circulated.

Motion CARRIED

4. INTRODUCTION OF NEW SPECIAL EVENTS COORDINATOR

The Manager of Cultural Development introduced the City's new Special Events Coordinator, Manisha Jassal.

The Special Events Coordinator left the meeting at 4:02 p.m.

5. PLACEMAKING OVERVIEW AND DISCUSSION

Staff provided a PowerPoint presentation outlining the concept of placemaking and noted that one of Council's Strategic Priorities involves creating a beautification and placemaking action plan. A roundtable discussion followed, during which time members shared examples of placemaking they've observed in other communities and shared ideas for potential opportunities in the White Rock community.

6. BALSAM STREET COMFORT STATION - MURAL SELECTION PANEL

The Manager of Cultural Development provided an overview of the role and commitment requirements for members of the Balsam Street Comfort Station Mural Selection Panel, noting that she is looking for two (2) members of the Committee to join. Committee member, H. Gruntorad, volunteered to join.

7. WEST BEACH PARKADE - MURAL SELECTION PANEL

It was noted that members of the West Beach Parkade Mural Selection Panel will have the same role and commitment requirements as outlined during Item 6, and that staff are also seeking two (2) members of the Committee to join this panel. Committee member, J. Black, volunteered to join.

8. POETRY IN MOTION - POETRY SELECTION PANEL

The Manager of Cultural Development provided an overview of the role and commitment requirements for members of the Poetry in Motion Selection Panel. An invitation for two (2) members of the Committee to join this panel was extended, for which J. Black volunteered.

Action Item: Staff to email Committee members who were not in attendance to extend an invitation to join any of the three (3) artist selection panels discussed during this meeting.

9. WORKING GROUP UPDATES

9.1 Yacht Club Legacy Project Working Group

Working group member, G. Kennedy, provided a PowerPoint presentation outlining the group's findings, following their meeting with the International Yacht Club of BC to explore ideas for a White Rock Legacy Project. Following its upcoming dissolution, the club has allocated \$15,000 of its remaining funds to support this White Rock project.

During discussion, the Committee considered potential ideas and determined two (2) suggestions to share with the yacht club: installation of up to three (3) new interpretive signs at the end of the Pier, or a human sundial installation which could be located at Bayview Park.

The working group will present these suggestions to the yacht club for their feedback and bring further updates to the Committee at a future meeting.

9.2 Rotary Partnership Working Group

The Chairperson provided an update following the working group's meeting with the White Rock Rotary President, where the following ideas for placemaking partnership opportunities were discussed:

- Rotary crosswalk;
- Painted picnic tables;
- Bench outside the White Rock Library; and,
- Tourism map.

These suggestions will be discussed further by the President and the Rotary Board at their upcoming meeting, following which the working group will provide another update to the Committee.

10. **STAFF REPORT**

The Director of Recreation and Culture introduced the draft Waterfront Enhancement Strategy, originally developed in 2019 but not brought forward for Council endorsement at the time. He noted that there are several feasible projects proposed in the strategy that the Committee could explore further.

Action Item: Committee Clerk to include an item for discussion of the draft Waterfront Enhancement Strategy on the next meeting agenda.

The Manager of Cultural Development provided an update regarding relevant developments and events happening in the Recreation and Culture department, including an update regarding cost estimates for the staining of benches and painting of the metal grates at the West Parkade, as discussed during the February 20, 2025 meeting. The Committee was in support of staff allocating the necessary funds to complete these projects.

11. **OTHER BUSINESS**

None

12. **INFORMATION**

12.1 **COMMITTEE ACTION AND MOTION TRACKING**

Corporate Administration provided the action and motion tracking document to the Committee for information purposes.

13. **2025 MEETING SCHEDULE**

The following meeting schedule was previously approved by the Committee and was provided for information purposes:

- April 9, 2025;


- May 14, 2025;
- June 11, 2025;
- July 9, 2025;
- September 10, 2025;
- October 8, 2025; and,
- November 12, 2025.

All meetings are scheduled to take place in the Council Chambers at White Rock Community Centre from 4:00 p.m. to 6:00 p.m.

14. **CONCLUSION OF THE MARCH 12, 2025 PUBLIC ART AND CULTURE
ADVISORY COMMITTEE MEETING**

The meeting was concluded at 5:28 p.m.

Councillor Partridge, Chairperson



Janessa Auer, Committee Clerk



Housing Advisory Committee

Minutes

March 20, 2025, 4:00 p.m.

Gallery Room, White Rock Community Centre Council Chambers
15154 Russell Ave, White Rock, BC, V4B 0A6

PRESENT: Gail Bartels, Community Member
Rick Mann, Community Member
Tom Devlin, Community Member
Pat Petrala, Community Member
Mandeep Sandhu, Community Member
Laurel Tien, Community Member
Gary Quinn, Community Member

COUNCIL: Councillor David Chesney, Chairperson (non-voting)
Councillor Bill Lawrence, Vice-Chairperson (non-voting)

STAFF: Wayne Berg, Deputy Director of Planning and Development
Neethu Syam, Planning Division Lead
Janessa Auer, Committee Clerk

1. **CALL TO ORDER**

The Chairperson called the meeting to order at 4:01 p.m.

2. **ADOPTION OF AGENDA**

Motion Number 2025-HAC-005: It was MOVED and SECONDED

THAT the Housing Advisory Committee adopt the agenda for March 20, 2025 as circulated.

Motion CARRIED

3. **ADOPTION OF MINUTES**

Motion Number 2025-HAC-006: It was MOVED and SECONDED

THAT the Housing Advisory Committee adopts the minutes of the February 19, 2025 meeting as amended to include member, R. Mann, in the list of attendees.

Motion CARRIED

4. **BUSINESS ARISING FROM ACTION AND MOTION TRACKING DOCUMENT**

The Planning Division Lead provided an update regarding the status of action items and recommendations from previous meetings and also shared information about upcoming Official Community Plan public engagement opportunities.

5. **AFFORDABLE HOUSING STRATEGY - PRIORITY SIX: INCREASE ADVOCACY, AWARENESS AND EDUCATION ROLES**

The Chairperson noted the Committee will be discussing the short-term action, "Create a City webpage with important affordable housing information (inventory of units, key studies being conducted, successes in the community, etc.) to increase public awareness and communication on Affordable Housing," under Strategic Priority Six (6) - *Increase Advocacy, Awareness and Education Roles* within the City's Affordable Housing Strategy.

The Planning Division Lead provided several on-table examples demonstrating how other municipalities have developed affordable housing resource webpages. She also shared a document containing draft content for an Affordable Housing Resources webpage to be displayed on the City's website and invited members to provide feedback and suggestions for additional information that could be included.

Following feedback from the Committee, staff confirmed they will incorporate this information into a final draft of the Affordable Housing Resources webpage and bring it forward for further review at an upcoming meeting.

ACTION ITEM: Chairperson asked members to send a note about what inspired them to join the Committee, as well as suggested attainable goals for this term, via email to the Committee Clerk.

The topic of gentle density was discussed briefly, during which time a member of the Committee noted that he is involved with Small Housing BC and could arrange for a representative to speak about this topic at a future meeting.

Motion Number 2025-HAC-007: It was MOVED and SECONDED

THAT the Housing Advisory Committee approves that a representative from Small Housing BC be invited to a future meeting to provide a presentation and participate in discussion regarding gentle density.

Motion CARRIED

6. NEW BUSINESS

6.1 ACCESSORY DWELLING UNIT, SECONDARY SUITE AND SHORT-TERM RENTAL DISCUSSION

The Committee engaged in a roundtable discussion regarding the City's processes around Accessory Dwelling Units (ADUs) and secondary suites, and how they contribute to the City achieving its provincially mandated housing targets.

7. 2025 MEETING SCHEDULE

The following meeting schedule was previously approved by the Committee and was provided for information purposes:


- April 16, 2025;
- May 21, 2025;
- June 18, 2025;
- July 16, 2025;
- September 17, 2025;
- October 15, 2025; and,
- November 19, 2025.

All meetings are scheduled to take place in the Council Chambers at White Rock Community Centre from 4:00 p.m. to 6:00 p.m.

8. **CONCLUSION OF THE MARCH 20, 2025 HOUSING ADVISORY COMMITTEE MEETING**

The Chairperson declared the meeting concluded at 5:37 p.m.

Councillor Chesney, Chairperson



Janessa Auer, Committee Clerk

Unapproved

Accessibility Advisory Committee

Ramp Working Group Report

Date Submitted: February 24th, 2025

Submitted by: Colleen Turnley, Alex Michaels and Kelly Douglas

Respectfully submitted to: Accessibility Advisory Committee – Chairperson: Councillor Bill Lawrence

Ramp Sites Accessibility Ramp Site Checks conducted at:

Bay Street and Findlay Street

City of White Rock residents and visitors have a diverse range of needs related to their specific accessibility requirements. This includes, but not limited to: wheelchair and other mobility aid users, and people with cognitive, intellectual, visual/auditory, neuro-muscular and other physical disabilities. In addition, parents with young children will want to ensure their children's safety when navigating ramps, crosswalks, promenade and beach access.

In keeping with universal design best practices, all visitors, regardless of their abilities or disability challenges, will be keen to enjoy our amazing beach, promenade, retail stores and diverse restaurants. As well, to require easy access to safe crosswalks and a public washroom.

With the City of White Rock's *Accessibility Plan*, the Ramp Accessibility Working Group proposes an inclusive, safety-focused *Integrated Ramp Accessibility* based on the following variables:

- 1) Land use** i.e. Commercial, Residential or Mixed Commercial/Residential. All areas were deemed high traffic since Marine Drive is the main road that parallels the beach front area.
- 2) Crosswalk Conditions** i.e. Yellow tactile surface present, need to repaint crosswalk lines, if crosswalk light or major intersection is present, curb cuts and potential blind spots.
- 3) Accessible Parking:** Ratio of parking spaces – accessible parking, location i.e. access to parking meters, curb ramp, promenade ramps, sidewalks and public washrooms.
- 4) Railway Crossing Ramp Accessibility:** i.e. Yellow tactile on crosswalk, crosswalk width, large print track warning signage. The overarching concern remains the safety of wheelchair users or other visitors utilizing wheeled mobility i.e. scooters. In this respect, we defer to the Working Group researching this topic and communicating with Transport Canada regarding upgrading track safety within our community.
- 5) Additional Site Notes:** As written within our report.

City of White Rock Accessibility Plan: <https://www.talkwhiterock.ca/accessibilityplan>

Disclaimer: The Ramp Accessibility Working Group members respectfully submits our findings/suggestions to the Accessibility Advisory Committee based on our commitment to offer full support to the City of White Rock's *Accessibility Plan* related to promenade access ramps, public washrooms and Marine Drive businesses for of people with diverse abilities.

Bay Street Promenade Ramp Accessibility

Land use: Unique Site: Residential/Mixed: including City/BNSF Service area, beach visitors, small marine craft launchers in addition to emergency vehicles.

Cross street: Bay Street and Marine Drive – no traffic light.

Crosswalk: Tactile Yellow Surface – yes. Repaint Crosswalk: suggested.

Please note: It was observed that a number of vehicles attempted to enter the parking lot through the *Exit* including a small transport bus carrying seniors which then *needed to reverse into ongoing Marine Drive traffic*. We suggest enlarging the “ENTER” sign by three times and moving it to the north side of the entrance off of Marine Drive to ensure it’s highly visible and more in line with drivers’ peripheral vision in addition to addressing their potential distractibility if unfamiliar with the White Rock area.

Parking Spaces: 1100 – 1153 (53)



Suggestion: Update the signage to read: “**Accessible Parking Only**” in addition to the international accessibility access symbol as opposed to “Handicapped” or “Disabled” Parking.

Extra Safety Precaution: The Bay Street parking meter is across the parking lot. This poses a safety risk for people with accessibility challenges and lack of online computer skills to park, and then pay for their parking.



Suggestion: Designated Accessible Parking Space (AP): 1122. Suggest adding free-standing sign post related to AP to ensure greater visibility when directly entering the parking lot.

Update the signage to read: “Accessible Parking Only” rather than “Handicapped” or “Disabled” terminology in addition to the International symbol of access prominently displayed.

Promenade Access: The square-shaped bollards at ramp way next to accessible parking space # 1122 are dark-coloured (challenging for people with visual impairments to discern). There is also chipped paint and corrosion evident. It was noted there are a few loose paving stones located on the right side of the park bench just before promenade access. Generally, the paving stones seems to be in good condition.



People with visual disabilities: Example of bollard creating higher visibility than darker-coloured bollards especially without reflective banding.



Bay Street Access Road (South)

This access road includes a sidewalk on the westside until mid-point on the access road leading to a crosswalk toward the east-side sidewalk that continues to the railway tracks.

Suggested Safety Precaution: It's imperative that small vegetation i.e. shrubs growing along the east-side crosswalk remained pruned to be no higher than 2.50 feet. (Estimated minimal height of a wheelchair user or small child) to ensure wheelchair users are clearly seen by BNSF track maintenance crews who may be performing maintenance on the tracks or turning north off the tracks onto the Bay Street laneway. So far, this vegetation is well-maintained. It's noted the railway crossing arms do not deploy and create a barricade when BNSF trucks are on the tracks.

Safety Precaution: During multiple site visits, Ramp Working Group members observed BNSF maintenance vehicles parked directly on Bay Street access road (south) without using orange safety pylons. During one site visit, BNSF trucks parked directly over the crosswalk leading to the east-side Bay Street sidewalk on the north side of the tracks.

On another site visit, a firetruck on scene appeared to be somewhat impeded by the narrow space in which to park on Bay Street access road (used orange safety pylons). As a result, there was also less space for drivers to exit the Bay Street Parking. Beach visitors were also walking in close proximity which contributed to this scene looking somewhat chaotic and at a higher safety risk for all concerned.

On a separate site visit, a police vehicle was parked in the parking lot roadway while investigating a specific parked vehicle. **Suggestion:** Discuss the safety and feasibility of constructing a semi-circular “critical incident” dual access lane situated directly west of the Bay Street laneway specifically for emergency/service vehicles and BNSF service trucks to lessen congestion and increase safety for all beach visitors including people with accessibility challenges.

Railway Crossing Ramp #1

The Bay Street Accessibility Ramp is situated at one of the most major railway crossings due to its width and lane access for BNSF maintenance vehicles.

The Ramp Accessibility Group looks forward to the Railway Working Group’s important findings related to improving the safety of our residents and visitors, especially those with accessibility challenges, when traversing railway tracks.

