

The Corporation of the  
CITY OF WHITE ROCK



Land Use and Planning Committee  
POST-MEETING AGENDA

Monday, March 29, 2021, 5:00 p.m.

City Hall Council Chambers

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

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

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

T. Arthur, Director of Corporate Administration

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Pages

1. **CALL TO ORDER**

Councillor Kristjanson, Chairperson

2. **MOTION TO CONDUCT LAND USE AND PLANNING COMMITTEE MEETING WITHOUT THE PUBLIC IN ATTENDANCE**

**RECOMMENDATION**

WHEREAS COVID-19 has been declared a global pandemic;

WHEREAS the City of White Rock has been able to continue to provide the public access to the meetings through live streaming;

WHEREAS holding public meetings in the City Hall Council Chambers, where all the audio/video equipment has been set up for the live streaming program, would not be possible without breaching physical distancing restrictions due to its size, and holding public meetings at the White Rock Community Centre would cause further financial impact to City Operations due to staffing resources and not enable live streaming;

WHEREAS Ministerial Orders require an adopted motion in order to hold public meetings electronically, without members of the public present in person at the meeting;

THEREFORE BE IT RESOLVED THAT the Land Use and Planning

Committee (including all members of Council) authorizes the City of White Rock to hold the March 29, 2021 meeting to be video streamed and available on the City's website, and without the public present in the Council Chambers.

**3. ADOPTION OF AGENDA**

**RECOMMENDATION**

THAT the Land Use and Planning Committee adopt the agenda for March 29, 2021 as circulated.

**4. ADOPTION OF MINUTES**

6

**RECOMMENDATION**

THAT the Land Use and Planning Committee adopt the minutes of the March 8, 2021 meeting as circulated.

**5. CORPORATE REPORTS**

**Results of Official Community Plan Review Survey - Building Heights Outside the Town Centre**

Corporate report dated March 8, 2021 from the Director of Planning and Development Services titled "Results of Official Community Plan Review Survey - Building Heights Outside the Town Centre".

**Note:** This report was referred to the Land Use and Planning Committee at the March 8, 2021 Regular Council meeting for further discussion.

**RECOMMENDATION**

THAT the Land Use and Planning Committee endorse in relation to Town Centre Transition area adoption of Option C as noted in the corporate report, with an amendment noting four (4) to six (6) stories where it is defined that along North Bluff on the east or west side permit six (6) stories; and

For the remaining sites it be noted as four (4) stories to six (6) stories with a notation that proposals over four (4) stores would be considered when there is an affordable housing component.

**RECOMMENDATION**

THAT the Land Use and Planning Committee receives the March 8, 2021 corporate report from the Director and Planning and Development Services, titled "Results of Official Community Plan Review Survey - Building Heights Outside the Town Centre".

**RECOMMENDATION****Amending Motion**

**M/S THAT the Land Use and Planning Committee endorses removal of the row of single family homes on Finlay Street - section below Russell from large infill and it remain as mature neighbourhood designation.**

**CARRIED, no one opposed**

**RECOMMENDATION**

THAT the Land Use and Planning Committee endorse, at West Beach along Marine Drive, permitting a building height of three (3) stories.

5.2. 1588 Johnston Road, Soleil – Development Variance Permit No. 439 (21-004)

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Corporate report dated March 29, 2021 from the Director of Planning and Development Services titled "1588 Johnston Road, Soleil - Development Variance Permit No. 439 (21-004)".

**RECOMMENDATION**

THAT the Land Use and Planning Committee recommend that Council:

1. Direct planning staff to obtain public input through a public meeting conducted as an electronic meeting with notice of the meeting given in accordance with Section 466 of the *Local Government Act*, including notice in newspapers and distribution by mail to property owners / occupants within 100 metres of the subject property; and
2. Following the electronic public meeting, consider approval of Development Variance Permit No. 439.

**5.3. Early Review of Rezoning Application – 877 Kent Street (21-011) 166**

Corporate report dated March 29, 2021 from the Director of Planning and Development Services titled "Early Review of Rezoning Application - 877 Kent Street - (21-011)".

**RECOMMENDATION**

THAT the Land Use and Planning Committee recommends that Council direct staff to advance the zoning amendment Application at 15916 Russell Avenue to the next stage in the application review process.

**5.4. 14989 Roper Avenue, Development Variance Permit No. 438 (19-023) 183**

Corporate report dated March 29, 2021 from the Director of Planning and Development Services titled "14989 Roper Avenue, Development Variance Permit No. 438".

**RECOMMENDATION**

THAT the Land Use and Planning Committee recommend that Council:

1. Direct planning staff to obtain public input through a public meeting conducted as an electronic meeting with notice of the meeting given in accordance with Section 466 of the *Local Government Act*, including notice in newspapers and distribution by mail to property owners / occupants within 100 metres of the subject property;
2. Following the electronic public meeting, approve issuance of Development Variance Permit No. 438.

**6. CONCLUSION OF THE MARCH 29, 2021 LAND USE AND PLANNING COMMITTEE MEETING**



## Land Use and Planning Committee

### Minutes

March 8, 2021, 6:30 p.m.

City Hall Council Chambers

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

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

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

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#### 1. **CALL TO ORDER**

Councillor Kristjanson, Chairperson

The Chairperson called the meeting to order at 6:39 p.m.

#### 2. **MOTION TO CONDUCT LAND USE AND PLANNING COMMITTEE MEETING WITHOUT THE PUBLIC IN ATTENDANCE**

**Motion Number: LU/P-029** It was MOVED and SECONDED

WHEREAS COVID-19 has been declared a global pandemic;

WHEREAS the City of White Rock has been able to continue to provide the public access to the meetings through live streaming;

WHEREAS holding public meetings in the City Hall Council Chambers, where all the audio/video equipment has been set up for the live streaming program, would not be possible without breaching physical distancing restrictions due to its size, and holding public meetings at the White Rock Community Centre would cause further financial impact to City Operations due to staffing resources and not enable live streaming;

WHEREAS Ministerial Orders require an adopted motion in order to hold public meetings electronically, without members of the public present in person at the meeting;

THEREFORE BE IT RESOLVED THAT the Land Use and Planning Committee (including all members of Council) authorizes the City of White Rock to hold the March 8, 2021 meeting to be video streamed and available on the City's website, and without the public present in the Council Chambers.

**Motion CARRIED**

**3. ADOPTION OF AGENDA**

**Motion Number: LU/P-030** It was MOVED and SECONDED

THAT the Land Use and Planning Committee adopt the agenda for March 8, 2021 as circulated.

**Motion CARRIED**

**4. ADOPTION OF MINUTES**

**Motion Number: LU/P-031** It was MOVED and SECONDED

THAT the Land Use and Planning Committee adopt the minutes of the February 8, 2021 meeting as circulated.

**Motion CARRIED**

**5. 1273 FIR STREET, WHITE ROCK ELEMENTARY SCHOOL EXPANSION - DEVELOPMENT VARIANCE PERMIT (DVP 20-023)**

Corporate report dated March 8, 2021 from the Director of Planning and Development Services titled "1273 Fir Street, White Rock Elementary School Expansion - Development Variance Permit (DVP 20-023)".

The Manager of Planning gave a PowerPoint outlining the project.

**Motion Number: LU/P-032** It was MOVED and SECONDED

THAT the Land Use and Planning Committee:

1. Recommend that Council direct staff to schedule the required Public Meeting for Development Variance Permit No. 436; and
2. Recommend that Council consider approval of Development Variance Permit No. 436.

**Motion CARRIED**

**6. EARLY REVIEW OF REZONING APPLICATION - 15916 RUSSELL AVENUE**

Corporate report dated March 8, 2021 from the Director of Planning and Development Services titled "Early Review of Rezoning Application - 15916 Russel Avenue".

The Manager of Planning gave a PowerPoint overview of the application.

The following discussion points were noted:

- Saving trees is important
- Concern that the proposed plantings won't have the trees surviving long term
- Inspection of current trees on the property / property lines noted that 3 to 4 of the trees are already in poor health
- Cash in lieu for trees is a possibility

**Motion Number: LU/P-033** It was MOVED and SECONDED

THAT the Land Use and Planning Committee recommends that Council direct staff to advance the zoning amendment Application at 15916 Russell Avenue to the next stage in the application review process.

**Motion DEFEATED**

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

**Motion Number: LU/P-034**It was MOVED and SECONDED

THAT the Land Use and Planning Committee direct staff work with the applicant for 15916 Russell Avenue on a revised design where as many trees as possible are preserved.

**Motion CARRIED**

Councillor Johanson voted in the negative

7. **CONCLUSION OF THE MARCH 8, 2021 LAND USE AND PLANNING  
COMMITTEE MEETING**

The Chairperson concluded the meeting at 7:10 p.m.

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Mayor Walker



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Tracey Arthur, Director of Corporate  
Administration

Unapproved

# THE CORPORATION OF THE CITY OF WHITE ROCK CORPORATE REPORT



**DATE:** March 8, 2021

**TO:** Mayor and Council

**FROM:** Carl Isaak, Director, Planning and Development Services

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

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## **RECOMMENDATIONS**

THAT Council:

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

## **EXECUTIVE SUMMARY**

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



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

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

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

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

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

#### **PREVIOUS COUNCIL DIRECTION**

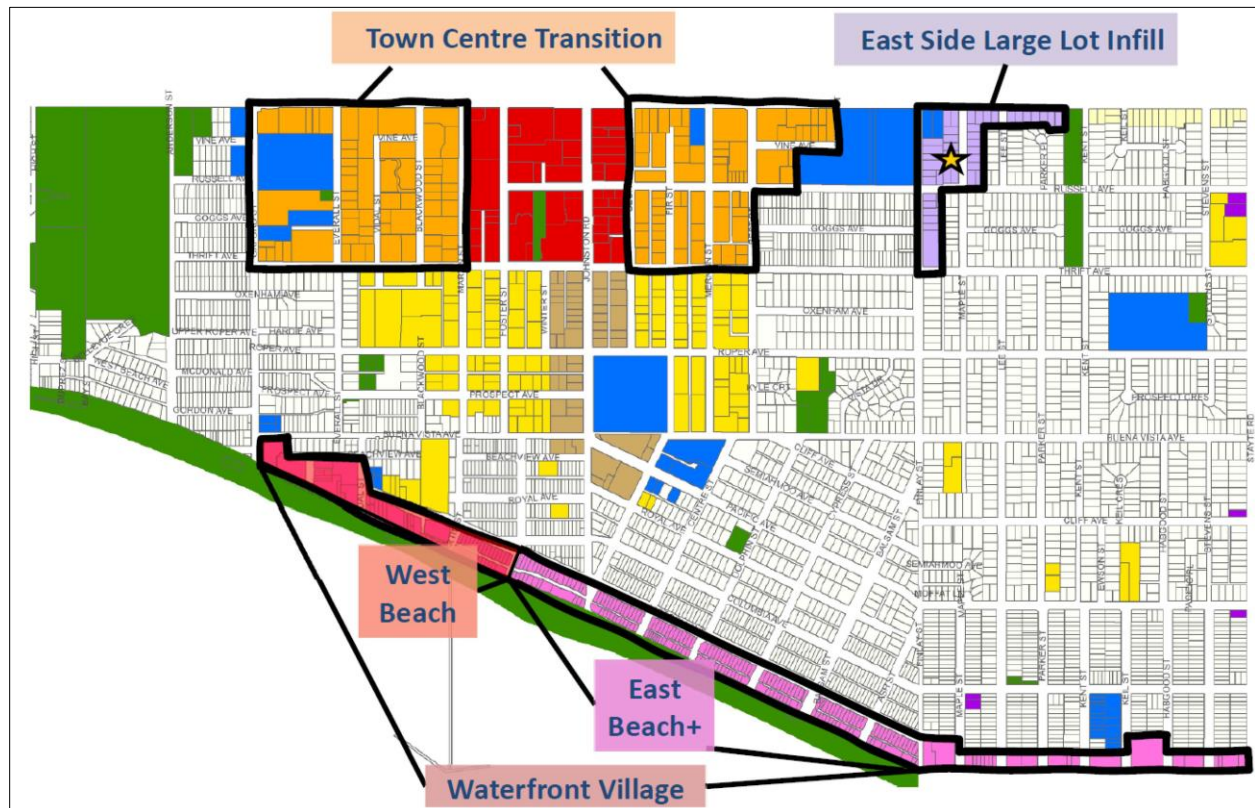
<b>Motion # &amp; Meeting Date</b>	<b>Motion Details</b>
LU/P-011 January 11, 2021	THAT the Land Use and Planning Committee directs staff to break down the information with West Beach as a separate option.
LU/P-012 January 11, 2021	THAT the Land Use and Planning Committee receive the corporate report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

#### **INTRODUCTION/BACKGROUND**

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

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

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



### Overall Survey Response

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

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

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

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

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

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

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

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

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

#### Town Centre Transition

This area had three options presented:

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

Of 491 responses, these are the total responses:

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

#### Waterfront Village (West Beach)

This area had two options presented:

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

Of 491 responses, these are the total responses:

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

#### Waterfront Village (East Beach)

This area had two options presented:

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

Of 491 responses, these are the total responses:

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

#### East Side Large Lot Infill Area

This area had two options presented:

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

Of 491 responses, these are the total responses:

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

#### **Next Steps**

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

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

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

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

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

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

### **FINANCIAL IMPLICATIONS**

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

### **LEGAL IMPLICATIONS**

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

### **COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS**

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

### **INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS**

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

### **CLIMATE CHANGE IMPLICATIONS**

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

### **ALIGNMENT WITH STRATEGIC PRIORITIES**

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

### **OPTIONS / RISKS / ALTERNATIVES**

The following options are available for Council’s consideration:

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

## **CONCLUSION**

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

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

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

Respectfully submitted,



Carl Isaak, MCIP, RPP  
Director, Planning and Development Services

## **Comments from the Chief Administrative Officer**

I concur with the recommendations of this corporate report.



Guillermo Ferrero  
Chief Administrative Officer

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

## **APPENDIX A**

### **Open Ended Comments from Building Heights Survey (by Area)**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Also, we want to emphasis to have character buildings.

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

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

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

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

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

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

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

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

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

Also, we want to emphasis to have character buildings.

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

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

Is that intended, or can that be better clarified?

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Any redevelopment or new building will survive with 3 stories.

Thank you.

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

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

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

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

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

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

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

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

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

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

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

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

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

involvement.

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

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

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

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

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

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

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

Thank you for all your efforts and God bless.

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

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

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

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

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

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

Who can honestly afford a 800 k apartment in here ?

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

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

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

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

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

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

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

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

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

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

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

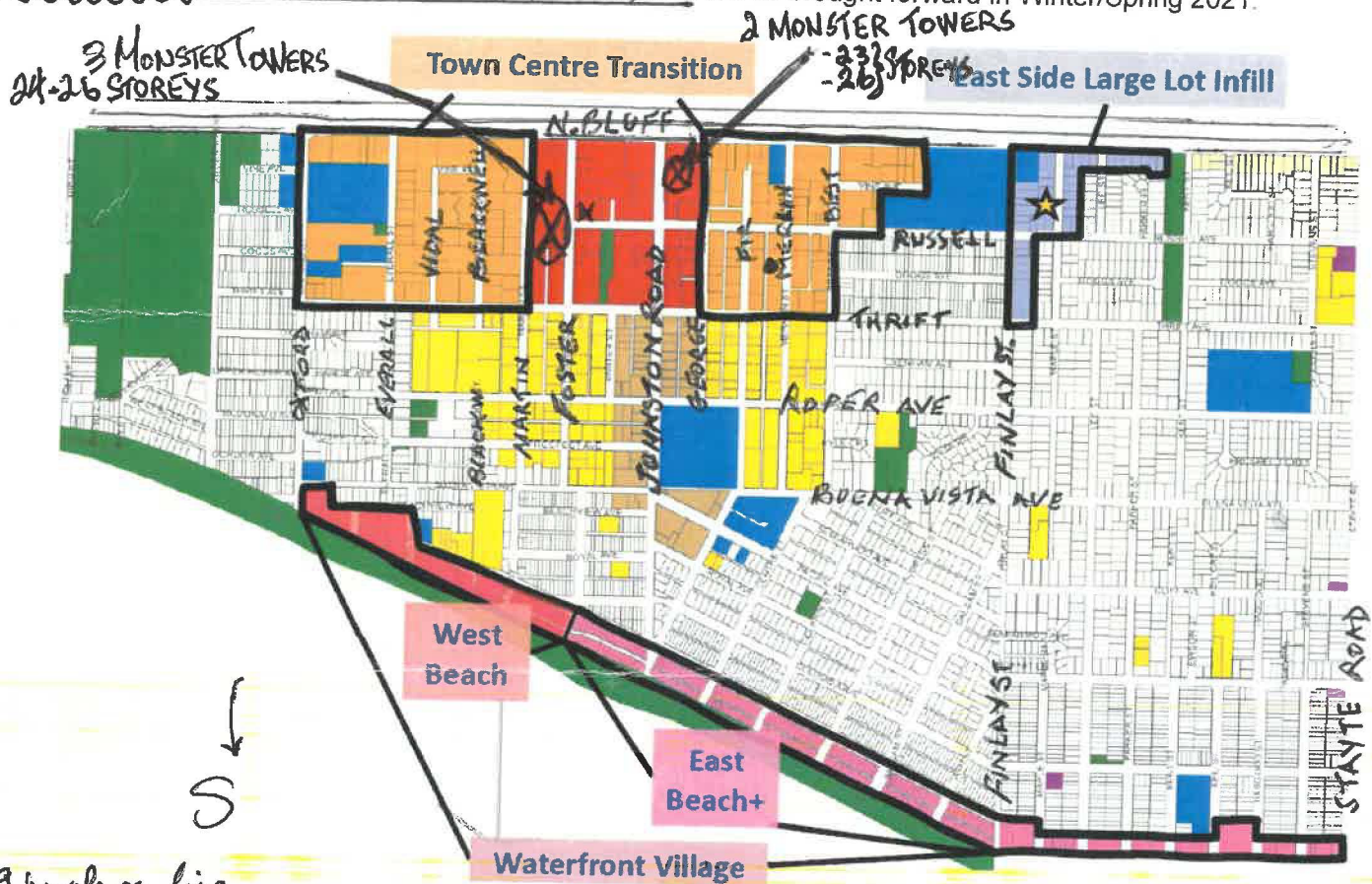
## How tall should buildings be in White Rock?

26

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

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

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



59 people on line

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

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

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

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

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

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

**Planning – Building Heights Survey**

**15322 Buena Vista Avenue**

**White Rock, BC V4B 1Y6**

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

## Town Centre Transition Areas

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

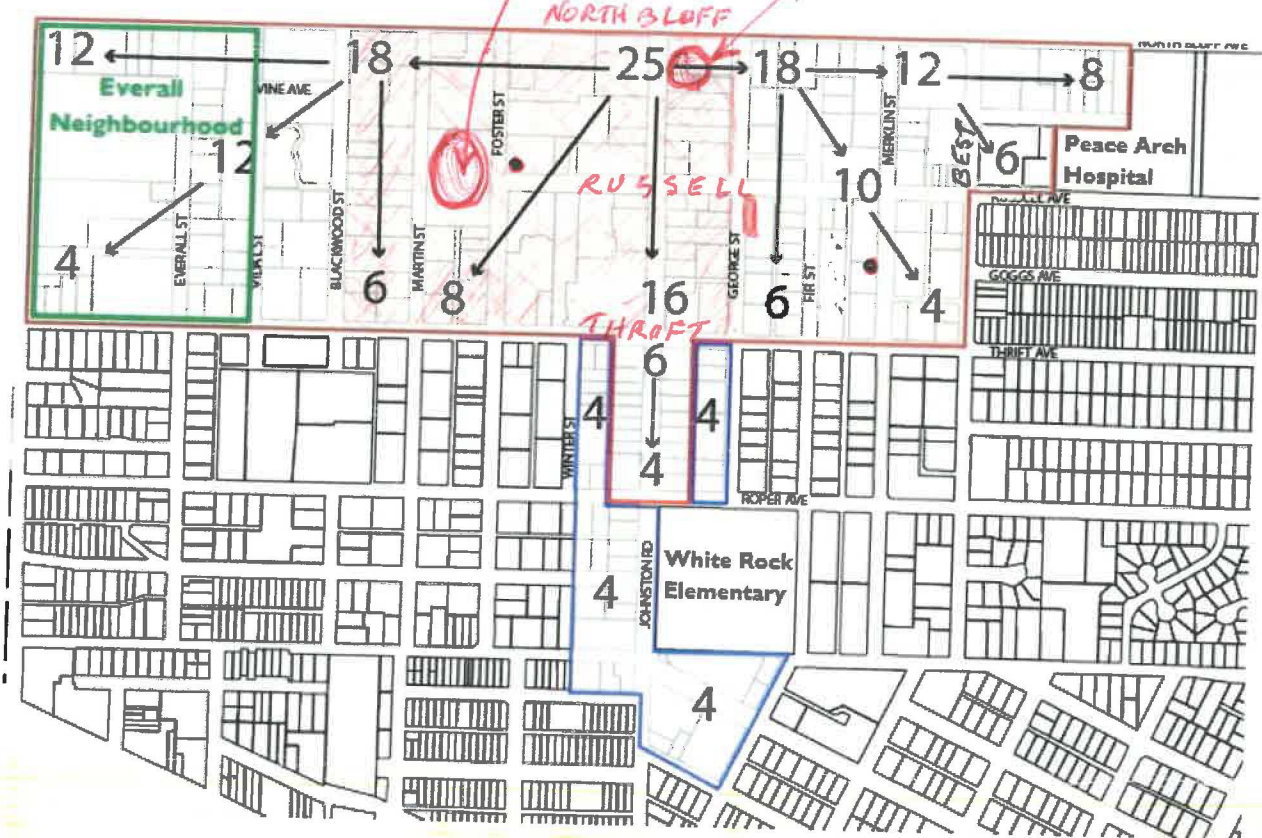
The 3 options in the following pages (A, B, and C) present "high", "medium" and "low" building height maximums.