Suggested Safety Precaution: Many of the East Beach railway ramp crossing sites have this sign posted: **LOOK, LISTEN, LIVE** in a visible location on both sides of the railway ramp access sites. Our working group propose this excellent track warning signage be posted at the Bay Street Railway ramp since it’s the most visible, impactful railway track warning sign.



Bay Street Access Road (South-side)

There is a narrow turn-around for service trucks and other vehicles.

The current yellow-painted cement barricades serve as an excellent barrier. **Suggestion:** Relocating the “No Exit” sign posted on the yellow barrier closer to the front entrance of Bay Street laneway - Marine Drive to avoid turn-around traffic congestion that pose a safety risk to pedestrians.



Suggested Safety Precaution: On the westside of the yellow cement barriers is a steep drop-off to the rocky beach below. Yellow bollards are widely spaced resulting in a potential wheelchair user/child potentially falling through the space to the rocks below. **Suggestion:** Potential location to develop an additional accessible beach access since there is no place within close proximity for visitors to safely climb down to enjoy the more meditative, naturalistic environment away from the more crowded beach/tourist area.

In the meantime, the Ramp Working Group suggests mitigating risk by the addition of additional yellow cement barriers to replace the current bollards until a decision has been made regarding that specific site's future development. In addition, after the railway track fence on the westside, the cement ends and there is an abrupt drop to the unpaved trail heading west paralleling the beach



South of the railway tracks - eastbound

Beach Access: There is an unpaved trail that parallels the BNSF fence on the north side.

Boat Launch: there is a wide ramp that continues to offer people entry to the waterfront to launch their small marine crafts such as dinghies and kayaks.

Rick Hansen Foundation Website: Accessible Ramp Requirements:

<https://www.rickhansen.com/sites/default/files/downloads/acp-862-universal-design-recommendationsaccessible-ramps.pdf>

Bay Street – Public Washroom Accessibility – closest washroom is located at the cross streets of Oxford and Marine Drive - an approximate thirteen-minute manual wheelchair journey/slow walk.

Access is achieved by taking the ramp located on the northside of the promenade outside the Pump House station. **Suggest:** Public Washroom directional signage located next to all parking meters in addition to a braille placard for the visually impaired (example shown on page 7 of this report).

Findlay Street Promenade Ramp Accessibility

Land use: Unique Site: Residential, beach visitors.

Cross street: Findlay Street and Marine Drive – Intersection traffic light: **(No)**

Crosswalk: Yes, suggest repainting.

Tactile Yellow Surface: Recommend adding.

High traffic area: Ramp working members noticed, and reported to the City of White Rock, that a south-side free-standing crosswalk sign had been tilted to North/South-facing and no longer facing east-west traffic.

Suggest: Adding overhead crosswalk signage to avoid any potential mischief which may cause safety issues in addition to flashing crosswalk lights when activated. Since Findlay Street is a high pedestrian traffic cross-street entering a higher density beach area. Drivers may be distracted/disorientated while entering the beach waterfront area. As a result, further safety measures to direct drivers' attention to the crosswalk would be prudent in order to mitigate risk. (The addition of a multi-coloured Rainbow crosswalk would add social significance and further increase crosswalk visibility. An auditory signalling device for those with visual impairments/attention deficit challenges would also be necessary.



Please note: There is a blind spot created by parking space 4610 especially when a Ford truck with an extra height canopy is frequently parked there. There is an estimated approximate 40% less visibility for drivers being able to see the entire crosswalk when driving

westbound on Marine Drive.

Parking Spaces: 3224-3247 (23)

Designated Accessible Parking Spaces (AP): 3246 and 3247. Suggest adding free-standing sign post related to Accessible parking (AP) to ensure greater visibility when directly entering the parking lot.) Excellent use of cross-hatch to increase safety when visitors utilizing those spaces. It was also noted that the parking meter is in very close proximity providing further accessibility for people with disabilities.

Suggestion: Update the signage to read: "Accessible Parking Only" along with the international accessibility symbol rather than "Handicapped" or "Disabled" Parking.

Promenade Access Ramp: Directly next to the accessible parking.

Suggestion: Street curb ramps – upgrade required? Example: City of Vancouver Accessible Street Design- page 13: *Curb ramps are to be installed at all corners, preferably a double design with a maximum grade of 8% (ranges between 5% and 7% are best). Any grade less than 5% may be undetectable to a pedestrian who is blind or has low vision, thus removing a cue that they are leaving the sidewalk*

City of Vancouver weblink: <https://vancouver.ca/files/cov/accessiblestreetdesign.pdf>

Suggestion: Wayfaring station at parking meter stand for people with visual impairments providing guidance to take the first ramp rather than the general public stairs entrance to the beach promenade. As well, another braille placard to be placed on the north side of the Cypress Street train crossing ramp to create awareness that a public washroom is located in close proximity to this promenade location. **Example shown:** Translink placard in braille.



Suggestion: Increase wayfaring guidance for people with visual impairments by painting the ramp railings either white or yellow with reflective banding to guide people with needed accessibility supports to take the safest route to the beach promenade.



Findlay Street dual ramp: Suggest: International symbol of access signage posted on accessible ramp railing.

Railway Crossing - Ramp #8

Based on its central location, the Findlay Street Accessibility Ramp is likely the highest visitor traffic railway crossing ramp on East Beach due to the northside Findlay Street residential area walkway.

As at all railway crossings situated within the City of White Rock, we look forward to the Railway Working Group's findings related to improving the safety of our residents and visitors when traversing railway tracks- especially for those people utilizing wheeled mobility aids.

Similar to other East Beach railway ramp crossings, this railway ramp crossing has excellent signage: **LOOK, LISTEN, LIVE** posted in a visible location on both sides of the railway ramp access sites.

South of the Railway Crossing- Westbound: promenade entrance.

Directly South – The Bear statute, while a wonderful example of civic art, may provide a safety hazard since a Ramp Working Group member observed a mother allowing a child to climb on it. It's also a potential hazard due to light grey colour for people with visual impairments.

Suggested Safety Precaution: Rocky slope beach has signage "Caution Steep Slope" Ramp Working Group doesn't possess present knowledge of this specific beach access' purpose.

Findlay Street (East Beach)– Public Washroom Accessibility

People accessing the public washroom or closet ramps are often in close proximity to moving vehicles.

Photo: Older visitor using a cane for support in the Balsam Street parking lot looking warily at nearby passing vehicle.



Suggested Safety Precaution: It's estimated that approx. 90% of East Beach public washroom users must enter an active parking lot by walking behind parked vehicles, or in the lane itself with active drivers to enter/exit the public washrooms.

East Beach Public Washroom Access Findlay Street to Cypress Street/Promenade Ramp

The Ramp Promenade Working Group suggest that the closest public washroom in safest proximity to the Findlay Street Ramp is located at the Cypress Street Ramp. Access is achieved by taking the beach promenade railway crossing ramp located at Cypress Street and then slightly backtracking to the public washroom. (It was noted that the paving stones buffering the tracks need repair to avoid wheelchair users' wheels becoming potentially stuck.) Beach visitors may walk on the green space and not in the parking lot (except during snow/muddy conditions) but it was noted that visitors often still walk in the

drier parking lot.) The grass surface is also currently somewhat uneven – especially for those with mobility challenges.

Suggestion: Add more accessible parking stalls within Cypress Parking since it is currently the safest parking area for people with disabilities. i.e. **3016** and **3015**.

Suggestion: Consider adding “Public Washroom Access” directional signage on the south side of the East Beach promenade (currently only Cypress Street) will allow all beach visitors, including, wheelchair users, to notice access to the East Beach public washrooms.



Suggested Safety Precaution: The Ramp Working Group suggests as a preliminary safety measure that a sidewalk be constructed directly from the Cypress Street railway/promenade ramp leading to the public washrooms for safer access for all visitors including for seniors, people with accessibility requirements including wheelchair users and parents with small children. **Photo:** Cypress Street green space east of beach promenade ramp.

East Beach Washroom Access – Findlay Street to Balsam Street/Promenade Ramp

Suggestion: Consider extending the **Balsam Street promenade ramp** directly west to the East Beach public washrooms would allow visitors - including those with disabilities and parents with small children, to safely access the East Beach public washrooms entering from East Beach promenade (southside) rather than directly walk in the pathway of moving vehicles in the Balsam Street parking lot.



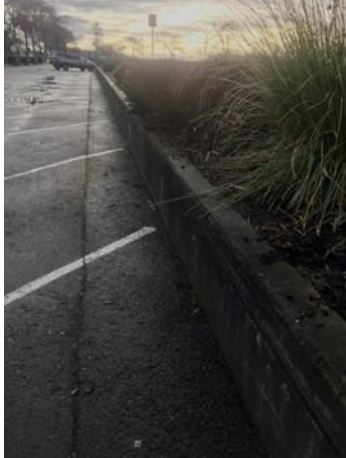


Photo: Balsam Street rockery garden bordering parking lot. BNSF property on south side.

Suggestion: Conduct safety/feasibility study re: removing the garden rockery bed within the Balsam Street parking lot to construct a four-foot wide sidewalk with barrier to protect pedestrians/wheelers in front of parked vehicles – rather than visitors including people with disabilities and small children walking behind parked/moving vehicles.

General Pedestrian/Accessible Street Design Reference – Canadian Standards Association (CSA) with a focus on Clause #8 *Exterior, spaces and amenities*:

https://www.csagroup.org/wp-content/uploads/B651-18EN.pdf?srsId=AfmBOorvdRK_h7BofhvWkzn65z6cF1_A2Qyvvu1z8r2Z0jaTKNH_SAI

Integrated Accessibility Promenade Ramp Report

Suggested Key Safety Considerations

1) Integrated Accessibility Planning: City of White Rock residents and visitors with diverse accessibility requirements deserve the same opportunities to access/enjoy all civic amenities that our city's beautiful waterfront has to offer. After multiple promenade ramp site visits, our working group affirms that taking an *Integrated Accessibility Planning* is integral to increase both accessibility, and mitigate safety risks.

2) Signage: The Ramp Accessibility Working Group suggests safer access for people with disabilities to utilize the Bay Street parking station. As well, implementing Accessible Parking free-standing signage that reflects the current language related to people with disabilities. **"Accessible Parking Only."** Consider enlarging the **"Enter"** and **"Exit Only"** signage for people with visual impairments/drivers with higher distractibility due to witnessing driver error during several Bay Street Parking site visits.

3) Bay Street Promenade Ramp Access – Consider developing an accessible **beach access ramp** to increase safety for all beach visitors. A **semi-circular Critical Incident access laneway for BNSF and emergency vehicles** is suggested to avoid first responders and service vehicles working in close proximity to beach visitors which could impede a critical incident or cause beach visitor safety issues - especially for wheelchair users, due to being a high traffic area.

4) East Beach Public Washroom Access – **a)** Extending the **Balsam Street promenade ramp** directly west to the East Beach public washrooms would allow visitors - including those with disabilities and parents with small children, to safely access the East Beach public washrooms entering from East Beach promenade (southside) rather than directly walk in the pathway of moving vehicles in the Balsam Street parking lot. Our working group proposes that a study be conducted to determine if the rockery garden should be replaced with a four-foot wide sidewalk. **b) Connecting the Cypress Street promenade ramp with a sidewalk** on the current green space leading east to the public washrooms would provide a safe passage for all beach visitors – including people with disabilities.

5) Findlay Street Crosswalk – Current safety concerns due to south-side crosswalk signage being recently vandalized, and lack of curb ramp yellow tactile surface. Suggested adding overhead crosswalk signs and flashing lights plus an audible crosswalk signal for people with visual impairments.

6) We thank both the City of White Rock Mayor and Council, Engineering Department and AAC working group members for their continued communications with both Transport Canada, Federation of Canadian Municipalities (FCM) and BNSF itself to ensure that all railway crossings are safer while accessing promenade ramps. Hopefully further research related to railway track retrofits may provide increased safety measures for wheelchair users and (and others utilizing mobility aids) to safely cross railway tracks at all beach promenade sites.

7) City of White Rock Accessibility Plan (Year Two) – Our working group has strived to ensure our findings and subsequent suggestions for safety/accessibility upgrades related to both the Bay Street and Findlay Street promenade ramps are in alignment with the mandate and initiatives related to the *2023-2026 Accessibility Plan*.

The Ramp Accessibility Working Group expresses their gratitude in advance for reviewing this report.

THE CORPORATION OF THE
CITY OF WHITE ROCK
15322 BUENA VISTA AVENUE, WHITE ROCK, B.C. V4B 1Y6



POLICY TITLE: LIGHTING THE WHITE ROCK PIER

POLICY NUMBER: COUNCIL – 168

| | |
|--|---|
| <i>Date of Council Adoption: July 12, 2021</i> | <i>Date of Last Amendment: May 1, 2023</i> |
| <i>Council Resolution Number: 2021-269; 2023-194</i> | |
| <i>Originating Department: Administration</i> | <i>Date last reviewed by Council:</i> May 1, 2023 <u>March 31, 2025</u> |

Policy:

- The City of White Rock has programmable coloured lighting along the White Rock Pier that it uses both to enhance the beauty of the waterfront, and to celebrate annual occasions and/or build awareness for registered not-for profit (NPO) causes that are important to the White Rock community and its visitors.
- At the start of each Council term, Council will review Policy 168 – Lighting the White Rock Pier and approve the annual celebrations that will be recognized by pier lighting.
- The annual celebrations to be supported during the 2023 - 2026 term include:
 - Valentine's Day, February 14 – pink and red lights
 - Pink Shirt Day (Anti Bullying Day), February (date varies) – pink lights
 - Coldest Night of the Year, February (date varies) – blue and yellow lights
 - St. Patrick's Day, March 17 – green lights
 - Canada Day, July 1 – red and white lights
 - Pride Week, July (dates vary) – rainbow lights
 - BC Day, August (date varies) – blue, red and yellow lights
 - National Day for Truth and Reconciliation, September 30 – orange lights
 - Remembrance Day, November 11 – red lights
 - International Day of Persons with Disabilities, December 3 – purple lights
 - Bright Walk in White Rock, December (dates vary) – multi-colored lights
- Additional lighting requests are accepted annually from registered not-for-profit (NPO) organizations to mark "awareness" day/week/month occasions, e.g., "International Human Rights Day". Qualifying NPOs are invited to apply annually through a form on the City of White Rock's website for a lighting date of their choice. Approval is based on meeting Policy criteria and date availability.

- Requests of a personal, political, religious, or commercial nature will not be considered.
- Qualifying NPOs may submit a request from October 1 – November 30 annually for consideration for the following year. Applicants will be notified by the end of the year if their application has been approved at which time the new schedule will be updated on the City website.
- The Communications Department will maintain the annual list of approved events on the City's website. Staff will consider all application requests and try to accommodate each as best as possible.
- Lighting approvals are subject to cancellation or rescheduling as a result of unforeseen circumstances. In these circumstances, the City will communicate the change to the requesting organization in as timely a manner as possible to try to accommodate an alternate date for their lighting request.
- In special circumstances, lighting requests may be decided at the discretion of the mayor. Requests to recognize an annual celebration in addition to those listed in this policy may be considered by Council resolution.

Rationale

- The White Rock Pier is a popular attraction for people from the Lower Mainland and beyond that is enhanced by the addition of lights.
- Other local governments, crown corporations, and private sector companies have similar programs that light assets ranging from bridges to buildings and rooftops. Lighting requests for these assets are consistently free of charge. Lighting is considered a community service that is offered based on availability and with a period of advance notice expected.
- If the City chooses in the future to charge a fee for private lighting requests, the City will need to seek approval from the Province of B.C. The City's lease from the Province for the land that the Pier occupies limits the use to "operation and maintenance of a public wharf." The use of the public wharf is provided at no charge to the City under the current agreement.
- Samples of lighting policies referenced to develop this policy include:
 - BC Place: [The Northern Lights Display](#)
 - Resort Municipality of Whistler: [Requests to Light a Landmark](#)
 - City of Coquitlam: [Special Lighting Features](#)
 - City of Vancouver: [Light Up City Hall](#)
 - Calgary Tower: [Light Shows](#)
 - CN Tower: [Night Lighting](#)

**THE CORPORATION OF THE
CITY OF WHITE ROCK
BYLAW 2538**



A Bylaw to Amend Animal Control and Licensing Bylaw, 2012 No. 1959

The CITY COUNCIL of the Corporation of the City of White Rock, in an open meeting assembled, ENACTS as follows:

1. The Animal Control and Licensing Bylaw, 2012, No. 1959, as amended, is further amended as follows:
 - a) by deleting section 23 (6) and substituting the following:

“Be on the Promenade between April 1st to September 30th except between the hours of 5:30am to 9:00am provided the dog is kept on a leash not exceeding two metres in length and is under the immediate control of a competent person who is controlling a maximum of three dogs.”
2. This Bylaw may be cited for all purposes as "Animal Control and Licensing Bylaw, 2012, No. 1959, Amendment No. 4, 2025, No. 2538"

| | |
|--------------------------------|--------|
| RECEIVED FIRST READING on the | day of |
| RECEIVED SECOND READING on the | day of |
| RECEIVED THIRD READING on the | day of |
| ADOPTED on the | day of |

MEGAN KNIGHT, MAYOR

TRACEY ARTHUR, DIRECTOR OF
CORPORATE ADMINISTRATION

**THE CORPORATION OF THE
CITY OF WHITE ROCK
BYLAW 2534**



A Bylaw to adopt a Financial Plan for 2025 to 2029

WHEREAS the City Council of the Corporation of the City of White Rock is empowered by the provisions of Section 165 of the "Community Charter" to adopt a Financial Plan for the five-year period ending the thirty-first day of December 2029.

AND WHEREAS it is necessary for such Financial Plan to be adopted before the annual property tax rate bylaw is adopted.

The CITY COUNCIL of The Corporation of the City of White Rock in open meeting assembled, ENACTS as follows:-

1. Schedules "A" and "B" attached hereto and forming part of this Bylaw are hereby adopted as the Financial Plan of the Corporation of the City of White Rock for the five-year period ending December 31, 2029.
2. All payments already made from City Revenue for the current year are hereby ratified and confirmed.
3. This Bylaw may be cited for all purposes as the "White Rock Financial Plan (2025-2029) Bylaw, 2025, No. 2534".

RECEIVED FIRST READING on the 10 day of March , 2025

RECEIVED SECOND READING on the 10 day of March , 2025

RECEIVED THIRD READING on the 10 day of March , 2025

ADOPTED on the day of , 2025

MAYOR

DIRECTOR OF CORPORATE
ADMINISTRATION

Schedule 'A' to Bylaw No. 2534, 2025

Consolidated Financial Plan Summary

| | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 |
|-------------------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| Revenue | | | | | | |
| Property Taxes and Parcel Taxes | \$ 30,784,800 | \$ 32,647,400 | \$ 34,734,900 | \$ 37,115,800 | \$ 38,889,500 | \$ 40,566,400 |
| Regional Library Levy | 1,112,900 | 1,166,000 | 1,189,300 | 1,213,100 | 1,237,400 | 1,262,100 |
| Business Improvement Levy | 364,000 | 378,600 | 393,700 | 409,400 | 425,800 | 442,800 |
| Grants In Lieu of Taxes | 307,600 | 313,800 | 320,100 | 326,500 | 333,000 | 339,700 |
| Sales of Service and Other Revenues | 19,175,100 | 21,766,500 | 22,986,000 | 24,283,000 | 25,664,200 | 27,134,400 |
| Development Cost Charges | 1,512,800 | 133,700 | 145,000 | 244,300 | 304,300 | 158,000 |
| Other/Own Sources | 17,026,200 | 17,505,700 | 18,601,600 | 13,486,000 | 13,544,900 | 12,963,400 |
| Government Grants | 14,418,500 | 2,163,400 | 2,843,100 | 2,621,100 | 2,082,900 | 582,900 |
| Total Revenue | 84,701,900 | 76,075,100 | 81,213,700 | 79,699,200 | 82,482,000 | 83,449,700 |
| Operating Expenses | | | | | | |
| Council and Office of the CAO | 1,102,000 | 1,137,900 | 1,176,200 | 1,184,200 | 1,207,900 | 1,232,100 |
| Corporate Administration | 1,972,100 | 2,031,200 | 2,167,200 | 2,193,500 | 2,237,400 | 2,282,200 |
| Human Resources | 1,296,000 | 1,192,800 | 1,216,700 | 1,241,000 | 1,265,800 | 1,291,100 |
| Finance | 2,748,700 | 2,844,700 | 2,835,600 | 3,025,900 | 3,073,900 | 3,156,900 |
| Fiscal Services | 2,506,200 | 2,535,900 | 2,966,700 | 3,456,400 | 3,945,200 | 4,456,200 |
| Information Technology | 1,643,600 | 1,681,400 | 1,695,600 | 1,718,300 | 1,752,700 | 1,787,800 |
| Police | 7,971,000 | 8,474,000 | 8,788,900 | 9,240,700 | 9,607,900 | 9,938,000 |
| Fire Rescue | 5,218,200 | 5,156,000 | 5,367,600 | 5,568,200 | 5,738,200 | 5,909,300 |
| Planning and Development | 6,173,800 | 5,453,700 | 5,375,600 | 5,540,100 | 5,669,900 | 5,810,600 |
| Engineering and Operations | 8,809,300 | 8,826,300 | 8,976,800 | 9,155,900 | 9,338,400 | 9,524,600 |
| Recreation and Culture | 4,783,100 | 5,305,900 | 5,323,000 | 5,422,000 | 5,523,200 | 5,626,300 |
| Solid Waste | 1,259,500 | 1,322,100 | 1,355,100 | 1,388,800 | 1,423,400 | 1,459,100 |
| Sanitary Sewer | 2,879,700 | 4,337,200 | 4,535,500 | 4,820,700 | 5,229,800 | 5,618,100 |
| Drainage | 394,000 | 368,300 | 342,200 | 351,300 | 360,700 | 370,300 |
| Water | 4,043,900 | 3,389,100 | 3,461,600 | 3,524,000 | 4,622,900 | 3,626,600 |
| Total Operating Expenses | 52,801,100 | 54,056,500 | 55,584,300 | 57,831,000 | 60,997,300 | 62,089,200 |
| Add: | | | | | | |
| Transfer from Reserves | 58,406,800 | 23,773,600 | 16,061,000 | 18,317,600 | 16,426,200 | 12,342,200 |
| Deduct: | | | | | | |
| Asset Improvement Expenditures | 72,319,000 | 25,402,000 | 18,823,000 | 21,469,000 | 18,086,000 | 12,758,000 |
| Debt Repayment | 816,000 | 826,500 | 837,100 | 864,000 | 645,200 | 666,400 |
| Transfer to Reserves | 17,172,600 | 19,563,700 | 22,030,300 | 17,852,800 | 19,179,700 | 20,278,300 |
| Surplus (Deficit) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |

**CORPORATION OF THE CITY OF WHITE ROCK
CONSOLIDATED FINANCIAL PLAN 2025 - 2029
Schedule “B” to Bylaw No. 2534, 2025**

Proportion of Revenue by Funding Source

The table below labeled ‘Revenue by Source 2025’ shows the proportion of total revenue to be raised from each funding source in 2025. Property taxes form the largest portion of revenues at 45%. They provide a stable and consistent source of revenues to pay for many services, such as police and fire fighting, which are difficult or undesirable to fund on a user-pay basis.

Fees and charges represent 29% of planned revenues. The most significant of these are water, sanitary sewer, drainage and solid waste user fees which are charged on a user-pay basis. This basis attempts to fairly apportion utility service costs to those you use these services.

Other revenue sources represent 26% of the budgeted revenue for 2025. They include sale of services, interest and penalties, government grants, contributions, pay parking, and building permit fees. These revenues fluctuate due to economic conditions and City initiatives, and in the case of government grants require approval by senior governments.

| Revenue by Source 2025 | |
|-------------------------------|-----|
| Property Value Taxes | 45% |
| Fees & Charges | 29% |
| Other Sources | 26% |

Distribution of Property Taxes Between Property Classes

The table below labeled ‘Property Tax Distribution 2025’ details the distribution of property tax revenue between property classes. The City’s primary goal is to set tax rates that are sufficient, after maximizing non-tax revenues, to provide for service delivery, city assets, and maintain tax stability. This is accomplished by maintaining the historical relationship between property classes and applying the same annual tax rate increase across all classes.

| Property Tax Distribution 2025 | |
|---------------------------------------|--------|
| Class 1 – Residential | 92.08% |
| Class 2 – Utility | 0.19% |
| Class 5 – Light Industry | 0.03% |
| Class 6 – Business & Other | 7.66% |
| Class 8 – Recreation & Non-Profit | 0.04% |

Use of Permissive Tax Exemptions

The City’s Annual Report contains a list of permissive exemptions granted for the year and the amount of property tax revenue foregone. Permissive tax exemptions are granted to not-for-profit institutions per City policy and include exemptions for religious institutions, service organizations, and cultural institutions, all which form a valuable part of our community. Each year organizations can make an application for permissive tax exemptions which are reviewed on a case-by-case basis.

**The Corporation of the
CITY OF WHITE ROCK
BYLAW No. 2537**



A BYLAW TO AUTHORIZE THE CITY OF WHITE ROCK TO
DISCHARGE A RESTRICTIVE COVENANT AND PRIORITY AGREEMENT
REGISTERED AS LAND TITLE OFFICE DOCUMENT NO. CA9288840.

WHEREAS the Section 219 Covenant between **1162405 B.C. LTD.** and **1023998 B.C. LTD.** and the City of White Rock, registered on Aug 19, 2021, at the Land Title Office Document No. CA9288840, against the subject property

AND WHEREAS "White Rock Zoning Bylaw, 2012, No. 2000, Amendment Bylaw, 2020, No. 2366" was adopted on September 20, 2021, and a Public Hearing was held on February 1, 2021, City Council required as a condition of the adoption of Bylaw No. 2366 that the property owners enter into a Section 219 Covenant that prohibited secondary suites and restricted densities on the properties. This condition was fulfilled with the registration of Section 219 Restrictive Covenant assigned Charge Number CA9288840.

AND WHEREAS "City of White Rock Zoning Bylaw No. 2506, 2024" has been adopted to make regulations thereto;

AND WHEREAS Council desires to discharge Section 219 Restrictive Covenant assigned Charge Number CA9288840 to allow secondary suites and not restrict the densities except for those permitted by bylaw.

SUBJECT PROPERTY:

LOT 5 SECTION 11 TOWNSHIP 1 New Westminster DISTRICT PLAN 21529

PID: 010-466-274

(called "the subject property")

AND WHEREAS a Public Hearing is not required as a Bylaw to allow additional density has already been adopted;

NOW THEREFORE the CITY COUNCIL of the Corporation of the City of White Rock in open meeting assembled ENACTS:

1. That Section 219 Restrictive Covenant, CA9288840, **1162405 B.C. LTD.** and **1023998 B.C. LTD.** and the City of White Rock are discharged from title for the following properties:

LOT 5 SECTION 11 TOWNSHIP 1 New Westminster DISTRICT PLAN 21529
PID: 010-466-274

2. The Mayor and City Clerk are hereby authorized and empowered to do all things necessary to give effect to this Bylaw.
3. This Bylaw may be cited for all purposes as “*No Secondary Suites Restrictive Covenant Discharge Bylaw (15496 Thrift Avenue), 2025, No. 2537*”

RECEIVED FIRST READING on the 10 day of March, 2025

RECEIVED SECOND READING on the 10 day of March, 2025

RECEIVED THIRD READING on the 10 day of March, 2025

FINAL ADOPTION on day of, 2025

Megan Knight, Mayor

Tracey Arthur, Director of Corporate
Administration

Mayor Megan Knight
City of White Rock
15322 Buena Vista Avenue
White Rock, BC V4B 1Y6

March 5, 2025

Dear Mayor Knight and White Rock City Council Members,

On behalf of the Kent Street Executive Committee, I am writing to express our enthusiastic support for the city's proposal to develop a new community "hub" facility in White Rock. We are excited about the opportunity for the city to enhance its public spaces with a central location that will combine local government services with much needed community facilities.

The Kent Street Executive Committee played a key role in seeing the Kent Street Needs Assessment Study approved by Council in 2022 and were part of the cost sharing formula for the project with the city, for the study conducted by RC Strategies. We support the core recommendation from the report that identifies the need for seniors activity spaces as part of the new community "hub" facility.

The Kent Street Activity Centre has long served as an essential facility for White Rock's seniors and the broader community. It has been central to fostering social connections, promoting wellness, and providing valuable recreation programs and activities. Its replacement is a top priority for our committee, our membership and many residents.