**3 MONSTER TOWERS - 26 STOREYS**

**MORE MONSTER TOWERS**

- 23 STOREYS  
- 26 STOREYS

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



Martin Foster

3 Monster Towers

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

26 overht. bldgs.

-18

8 x 3 = 24 stories PAY BACK

Johnston/N. Bluff Monster Towers.

26

-18

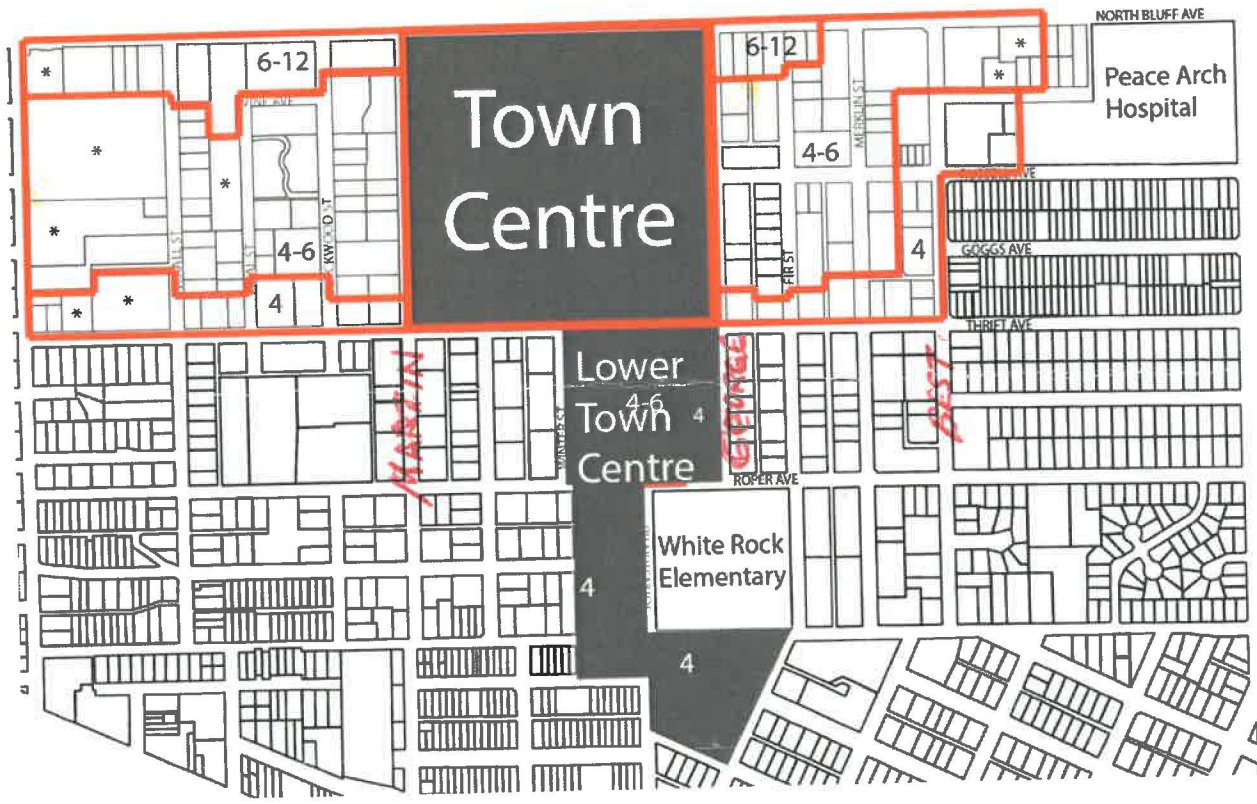
23

-18

8 storeys + 5 storeys = 13 more storeys PAY BACK

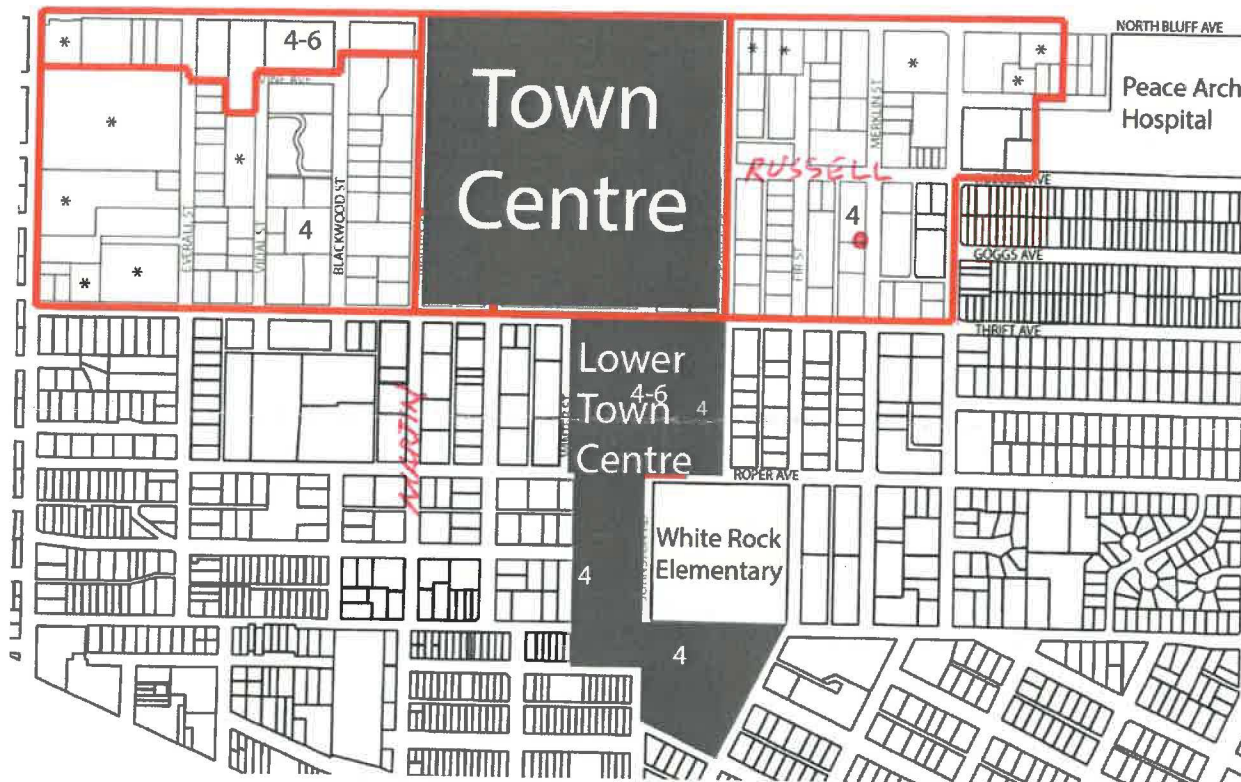
Total PAY BACK known to date = 24 + 13 = 37 STOREYS PAY BACK TO RESIDENTIALS IN "HEIGHT" ZONES.

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



WHAT IS CONSIDERED "MARKET RENT"?

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



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

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

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

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

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

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

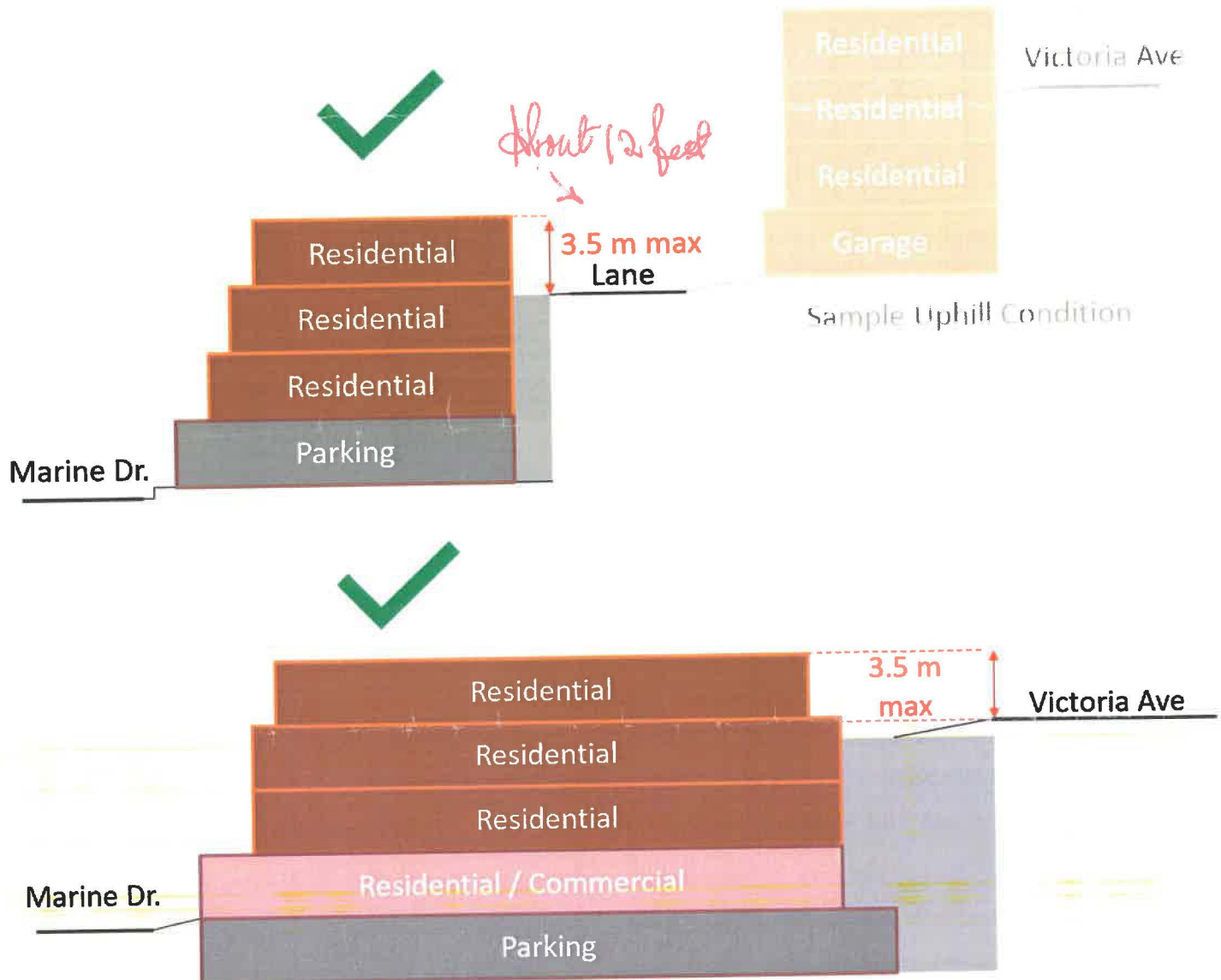
*PROPOSED GEORGE & RUSSELL 6-STOREY Development of 88 units (from 25 currently)*  
*George St. proposed 60 storeys/88 units*  
*15 (rounded) = approx 15 units per floor.*  
*4 storeys would give Developer 60 units (from 88)*  
*Currently that site houses 25 units.*  
*Developer puts 45+ more residents/units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

## Waterfront Village (West Beach and East Beach)

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### East Side Large Lot Infill Area



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

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

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

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

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

☒ Other (please specify).

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

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

ALWAYS HAVE A VIEW TO WATER/ENERGY CONSUMPTION

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

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

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

☒ White Rock (Town Centre Transition Areas)

☐ White Rock (West Beach - Waterfront Village Area)

☐ White Rock (East Beach - Waterfront Village Area)

☐ White Rock (East Side Large Lot Infill Area)

☐ Other Area in City of White Rock

☐ City of Surrey

☐ Other (please specify)

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

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

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

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

*(1)*

*E: lavonne2007@shaw.ca*

ANOTHER POINT: Please note ☆ on p.3.

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

FEBRUARY 2021

**REGARDING:**

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

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

**Todd & Rita Conkey**      [toddconkey@gmail.com](mailto:toddconkey@gmail.com)

2

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

FEBRUARY 2021

**REGARDING:**

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

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

**Una Erdodi**      [erdodi-basic@telus.net](mailto:erdodi-basic@telus.net)

3

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

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

UC

FEBRUARY 2021

**REGARDING:**

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

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

**Bill & Mary O'Donovan** [liam.o@shaw.ca](mailto:liam.o@shaw.ca)

(4)

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



FEBRUARY 2021

**REGARDING:**

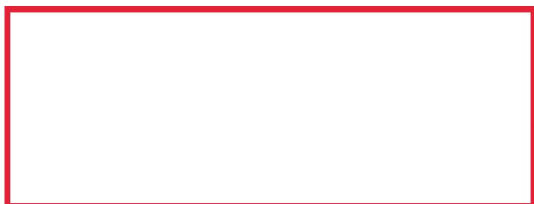
**Town Centre Transition (TCT) options on buildings heights as provided by City Hall, Municipality of White Rock..**

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

**Gerry & Jane Tohill** [gptohill@gmail.com](mailto:gptohill@gmail.com)

(5)

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



FEBRUARY 2021

**REGARDING:**

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

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

**Leslie Gaskell**  
**Gordon McGinnis**      [thegaskells@shaw.ca](mailto:thegaskells@shaw.ca)

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

6

FEBRUARY 2021

**REGARDING:**

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

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

**Steve Long** [SGL4747@gmail.com](mailto:SGL4747@gmail.com)

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

7

# THE CORPORATION OF THE CITY OF WHITE ROCK CORPORATE REPORT



**DATE:** January 11, 2021

**TO:** Land Use and Planning Committee

**FROM:** Carl Isaak, Director, Planning and Development Services

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

## **RECOMMENDATION**

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

## **EXECUTIVE SUMMARY**

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



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

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

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

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

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

### **PREVIOUS COUNCIL DIRECTION**

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

### **INTRODUCTION/BACKGROUND**

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

#### **Areas of Focus**

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

## Town Centre Transition

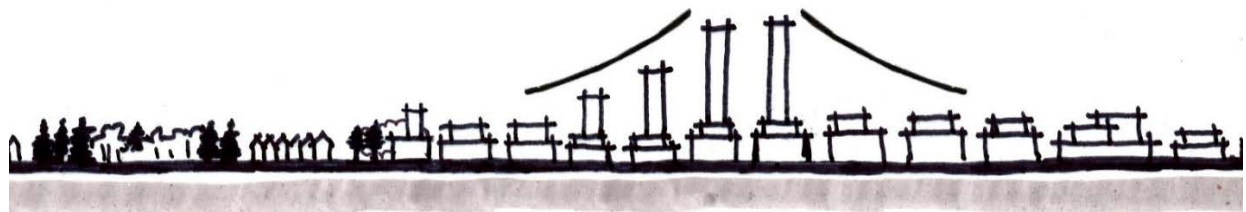
The feedback received on the online survey in Phase 1 regarding building heights in the Town Centre Transition (TCT) areas indicated similar support levels for both mid-rise (5-11 storeys) and low-rise (3-4 storeys) buildings as being appropriate building forms in these areas (approximately half of all respondents were supportive of each type), whereas high-rise buildings (12+ storeys) were supported only by 22% of respondents. Multiple respondents also noted a preference that any taller buildings be located along North Bluff Road. The three options below include retaining the current policies as well two alternatives, one with a greater allowance for mid-rise buildings and one which would generally cap heights at 3-4 storeys, with a small section of 4-6 storey buildings on North Bluff Road.

### TCT - Option A (status quo)

The first option presented for the Town Centre Transition areas would be to retain the existing height mapping as presented in Figure 10 of the OCP (see below).



The current height policy for the Town Centre Transition areas is to be a small drop in height from the Town Centre (e.g. 18 storeys on North Bluff Road, beside the Town Centre which is approximately 25 storeys in height) and for buildings to gradually reduce in height as you move outward east, west, and south with 12 storeys at Oxford Street, 8 storeys at Hospital Street, and 4-6 storeys along Thrift Avenue (6 storeys closer to the Town Centre). This east-west skyline could be described conceptually as like a ‘tent’, as shown in the cross-section diagram below.

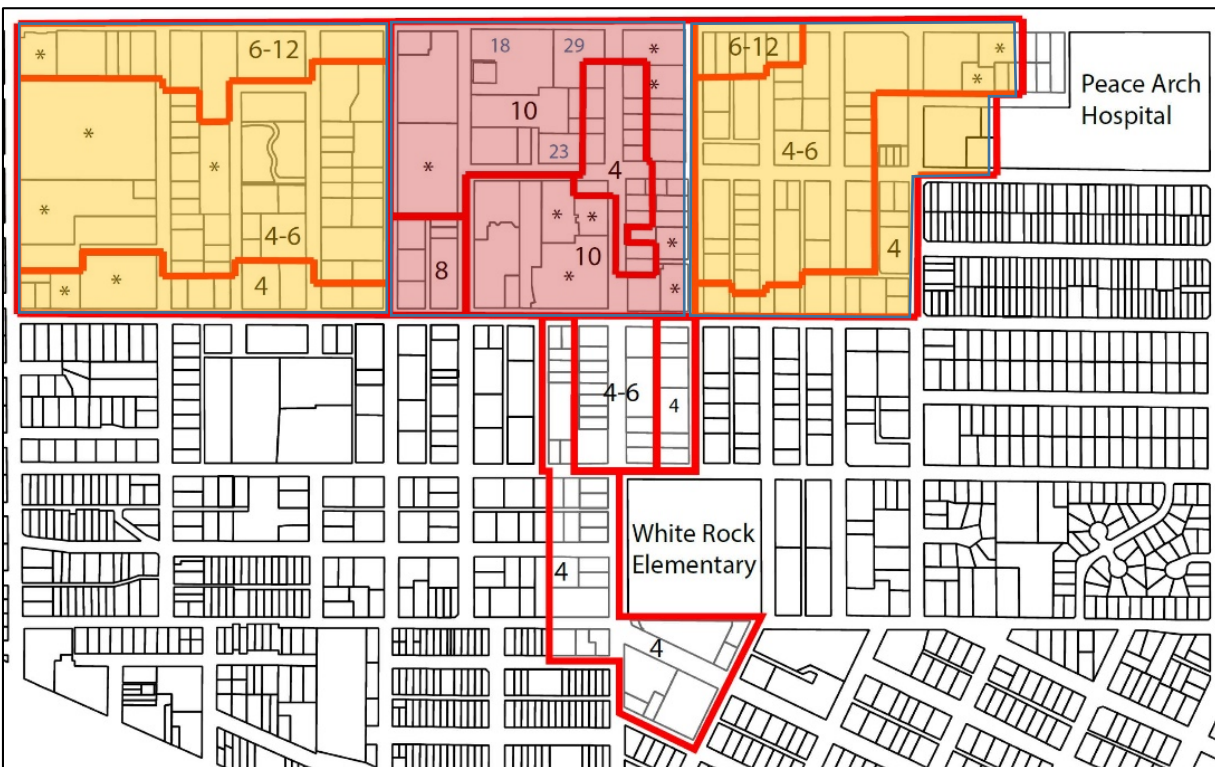


The “potential” heights in the OCP form a guideline such that if they were to be exceeded (e.g., a 13-14 storey building being located where the diagram indicates a 12 storey height), the Plan

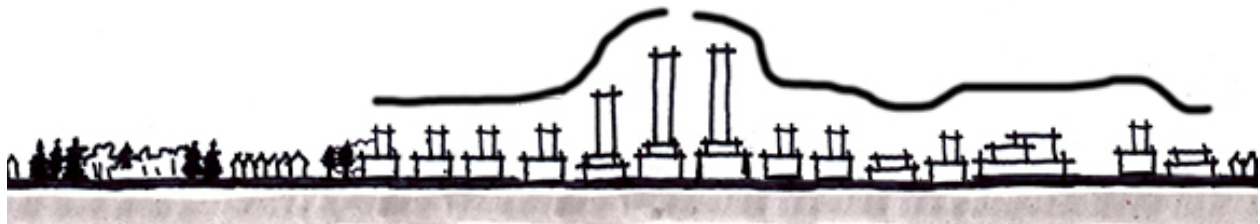
would not require amendment to accommodate the development; only changes to the density, building type or land use, as explicitly outlined in the Plan, would require an OCP amendment.