The Kent Street Executive Committee and the Centre's members are looking forward to being champions of this project and are excited about giving input into on how recreation and social spaces for seniors can be integrated into the Community Hub and meet the needs and interests of older adults living in our community.

Sincerely,



Bernie Blessman, Chairperson
Kent Street Executive Committee

For Metro Vancouver meetings in February, 2025

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:

media@metrovanancouver.org.

Metro Vancouver Regional District Special Meeting February 21st

B1 Board Review of External Contributions for the 2026 Budget and 2026 – 2030 Financial Plan **ENDORSED**

At its January 23, 2025 Special Board Meeting, the MVRD Board considered the scope of services of the Metro Vancouver Regional District as well as the scope of external contributions and programs as part of early 2026 Budget discussions. The MVRD Board asked staff to provide additional information about the following seven external contributions or programs; Agriculture Awareness Grants, Coquitlam Watershed Roundtable, Culture Grants, Fraser Basin Council, Pacific National Exhibition, Seymour Salmonid Society; and the Sustainability Innovation Funds for the Regional District, Water District and Sewerage District. This information report provides an overview of the contributions / programs, as well as options and implications for any scope changes the Board would like to consider.

The Board discontinued funding for the Fraser Basin Council in 2026.

E1 E911 Call Transfer Service: Overview of Service

RECEIVED

The Province provided Metro Vancouver Regional District the authority to operate the E911 Emergency Telephone Service by Supplementary Letters Patent dated May 19, 1988. In 1990, Metro Vancouver converted this service to an extended service by adopting Bylaw No. 645, 1990, "To Convert the E911 Emergency Telephone Function to an Extended Service." As part of this service, Metro Vancouver contracts with TELUS Communications Inc. (TELUS) to provide the telecommunication network for 911 calls; and with the Emergency Communications Corporation (E-Comm) to provide primary call answer and dispatch in the region. E-Comm answers over 1.2 million 911 calls per year in the Metro Vancouver region.

In 2017, the Canadian Radio-television and Telecommunications Commission (CRTC) mandated that the current analogue 911 system transition to the internet protocol 911 system (Next Generation 911 or NG911), to ensure 911 providers and emergency responders are able to best respond to and utilize changing technology. The current system is due to start to be decommissioned on start to March 4, 2025. Metro Vancouver has been working with TELUS, E-Comm, member municipalities, and other stakeholders to transition the region to NG911.

The 2025 budget for the E911 Emergency Telephone Service is \$7.3 million. It is funded by the Metro Vancouver Regional District tax requisition, which represents a cost of just over \$6 per household annually.

The Province is currently undertaking a review of E-Comm's operations to ensure that there is a reliable, sustainable model for 911 dispatch services in British Columbia.

The Board received this report for information.

E2 Regional Employers Services: Overview of Service

RECEIVED

The Regional Employers Service (RES) service began in 1965. RES provides a range of human resources and labour relations services to support members. This includes services for all 23 member jurisdictions and other subscribing municipal employers within the region. Like other employer associations in the public sector and industry, RES supports local employers by providing specialized centralized support services in the areas of information and advisory services, collective bargaining services, and compensation services. RES also provides a regional forum for members to share information and collaborate on issues of regional significance.

RES leverages economies of scale and provides cost savings to members by reducing their need to hire specialized staff at several times the cost of the subscription model, or external consultants such as lawyers and compensation consultants. 23 member jurisdictions subscribe to RES' Information and Advisory Services. 18 member jurisdictions have retained RES for Collective Bargaining Services. 16 member jurisdictions have retained RES for Compensation Services. In addition to member jurisdictions, and in accordance with Bylaw 1182, other municipal employers (e.g. police, library, etc.) within the region may subscribe to RES' Collective Bargaining or Compensation Services. The combined number of subscriptions for member jurisdictions and municipal employers are 32 for Collective Bargaining Services and 29 for Compensation Services. RES supports 56 collective agreements and 5,528 active classifications for job evaluation, at an average of over 400 job evaluations per annum.

Approximately 70% of the service is funded by member jurisdictions other and municipal employers (e.g., police and library boards,) through service subscriptions and reserves. Of the \$4.4 million annual budget, \$1.3 million is funded from MVRD tax requisitions, which equates to just over \$1 / household. Approximately \$1.9 million is funded by service subscriptions from member jurisdictions. The remaining \$1.2 million is funded from reserves and other subscribers including police and library boards.

The Board received this report for information.

E3 Regional Climate Policy Coordination: Overview of Service

RECEIVED

Metro Vancouver’s work on “regional climate policy coordination” is part of Metro Vancouver’s Air Quality and Climate Action function. The 2025 budget for the Regional Climate Action Policy Program (which delivers regional climate action coordination) is \$2.2 million, of which \$1.4 million is funded from the MVRD tax requisition, representing about \$1 / household.

Metro Vancouver’s regional climate policy coordination service is consistent with other regional districts in BC and metropolitan regions across Canada. This service supports member jurisdictions, particularly smaller municipalities, with efficiencies of scale that minimize duplicative efforts and level the playing field, fosters consistent policies important to industry, and supports consistent advocacy for regional interests. The delivery of regional climate policy coordination helps member jurisdictions navigate complex climate challenges that cross municipal boundaries while advancing shared objectives. This includes:

- Supporting climate action across sectors that deliver regional infrastructure and land use planning, supporting fiscal responsibility and efficiency;
- Advocating to other orders of governments and participating in regulatory reviews with a unified regional voice, elevating interests of member jurisdictions;
- Developing long-term plans for the region to reduce GHGs and adapt to climate impacts that are connected to air quality management, which requires a regional perspective;
- Research and best practices to support and boost municipal capacity, and achieve more consistent policies which is valued by industry; and
- Pilot projects with member jurisdictions and other partners to advance innovative programs to achieve scalable outcomes by municipalities and others.

Climate change is now imposing significant harm and costs to residents, infrastructure, and the region as a whole. A coordinated regional approach helps to manage risks, improve consistency amongst policies, and advocate more effectively as a federation. Climate policy coordination at the regional level ensures that data and analysis, policies, and programs are responsive to the unique needs of the region, which is home to over half of the province’s population and economy.

The Board received this report for information.

E4 Invest Vancouver: Overview of Service

RECEIVED

Established in 2021, Invest Vancouver is a regional economic development service focused on attracting foreign direct investment to the Metro Vancouver region to advance regional prosperity and economic diversity through the creation of high quality jobs. Foreign direct investment plays a pivotal role in growing the regional economy because it also increases local economic activity, enhances employment opportunities, boosts productivity, increases connections to diverse markets, stimulates the development of local supply chains, and strengthens the tax base. In 2022, Statistics Canada confirmed that 349,000 jobs in BC were derived from foreign direct investment. These jobs typically pay 40 per cent more than the average BC wage and account for more than \$37 billion in BC GDP.

The Metro Vancouver region is the third largest economic hub in Canada. All other major economic centers in Canada have a regional economic development service to promote the value of the region globally given that 85% of foreign direct investment coming into Canada lands in these centres.

The Invest Vancouver 2025 budget is \$4.75 million, of which \$4.2 million is funded from MVRD tax requisitions, which roughly equates to just under \$4 / household per year. Invest Vancouver continues to grow its funding from external agencies including the Province and the federal government, and to date has secured \$900,000 in external funding to support economic development and investment attraction on behalf of the Metro Vancouver region.

Since 2022, Invest Vancouver has landed 18 companies worth a total of \$1.3 billion in investment and 962 jobs across the Metro Vancouver region. This is a return on investment of approximately 100:1.

The Board received this report for information.

E5 Housing Development Fund: Description of Fund

REFERRED

Metro Vancouver Housing is one of the largest below market housing providers in the province, providing housing to nearly 10,000 residents and operating at no cost to the tax payer. A trusted housing provider for over 50 years, Metro Vancouver Housing is currently developing over 2,000 new and redeveloped homes across the region in partnership with member jurisdictions and with funding partnerships with both the provincial and federal governments.

The 2025–2029 Financial Plan for Housing Planning and Policy (HPP) includes a \$5 million annual contribution through a tax requisition for the Housing Development Fund (just under \$5 per household). The \$5 million is utilized by Metro Vancouver Housing, providing \$50 million in equity over ten years to support partnerships with member jurisdictions to build housing on public land in their communities, and to redevelop Metro Vancouver Housing’s existing sites to achieve greater density near transit.

Since 2019, this \$5 million / year has leveraged approximately \$151.8 million in external funding to date for two housing projects in partnership with member jurisdictions, and contributed to funding four Metro Vancouver Housing redevelopment projects under construction. These projects have leveraged a further \$236.4M in external funds.

The Board referred this report to the February 28, 2025 Board meeting.

E6 Zero Waste Collaboration Initiatives: Overview of Program

REFERRED

Metro Vancouver is a North American leader in waste reduction and recycling. This success is driven by a multi-pronged approach including policy, operations, and collaboration and education initiatives. Zero Waste Collaboration Initiatives support Metro Vancouver's waste reduction goals and include the National Zero Waste Council, Zero Waste Conference, and solid waste behaviour change campaigns. The 2025 Zero Waste Collaboration Initiatives budget is \$1.9 million. Most of the net \$1.65 million is funded from the MVRD tax requisition. Zero Waste Conference fees and expected conference savings from moving to a one-day conference make up the remaining approximately \$0.25 million of the budget. The Zero Waste Collaboration Initiatives are currently predominantly funded through MVRD because of historic concerns about waste generators/haulers bypassing the regional solid waste system and thereby avoiding contributions to these and other solid waste programs. Implementation and strengthening of the generator levy help to mitigate this risk.

The Board referred this report to February 28, 2025 Board meeting.

February 28th

Chair Hurley announced the following:

- the appointment of the MWGK Independent Review Team, led by Peter Milburn, to conduct the North Shore Wastewater Treatment Plant Program Independent Review as recommended by John J.L. Hunter, Hunter Litigation Chambers;
- Deloitte has been selected as the independent third party to lead the Metro Vancouver Board Governance Review;
- the Regional Culture Committee's work will be tasked to the Finance Committee; the Flood Resiliency Committee's work will be tasked to the Air Quality and Climate Committee; and the Fraser River Crossing Task Force will be dissolved.

Metro Vancouver Regional District Special Meeting February 28th

B1 Housing Development Fund: Description of Fund

RECEIVED

Metro Vancouver Housing is one of the largest below market housing providers in the province, providing housing to nearly 10,000 residents and operating at no cost to the tax payer. A trusted housing provider for over 50 years, Metro Vancouver Housing is currently developing over 2,000 new and redeveloped homes across the region in partnership with member jurisdictions and with funding partnerships with both the provincial and federal governments.

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The Board received this report for information.

B2 Zero Waste Collaboration Initiatives: Overview of Program

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The Board received this report for information.

B3 Board and Committee Remuneration

APPROVED

This item was added to the agenda at the request of the Board Chair, who indicated that he spoke with five individuals willing to serve on a Remuneration Expert Panel. Chair Hurley noted that the Expert Panel could be consulted by Deloitte as part of the Governance Review, who can then report back on potential cost savings associated with remuneration.

The Board appointed the Remuneration Expert Panel and directed Deloitte to consult with the panel and report back on potential costs savings associated with remuneration. The five members of the Remuneration Expert Panel are: Glen Clark, Colin Hansen, Martin Thibodeau, Jennifer Podmore Russell, and Diane Vuong.

Metro Vancouver Regional District Meeting February 28th

E1.1 Metro Vancouver Outdoor Recreation Needs and Trends Survey 2024

RECEIVED

Metro Vancouver commissioned a study to gain a deeper understanding of the current and future preferences in outdoor recreation, specifically in the context of recreation within regional or other large natural parks in the region. Findings indicate that 86 per cent of adults visit a regional or large natural park at least once a year. 94 per cent of residents consider these parks as “important or very important” with walking/hiking and nature appreciation as their primary activities. Nearly half (48%) of respondents report challenges accessing natural areas, especially without a private vehicle or due to limited public transit options. The three amenities and services considered most important are washrooms (76%), parking (55%) and maps/directional information (26%). Desired improvements include flat trails through natural areas as the top choice (43%), followed by shuttle buses or enhanced transit options (31%) and mental health/wellness (22%).

The Board received this report for information.

E1.2 2024 Regional Parks Visitor Survey

RECEIVED

Metro Vancouver Regional Parks conducted visitor surveys in 2013 and 2019, gathering insights on park users, their activities, and satisfaction with Regional Parks’ facilities. Repeating the survey in 2024 provides updated information on current visitor satisfaction and supports ongoing monitoring of trends in park use and visitor preferences. The 2024 findings indicate that 91 per cent of visitors are satisfied with regional parks and greenways. Average annual visitation to Metro Vancouver Regional Parks over the last three years is approximately 15 million. As in 2019, walking/hiking, dog walking, and nature or wildlife viewing are the top three activities. Ninety-three per cent of visitors agree that it is important to protect the natural environment of the park/greenway. The top three reasons for visiting parks and greenways are to appreciate nature (74%), experience solitude/relax (63%), and the location being easy to access from home/work (60%). Three-quarters (74%) of park visitors traveled via personal vehicle, which is consistent with 2019 findings.

The Board received this report for information.

E1.3 Pilot Program to Permit Alcohol Consumption in Regional Parks

APPROVED

In March 2024, the MVRD Board approved a pilot program to permit alcohol consumption in designated areas of six regional parks from Friday, June 28, 2024 to Monday, October 14, 2024. In May 2024, the MVRD Board approved a new bylaw enabling the implementation of the pilot program at:

- i. Boundary Bay Regional Park
- ii. Brunette Fraser Regional Greenway
- iii. Campbell Valley Regional Park
- iv. Capilano River Regional Park
- v. Derby Reach Regional Park
- vi. Iona Beach Regional Park

The program was successfully implemented, and few incidents of irresponsible behaviour were reported. However, there was not a large number of park visitors that took advantage of the new authorized opportunity at some of these locations. Public and staff input collected during the pilot program is summarized in this report. Staff are recommending an extension of the Pilot Program in 2025 to provide another season to assess public use of these designated areas.

The Board approved the extension of the pilot program to permit alcohol consumption and directed staff to return with a bylaw to designate 2025 program areas.

E2.1 Metro 2050 Regional Affordable Rental Housing Target – Baseline Data

APPROVED

Analysis of baseline data reveals a significant gap between current progress and the Metro 2050 Regional Affordable Rental Housing Target, which aims to achieve at least 15% affordable rental housing units among newly completed units within Urban Centres (UCs), Frequent Transit Development Areas (FTDAs), and Major Transit Growth Corridors (MTGCs) by the year 2050 across the region. The key findings from the baseline data include:

- Between 2018 and 2023, only 2.3% of newly completed housing units built in transit-oriented geographies (UCs, FTDAs, and MTGCs) met the Metro 2050 regional target definition of affordable rental housing;
- Most affordable rental housing units that contribute towards the regional affordable rental housing target are social and non-market housing units;
- The private rental market no longer produces units that meet the target affordability definition; and
- 82% of social and non-profit rental units built between 2018 and 2023 in the region were in transit-oriented geographies.

To achieve the Metro 2050 Regional Affordable Rental Housing Target approximately 2,300 new affordable rental homes would need to be constructed annually. However, between 2018 and 2023, an average of only 355 affordable rental homes were built in these locations each year. This disparity underscores the significant challenge of meeting the target. A substantial and coordinated effort will be required to significantly increase the annual production of affordable rental housing units to achieve the Metro 2050 goal.

Federal and provincial funding programs have been essential for the delivery of affordable rental housing, especially near transit, but these programs are not currently producing a sufficient number of units to meet the target and the needs in our region. Additional action is required to enable the creation of significantly more social and non-market housing units, and to support the delivery of greater affordability by the private sector.

The Board received the report and directed staff to forward a copy of Metro 2050 Regional Affordable Rental Housing Target – Baseline Data to member jurisdictions with an offer to present to their councils.

E2.2 Planning Analytics 2024 Report

RECEIVED

In 2024, Regional Planning’s Planning Analytics team successfully completed several key initiatives. A major accomplishment was the substantial update to the regional projections for Population, Dwelling Units, and Employment. Further, the team provided vital data research, analysis, and analytical support to a wide range of stakeholders, including the Regional Planning group, utilities, TransLink, and member jurisdictions.

To enhance the accuracy and robustness of these projections, the Forecasting and Data Task Force, a Subcommittee of the Regional Planning Advisory Committee, was reactivated in 2024. This interdisciplinary group comprised over 70 staff from member jurisdictions, academia, BC Stats, and other relevant agencies. The Task Force will remain active in 2025 to continue supporting the annual update and refinement of regional projections.

The high demand for data, as evidenced by the numerous requests received by the Planning Analytics team from both internal and external sources, underscores the critical role of data in local and regional planning. In 2024, the team received over 90 external requests, highlighting the demand for this data.

The Board received this report for information.

2.3 Regional Food System Strategy – Engagement Update and Next Steps

APPROVED

At its February 6, 2025 meeting, the Regional Planning Committee considered a report titled “Regional Food System Strategy – Engagement Update and Next Steps”, dated January 16, 2025. The report provided the Committee with an update on the work to update the Regional Food System Strategy (RFSS), originally endorsed in 2011. Direction to update the RFSS was provided by the Regional Planning Committee on September 7, 2023 with the endorsement of the project overview and scope, followed by endorsement of a more detailed project scope and engagement timeline on March 8, 2024. The MVRD Board approved consulting budgets for: Phase 1 – background and engagement preparation, Phase 2A – engagement across all sectors of the food system, and Phase 2B – hosting a RFSS Forum as part of the 2024 and 2025 budget processes.

The committee recommended that the Board direct staff to discontinue work on the Regional Food System Strategy and ask the Board Chair write to the Ministry of Agriculture and Food and ask them to fulfill their obligations with regard to food security in the region.

The Board directed staff to complete the Regional Food System Strategy, and request that the Chair send a letter to the Ministry of Agriculture and Food to ask that they fulfill their obligations with regard to food security in the region.

E3.1 Metro Vancouver's Air Quality Management and Regulation Service

RECEIVED

This report responds to questions from MVRD Board members during the 2024 budget process regarding the scope of Metro Vancouver's air quality and climate service. Air pollution significantly affects human health, the environment, and the economy. Over more than 50 years, Metro Vancouver has managed and regulated air quality for the region. Metro Vancouver's air quality management and regulation service includes developing air quality and climate action plans and policies, developing new emissions regulation bylaws for Board adoption, promoting compliance with air quality bylaws and permits, and implementing supporting programs such as air quality monitoring. These activities support the priorities of the Board Strategic Plan, the Board-adopted Clean Air Plan, and Climate 2050.

Air quality in the region is already being degraded by the impacts of climate change, causing adverse health effects and associated costs. Metro Vancouver will continue to develop policies to reduce emissions of air contaminants, including greenhouse gas emissions, in order to manage air quality and reduce threats to public health in the context of the changing climate.

The Board received the report for information.

E4.1 2025 Finance Committee Meeting Schedule and Work Plan

APPROVED

At its February 13, 2025 meeting, the Finance Committee considered the report titled "2025 Finance Committee Meeting Schedule and Work Plan", dated February 5, 2025. The Committee subsequently passed the following resolution:

That the Finance Committee request that the MVRD Board amend the 2025 Finance Committee Workplan, from February 5, 2025, with the additional items endorsed by the Committee below:

- Review of Metro Vancouver capital project budgeting practices,
- Review of Financial Management Policy,
- Provide a more detailed Financial Performance Report,
- Review of the Corporate Allocation Policy; and
- Review of Procurement Policy.

The Board approved the additions to the Finance Committee's work plan.

E4.2 Consideration of Updating Development Cost Charge Waivers to Include Inclusionary Housing Units **APPROVED**

In October 2023, the MVRD Board directed staff to review the Metro Vancouver DCC waiver framework with the aim of continuing to support affordable rental housing. This report presents proposed changes to the DCC waiver framework to include waiving DCCs for affordable units that are delivered by the private sector, and turned over to a non-profit operator (i.e. inclusionary units).

Since 2010, the Metro Vancouver DCC Waiver framework has been successful in supporting the creation of many affordable housing units, and is projected to support up to 2,500 units per year. If DCC waiver eligibility is expanded to inclusionary housing units, the number of units benefiting from DCC waivers is anticipated to increase by 281 to 361 units per year over 10 years. The expansion could also result in a 4.0% to 4.4% reduction in rents, and increase the supply of new below-market rental units by 5.3% to 6.7%. The financial impact of expanding the program to inclusionary housing units is estimated to be \$5.4 million to \$7.0 million per year.

The Liquid Waste, Water, Regional Parks and Regional Planning Committees have received information reports outlining proposed changes, with an opportunity to provide feedback. All feedback received is included in this report for consideration by the Finance Committee and MVRD/GVWD/GVS&DD Boards. There was general support for actions that incent and support affordable housing, however, concerns were expressed regarding the funding source to offset the waived DCC revenue and the impact it would have on existing rate payers. Overall there was a desire for more information regarding options for making up the foregone revenue including continued advocacy to the Province for infrastructure funding.

The Board received the report for information and directed staff to return with additional financial analysis on the proposed changes to the DCC waiver program.

E4.3 Development Cost Charge Work Program Update – Proposed Scope of Work for Project 2: DCC Categories and Definitions **ENDORSED**

In January 2025, the Finance Committee and MVRD Board endorsed a scope of work for five related projects to review and update the Metro Vancouver Development Cost Charge (DCC) program. This report provides further detail on the proposed scope of work for Project 2, to review and update categories and definitions for DCCs, that will feed into Project 3 that will update DCC rate calculations based on new population and dwelling projections and updated capital costs of infrastructure.

Reviewing and updating DCC categories and definitions will help to better reflect current development trends and respond to changes in provincial housing legislation. It is prudent to consider challenging economic times and fiscal realities that could impact our long-range Metro 2050 goals and objectives. This work will outline options for industry engagement and Board consideration to confirm categories in advance of the financial analysis work to ensure that policy values and priorities are embedded from the start.

The Board endorsed the scope of work.

E4.4 Consideration of a Development Cost Charge Reduction for Intensive Agriculture

APPROVED

This report outlines a proposed approach to address concerns raised by the agriculture industry about the impacts of Metro Vancouver Development Cost Charges (DCCs) on Intensive Agriculture. Metro Vancouver's DCC framework currently only has one non-residential rate, which may not be suitable for Intensive Agriculture developments given the small demand on infrastructure relative to their size of buildable area. There are four member jurisdictions that have an Intensive Agriculture rate for municipal DCCs, and these are relatively lower in comparison to the other non-residential categories.

In January 2025, a DCC work plan was endorsed by the Finance Committee that includes an update to residential and non-residential definitions, including consideration of Intensive Agriculture developments, for the next regional DCC bylaw update in 2027. As an interim measure, this report is seeking direction to develop a reduced DCC rate for Intensive Agriculture developments that meet criteria for low environmental impact. This could be achieved through a DCC reduction bylaw, which is permitted through the Local Government Act. If approved, staff will provide further analysis and draft a DCC reduction bylaw for Committee and Board discussion for approval Spring 2025.

The Board directed staff to continue work on the proposed development cost charge reduction for intensive agricultural developments.

E4.5 2026 Budget: Public Engagement Approach

RECEIVED

This report outlines the approach to public engagement to support the creation of Metro Vancouver's 2026 Budget and Five-Year Financial Plan. The objectives of this engagement include sharing information about costs and revenues for Metro Vancouver services, providing information about how to provide input on key priorities, and collecting and synthesizing that input. Engagement will take place starting in February in response to feedback from the MVRD Board, that they would like to hear input from residents earlier in the budget process to help inform their decision making when setting the direction for the annual budget. Engagement will start with an online survey that will close at the end of March. A summary will be provided to the Board in April to support setting the direction for the 2026 Budget and Five-Year Financial Plan. The public will be able to continue to provide comments on the budgeting process throughout the year.

In addition to public engagement, there are scheduled opportunities for the Board, Finance Committee, and member jurisdiction staff to provide further input into the development and revisions to the draft 2026 budget and the next Five-Year Financial Plan.

The Board received the report for information.

E4.6 Funding from the Canada Housing Infrastructure Fund

RECEIVED

Metro Vancouver has the opportunity to apply for funding through the Canada Housing Infrastructure Fund (CHIF) direct delivery stream, which could result in \$250 million in federal funding through the provincial stream for the Iona Island Wastewater Treatment Plant projects (Iona projects). The federal government designated funding to the Iona projects in the 2024 Fall Economic Statement; however, this contribution, starting in 2025–2026, is subject to Metro Vancouver meeting the conditions of the fund. To do this, Metro Vancouver will likely be required to lengthen the existing in-stream protection for its Development Cost Charge (DCC) program from 12 months to 24 months, which requires changes to provincial legislation. Metro Vancouver may also be expected to expand its affordable housing waiver framework to include inclusionary units provided by the private sector and turned over to not-for-profit housing providers to operate.

If in-stream protection were to be extended by an additional 12 months, the estimated foregone DCC revenue for Metro Vancouver is estimated to be \$220 million, which would be roughly offset by the \$250 million grant for the Iona projects. In addition to potentially satisfying the CHIF requirements, the proposed extension of the in-stream protection also responds to the concerns of the development community regarding the impact of DCCs. The federal government has not yet determined if Metro Vancouver’s proposed measures will be accepted. In addition, the federal government’s approval for these measures is directly linked to member municipalities’ ability to apply for CHIF. Staff will report back as soon as there is further clarity.

The Board received the report for information.

E5.1 Invest Vancouver Management Board Meeting Schedule, Work Plan and Invest Vancouver 2025 Annual Plan

APPROVED

Invest Vancouver provides a regional approach and unified global brand needed to attract Foreign Direct Investment (FDI) to the Metro Vancouver region. Prior to its establishment, the Metro Vancouver region was the only large economic hub in Canada without a regional economic development and investment attraction service.

The Terms of Reference for the Invest Vancouver Management Board set out the standing committee’s responsibilities and provides guidance and oversight on the implementation of its Work Plan. Work Plan priorities for 2025 include implementing investment attraction initiatives, developing a business plan for the Invest Vancouver Regional Talent Accelerator, completing Phase 2 of the Regional Economic Development Strategy, undertaking applied research and analysis on market and labour trends in key industries, conducting FDI Initiative Roundtables with key stakeholders, and supporting Web Summit Vancouver in collaboration with the government consortium. The Work Plan priorities are consistent with the endorsed 2025 Budget and aligns with the Invest Vancouver 2025 Annual Plan. Pursuant to the Terms of Reference, the meeting schedule proposes four meetings to be held.

The Annual Plan builds on existing priorities identified in 2024 that aim to grow the regional economy through the attraction of foreign direct investment to secure well-paying and high-quality jobs for the region's residents. Foreign direct investment plays a critical role in the regional economy as it increases productivity, employment opportunities, local economic activity, and strengthens the tax base for regional prosperity.

The Board endorsed the Invest Vancouver 2025 Annual work plan.

E6.1 Electoral Area A Barge Clean-up Events

APPROVED

Since 2016, Metro Vancouver has organized barge clean-up events for water access only communities in Electoral Area A to help residents properly dispose of items like old furniture and appliances, construction waste, paints and chemicals, mattresses, and other garbage. The events occur every two years to one of the three areas, which means each area sees a barge cleanup event once every six years. Residents have consistently expressed that these events are valuable and have requested that they could occur more frequently. Given the infrequency of the events, and the value to residents and to reducing potential environmental contamination and fire risk, no limits have been placed on the volume of items each household can have picked up.

Previous barge clean-up event costs have been largely in line with the Board approved budget, but the 2024 Indian Arm clean-up event cost substantially more than past years. This was due to the much higher volume of items being disposed which resulted in additional costs for an extra barge day, crew, sorting, and higher disposal costs that were needed to deal with the high volume. To ensure the long term financial sustainability of these events, staff have put forward the following potential options:

- Option 1 – Maintain the current approach and increase the budget
- Option 2 – Maintain the current approach and explore creating a fee for service or tax service area
- Option 3 – Limit the total volume of picked up items per household
- Option 4 – Limit the total volume of picked up items per household and explore additional alternate disposal events (recommended)

The Committee recommended Option 4, but also requested that staff be asked to bring back information on options to create a fee for service or tax service area for the barge clean up program to ensure the long-term financial sustainability of the program.

The Board approved the committee's recommendation.

E6.2 2025 Electoral Area and Small Communities Committee Meeting Schedule and Work Plan **APPROVED**

At its February 20, 2025 meeting, the Electoral Area and Small Communities Committee considered the report titled “2025 Electoral Area and Small Communities Committee Meeting Schedule and Work Plan”, dated January 29, 2025.