### TCT - Option B

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



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



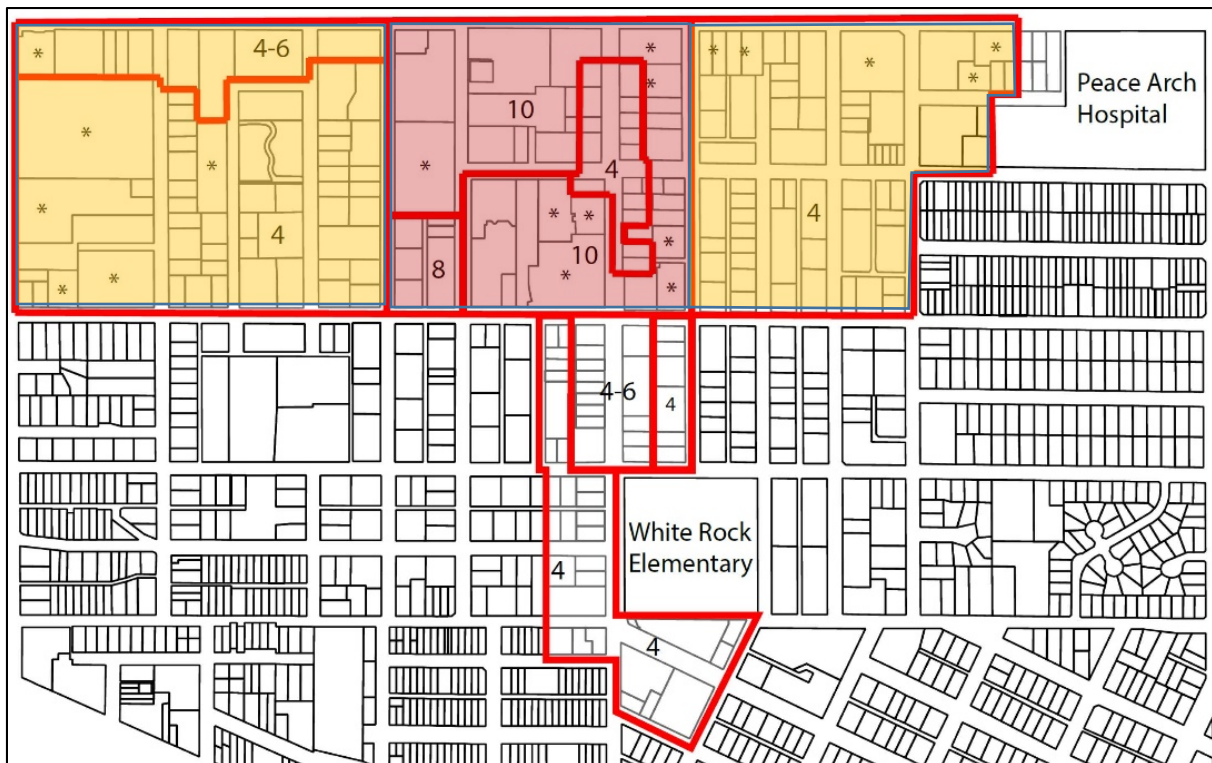
As the transition in this option from the taller buildings in the Town Centre is more sudden than that in Option A, Option B could be conceptually likened to a “dome” type of skyline (viewed at a distance from west to east), with a series of mid-rise buildings bracketing the taller high-rises

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

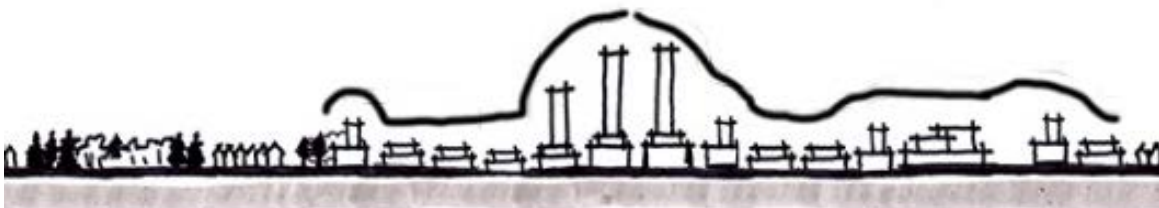
In this option it is proposed that where a range of storeys/density are allowed, that the height and density above the base 4 or base 6 storeys (i.e., up to 6, or up to 12 storeys) be conditional on the new building offering a certain portion of its units as affordable rental housing, in addition to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

### TCT - Option C

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



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



### **Waterfront Village Area**

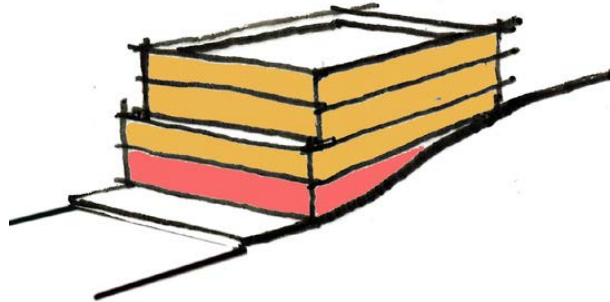
The feedback received on the online survey in Phase 1 regarding building heights in the Waterfront area indicated high levels of support for both low-rise (64% support) and 1-2 storey commercial buildings (61% support) as being appropriate building forms in the waterfront area, with 11% supporting mid-rise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

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

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

#### WV - Option A (status quo)

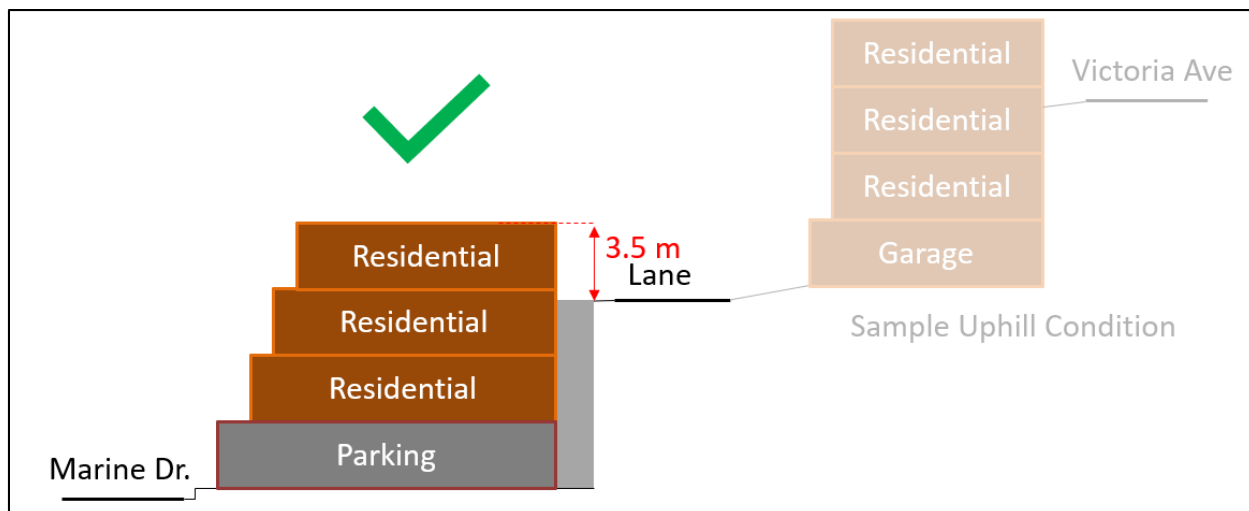
This Option would be to leave the existing policy framework intact. The current height policy in the Waterfront Village land use designation (area) allows buildings “up to 4 storeys in height”. The associated diagrams show buildings constructed on a hillside, with the lowest level typically commercial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



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

#### WV - Option B

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



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

### **East Side Large Lot Infill Area**

#### **ES - Option A (status quo)**

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

#### **ES - Option B**

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

### **FINANCIAL IMPLICATIONS**

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

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

## **LEGAL IMPLICATIONS**

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

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

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

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

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

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

- BC Housing;

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

## **COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS**

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

## **INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS**

Not applicable.

## **CLIMATE CHANGE IMPLICATIONS**

Not applicable.

## **ALIGNMENT WITH STRATEGIC PRIORITIES**

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

## **OPTIONS / RISKS / ALTERNATIVES**

The Land Use and Planning Committee may consider:

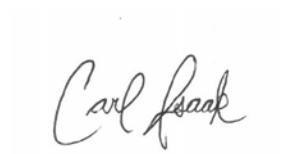
1. Directing staff to revise the options being presented to the public in Phase 2 of the OCP Review for building heights outside the Town Centre, as specifically identified by Council, which may postpone the start of the engagement currently scheduled to begin January 14, 2021; or
2. Identify additional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

## **CONCLUSION**

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

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


Respectfully submitted,



Carl Isaak, MCIP RPP  
Director, Planning and Development Services

**Comments from the Chief Administrative Officer**

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

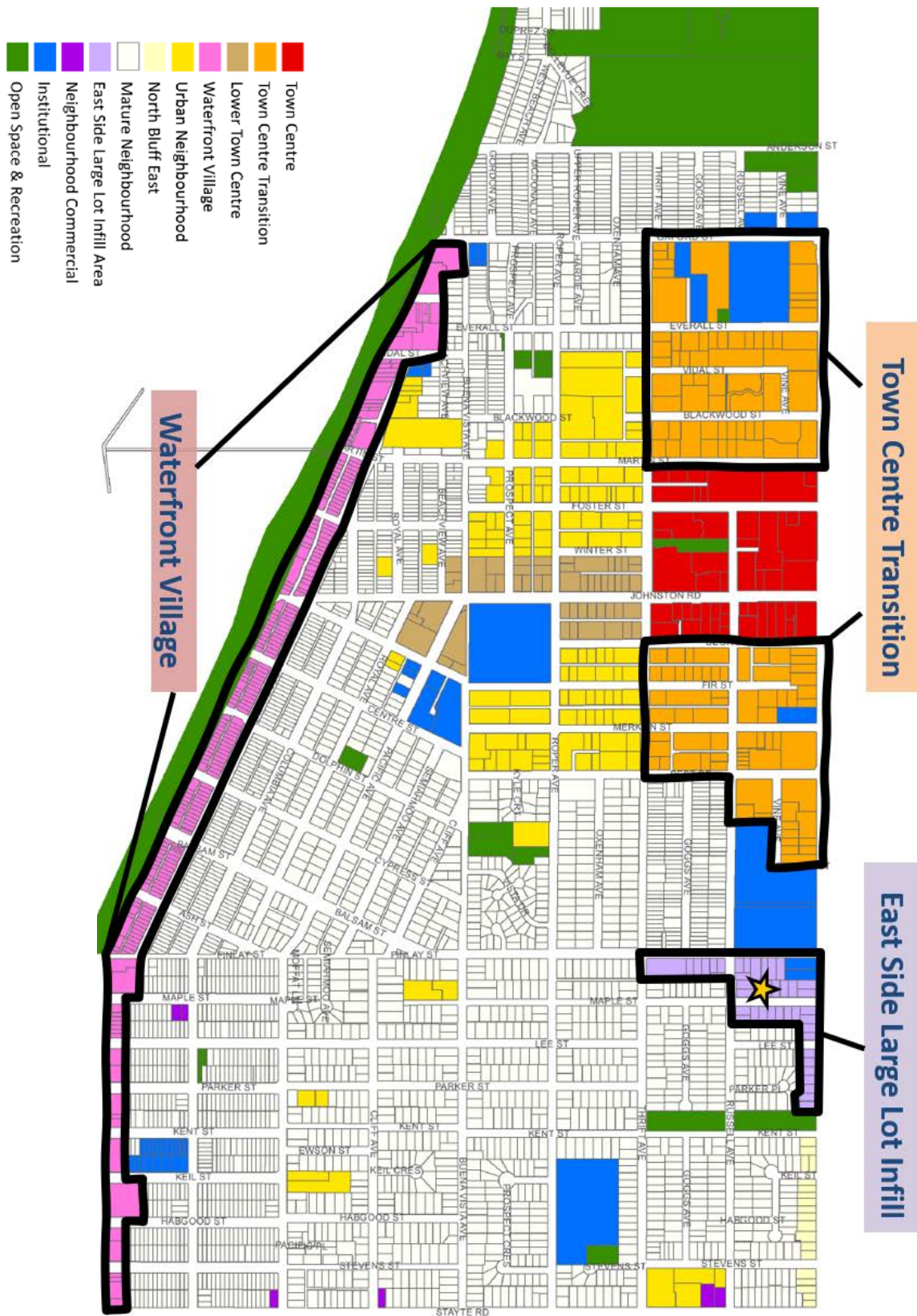


Guillermo Ferrero  
Chief Administrative Officer

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

## APPENDIX A

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



# Building Heights Options from Online Survey Outside the Town Centre

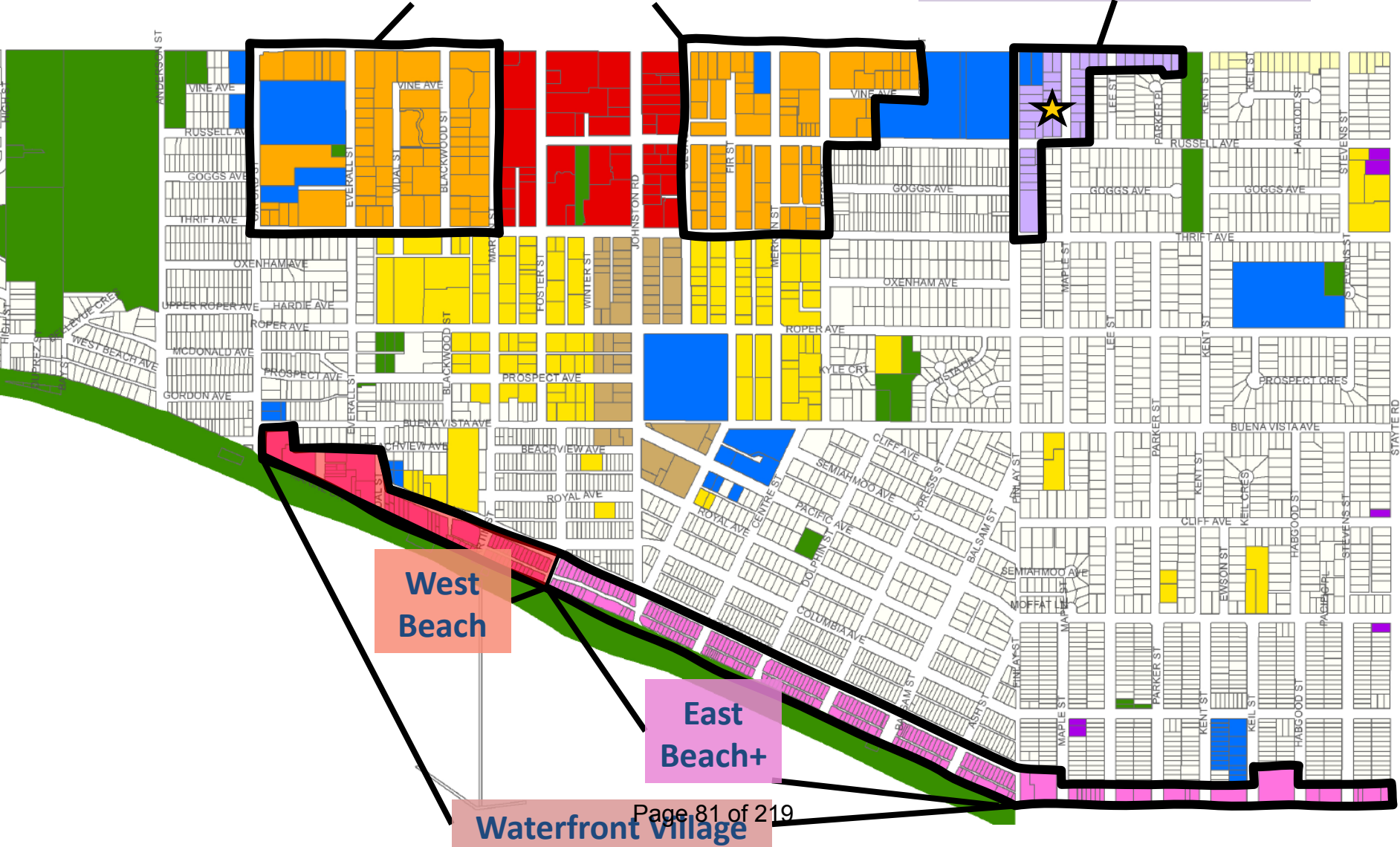
**WHITE ROCK**  
*My City by the Sea!*

March 29, 2021

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## Town Centre Transition

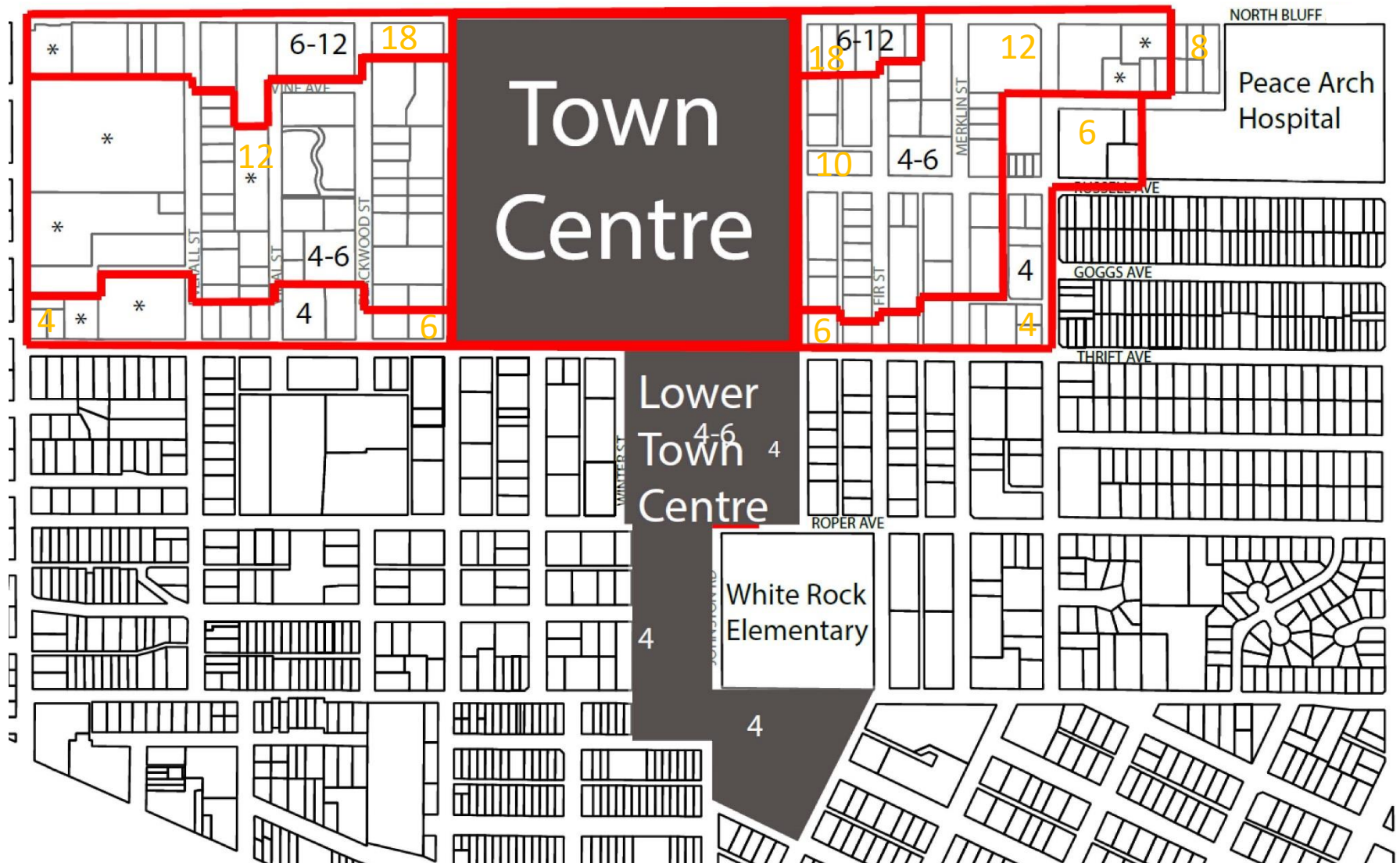
## East Side Large Lot Infill



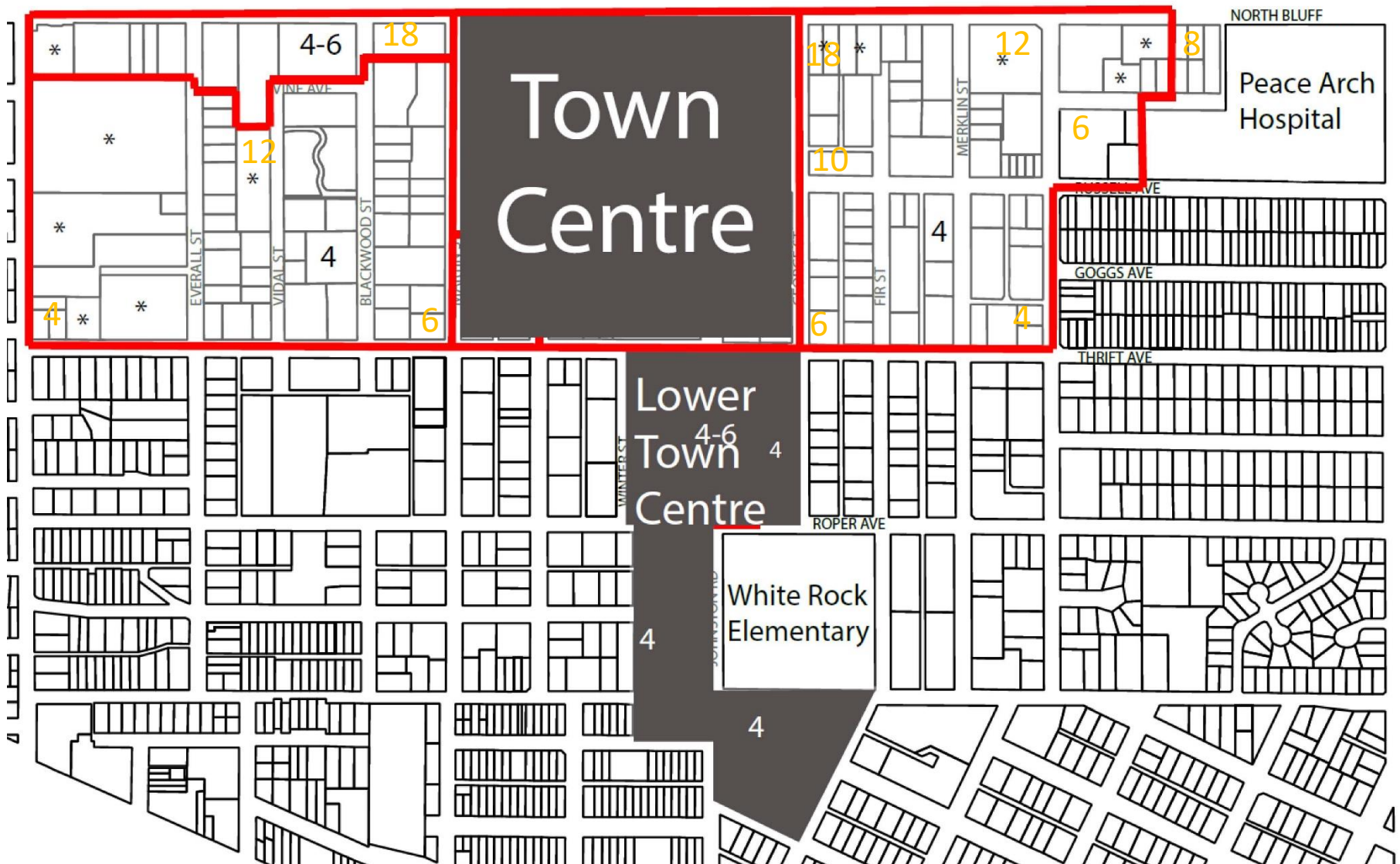
***TCT Option A (High) – Current Policy – 32%***



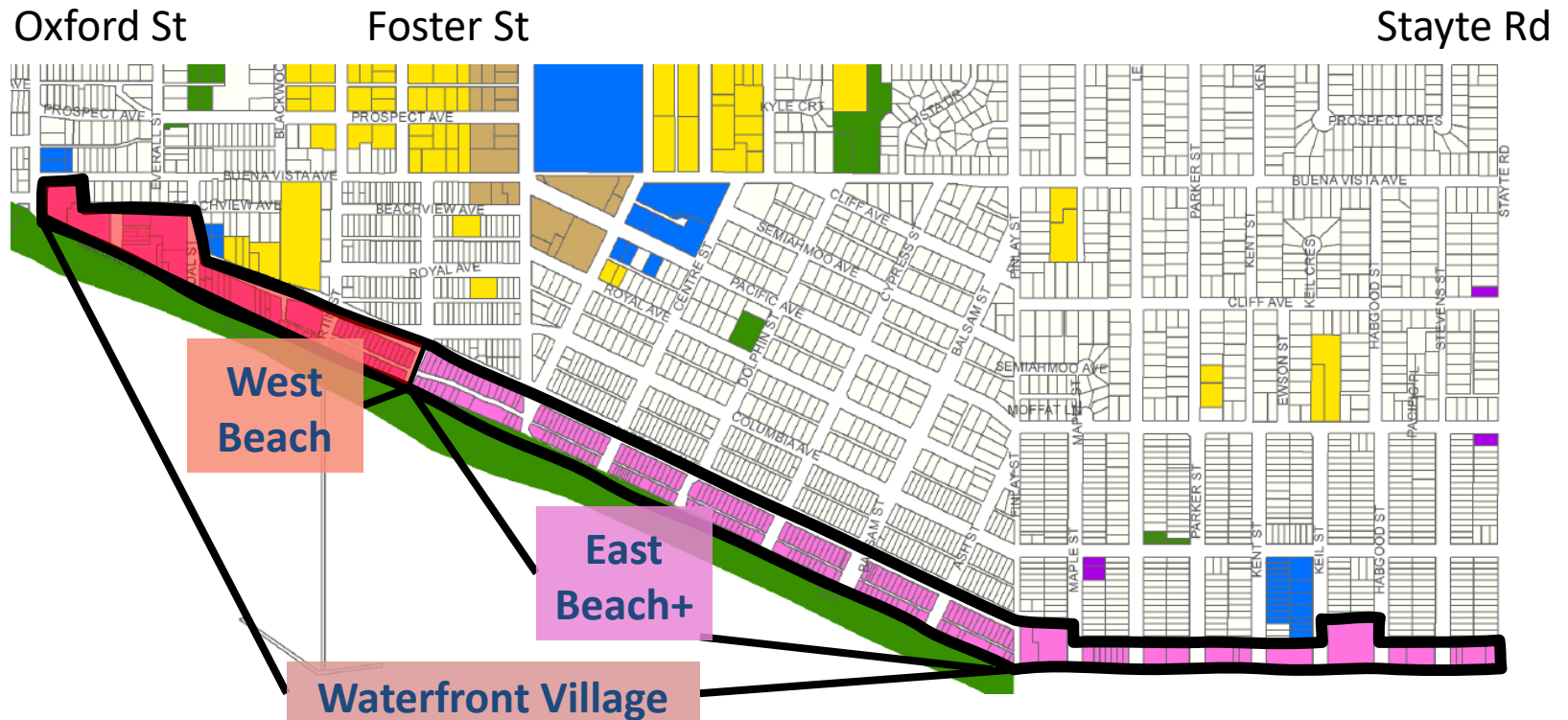
# *TCT Option B (Medium) – Mid-rise NB – 19%*



# TCT Option C (Low) – 4-6 storeys on NB – 43%



# Waterfront Village Building Heights

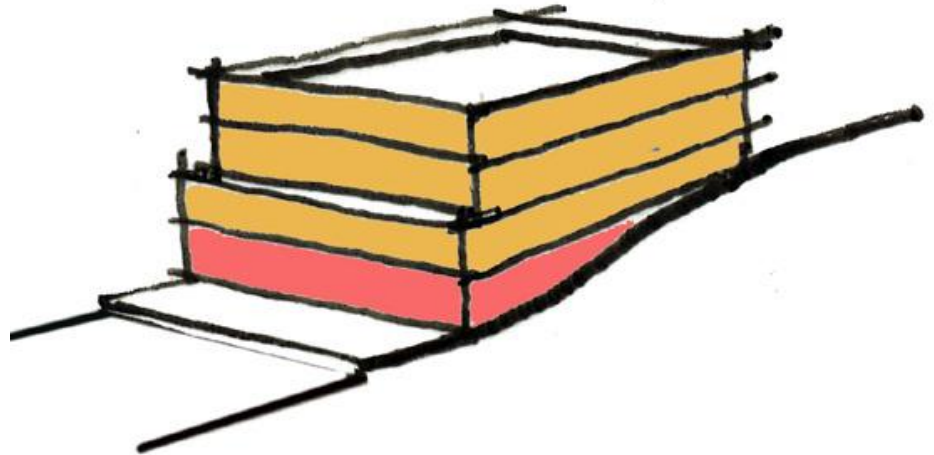


# Waterfront Village Building Heights

**WV Option A:** Keep current policies - 4 storey maximum and 2.0 FAR. Specific height for each property determined by current zoning or through rezoning application.

West Beach – 39%

East Beach – 38%

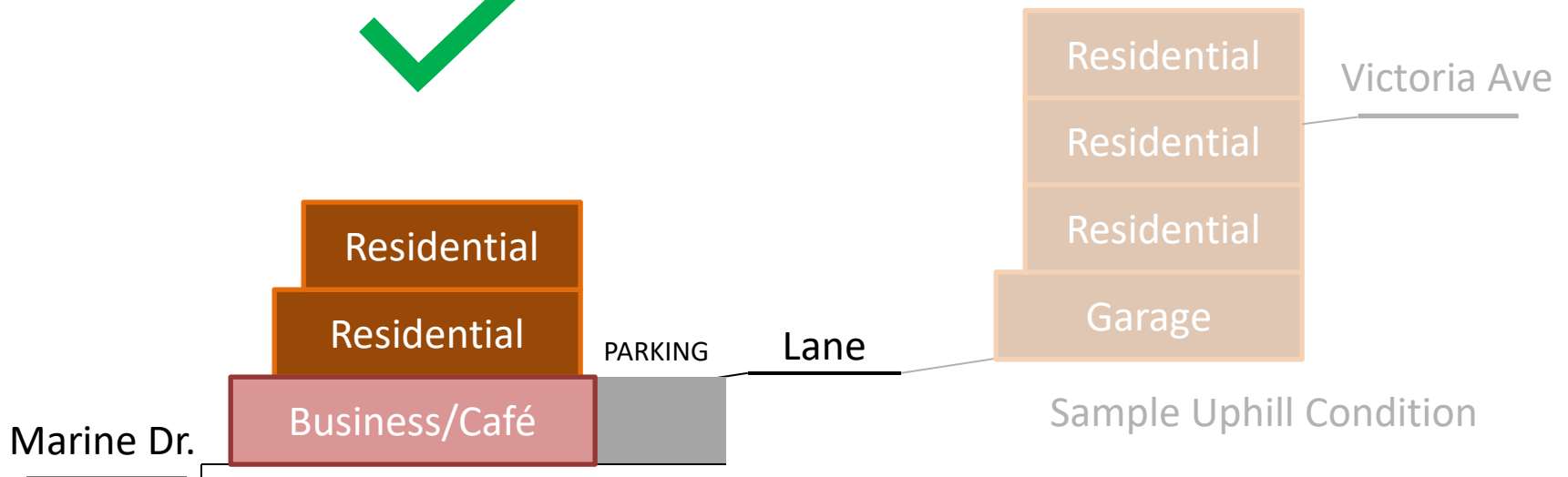


# Waterfront Village Building Heights

**WV Option B:** Allow 3 storeys in all areas and establish conditions when a 4<sup>th</sup> storey is permitted. 3 storeys are generally already permitted in the Zoning Bylaw for waterfront zones.

West Beach – 48%

East Beach – 49%



# *Waterfront Village Building Heights*

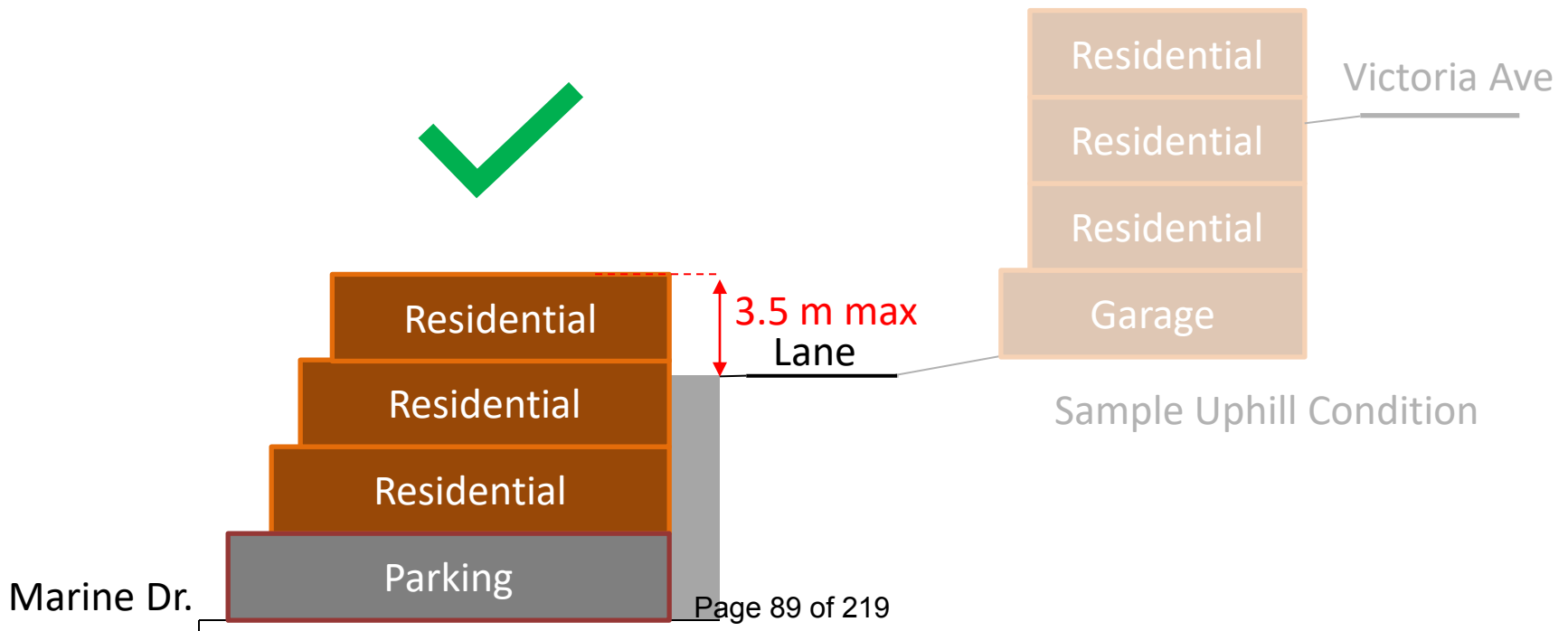
**WV Option B:** Also, only allow density to exceed 1.5 FAR (up to 2.0 FAR) if containing a commercial use and incorporating a zero lot line setback with an adjacent existing commercial use. This level of density is more appropriate where setbacks from adjacent buildings are not expected/necessary, and is typical already for the streetscape along Marine Drive.



# Waterfront Village Building Heights

**WV Option B:** Allow 3 storeys in all areas and establish conditions when a 4<sup>th</sup> storey is permitted. 3 storeys are generally already permitted in the Zoning Bylaw for waterfront zones.

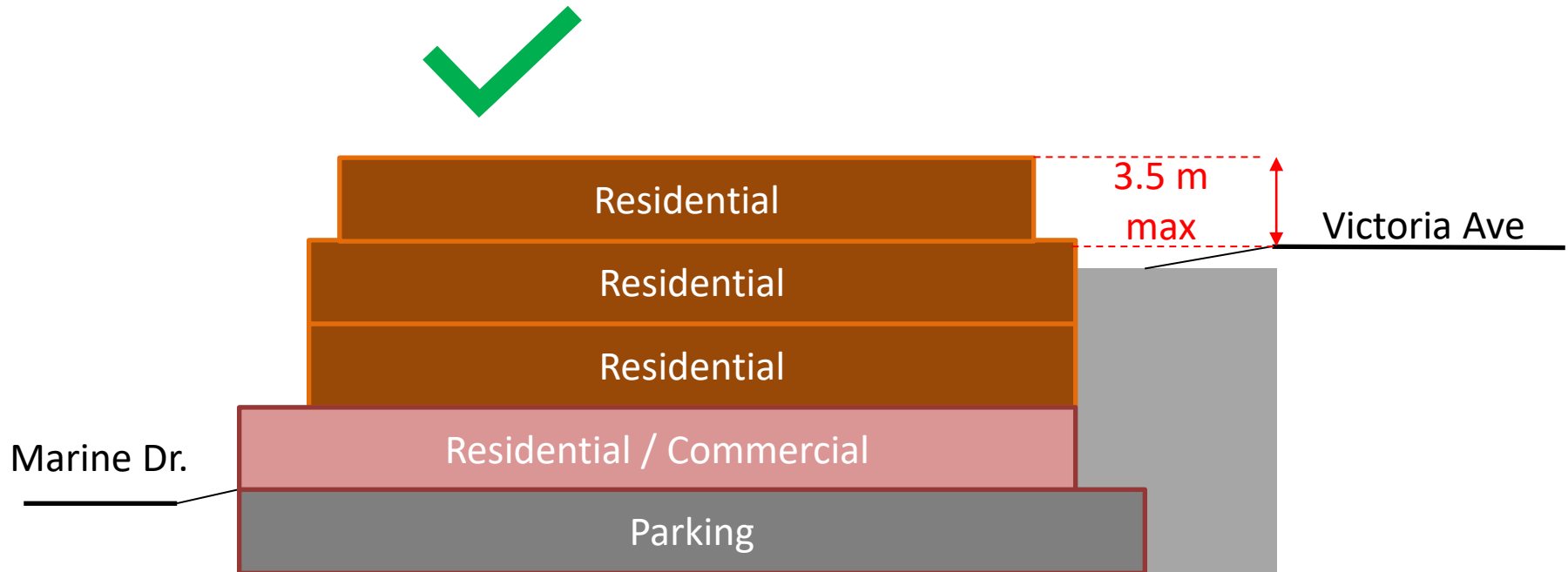
i.e. a 4<sup>th</sup> storey (including parking level) is only allowed where the height of the building is less than 3.5 metres (11.5 feet) above the ground on the high side of the lot. 4 storeys + 1 parking level is also acceptable.



# Waterfront Village Building Heights

**WV Option B:** Allow 3 storeys in all areas and establish conditions when a 4<sup>th</sup> storey is permitted. 3 storeys are generally already permitted in the Zoning Bylaw for waterfront zones.

i.e. a 4<sup>th</sup> storey (including parking level) is only allowed where the height of the building is less than 3.5 metres (11.5 feet) above the ground on the high side of the lot. 4 storeys + 1 parking level is also acceptable.



# *East Side Large Lot Infill Area*



# ***East Side Large Lot Infill Area***

**ES Option A** (current policy) limits height to 3 storeys and a ground-oriented townhouse format along Maple Street, north of Russell Avenue.

As the adjacent property to the west is being developed as a 13-storey mixed residential building, staff propose allowing the subject site to bridge the gap (blend the transition) from the 13 storey ALTUS building and the 3 storey townhouses and single family homes on the east side of Maple Street. A rezoning would still be required, but the height would be supported in the OCP.

## **Option A - 45%**

**ES Option B** in this would enable a maximum of 5 storeys on the site east of ALTUS, with any portions of the building fronting on Maple Street or Russell Avenue not exceeding 4 storeys.

## **Option B - 41%**

# *East Side Large Lot Infill Area*



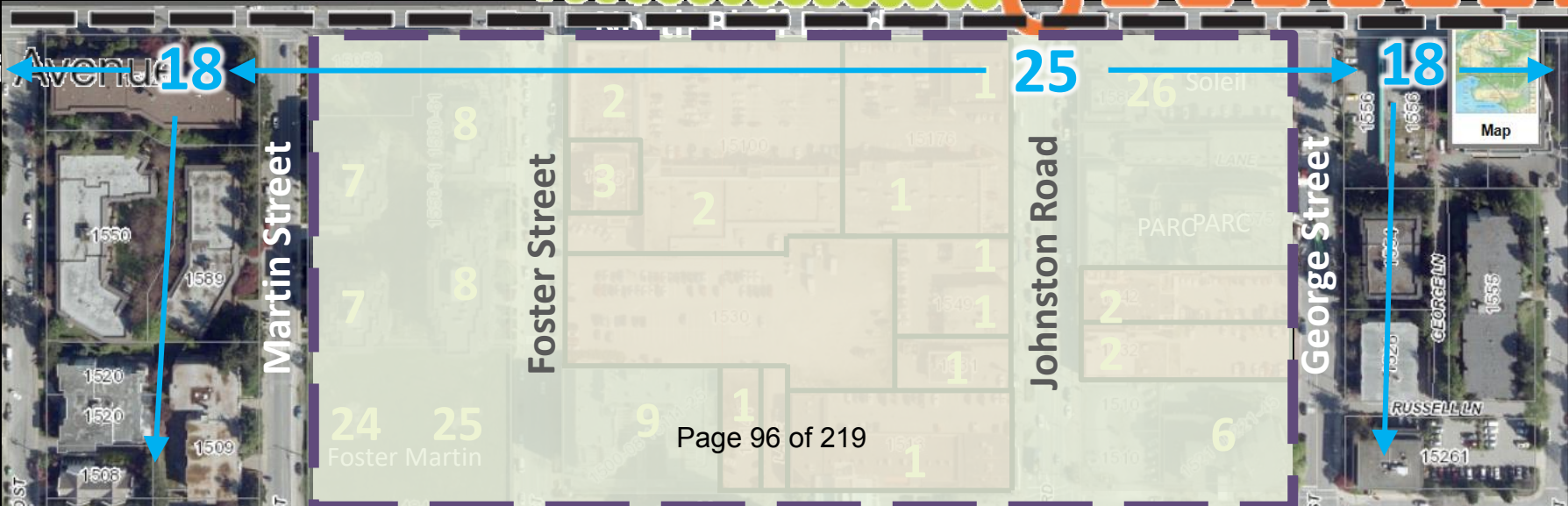
# *East Side Large Lot Infill Area*



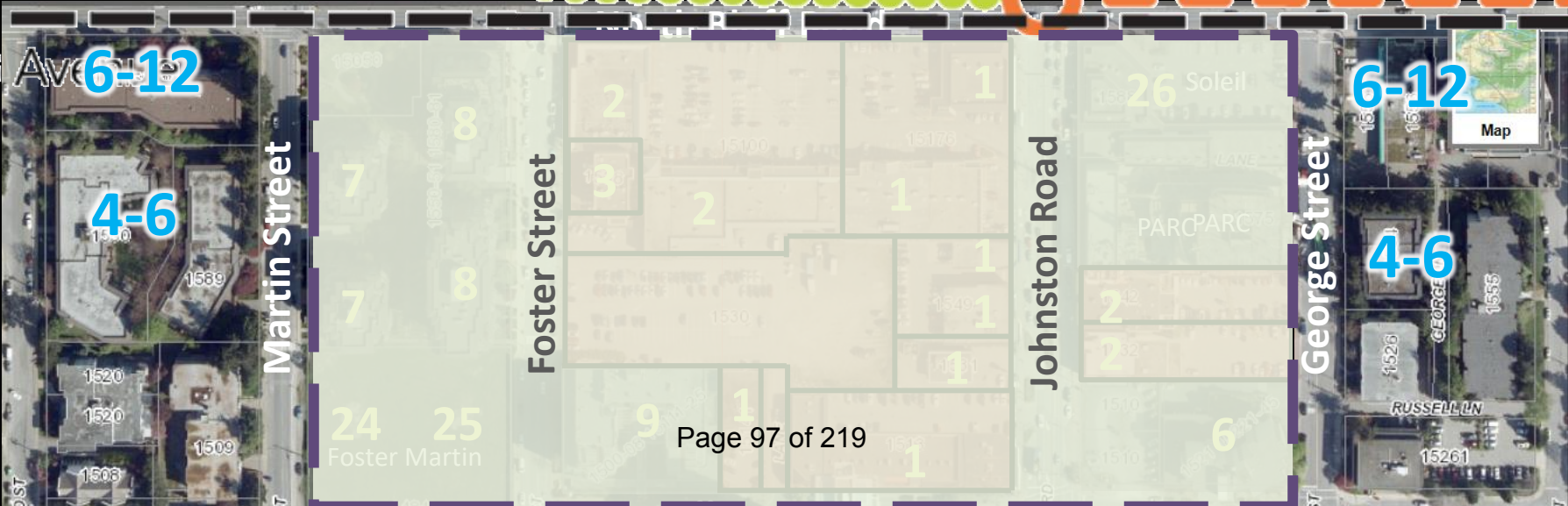


# *Questions and Answers*

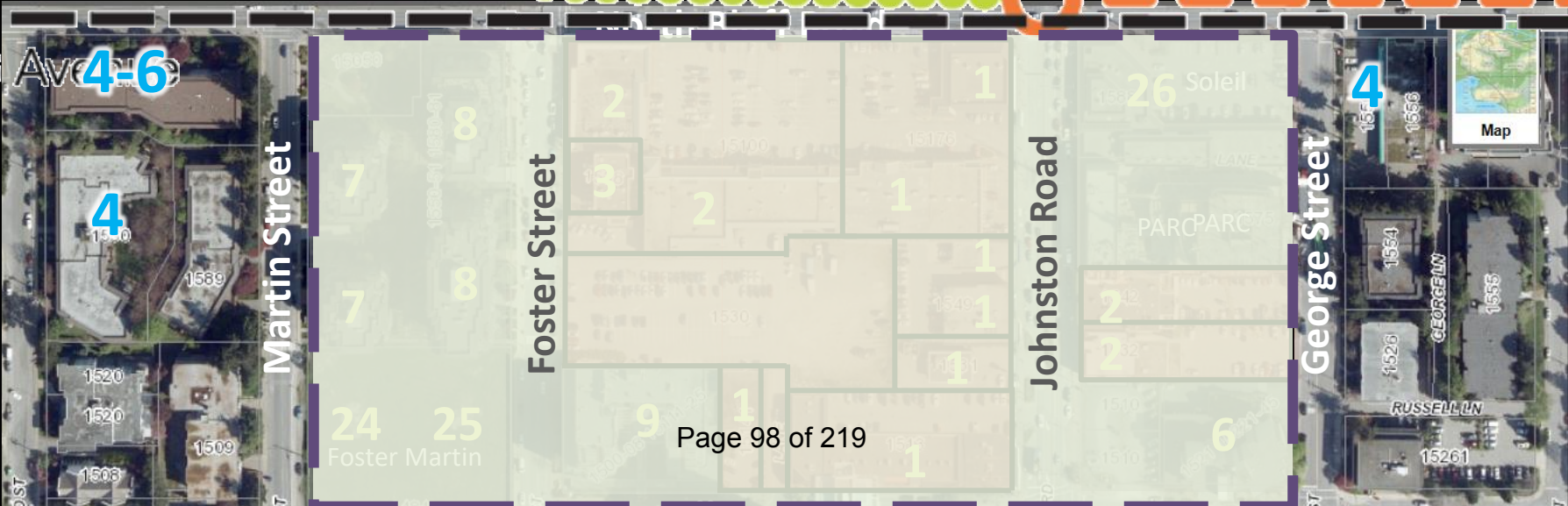
Option A Alignment with Semiahmoo (Surrey) Town Centre Plan