Committee members expressed appreciation for adding small communities to the committee’s terms of reference noting that this provides a valuable forum for discussion given the unique perspectives and challenges facing small communities. Committee members noted the limited resources that small communities have in areas such as emergency management, voiced their appreciation for the support that Metro Vancouver provides in emergency management, and discussed a desire for staff to engage with small community staff to explore formalization of sharing resources and services in this and other areas. If the MVRD Board supports this recommendation, specific resources, services, options, costs, and implications would be investigated by staff and brought back to the Committee and MVRD Board for consideration.

The Board directed staff to engage with the Village of Anmore, Village of Belcarra, Village of Lions Bay, Electoral Area A, Bowen Island Municipality, and Tsawwassen First Nation to gauge interest in developing a business case regarding the formalization of sharing resources and services between those member jurisdictions and Metro Vancouver.

E7.1 Adoption of Outstanding Committee Minutes from 2023 and 2024 **APPROVED**

The Metro Vancouver Regional District (MVRD) Board is responsible for adopting any outstanding minutes when committees do not continue into the next calendar year. Several committees and task forces completed their mandates in 2023/2024 or were renamed in 2025. This report brings the minutes of those committees and taskforces before the MVRD Board for adoption.

The Board adopted the minutes.

G1.1 Metro 2050 Type 2 Proposed Amendment – City of Delta (4800 and 5133 Springs Boulevard) **APPROVED**

The City of Delta is requesting a Type 2 amendment to Metro 2050 for 4800 and 5133 Springs Boulevard, in the Tsawwassen community. The proposed regional land use designation amendment would re-designate the site from Agricultural to General Urban to accommodate 60 townhouses. The Agricultural Land Commission (ALC) has conditionally approved the exclusion of the site from the Agricultural Land Reserve (ALR).

Staff analysis concludes that, on balance, the proposed amendment is supportable given the scale of the site, the land use context, and the ALC’s determination that the land can be excluded from the Agricultural Land Reserve. Further, the proposed amendment is aligned with Metro 2050’s goals and strategies based on the following considerations:

- The development is within the Urban Containment Boundary, adjacent to the existing Tsawwassen Springs development and near the Tsawwassen Mills shopping centre;
- The site has nominal agricultural value, small size, constrained roadway access and degraded soils;

- The site has access to transportation options (transit, walking and cycling); and
- There are negligible impacts to regional liquid waste and water services anticipated.

The requested Metro 2050 Type 2 amendment bylaw requires adoption through an affirmative two-thirds weighted vote of the MVRD Board. As the ALR exclusion is conditional, if the MVRD Board gives three bylaw readings and refers the amendment for comment, any comments received will be brought back to the Board, and at that time, if the Board supports advancing the amendment, it may direct staff to bring back the bylaw for final reading and adoption once all the exclusion conditions have been met. An updated Regional Context Statement (RCS) reflecting the proposed regional land use designation change must also be approved by the MVRD Board and is required from the City of Delta prior to final reading and adoption of the amendment bylaw.

The Board initiated the Metro 2050 amendment process, gave first, second, and third reading to *Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1406, 2025*, and directed staff to provide the required notification.

G1.2 Metro 2050 Amendment Bylaw to Strengthen Climate Action Policy Language

APPROVED

In May 2024, the Regional Planning Committee and MVRD Board endorsed four of six policy areas identified through the Board requested Metro 2050 Climate Policy Enhancement Study with an aim to an early amendment to Metro 2050 to strengthen climate related language and policies and directed staff to revise the wording for the remaining two policy areas citing concerns of overly prescriptive language. In September 2024, the Regional Planning Committee and Board endorsed all six policy areas, with revised wording for the two areas of initial concern, and the MVRD Board directed staff to prepare a bylaw to amend Metro 2050 for consideration based on the endorsed six policy areas identified in the associated staff report.

At its February 6, 2025 meeting, the Regional Planning Committee considered the report titled “Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1403, 2025”, dated December 5, 2024. The Committee considered each of the six policies in the proposed amendment bylaw and passed the following resolutions:

- THAT the Regional Planning Committee endorse the following proposed policy: Section G: adding new climate change-related performance monitoring measures for Metro Vancouver.
- THAT the Regional Planning Committee endorse the following proposed policy: Strategy 5.1: a policy for member jurisdictions to adopt Regional Context Statements that enhance the permeability of urban street networks for cycling, walking, and rolling.

The Committee did not endorse the following four policies:

- Strategy 1.4: a policy for Metro Vancouver to work collaboratively with member jurisdictions to update the definition, intent, and appropriate uses for the Rural regional land use designation;
- Strategy 3.2: a policy for Metro Vancouver to work with member jurisdictions, First Nations, and other agencies to support the protection of trees and other ecosystems on lands with a Rural, Agricultural, or Conservation and Recreation designation while acknowledging the policy intent of those regional designations and lands;

- Section F: a policy for member jurisdictions and Metro Vancouver to collaboratively consider climate-related issues in Metro 2050 amendment applications; and
- Strategy 3.4: a policy for member jurisdictions to develop and update local-scale hazard and risk datasets, striving for datasets that meet key requirements.

The Board initiated the *Metro 2050* amendment process, gave first, second, and third reading to *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1408, 2025*, which advances the two policy areas endorsed by the Regional Planning Committee and directed staff to provide the required notification.

and the Board also directed staff to bring back bylaws for the four other policy areas that not endorsed at the February 6, 2025 Regional Planning Committee meeting, but were advanced by the Board in September 2024. .

G2.1 Sasamat Volunteer Fire Department Service Conversion Bylaw No. 1402, 2024 – APPROVED
Administrative Change

At its November 29, 2024 meeting, the Metro Vancouver Regional District Board (“the MVRD Board”) gave three readings to Metro Vancouver Regional District Sasamat Fire Service Conversion Bylaw No. 1402, 2024 (“the Bylaw”) and directed staff to seek participating area approval from the Village of Anmore and the Village of Belcarra. After the Bylaw was sent to the Village of Anmore and the Village of Belcarra, it was noted that there were two incorrect section references in the Bylaw. The Village of Anmore and the Village of Belcarra were officially notified of the errors on December 13, 2024 and were asked to acknowledge the required correction as part of their participating area approval. The Village of Anmore and the Village of Belcarra have both provided participating area approval for the adoption of the Bylaw with the section references corrected. This report presents the corrected Metro Vancouver Regional District Sasamat Fire Service Conversion Bylaw No. 1402, 2024 for third reading and referral to the Inspector of Municipalities for approval.

The Board gave third reading to *Metro Vancouver Regional District Sasamat Fire Service Conversion Bylaw No. 1402, 2024* and forwarded it to the Inspector of Municipalities for approval.

G2.2 Metro 2050 Type 3 Proposed Amendment – City of Surrey (15238 - 64 Avenue) ADOPTED

On November 1, 2024, the MVRD Board initiated a Type 3 amendment to Metro 2050, and gave first, second, and third readings to Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1396, 2024. The amending bylaw would redesignate 15238 - 64 Avenue from an Agricultural to an Industrial regional land use designation to accommodate a multi-tenant industrial building with a restaurant and a volleyball facility and extend the Urban Containment Boundary.

As required by the Local Government Act and Metro 2050, Metro Vancouver notified affected local governments and external agencies of the proposed amendment to provide an opportunity for comment. Four responses were received: three indicating no objection (Agricultural Land Commission, Port Moody, and Richmond) and one (Bowen Island) stating no view on the project itself, but concern about any expansion of the Urban Containment Boundary.

Bylaw No. 1396 is presented for consideration of adoption and the corresponding amended Regional Context Statement is presented for acceptance by the Board.

The Board adopted *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1396, 2024* and accepted the City of Surrey's amended Regional Context statement.

G2.3 MVRD Development Cost Charge Waiver or Reduction for Not-for-Profit Rental Housing Bylaw No. 1409, 2025

Since 2010, Metro Vancouver has waived liquid waste and water Development Cost Charges (DCCs) for not-for-profit rental housing. On March 22, 2024, a new Regional Parkland Acquisition DCC was adopted to help fund future parkland acquisitions needed to service our growing region. The MVRD has not yet adopted a waiver bylaw for the Regional Parkland Acquisition DCC.

At the direction of the MVRD Board, staff have been working on a review of the Metro Vancouver DCC Waiver Framework since October 2023, with the aim of continuing to support affordable rental housing. As part of the DCC Waiver Framework Review, staff have proposed expanding the DCC Waiver Framework to include inclusionary housing units, and changes to better align with provincial and federal funding programs to reduce administrative complexity. Anticipating upcoming changes to the existing liquid waste and water DCC waiver bylaws, staff intended to propose adopting a waiver bylaw for the new Regional Parkland Acquisition DCC alongside those amendments.

Additional engagement on proposed changes to the Metro Vancouver DCC Waiver Framework has extended the timeline and there is a need to introduce a DCC waiver bylaw in the interim, that is identical to the existing framework for liquid waste and water DCCs, as in-stream protections for the newly adopted parkland acquisition DCC end on March 21, 2025. Staff recommend adopting a DCC waiver bylaw for the Regional Parkland Acquisition DCC identical to the existing liquid waste and water DCC waiver bylaws.

The Board gave first, second, third readings and adopted *Metro Vancouver Development Cost Charge Waiver or Reduction for Not-for-Profit Rental Housing Bylaw No. 1409, 2025*.

H Motions for Which Notice Has Been Given

REFERRED

The following Notice of Motion was submitted by Director West at the January 31, 2025 MVRD meeting:

That the MVRD Board direct staff and/or request the Chair, where applicable, to give effect to the following:

- 1) propose changes to the remuneration bylaw to:
 - a) reduce the Metro Vancouver meeting stipend by 50%.
 - b) eliminate any additional stipend for meetings longer than 4 hours.
 - c) create a total limit on Director remuneration.
 - d) eliminate regional median-based automatic adjustments to meeting per diem and Chair/Vice Chair remuneration.
 - e) eliminate additional meeting stipends payable to Chair/Vice Chair.

- f) consider alternatives to meeting stipend model of remuneration and any further changes as desired by the board.
- 2) reduce the total number of Metro Vancouver committees by a minimum of 50%.
- 3) reduce the total number of Metro Vancouver meetings for which a stipend is paid by a minimum of 50% from 2024 totals.
- 4) initiate a full-scale, external core service review of the Metro Vancouver Regional District, the Greater Vancouver Sewerage & Drainage District, the Greater Vancouver Water District and the Metro Vancouver Housing Corporation with a mandate to identify savings, efficiencies and reductions by examining all departments and service areas, staffing levels, use of contracted services and consultants and any other areas as identified by the board, as well as reviewing Metro Vancouver's role as a regulator, identifying areas of duplicatory or overlapping municipal, regional, provincial and federal regulation and delegated authorities from the provincial and federal governments which may be uploaded back.

The Board referred this notice of motion to the April 25, 2025 Board meeting.

I 1 Committee Information Items and Delegation Summaries

The Board received delegation summaries from following standing committees.

Regional Parks Committee – February 5, 2025

C1 Dr. Annie Ciernia and Director Jen McCutcheon, Electoral Area A

Subject: Advocacy for a Dog On-Leash Zone in Pacific Spirit Park Executive

Regional Planning Committee – February 6, 2025

C1 Tanya Mitchner, Director, Planning, City of Delta and Mike Ruskowski, Manager of Priority Projects, City of Delta

Subject: Metro 2050 Type 2 Proposed Amendment – City of Delta (4800 and 5133 Springs Boulevard)

Finance Committee – February 13, 2025

C1 Ray VanMarrewyk, Director at BC Greenhouse Growers' Association and BC Agriculture Council

Subject: Consideration of Development Cost Charge Reduction for Intensive Agriculture Executive

The Board received following information items from Committees:

Regional Parks Committee – February 5, 2025

Information Items:

E2 Consideration of Updating Development Cost Charge Waivers to Include Inclusionary Housing Units

In October 2023, the MVRD Board directed staff to review the Metro Vancouver DCC Waiver Framework with the aim of continuing to support affordable rental housing. Metro Vancouver currently waives regional development cost charges (DCCs) for not-for-profit rental housing for liquid waste and water infrastructure, but does not waive DCCs if the not-for-profit housing units are delivered by a private entity. Inclusionary housing refers to regulations or policies that seek to have developers provide a set amount of below market housing within market-rate residential developments. The current waiver is projected to support between 1,950 and 2,500 affordable units annually over the next 10 years with an annual impact on DCC revenues to Metro Vancouver of between \$38 million and \$49 million.

This report presents the opportunity to expand the DCC Waiver Framework to: include waiving DCCs for inclusionary units, revise definitions to better align with provincial and federal funding programs, and reduce administrative complexity. The impact of expanding the program on DCC revenues is estimated to be \$5.4 million to \$7.0 million per year over the existing DCC waiver.

Any proposed changes to the DCC Framework go through the Finance Committee to the MVRD/GVWD/GVS&DD Boards for consideration. However, as the Liquid Waste, Water, Regional Parks and Regional Planning committees either have a DCC bylaw or interest in incentivizing housing, staff are bringing the proposed changes to these four committees for information and an opportunity to provide feedback. Any feedback received will be provided to the Finance committee at the February 2025 Finance Committee meeting along with alternatives.

E6 Pacific Spirit Regional Park – 2025 Wreck Beach Update

Renowned for its natural beauty and its unique social character, Wreck Beach is a popular destination within Pacific Spirit Regional Park. Over 1.043 million residents visited Wreck Beach in 2024. As a result of its remote location and increasing popularity, Metro Vancouver and its partner agencies have been responding to a relatively high number of emergencies and public safety incidents in recent years. With input from emergency response providers, strategies have been developed to improve public safety at Wreck Beach. This multi-pronged action plan uses an integrated approach that takes into consideration site design, education, enforcement, and partnerships.

E7 Cultural Planning and Co-operation Update - təmtəx̱'ən/Belcarra Regional Park

The relationship between səliwətał (Tsleil-Waututh Nation) and Metro Vancouver Regional Parks continues to be strengthened through the implementation of the Cultural Planning and Co-operation Agreement at təmtəx̱'ən/Belcarra Regional Park, which recognizes səliwətał ancestral ties to the land and the present use by its members as well as a Metro Vancouver regional park. Both parties have worked together to implement several priority projects during the current agreement term that started in February 2020 and expires in February 2025. Positive discussions with səliwətał are currently underway in order to initiate a new agreement.