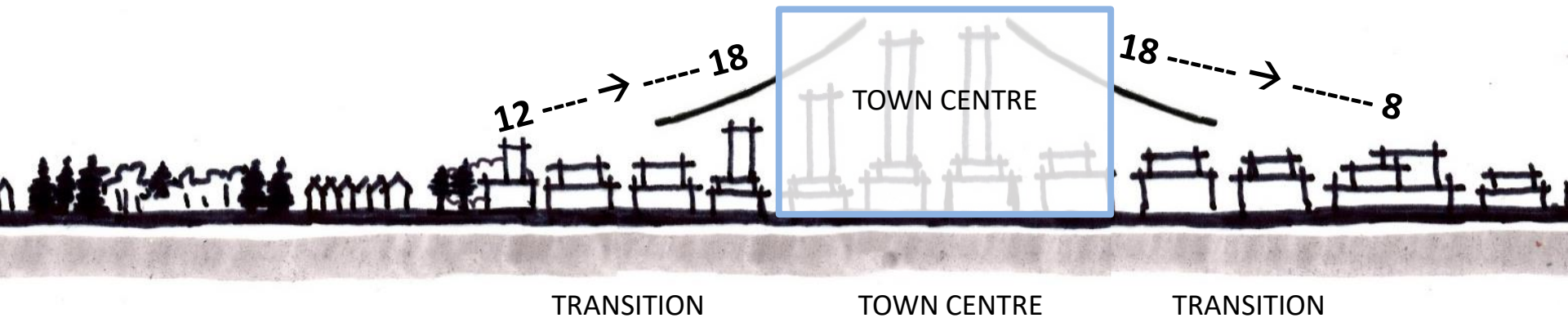
Option B Alignment with Semiahmoo (Surrey) Town Centre Plan



Option C Alignment with Semiahmoo (Surrey) Town Centre Plan



# ***TCT Option A – Current Policy***



***City Form – West-East Section (looking from south)***

# TCT Option A – Keep current height & density policies

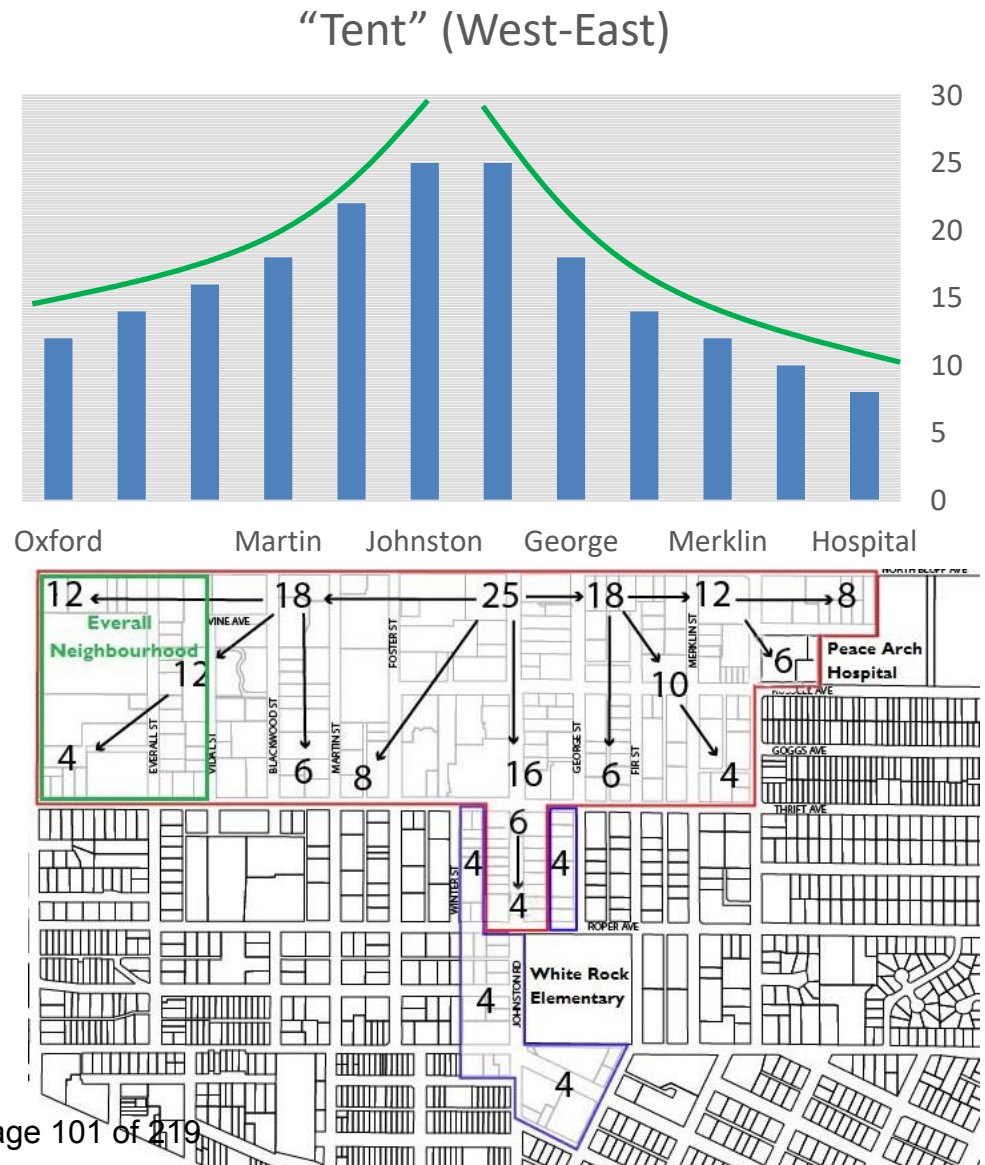
## Overall Principles

- Outside of Town Centre, gradual ('tent'-like) transition from 18 storeys to existing tall buildings on west (12 storeys) and east (8 storeys).
- In Transition area, properties north of Thrift Avenue given bonus density (40% more floor area) for providing part of the building as market rental. Rental replacement also required through separate OCP policy, on a 1:1 basis.
- Town Centre maximum density and height reflect existing buildings and current CR-1 zoning (80.7 metre height limit and 5.4 FAR; roughly 25 storeys).

# TCT Option A – Keep current height & density policies

## Height Summary

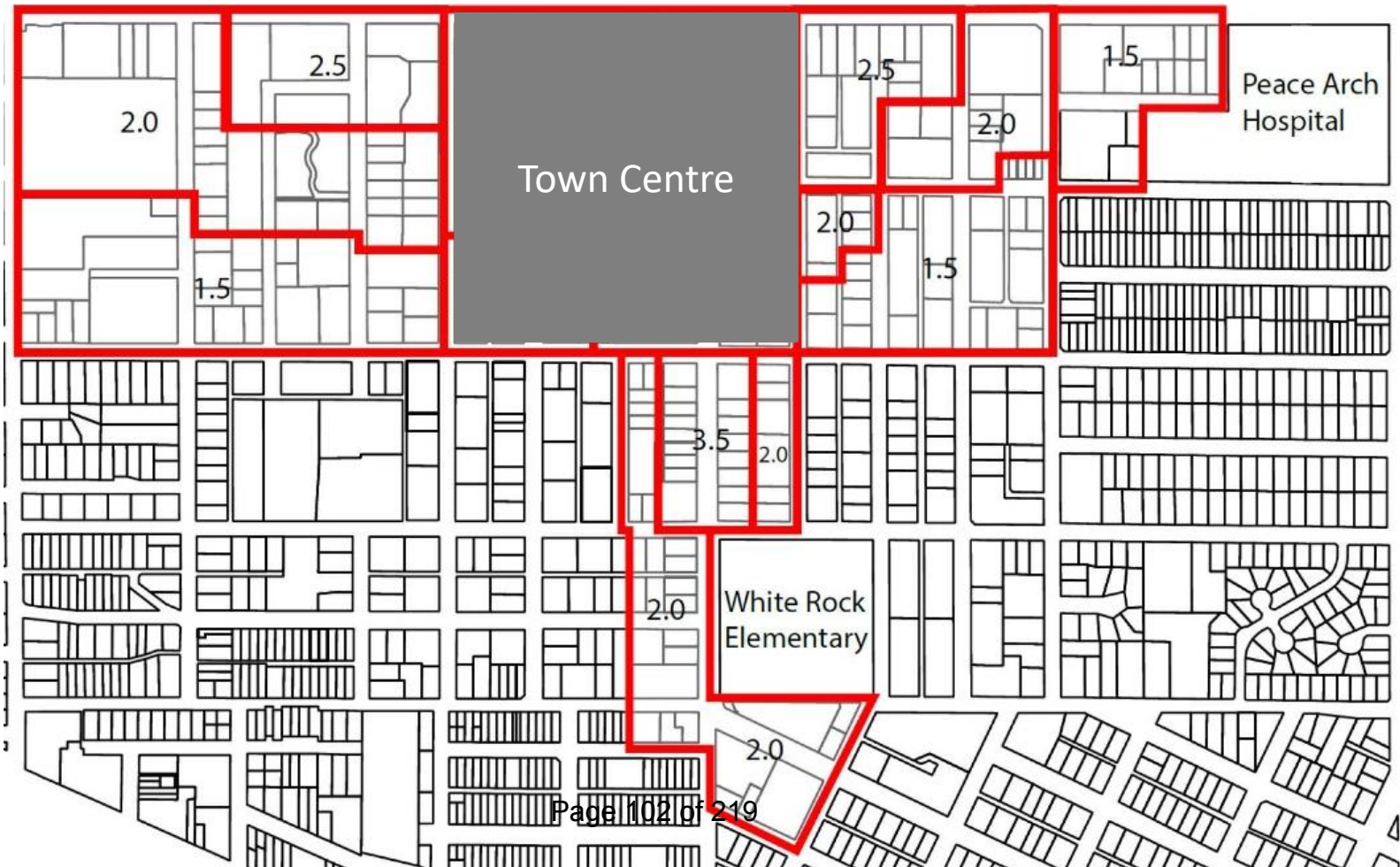
- Height (in storeys) is a **guideline** for decision making but does not require an amendment to OCP if proposal does not align with diagram
- Heights in Town Centre Transition range from 4-18 storeys, tapering down from north to south and towards edges



# TCT Option A – Keep current height & density policies

## Density Summary

- Density in Town Centre Transition has three tiers, with 40% bonus on top of base (e.g. 2.5 FAR becomes 3.5) for provision of rental housing; overall range is 1.5-2.5 base, with bonus 2.1-3.5 FAR

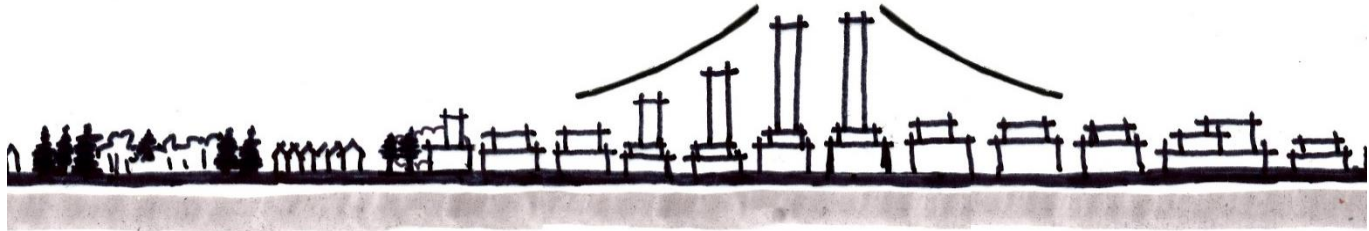


# TCT Option A (High) – Current Policy

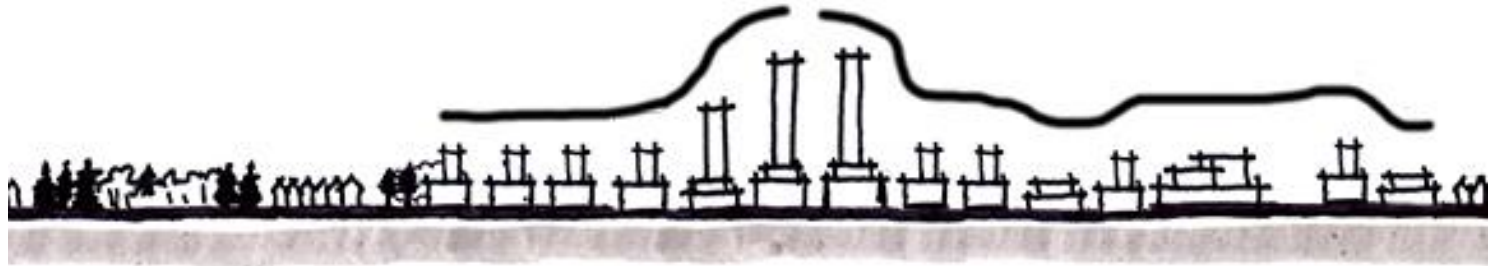


# *Options for Town Centre Transition*

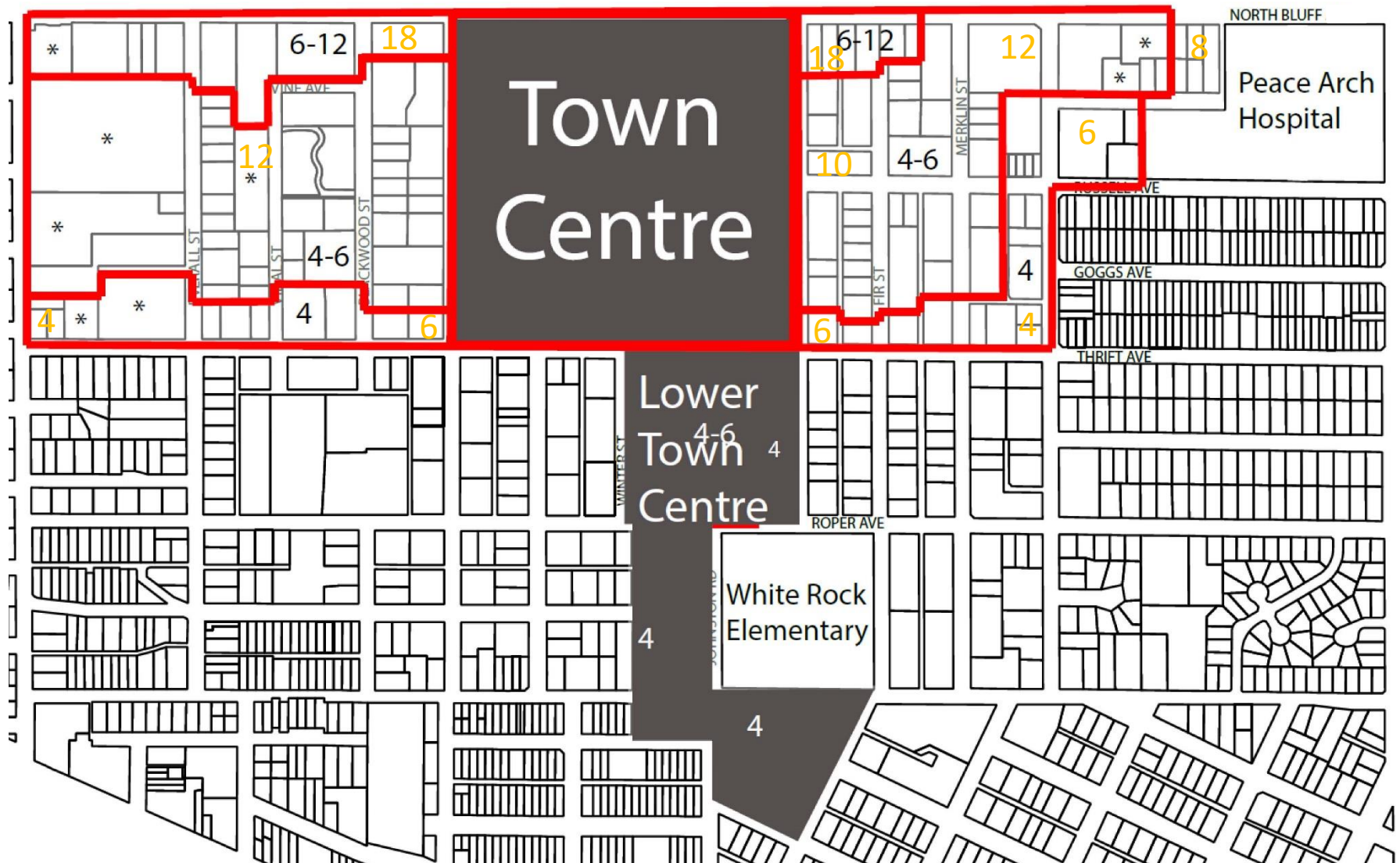
Option A (High): Keep current policies (18 storeys beside TC)



Option B (Medium): 6-12 storeys, 4-6 storeys, 4 storeys at Thrift/Best



# *TCT Option B (Medium) – Mid-rise NB*



# TCT Option B (Medium) – 12 -> 6 -> 4 storeys

## Overall Principles

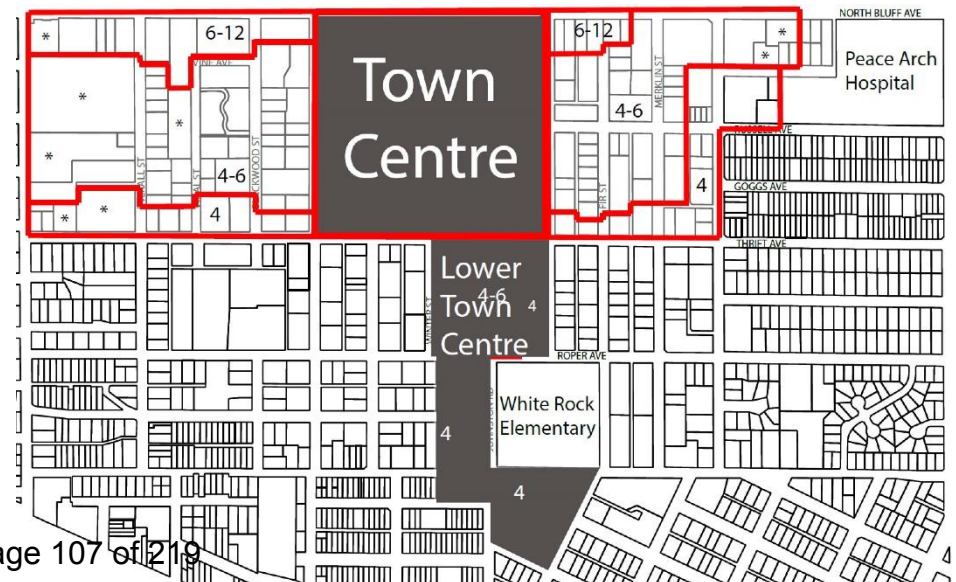
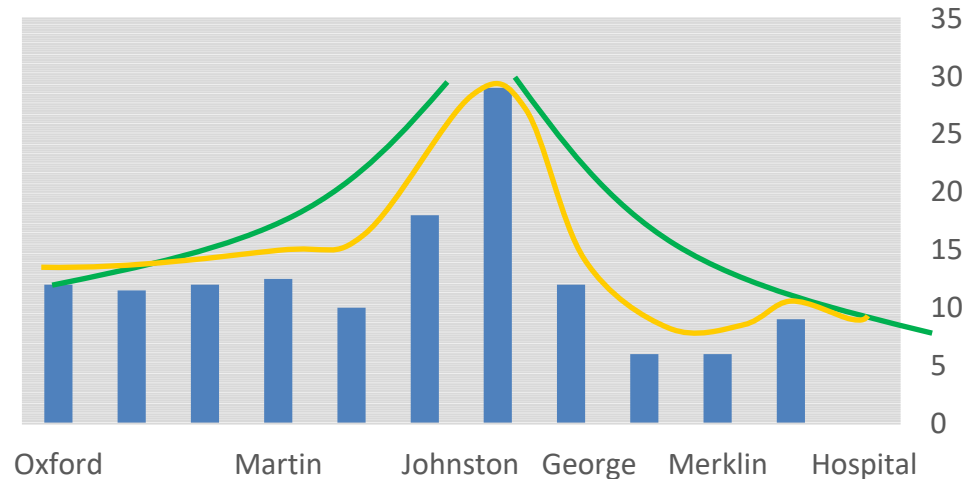
- More emphasis on allowing woodframe buildings up to six storeys; increased incentive (50% density) for inclusion of affordable rental, which can be provided in various forms, e.g.:
  - 30% of units as low-end of market rental (\$80K-\$110K)
  - 10% of units for households earning \$50K-\$80K
  - 5% of units for households earning less than \$30K
- When 6-12 storeys are permitted, any buildings above 6 storeys would be required to include the affordable units such as in the example above. When 4-6 storeys are permitted, any building above 4 storeys would need to include the same.
- New tall (7-12 storeys) buildings located **only** on North Bluff Road near existing 12 storey buildings or where shadow impact least impactful to residents (near Southmere Village Park); redevelopment at greater heights allows for lower lot coverages and set backs from North Bluff Road
- \* marks existing approved development that does not conform to the height/density

# TCT Option B (Medium) – 12 -> 6 -> 4 storeys

## Height Summary

- Height (in storeys) is a **requirement** for decision making, requires an amendment to OCP if proposal does not align with diagram
- Heights in Town Centre Transition range from 4-12 storeys (North Bluff only), tapering down from north to south and towards edges
- \* indicates non-conforming approved/constructed building

“Dome” (West-East)

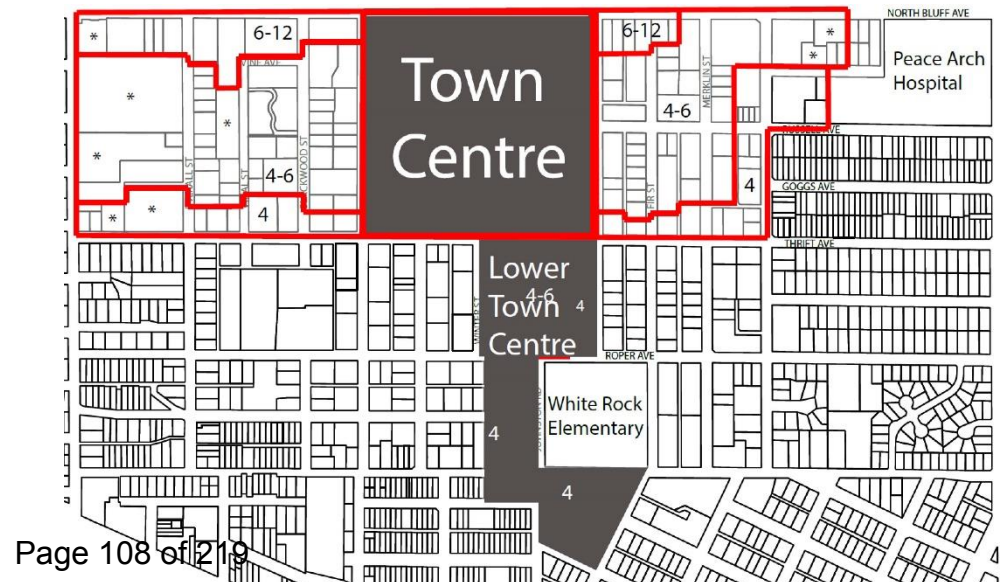
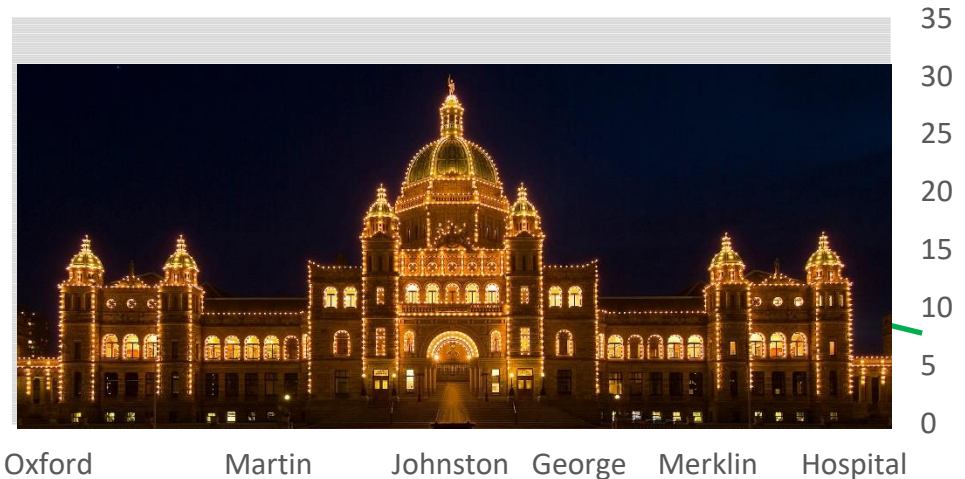


# TCT Option B (Medium) – 12 -> 6 -> 4 storeys

## Height Summary

- Height (in storeys) is a **requirement** for decision making, requires an amendment to OCP if proposal does not align with diagram
- Heights in Town Centre Transition range from 4-12 storeys (North Bluff only), tapering down from north to south and towards edges
- \* indicates non-conforming approved/constructed building

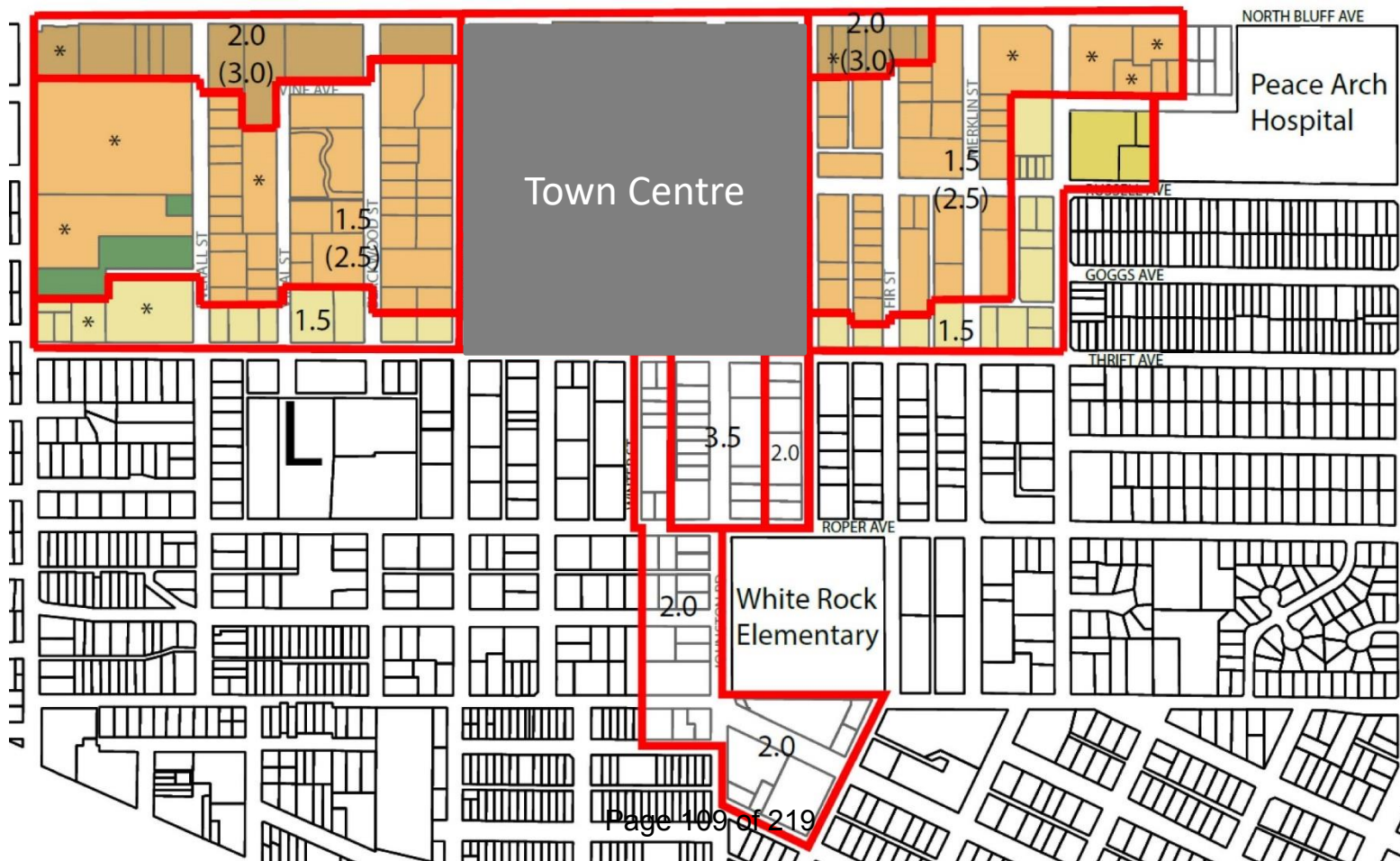
“Dome” (West-East)



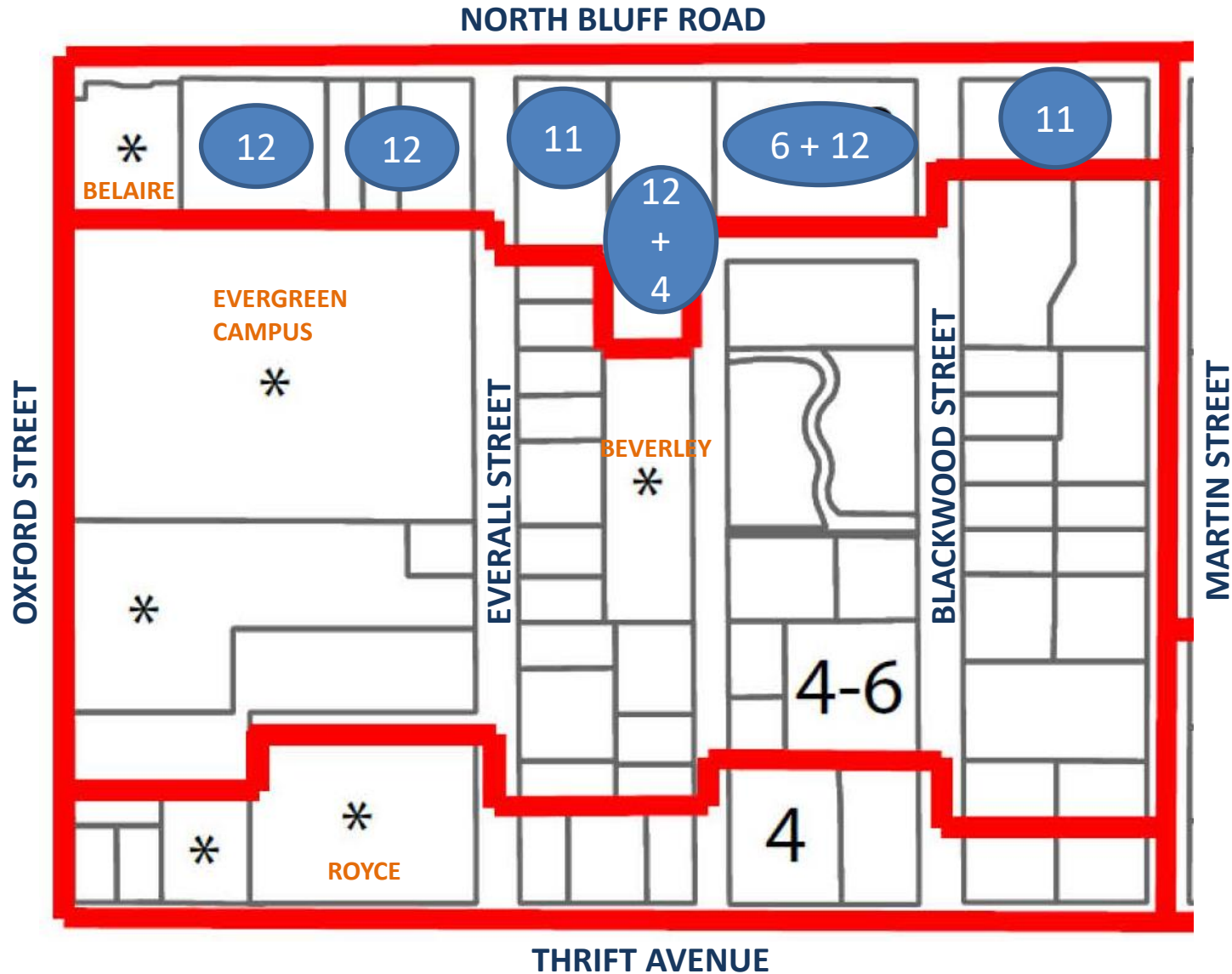
# TCT Option B (Medium) – 12 -> 6 -> 4 storeys

## Density Summary

- Density in Town Centre Transition has **two** tiers, with 1.0 FAR bonus on top of base (e.g. 2.0 up to 3.0) for provision of affordable housing; overall range is 1.5 base (Thrift Ave/Best, no bonus available) to 2.0 FAR (with bonus: 3.0 FAR) on North Bluff Road.

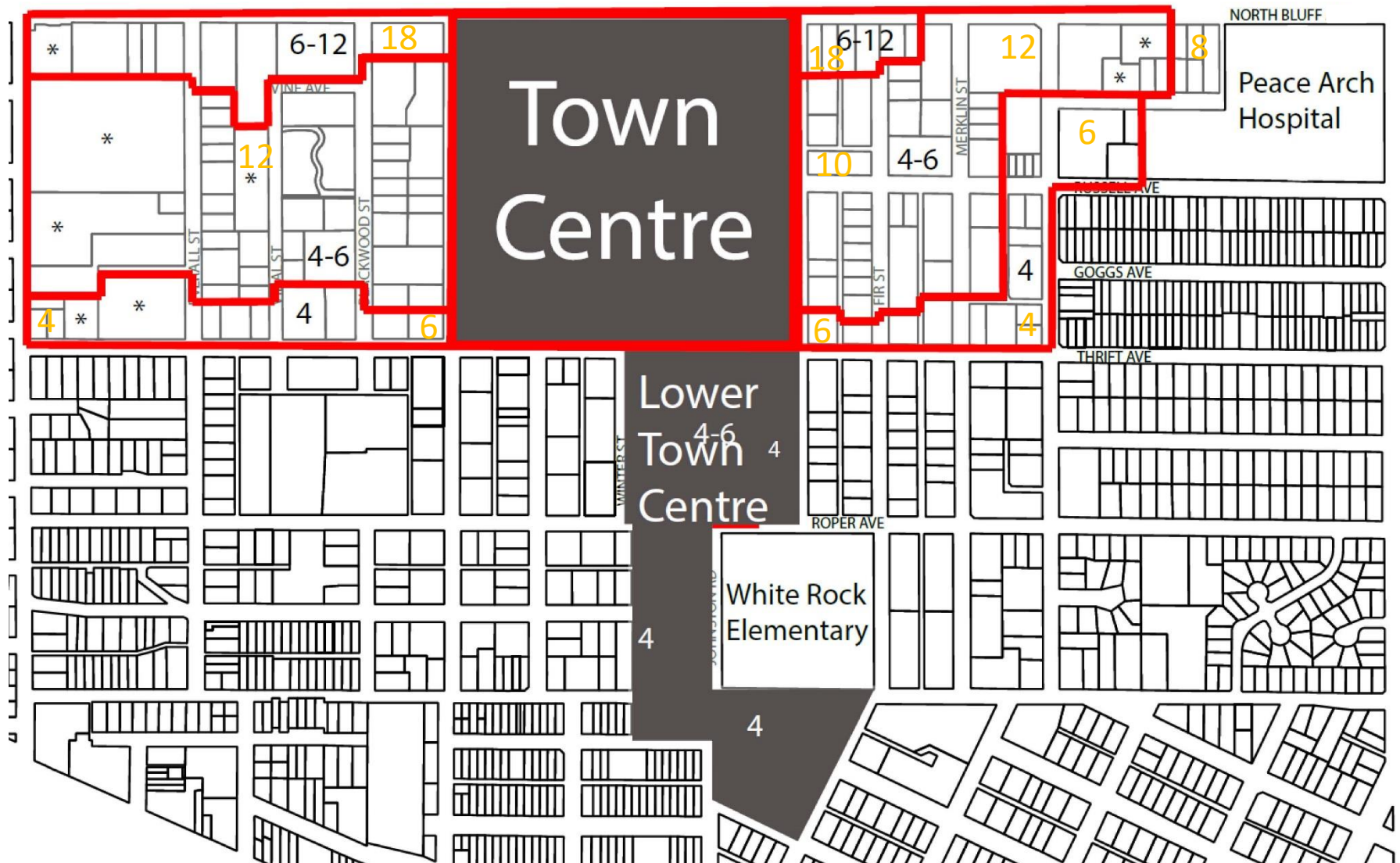


# TCT Option B – How many buildings 6+ storeys? ~6-7



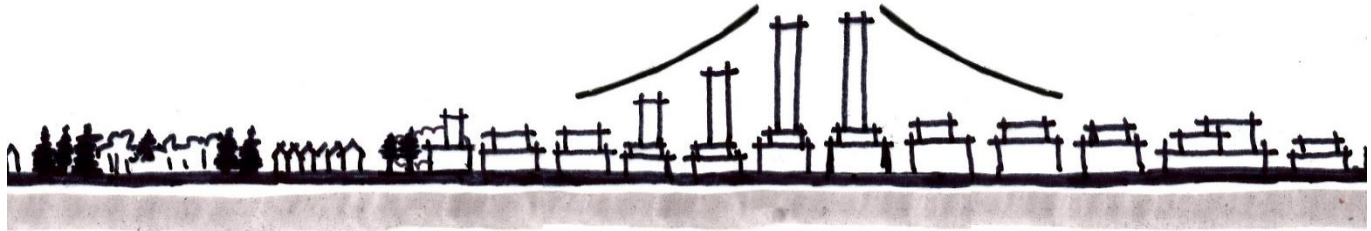
Assuming a ~40% lot coverage for 1<sup>st</sup>/2<sup>nd</sup> floor, and ~9,000 square foot floorplates above

# ***TCT Option B (Medium) – Mid-rise NB***

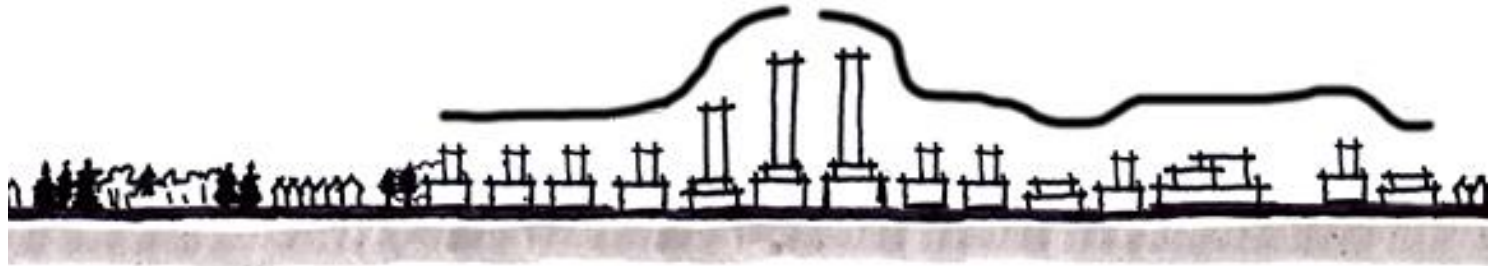


# *Options for Town Centre Transition*

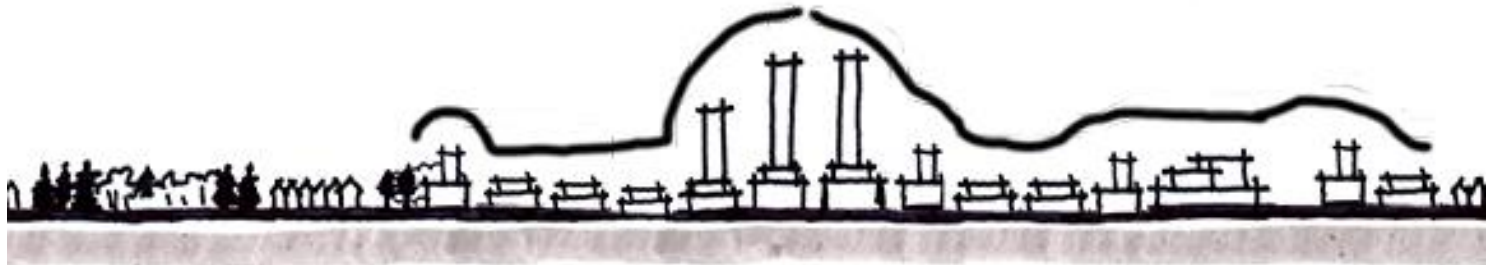
Option A (High): Keep current policies (18 storeys beside TC)