Regional Planning Committee – February 6, 2025

Information Items:

E4 Metro Vancouver Tree Guide

The Metro Vancouver Tree Guide was developed internally by Metro Vancouver staff in 2024 to synthesise the information in existing resources into a more accessible and user-friendly online tool. The Metro Vancouver Tree Guide is a user-friendly, online tree species selection tool to help identify appropriate climate-resilient tree species based on desired characteristics. The guide includes 15 refiners that can be used to filter over 300 species. Species can be filtered by climate change-specific criteria – such as overall climate suitability, hardiness and heat zone, drought tolerance, saturated soil tolerance, and flammability – as well as by other relevant characteristics such as size, risks, tolerances, habitat value, and suitable planting locations. The Tree Guide supports regional climate change goals and urban tree canopy cover targets in Metro 2050, Climate 2050, and the Board Strategic Plan 2022-2026. If resilient and site-appropriate tree species are planted in the urban environment they are more likely to survive and live longer, which enhances the community benefits (e.g. cooling, shading, and carbon sequestration) these trees provide over time. Metro Vancouver staff will promote the use of the guide to practitioners across the region and update it on an as-needed basis.

Indigenous Relations Committee – February 13, 2025

Information Items:

E2 Metro Vancouver First Nations Engagement Portal

Metro Vancouver Indigenous Relations staff have been developing an online portal as a single point of reference and resources to support Metro Vancouver’s First Nation engagement. Metro Vancouver teams and First Nations referrals staff will use the portal to support First Nation engagement on Metro Vancouver’s projects.

E3 Quarterly Update Report on Reconciliation Activities

This update report provides a summary of reconciliation events and activities undertaken by Metro Vancouver since the last Committee meeting on October 11, 2024, as well as information on upcoming events and activities over the next three months.

Finance Committee – February 13, 2025

Information Items:

E7 Responding to Director Kooner’s November 12, 2024 Memo

At the MVRD Board meeting January 31, 2025, the Board considered the attached report titled “Responding to Director Kooner’s November 12, 2024 Memo”, dated January 8, 2025, to bring it back to the next Finance Committee meeting agenda for discussion, including additional information on the following:

- An itemization of all cost components of the Iona Island and North Shore Wastewater Treatment Plant projects, clearly showing how each portion is allocated under Tier I, Tier II, or Tier III, including a rationale for any non-core or non-regulatory costs;
- Details on the assumptions and data underlying all population, dwelling unit, and growth projections—specifically explaining how they affect DCC rates, apportionments, and municipal contributions; and

- An accounting of all DCC revenues collected over the last two decades by sewerage area and clarifies how those funds have been spent or allocated, including any cross-subsidization among member jurisdictions.

Due to the comprehensive level of information required to respond to the above mentioned, staff will report back to the Finance Committee in upcoming meeting with itemization of all the cost components of the Iona and North Shore Waste Treatment Plant projects, details and assumptions/data that supported the DCC calculations, along with DCC revenue collected and applied per sewerage area over the last two decades.

Invest Vancouver Management Board – February 19, 2025

Information Items:

E2 Investment Attraction Update – Q4 Update and 2024 Highlights

Invest Vancouver continues to promote opportunities in the Metro Vancouver region by leveraging its global brand and maintaining key contact abroad. Given that 85% of Foreign Direct Investment (FDI) coming into Canada lands in the city-regions, a strong regional presence and brand on the global stage is essential to remaining competitive with other large city regions such as Toronto (Toronto Global) and Montreal (Montreal International). In Q4 of 2024, Invest Vancouver added 19 leads to its pipeline, representing \$528M in potential direct investment over three years and 160+ projected jobs. As of December 2024, staff are managing 100 active leads valued at a potential of \$3B in direct investment and 1,820+ jobs.

In Q4, a US-based Digital Media & Entertainment company (DM&E) – Digital Film Tree - opened a Vancouver office, creating 12 jobs and investing \$3M. High-tech, Green Economy, DM&E, and Life Sciences remain key industries with leads originating from Europe, Asia, and the US, driven by partner referrals and event-based activities.

Throughout 2024, Invest Vancouver delivered strong investment attraction results, securing nine landed and expanded companies, representing \$53M in direct investment and 135 new jobs. Invest Vancouver also generated 84 new leads and strengthened global outreach through 17 outbound trips, 12 inbound delegations, and 19 executive familiarization tours.

E3 Major Local Events and Investor Hosting Update

This report outlines Invest Vancouver's efforts at two major local events – Web Summit Vancouver and FIFA World Cup 26 – to attract foreign direct investment to the Metro Vancouver region. These events offer significant opportunities to engage global investors, showcase key sectors, and promote the Metro Vancouver region's competitive advantages to an international audience. For Web Summit Vancouver, Invest Vancouver is working with a consortium of partners to establish a strong regional presence, facilitate investor engagement, and organize sector-specific investor tours across the region. FIFA-related initiatives focus on leveraging investor hosting opportunities through partnerships and supporting local economic development initiatives in member jurisdictions.

For both events, the next critical steps will include developing investor hosting strategies and delineating responsibilities amongst collaborating parties to secure investment in the Metro Vancouver region. This work is supported by the newly formed Major Events Task Force (METF), a voluntary sub-committee of the Invest Vancouver Advisory Committee comprised of economic development staff from member

jurisdictions. The METF provides an opportunity for the Metro Vancouver region to maximize both the local and regional economic benefits from these global events.

I2 Notice of Motion**RECEIVED**

Director Kooner provided the following Notice of Motion:

That the MVRD Board direct staff to bring forward a bylaw to repeal *Metro Vancouver Regional District Development Cost Charge Bylaw No. 1369, 2023*.

Metro Vancouver Housing

E1.1 Digitally Accelerated Standardized Housing: Metro Vancouver Housing Pilot Projects for Exploration APPROVED

As part of the Rental Housing Blueprint project, a Metro Vancouver Housing (MVH) Pilot project was contemplated for exploration, with funding through the Sustainability Innovation Fund project. Since this time, the project objectives have been augmented with additional CMHC funding and MVH has been working with BC Housing and other partners on DASH (Digitally Accelerated Standardized Housing).

The Digitally Accelerated Standardized Housing (“DASH”) project is focused on accelerating the design and construction of mid-rise multi-family housing through standardization and digital tools. MVH has the opportunity to work with the DASH project team to investigate opportunities to integrate the DASH approach within the Moray Place and Riverside Drive housing development projects, two forthcoming MVH projects confirmed as part of Phase 2 and 3 of MVH’s expansion plan. This report provides a DASH project update and overview of MVH specific activities, including pilot project opportunities at Moray Place and Riverside Drive.

The Board directed staff to explore integrating the Digitally Accelerated Standardized Housing approach to MVHC developments at Moray Place and Riverside Drive.

E2.1 CMHC’s Affordable Housing Fund – Renewal and Repair Portfolio Funding Opportunity for Metro Vancouver Housing APPROVED

Metro Vancouver Housing and the Canada Mortgage and Housing Corporation (CMHC) share a common goal of preserving existing affordable housing stock. CMHC, through the Affordable Housing Fund, has offered Metro Vancouver Housing a second round of portfolio funding for upcoming repair and renewal projects. CMHC has provided Metro Vancouver Housing with a written offer and business terms to contribute up to \$7.15 million of funding towards the planned repair of a minimum of 715 units (10 projects) for MVH’s portfolio of building renewal projects. The funding includes more flexible Affordable Housing Fund accessibility and energy requirements than past CMHC repair funding.

This report seeks approval from the MVHC Board to execute and deliver the final funding agreement and associated schedules once received from CMHC, provided there are no material changes to the business terms outlined in the offer letter.

The Board authorized the CAO and Corporate Officer to sign the portfolio funding agreement.

Greater Vancouver Water District

E1.1 Consideration of Updating Development Cost Charge Waivers to Include Inclusionary Housing Units **APPROVED**

In October 2023, the MVRD Board directed staff to review the Metro Vancouver DCC waiver framework with the aim of continuing to support affordable rental housing. This report presents proposed changes to the DCC waiver framework to include waiving DCCs for affordable units that are delivered by the private sector, and turned over to a non-profit operator (i.e. inclusionary units).

Since 2010, the Metro Vancouver DCC Waiver framework has been successful in supporting the creation of many affordable housing units, and is projected to support up to 2,500 units per year. If DCC waiver eligibility is expanded to inclusionary housing units, the number of units benefiting from DCC waivers is anticipated to increase by 281 to 361 units per year over 10 years. The expansion could also result in a 4.0% to 4.4% reduction in rents, and increase the supply of new below-market rental units by 5.3% to 6.7%. The financial impact of expanding the program to inclusionary housing units is estimated to be \$5.4 million to \$7.0 million per year.

The Liquid Waste, Water, Regional Parks and Regional Planning Committees have received information reports outlining proposed changes, with an opportunity to provide feedback. All feedback received is included in this report for consideration by the Finance Committee and MVRD/GVWD/GVS&DD Boards. There was general support for actions that incent and support affordable housing, however, concerns were expressed regarding the funding source to offset the waived DCC revenue and the impact it would have on existing rate payers. Overall there was a desire for more information regarding options for making up the foregone revenue including continued advocacy to the Province for infrastructure funding.

The Board received the report for information and directed staff to return with additional financial analysis on the proposed changes to the DCC waiver program.

E1.2 Consideration of a Development Cost Charge Reduction for Intensive Agriculture

APPROVED

This report outlines a proposed approach to address concerns raised by the agriculture industry about the impacts of Metro Vancouver Development Cost Charges (DCCs) on Intensive Agriculture. Metro Vancouver's DCC framework currently only has one non-residential rate, which may not be suitable for Intensive Agriculture developments given the small demand on infrastructure relative to their size of buildable area. There are four member jurisdictions that have an Intensive Agriculture rate for municipal DCCs, and these are relatively lower in comparison to the other non-residential categories.

In January 2025, a DCC work plan was endorsed by the Finance Committee that includes an update to residential and non-residential definitions, including consideration of Intensive Agriculture developments, for the next regional DCC bylaw update in 2027. As an interim measure, this report is seeking direction to develop a reduced DCC rate for Intensive Agriculture developments that meet criteria for low environmental impact. This could be achieved through a DCC reduction bylaw, which is permitted through the Local Government Act. If approved, staff will provide further analysis and draft a DCC reduction bylaw for Committee and Board discussion for approval Spring 2025.

The Board directed staff to continue work on the proposed development cost charge reduction for intensive agricultural developments.

E1.3 Funding from the Canada Housing Infrastructure Fund

RECIEVED

Metro Vancouver has the opportunity to apply for funding through the Canada Housing Infrastructure Fund (CHIF) direct delivery stream, which could result in \$250 million in federal funding through the provincial stream for the Iona Island Wastewater Treatment Plant projects (Iona projects). The federal government designated funding to the Iona projects in the 2024 Fall Economic Statement; however, this contribution, starting in 2025–2026, is subject to Metro Vancouver meeting the conditions of the fund. To do this, Metro Vancouver will likely be required to lengthen the existing in-stream protection for its Development Cost Charge (DCC) program from 12 months to 24 months, which requires changes to provincial legislation. Metro Vancouver may also be expected to expand its affordable housing waiver framework to include inclusionary units provided by the private sector and turned over to not-for-profit housing providers to operate. If in-stream protection were to be extended by an additional 12 months, the estimated foregone DCC revenue for Metro Vancouver is estimated to be \$220 million, which would be roughly offset by the \$250 million grant for the Iona projects. In addition to potentially satisfying the CHIF requirements, the proposed extension of the in-stream protection also responds to the concerns of the development community regarding the impact of DCCs. The federal government has not yet determined if Metro Vancouver's proposed measures will be accepted. In addition, the federal government's approval for these measures is directly linked to member municipalities' ability to apply for CHIF. Staff will report back as soon as there is further clarity.

The Board received this report for information.

I 1 Committee Information Items and Delegation Summaries

The Board received one delegation summary from standing committees.

Finance Committee – February 13, 2025

C1 Ray VanMarrewyk, Director at BC Greenhouse Growers' Association and BC Agriculture Council

Subject: Consideration of Development Cost Charge Reduction for Intensive Agriculture Executive

I2 Notice of Motion

RECEIVED

Director Kooner provided the following Notice of Motion:

That the GVWD Board request the Province of British Columbia to extend the in-stream protection for GVWD Development Cost Charges for an additional 24 months.

Greater Vancouver Sewerage and Drainage District

E1.1 Solid Waste Management Plan Public/Technical Advisory Committee Updated Terms of Reference **RECEIVED**

The Solid Waste Management Plan Public/Technical Advisory Committee (Public/Technical Advisory Committee) provides advice and input on the development of an updated regional solid waste management plan. This report provides an updated Terms of Reference for the committee, including the following elements:

- Members who have missed multiple meetings may be removed from the committee.
- Following a member's resignation, the organization that member represented can recommend a replacement from the same organization.

Other updates include listing additional sectors that committee members may represent, and additional details on the support available to members to reduce barriers and enable participation.

Metro Vancouver recently ran a recruitment process to add new members to the Public/Technical Advisory Committee. The timing of updating the Terms of Reference would roughly align with the timing of welcoming new members to the committee.

The Board received the report for information.

E2.1 Consideration of Updating Development Cost Charge Waivers to Include Inclusionary Housing Units **APPROVED**

In October 2023, the MVRD Board directed staff to review the Metro Vancouver DCC waiver framework with the aim of continuing to support affordable rental housing. This report presents proposed changes to the DCC waiver framework to include waiving DCCs for affordable units that are delivered by the private sector, and turned over to a non-profit operator (i.e. inclusionary units).

Since 2010, the Metro Vancouver DCC Waiver framework has been successful in supporting the creation of many affordable housing units, and is projected to support up to 2,500 units per year. If DCC waiver eligibility is expanded to inclusionary housing units, the number of units benefiting from DCC waivers is anticipated to increase by 281 to 361 units per year over 10 years. The expansion could also result in a 4.0% to 4.4% reduction in rents, and increase the supply of new below-market rental units by 5.3% to 6.7%. The financial impact of expanding the program to inclusionary housing units is estimated to be \$5.4 million to \$7.0 million per year.

The Liquid Waste, Water, Regional Parks and Regional Planning Committees have received information reports outlining proposed changes, with an opportunity to provide feedback. All feedback received is included in this report for consideration by the Finance Committee and MVRD/GVWD/GVS&DD Boards. There was general support for actions that incent and support affordable housing, however, concerns were expressed regarding the funding source to offset the waived DCC revenue and the impact it would have on existing rate payers. Overall there was a desire for more information regarding options for making up the foregone revenue including continued advocacy to the Province for infrastructure funding.