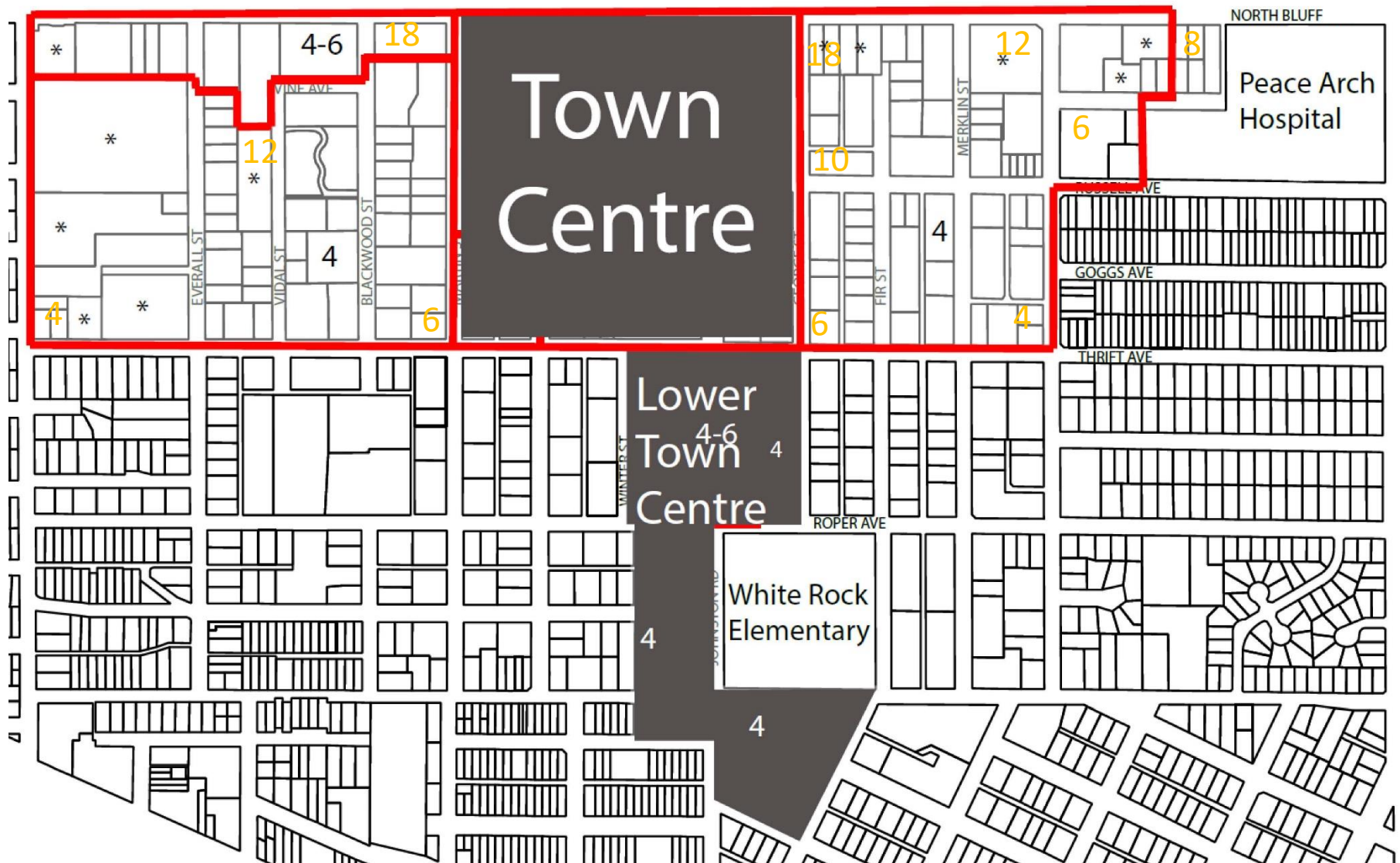
Option B (Medium): 6-12 storeys, 4-6 storeys, 4 storeys at Thrift/Best



Option C (Low): 6 storeys only on North Bluff Martin-Oxford, 4 storeys



# *TCT Option C (Low) – 4-6 storeys on NB*



# TCT Option C (Low) – Primarily 4 storey max

## Overall Principles

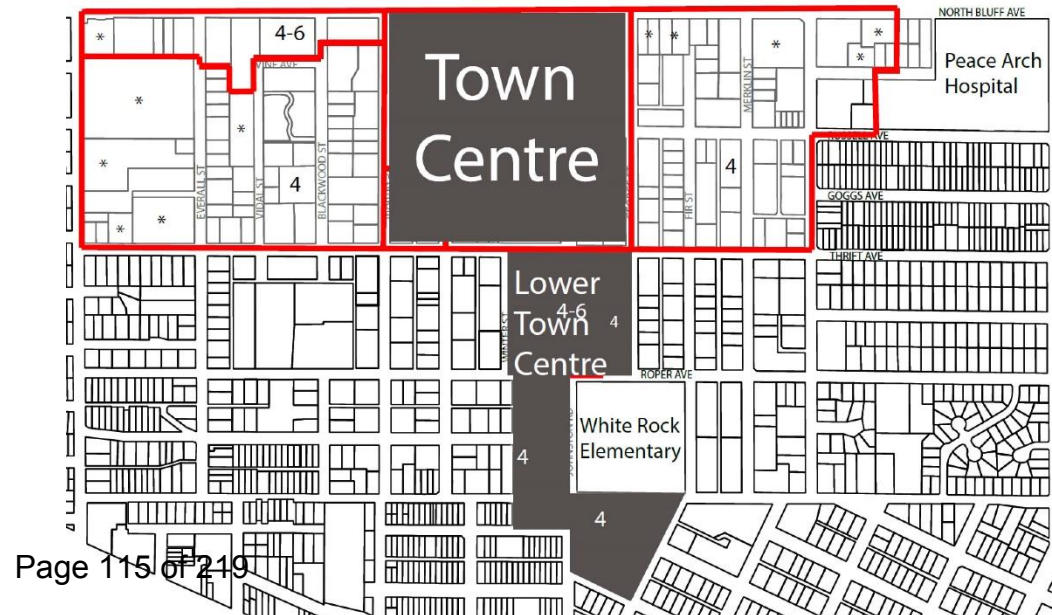
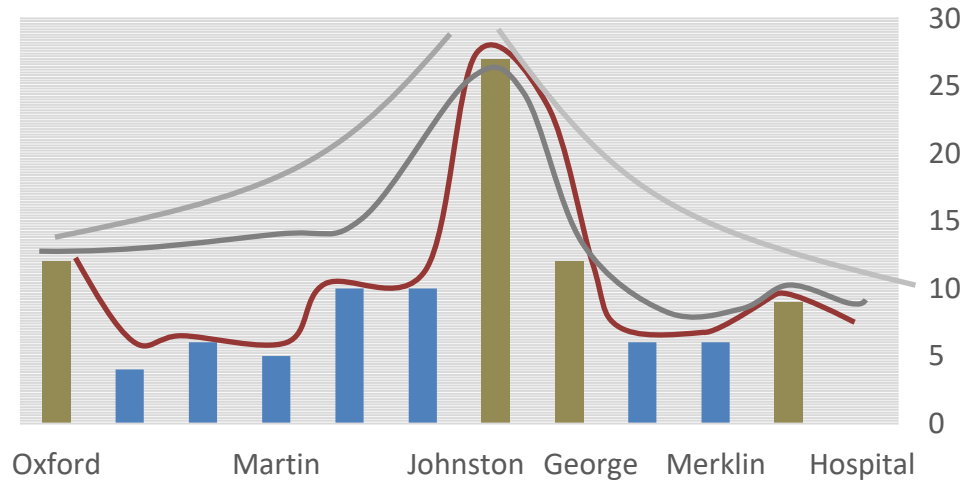
- Most sites unlikely to redevelop as maximum density and height already closed to achieved with existing building form
- New 6 storeys buildings located **only** on North Bluff Road west of Martin Street
- \* marks existing approved development that does not conform to the height/density

# TCT Option C (Low) – Primarily 4 storey max

## Height Summary

- Height (in storeys) is a **requirement** for decision making, requires an amendment to OCP if proposal does not align with diagram
- Heights in Town Centre Transition range from 6 storeys (North Bluff west only) to 4 storeys.
- Existing non-conforming buildings form “peaks” bordered by “valleys” or “cliffs”

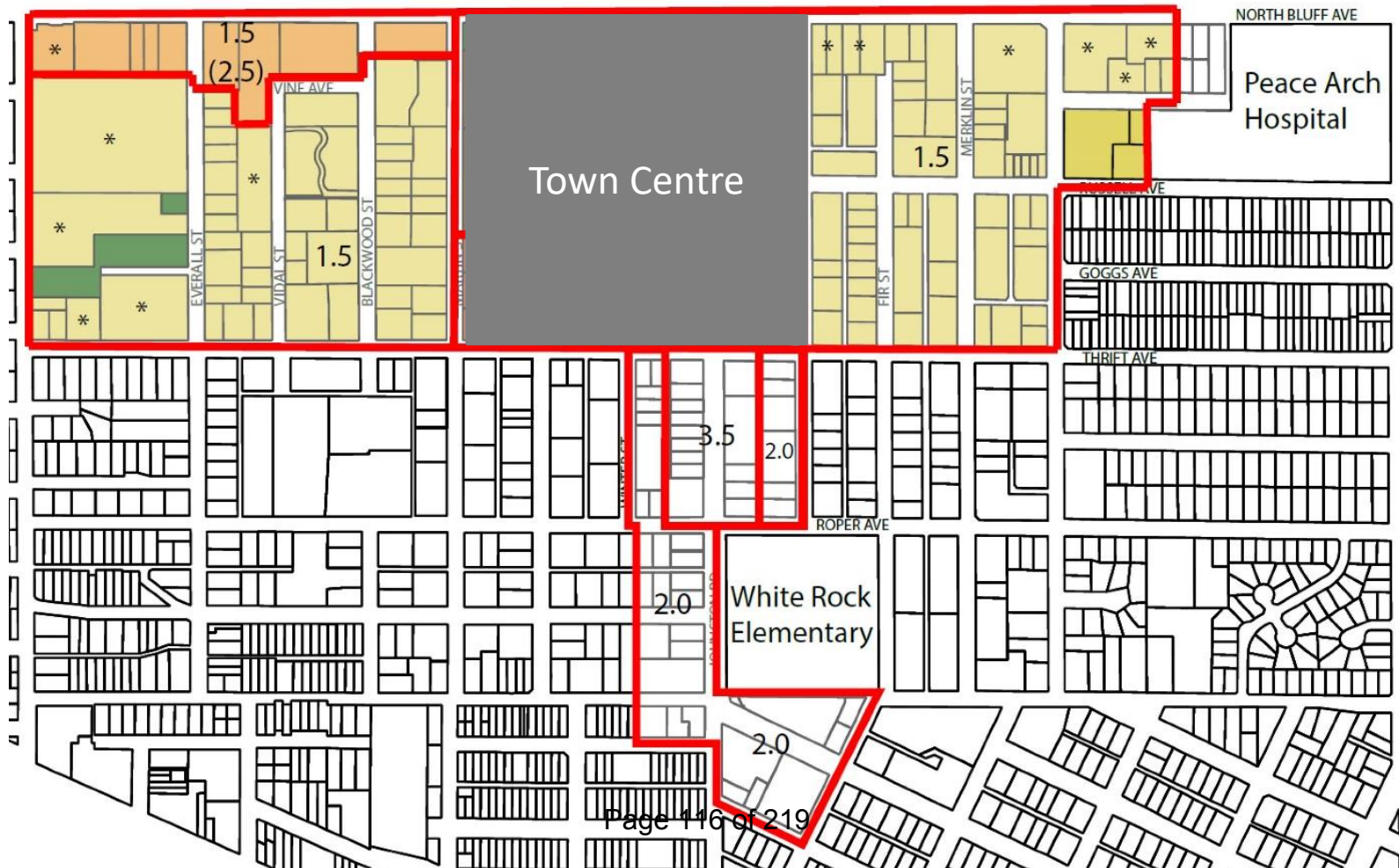
“Peaks and Valleys” (West-East)



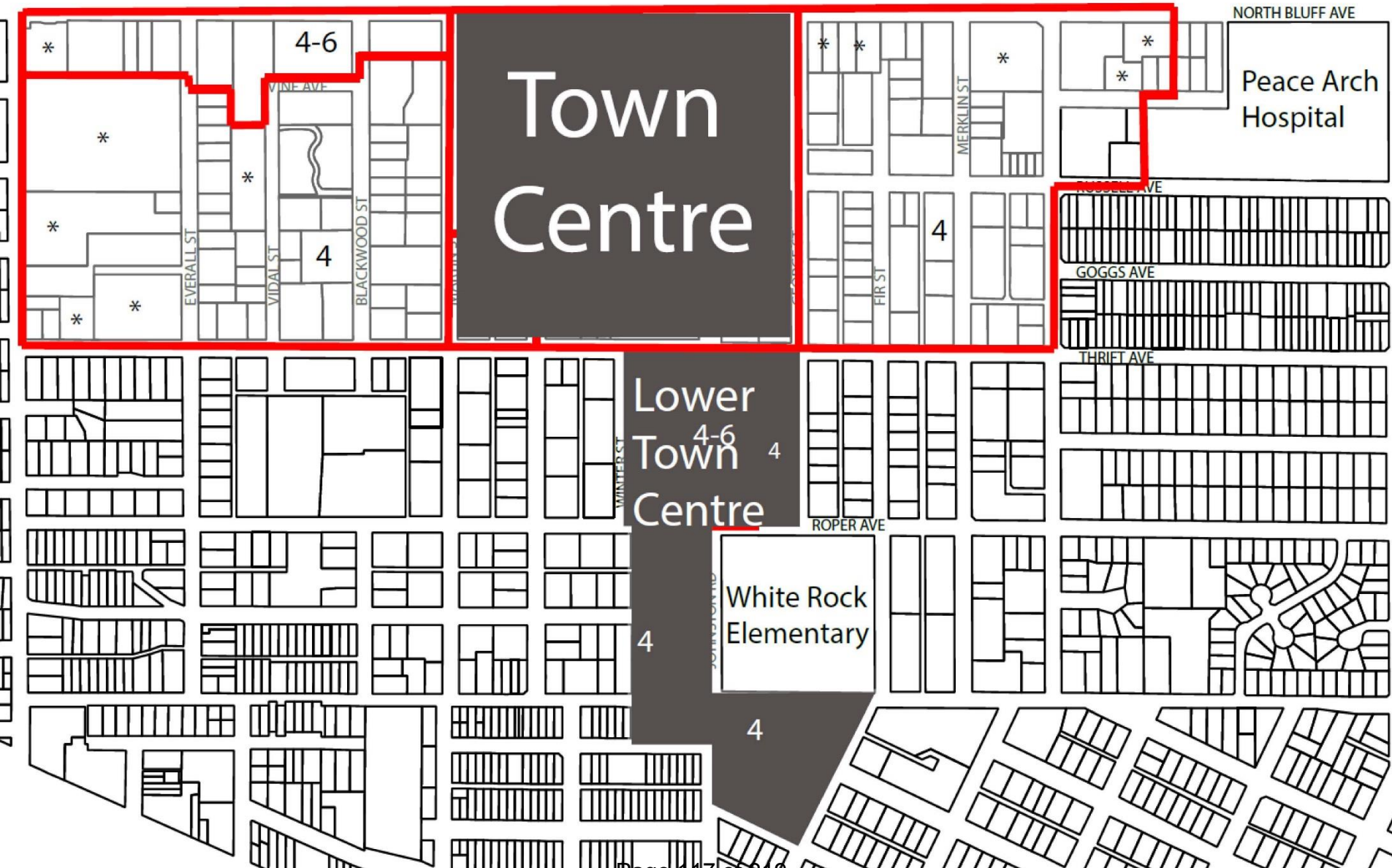
# TCT Option C (Low) – Primarily 4 storey max

## Density Summary

- Density in Town Centre Transition has **two** tiers, with 1.0 FAR bonus on top of base (e.g. 1.5 FAR becomes 2.5) for provision of affordable housing; overall range is 1.5 base to bonus 2.5 FAR on North Bluff Road west of Martin Street

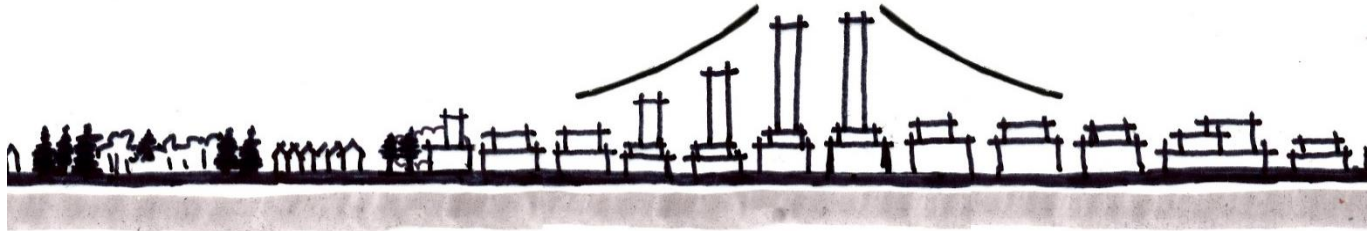


# TCT Option C (Low) – Primarily 4 storey max

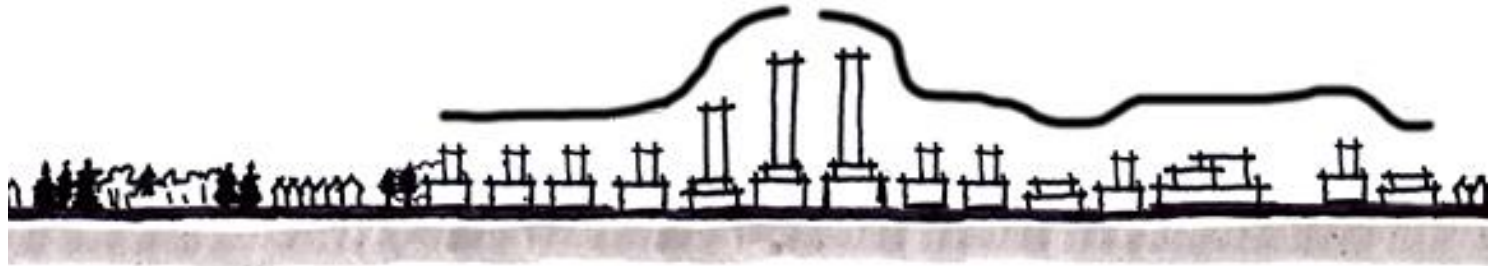


# *Options for Town Centre Transition*

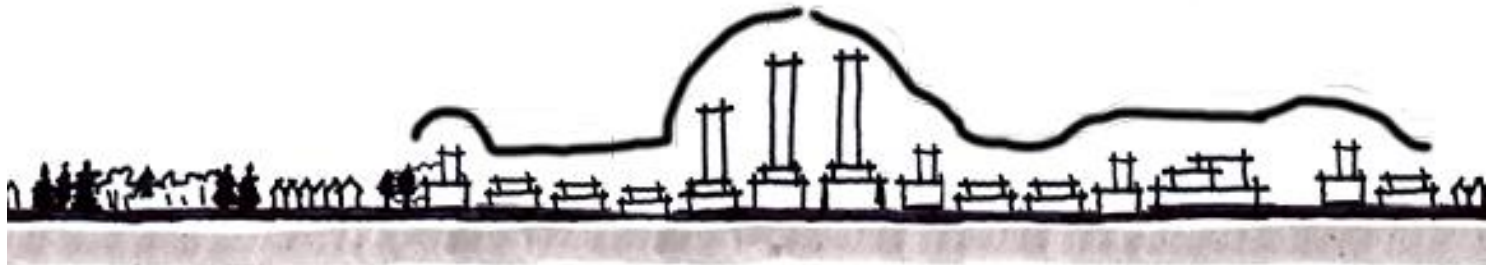
Option A (High): Keep current policies (18 storeys beside TC)



Option B (Medium): 6-12 storeys, 4-6 storeys, 4 storeys at Thrift/Best



Option C (Low): 6 storeys only on North Bluff Martin-Oxford, 4 storeys elsewhere



# *Waterfront Village Building Heights*

Option B: Allow 3 storeys in all areas, and establish conditions when a 4<sup>th</sup> storey is permitted. 3 storeys are generally already permitted in the Zoning Bylaw for waterfront zones.



# ***Waterfront Village Building Heights***

**WV Option B:** Allow 3 storeys in all areas and establish conditions when a 4<sup>th</sup> storey is permitted. 3 storeys are generally already permitted in the Zoning Bylaw for waterfront zones.

i.e. a 4<sup>th</sup> storey is only allowed where the height of the building is less than 3.5 metres (11.5 feet) above the ground on the high side of the lot.



# *Waterfront Village Building Heights*

**WV Option B:** Allow 3 storeys in all areas and establish conditions when a 4<sup>th</sup> storey is permitted. 3 storeys are generally already permitted in the Zoning Bylaw for waterfront zones.

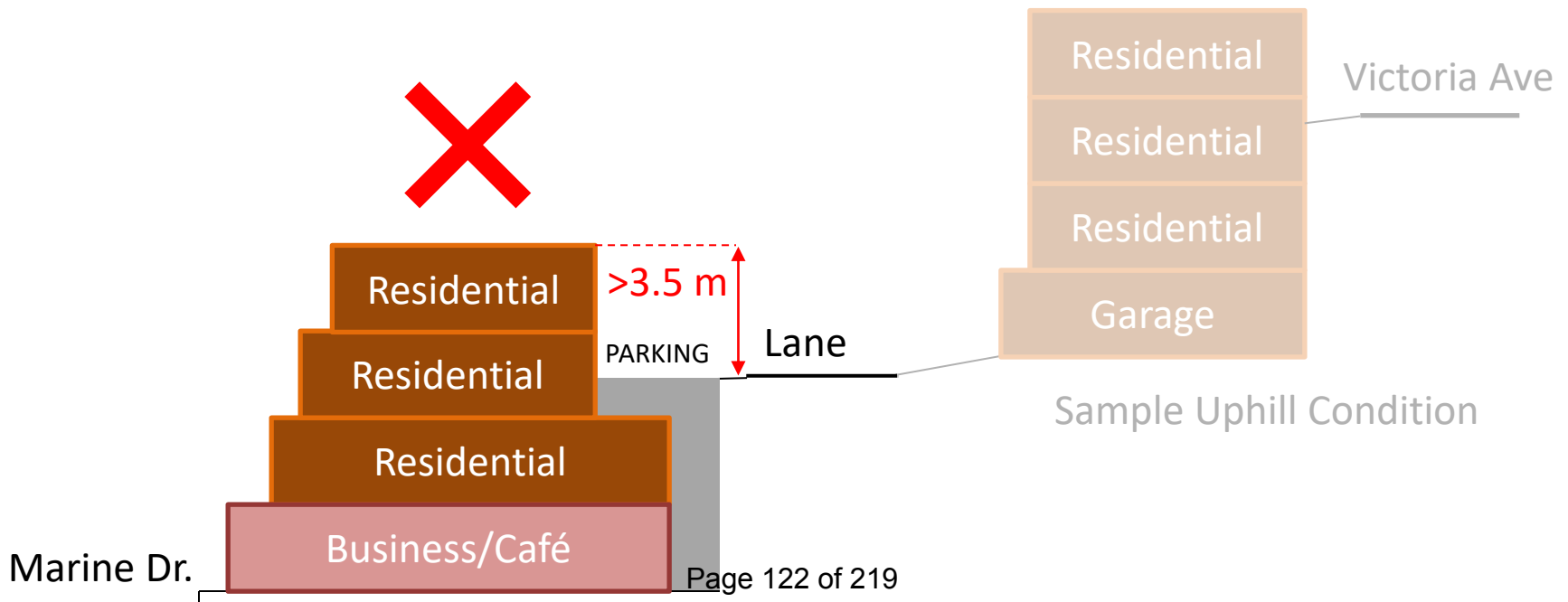
i.e. a 4<sup>th</sup> storey, including parking levels, is only allowed where the height of the building is less than 3.5 metres (11.5 feet) above the ground on the high side of the lot.