The Board received the report for information and directed staff to return with additional financial analysis on the proposed changes to the DCC waiver program.

E2.2 Consideration of a Development Cost Charge Reduction for Intensive Agriculture

APPROVED

This report outlines a proposed approach to address concerns raised by the agriculture industry about the impacts of Metro Vancouver Development Cost Charges (DCCs) on Intensive Agriculture. Metro Vancouver's DCC framework currently only has one non-residential rate, which may not be suitable for Intensive Agriculture developments given the small demand on infrastructure relative to their size of buildable area. There are four member jurisdictions that have an Intensive Agriculture rate for municipal DCCs, and these are relatively lower in comparison to the other non-residential categories

In January 2025, a DCC work plan was endorsed by the Finance Committee that includes an update to residential and non-residential definitions, including consideration of Intensive Agriculture developments, for the next regional DCC bylaw update in 2027. As an interim measure, this report is seeking direction to develop a reduced DCC rate for Intensive Agriculture developments that meet criteria for low environmental impact. This could be achieved through a DCC reduction bylaw, which is permitted through the Local Government Act. If approved, staff will provide further analysis and draft a DCC reduction bylaw for Committee and Board discussion for approval Spring 2025.

The Board directed staff to continue work on the proposed development cost charge reduction for intensive agricultural developments.

E2.3 Funding from the Canada Housing Infrastructure Fund

RECIEVED

Metro Vancouver has the opportunity to apply for funding through the Canada Housing Infrastructure Fund (CHIF) direct delivery stream, which could result in \$250 million in federal funding through the provincial stream for the Iona Island Wastewater Treatment Plant projects (Iona projects). The federal government designated funding to the Iona projects in the 2024 Fall Economic Statement; however, this contribution, starting in 2025–2026, is subject to Metro Vancouver meeting the conditions of the fund. To do this, Metro Vancouver will likely be required to lengthen the existing in-stream protection for its Development Cost Charge (DCC) program from 12 months to 24 months, which requires changes to provincial legislation. Metro Vancouver may also be expected to expand its affordable housing waiver framework to include inclusionary units provided by the private sector and turned over to not-for-profit housing providers to operate.

If in-stream protection were to be extended by an additional 12 months, the estimated foregone DCC revenue for Metro Vancouver is estimated to be \$220 million, which would be roughly offset by the \$250 million grant for the Iona projects. In addition to potentially satisfying the CHIF requirements, the proposed extension of the in-stream protection also responds to the concerns of the development community regarding the impact of DCCs. The federal government has not yet determined if Metro Vancouver’s proposed measures will be accepted. In addition, the federal government’s approval for these measures is directly linked to member municipalities’ ability to apply for CHIF. Staff will report back as soon as there is further clarity.

The Board received the report for information.

I2 Notice of Motion

RECEIVED

Director Kooner provided the following Notice of Motion:

That the GVS&DD Board request the Province of British Columbia to extend the in-stream protection for GVS&DD Development Cost Charges for an additional 24 months.

I 1 Committee Information Items and Delegation Summaries

The Board received one delegation summary from standing committees.

Finance Committee – February 13, 2025

C1 Ray VanMarrewyk, Director at BC Greenhouse Growers’ Association and BC Agriculture Council

Subject: Consideration of Development Cost Charge Reduction for Intensive Agriculture Executive

The Board received one information item from one standing committee.

Zero Waste Committee – February 6, 2025

Information Items:

E1 2023 Annual Solid Waste and Recycling Statistics

Metro Vancouver achieved a 65% recycling rate in 2023 and continued to demonstrate decreasing disposal per capita. Since the approval of the solid waste management plan in 2011, Metro Vancouver's disposal rate has decreased by 26%, from 0.57 tonnes/capita in 2011 to 0.42 tonnes/capita in 2023. Data for the annual report is collected from many sources taking a substantial amount of time. Therefore, the statistics presented in this report are for 2023.

In comparison to 2022, significant recycling increases were seen in plastic, gypsum, and wood waste which may correlate to an increase in new housing construction in 2023. The commercial/institutional and residential sectors showed similar quantities of recycled yard trimmings and food waste in 2023 as in 2019. Concrete and asphalt recycled quantities have been fixed at 2021 levels due to some uncertainty with the data quality. If reported concrete and asphalt recycled quantities were used, the recycling rate would increase to 69%.

E2 2025 Zero Waste Conference and National Zero Waste Council Update

Since 2010, Metro Vancouver has delivered the Zero Waste Conference to bring governments, businesses, and non-profits together to advance waste prevention. The conference has moved to a biennial delivery model. The 2025 Zero Waste Conference will be held on November 27, 2025, at the Vancouver Convention Centre. The conference will emphasize waste prevention through a program of interactive workshops, networking, and keynote speakers.

A refreshed vision for the National Zero Waste Council has been developed. The focus will be on local government leadership and collaboration through knowledge building, sharing, and coordinated advocacy on waste prevention and circularity. Opportunities for private sector and non-profit participation will remain part of the Council's work.

Waste and Resources Action Programme (WRAP) has entered into an agreement with FoodMesh to take on the role of Canadian campaign license holder for Love Food Hate Waste. Metro Vancouver will continue to participate in the program but will no longer be responsible for the administration of the campaign.

CERTIFIED RESOLUTION

This is to certify that Council of the City of Port Moody at the Regular Council meeting held February 25, 2025 carried the following resolution:

11.2 UBCM Advocacy - Equitable Distribution of Non-Casino Gaming Revenue

THAT the memo dated February 25, 2025 from the office of Councillor Agtarap regarding advocacy for more equitable distribution of gaming revenue be received for information;


AND THAT Council advance the following resolution to LMLGA and UBCM for the 2025 convention:

WHEREAS the City of Port Moody advocated for more equitable distribution of gaming revenues, and was subsequently asked by the Minister of Public Safety and Solicitor General to provide viable options for the Ministry's review and consideration to remedy significant funding inequities created by revenue sharing agreements with local governments hosting casinos;

AND WHEREAS more broadly and equitably sharing gaming revenue, excluding revenue allocated to casino host communities, with municipalities will reduce the financial inequity that has been inadvertently created by providing significant revenue windfalls to host municipalities and support non-host communities in enhancing the livability of their communities across the province:

THEREFORE BE IT RESOLVED that UBCM request that the Province amend gaming revenue distribution policies, excluding existing agreements to communities that host casinos, to include advancing equity in the allocation of gaming revenues;

AND BE IT FURTHER RESOLVED that the Province establish a working group with interested communities to discuss gaming revenue sharing and equity policy changes.



Stephanie Lam
City Clerk & Manager of Legislative Services

Dated at Port Moody, BC this 27th day of February, 2025.

Background for Equitable Distribution of Gaming Revenue Resolution

In the 90s, the Province was looking to broaden its revenue base and explored the benefits of collecting a share of revenues generated from commercial gambling. To be successful, the Province needed to engage municipal partners to enact the applicable zoning and permitting to host the casinos.

However, local governments were hesitant to embrace the operation of casinos within their communities due to a perceived range of social issues associated with gambling and the impacts on individuals and families including habitual gambling or addiction, unmanageable personal debt, and the potential for a profusion of related criminal activity. In order to make it more attractive to the host municipalities, the Province provided revenue sharing as an incentive and a source of funding to deal with any resulting social or criminal impacts.

The original funding generated was relatively lower in the initial startup stages in comparison to today but has grown exponentially commensurate with the growth of the industry and relaxation of the legislation, with very little identifiable costs materializing from perceived social and criminal impacts. In 2008, the Province responded to UBCM Resolution B119 with:

*“The current revenue sharing being undertaken with local governments hosting casino gaming was originally established to help those communities offset the infrastructure, social service and other costs related to hosting a gaming venue. By all accounts, **most communities have experienced minimal, if any, negative financial consequences** as a result of hosting such a facility and are using the revenue they receive for other, locally determined priorities.”*

The host communities have used this significant source of funding to supplement their budgets (mostly capital) providing many amenities and benefits to their residents. Neighbouring communities, without this additional source of revenue, are finding it increasingly difficult to provide their residents similar amenities, creating a service and/or amenity inequity across the region that the casinos serve, but all residents financially support.

Residents from one community look across the fence to their neighbours and want the same services and amenities that their neighbours are being provided. Essentially, the current casino revenue sharing model is contributing significantly to creating the “haves and the have nots”. Municipalities operate collaboratively within regional districts, sharing the collection (e.g., school tax) or pooling revenues (e.g., federal gas tax) to fund collective regional or provincial needs. For example, municipalities collectively police and in turn share traffic fine revenues accordingly based on a pro rata formula that considers the amount of funds expended on policing, not on a basis of where the traffic fine revenues are generated, or which municipality generates them.

Casino revenues follow a different model and are allocated disproportionately and only to host municipalities without any regard to the collective regional costs or needs. In addition, while the approval of a casino licence by the host community was provided for in the licencing process, the surrounding communities were not asked for their approval or invited to share in

the revenues. This seems inconsistent and contrary to the reasons provided why incentives were offered as the surrounding municipalities would have the same social and criminal impacts or exposures as the host community. **The only exception was the View Royal (circa 2001) casino licence which went through an approval process that included the surrounding local governments, resulting in revenues being shared regionally.**

Inequities Created

The funding inequity has been raised by non-host communities in the past (Port Coquitlam, 2008 UBCM Resolution B119) as they grappled with providing the same quality of life as neighbouring host communities. This issue of an uneven playing field is being raised again as it is further compounded today given the tough economic climate with residents looking evermore to their councils for financial relief and to “do more with less”.

Casino revenues allow host communities to reduce the infrastructure gaps (tangible capital assets) that all communities are facing, provide more grants or financial support to community groups, and sometimes supplement operating budgets that provide unfair competitive advantages (recruitment, retention, benefits, training), and helps address affordability. While historically residents from one municipality could access amenities in other areas (reciprocity), recently many municipalities have adopted a “residents first” approach to services that places a registration restriction on non-residents for a certain period to allow residents first opportunity; this further exacerbates the inequities of the “have not” communities situation.

For context, the City made the point in the Debrief above that the City hosts a hospital within its borders, a 26 acre parcel that provides no revenue source to the City as it generates no revenues to share in, and is statutorily exempt from taxation under Section 220 of the *Community Charter*. As result of the exemption, the City essentially contributes or foregoes approximately \$800,000 of tax revenues on a \$171,000,000 property as its contribution to providing this regional hospital facility; something it gladly does and supports. However, when these types of decisions around land use are inconsistent with other land uses the province controls revenues over (i.e., casinos), it is hard to reconcile the inequity, or disregard the irony, of these policies. We note that casinos pay property taxes to host communities in addition to a share of casino revenues.

Suggested Solutions

While inequities have been created by the Province, we appreciate that it was not the intent or originally contemplated when these agreements were drafted. We also understand that the Province would like to see the playing field leveled in this case if at all possible. Therein lies the dilemma and the challenge; how to give to some while not taking significantly from others. At the City’s meeting with the Province on September 26, 2023, Minister Farnworth asked the City to prepare a short response that proposed options for the Province to consider to remedy the situation. Obviously, the Province cannot approve a casino in every municipality as it would not only increase fixed costs but also essentially “cannibalize” revenues for other host municipalities.

Therefore, how can all municipalities share equitably in the gambling revenue pie? Strategies or policies to address this into the future should recognize that all municipalities have funding challenges, have very limited revenue opportunities under the *Community and Vancouver Charters*, and gambling revenues and gamblers know no boundaries.

Options:

Option 1: Reallocate the Current 10% of Casino Revenues

Under the status quo model, five Metro Vancouver communities receive a greater proportion of revenue than their share of the population. Richmond is the most notable example, with 8% of the population and 27% of the revenue. Surrey and Vancouver are most disadvantaged in the status quo scenario, along with the other communities in the region that do not receive any direct gaming revenue.

Distributing the casino revenue on a per capita basis, results in approximately \$14 allocated per resident (based on 2021/22 revenue, and 2021 census population). This results in a significant decrease in funding for the five host communities that significantly benefited from the existing arrangements (Burnaby, Coquitlam, Langley, New Westminster and Richmond). For example, under per capita revenue sharing Langley would lose \$5.6 million in funding while Surrey and Vancouver would gain over \$5 million each, annually. In this scenario, Port Moody would receive approximately \$490,000 annually.

Option 2: Provide Share of eGaming Revenue to Non-Host Communities

eGaming is rapidly growing and is expected to reach \$511 million in 2023/24 with annual growth estimated between 5 – 6%¹. Sharing a portion of this revenue amongst the 15 communities that do not host casinos on a per capita basis would help to level the financial playing field. We suggest basing per capita revenues on the pooled per capita revenues of the region. For example, if Metro Vancouver's casino revenues resulted in an average of \$15 per person across the region, then eGaming revenue sharing would follow the average.

Alternatively, given that the location of eGaming participants are tracked and known, a percentage of eGaming revenue could be shared based on residents average spend. In 2022, Port Moody residents spent \$13.8 million on government-run lotteries, placing it 14th in the Metro Vancouver region based on absolute spending but 8th on a per capita-basis (\$530 per year).

Option 3: Pool All Gaming Revenue – Provide Per Capita Amount

This option is likely to be less popular with casino host communities, however, may prove to provide more revenue in the future than the status quo arrangements for some as eGaming revenues expand. We suggest that 10% of total revenue from all gaming be distributed to all municipalities/local governments on a per capita basis. This could be provided in the form of annual discretionary grants similar to the Growing Community Fund grants, which would provide a stable and certain source of funding that municipalities can rely on to finance

infrastructure and civic amenities.

Summary

While the City has presented three straight forward options for providing a share of gaming revenue to non- host communities, we recognise that Option 2 is the simplest and least confrontational to implement and likely the most politically desirable option. Metro Vancouver is used as a reference model, but under Option 2, eGaming revenue can be easily shared amongst all communities in BC without gaming facilities, without any financial impact to existing recipients of casino revenue sharing agreements.

In terms of equitable sharing of revenue, Option 3 is preferred. It is not likely that Option 1 would be supported by the five communities that disproportionately benefit from the status quo arrangement.

In summary, revenue equity and equal access to revenues is extremely important to local governments not only from a financial sustainability perspective but also from a political perspective as local governments strive to provide service levels similar to their neighbours, which can be especially sensitive and unfairly analyzed or compared in urban areas where municipal boundaries are not always understood by, or clear to, residents.