# Waterfront Village Building Heights

**WV Option B:** Allow 3 storeys in all areas, and establish conditions when a 4<sup>th</sup> storey is permitted. 3 storeys are generally already permitted in the Zoning Bylaw for waterfront zones.

i.e. a 4<sup>th</sup> storey is only allowed where the height of the building is less than 3.5 metres (11.5 feet) above the ground on the high side of the lot.



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



**DATE:** March 29, 2021

**TO:** Land Use and Planning Committee

**FROM:** Carl Isaak, Director, Planning and Development Services

**SUBJECT:** 1588 Johnston Road, Soleil – Development Variance Permit No. 439 (21-004)

---

**RECOMMENDATIONS**

THAT the Land Use and Planning Committee recommend that Council:

1. Direct planning staff to obtain public input through a public meeting conducted as an electronic meeting with notice of the meeting given in accordance with Section 466 of the *Local Government Act*, including notice in newspapers and distribution by mail to property owners / occupants within 100 metres of the subject property; and
  2. Following the electronic public meeting, consider approval of Development Variance Permit No. 439.
- 

**EXECUTIVE SUMMARY**

An application for a Development Variance Permit (DVP) has been received to permit the stairs accessing the rooftop patios at the Soleil development (1588 Johnston Road) to be protected from the weather by stair vestibules. Access to the outdoor rooftop patios units was previously designed via rooftop hatches, which do not comply with the access and egress requirements established within the BC Building Code. The property is zoned Town Centre Area Commercial / Residential Zone (CR-1). The CR-1 enables a maximum height of 80.7 metres (265.0 feet) measured above “average natural grade” and subject to the provisions of Section 6.16.5 of City of White Rock Zoning Bylaw, 2012, No. 2000. The proposed stair vestibules would have a maximum height of 82.24 metres, being 1.54 metres (approx. 5.05 feet) higher than the maximum height permitted in the CR-1 Zone. No other height variances to the approved design are proposed and it is not considered that the proposed vestibules will have an impact on views or shadowing of any adjacent property. Staff have considered the feedback received from the public and the Applicant’s response to this feedback, in addition to applicable policies of the Official Community Plan and good planning principles. Staff recommend that the project proceed to a public meeting.

**PREVIOUS COUNCIL DIRECTION**

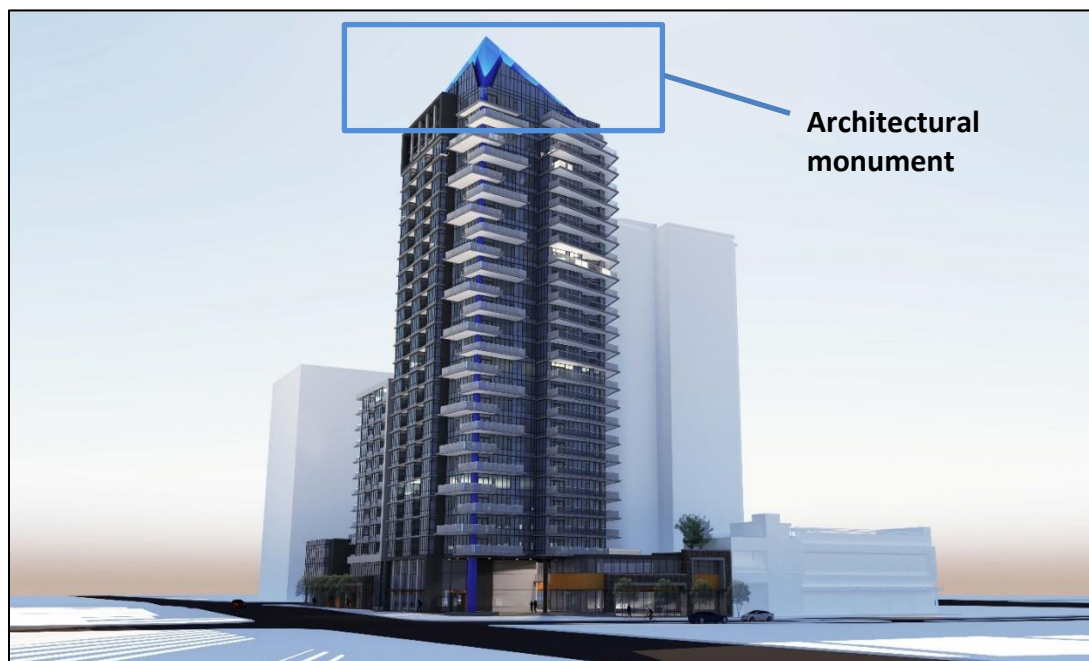
Not Applicable.

## **INTRODUCTION/BACKGROUND**

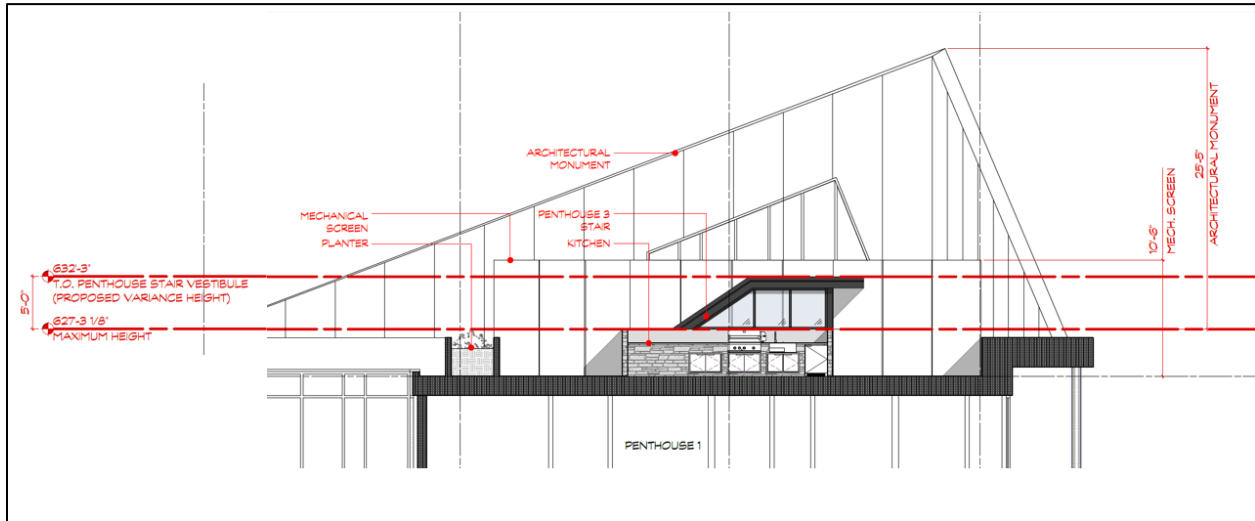
The City of White Rock has received a Development Variance Permit (DVP) application from Ciccozzi Architecture (‘Applicant’) to enable the introduction of three penthouse stair vestibules within the Soleil development at 1588 Johnston Road (‘Property’). The Property, currently under construction, is designated Town Centre in the Official Community Plan (‘OCP’) and is zoned Town Centre Area Commercial / Residential Zone (CR-1) in City of White Rock Zoning Bylaw, 2012, No. 2000 (‘Bylaw’). While there is a draft amendment to the CR-1 zone in process, as this project was previously approved through a Development Permit, the amendments would not impact this property. The Town Centre designation recognizes this area as “the centre for cultural, civic, economic and public life in the City” and current policies support the greatest densities and heights in the area bounded by North Bluff Road, Johnston Road, Russell Avenue, and George Street; the Property is situated within this area (see Appendix A – Location Map).

The CR-1 Zone currently and at the time the Development Permit for the Property was issued, enables a maximum height of 80.7 metres (265.0 feet). The Development Permit drawings at the time of approval indicated rooftop patios on the top of the building which were designed to be accessed via internal stairs and a rooftop hatch. Upon further review of the drawings in the Building Permit application for the main building, it has been determined that the rooftop hatches as originally proposed would not meet the requirements of the BC Building Code. As an alternative, the access stairs are now proposed to be protected from the weather by vestibules. Staff worked with the architect to explore design alternatives that would not require a height variance for the vestibule structures, however no viable alternatives were found and it is considered that these structures are minor and will have no impact to views or shadowing on any properties or the public realm.

The three proposed stair vestibules would have a maximum height of 82.24 metres, which is 1.54 metres (approximately five feet) higher than the maximum height permitted in the CR-1 Zone. It is important to note that the three stair vestibules would be situated adjacent to rooftop mechanical units, with screening, and an “architectural monument” (see Figure 1 and 2). Appendix B to this report includes the complete drawing package.



**Figure 1: Proposed Penthouse Stair Vestibule with Architectural Monument and Mechanical Screening in Background**

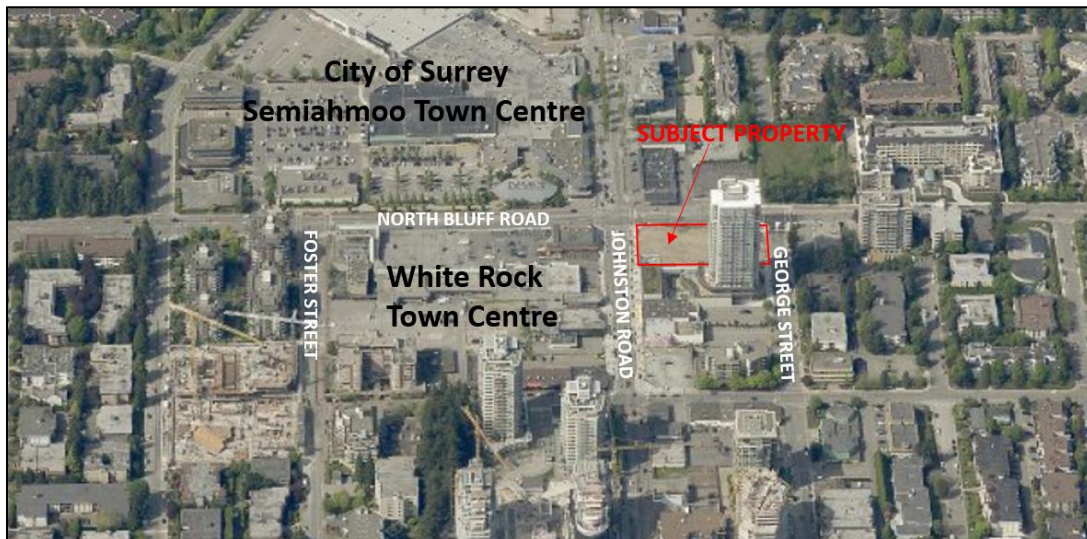


**Figure 2: Proposed Penthouse Stair Vestibule with Architectural Monument and Mechanical Screening in Background**

Section 4.13.4 of the Bylaw allows exceedances from a maximum height standard for: “elevator shafts and stair towers that do not provide direct access to the roof; for antennas; for church spires, belfries and domes; for chimneys; for flag poles; and, for monuments; but no such structure shall cover more than 20 percent of the lot or, if located on a building, no more than 10 percent of the roof area of the building.” Staff provide that the rooftop mechanical units function analogously to a “chimney” and are accordingly exempt from the maximum height standards of the Bylaw. The screening wrapping around the mechanical units, being limited in size to that necessary to enclose the equipment itself and integrated with the units, is also exempt from the maximum height standard. Lastly, the noted section explicitly identifies “monuments” as being exempt from the height standards of the Bylaw. These exemptions are important as the proposed stair vestibules would be lower in height than these components, meaning impacts to views caused by the vestibules would be negligible.

### Site Context

The Property is surrounded by a mix of commercial and residential uses within the City of White Rock’s Town Centre and the southern limits of the City of Surrey’s Semiahmoo Town Centre (see Figure 2). Immediately south of the Property is the Oceana PARC development, being a 23 storey residential tower with commercial floor space at grade.



**Figure 3: Aerial Image illustrating Subject Property and Site Context**

### **Consultation with the Public**

On February 25, 2021 a Public Information Meeting (PIM) was held to raise awareness of the proposal. Approximately 5 people attended the meeting. Digital feedback forms were advertised during the PIM and made available until February 29, 2021. Two forms were completed with both of the respondents offering support for the variance (see Appendix C - Feedback Forms). The Applicant has provided a PIM Summary which acknowledges the single comment (support) received during the PIM (see Appendix D).

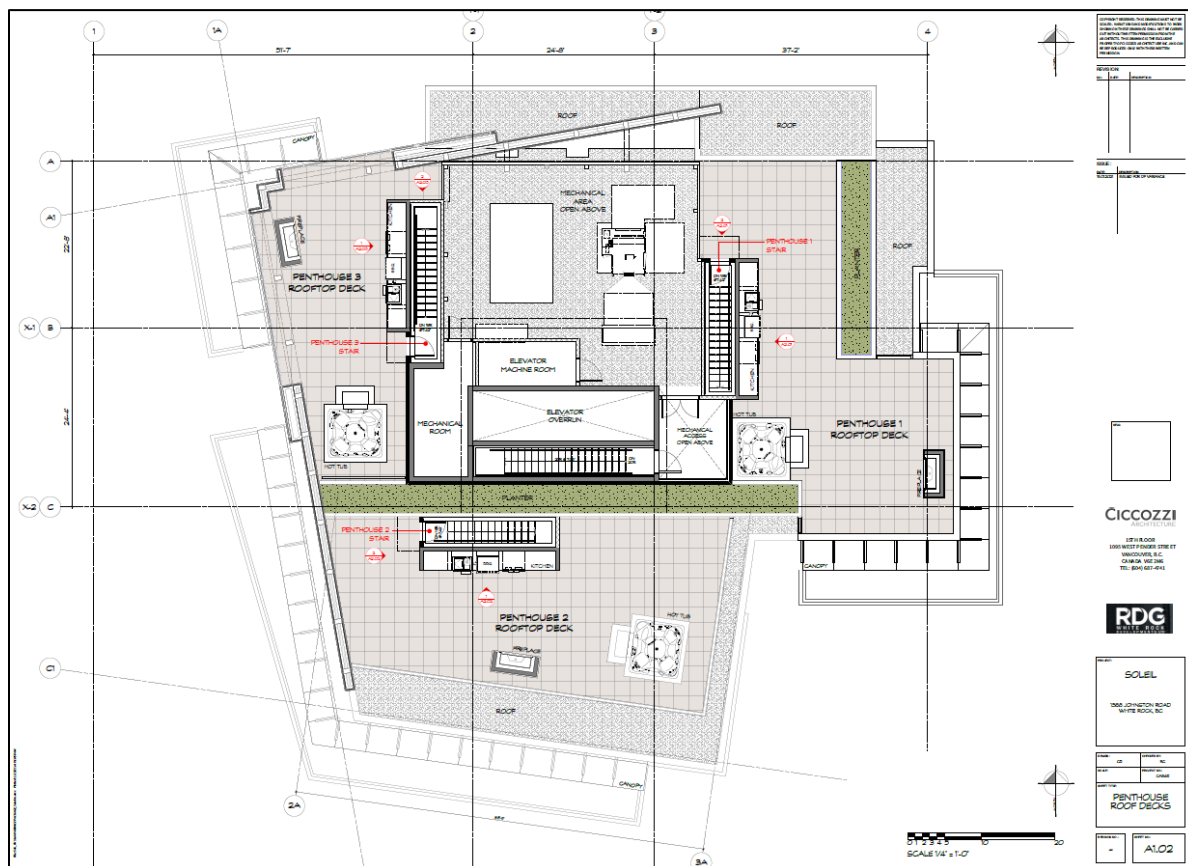
### **Analysis**

As noted, the proposed stair vestibules will be largely screened from neighbouring views by rooftop mechanical equipment and an architectural monument, both of which are exempt from the maximum height provisions of the zoning bylaw (see Figure 3 below).



**Figure 4: Rendering of the rooftop penthouse units and the proposed stair vestibules, set against the mechanical screening**

For pedestrians on the street in White Rock's Town Centre, the stair towers will not be visible due to the setback of the structures from the outer edges of the roof (see Figure 4, also provided as Sheet A1.02 in Appendix B). It is also unlikely that pedestrians and land owners viewing the building from much further away will be able to see the vestibules due to their positioning on the rooftop and the overall height of the building within the area.



**Figure 1: Soleil Rooftop Plan**

The Oceana PARC building immediately south of the Subject Property is a 23 storey building that does not have accessible rooftop amenity / penthouse space. The architectural drawings for the PARC building provide that the underside of the roof slab (i.e. the ceiling) of the 23<sup>rd</sup> storey is approximately 2.8 metres (9.3 feet) lower in elevation than the floor level of the penthouse terrace at the Soleil building. This means that, despite the close proximity of the PARC building to the Soleil building, residents living within the top storey of the PARC building would not be able to see the proposed stair vestibules.

It is the opinion of staff that the additional height sought through this development variance permit application will not result in any negative impacts to neighbouring land owners / users nor will the proposed stair vestibules detract from the overall form and character of the Soleil development as experienced by the public. A draft version of Development Variance Permit No. 439 is included as Appendix E to this report.

## **FINANCIAL IMPLICATIONS**

Not Applicable.

## **LEGAL IMPLICATIONS**

Not Applicable.

## **COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS**

As noted, feedback received during and after the PIM has been considered in preparing this report and a draft Development Variance Permit for consideration by the City's Land Use Planning Committee and ultimately Council.

### **INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS**

The application was circulated to City Departments for review and comment. There are no outstanding issues to be resolved as they relate to the DVP application.

### **CLIMATE CHANGE IMPLICATIONS**

Not Applicable.

### **ALIGNMENT WITH STRATEGIC PRIORITIES**

This proposal does not align with or respond to any specific project or Council Strategic Priority.

### **OPTIONS / RISKS / ALTERNATIVES**

The following options are available for Council's consideration:

1. Deny Development Variance Permit No. 439 and provide alternative suggestions to the Applicant on how the design could be revised to comply with City of White Rock Zoning Bylaw, 2012, No, 2000; or
2. Defer consideration of Development Variance Permit No. 439 and refer the Application back to staff to address any issues identified by Council.

Either of the above alternatives would necessitate redesign of the building and ultimately delay its construction. The rooftop patios approved in the Development Permit may not be accessible the future residents without significantly compromising the design of the units.

### **CONCLUSION**

Ciccozzi Architecture has made an application for a development variance permit to support the introduction of stair vestibules into the rooftop design of the Soleil building at 1588 Johnston Road. The vestibules provide access and weather protection for internal stairs to rooftop patios that were approved with the Development Permit for this property. The vestibules would be largely screened from neighbouring views as a result of the presence of both an architectural monument and rooftop mechanical equipment/screening which are greater in height than the proposed structures and explicitly exempt from the maximum height provisions of the zoning bylaw. Considering these factors, in addition to contextual matters, staff believe the requested variance will have a minimal impact on the public. Staff recommend that the proposal proceed to Public Meeting and that Council consider the issuance of the Development Variance Permit.

Respectfully submitted,



Carl Isaak, RPP, MCIP  
Director, Planning and Development Services

**Comments from the Chief Administrative Officer**

I concur with the recommendations of this corporate report.

A handwritten signature in black ink, appearing to read 'Guillermo Ferrero', written over a light blue horizontal line.

Guillermo Ferrero  
Chief Administrative Officer

Appendix A: Location Map

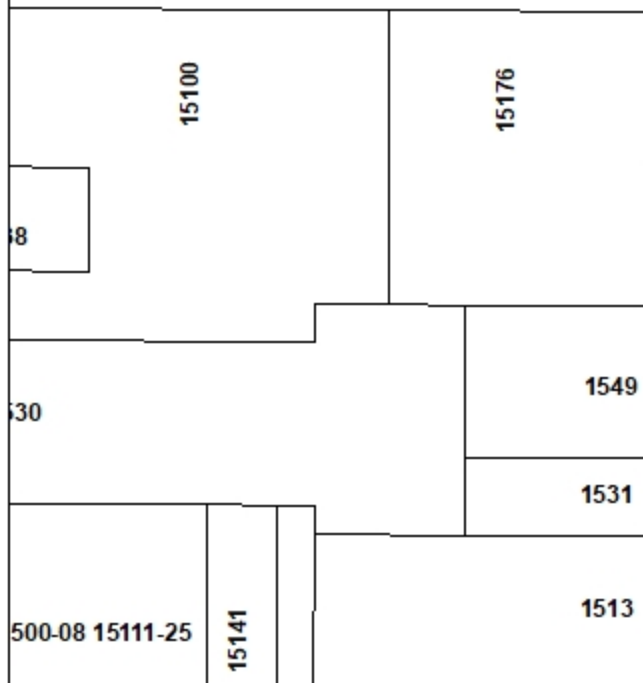
Appendix B: Design Drawings for Development Variance Permit

Appendix C: PIM Feedback Forms

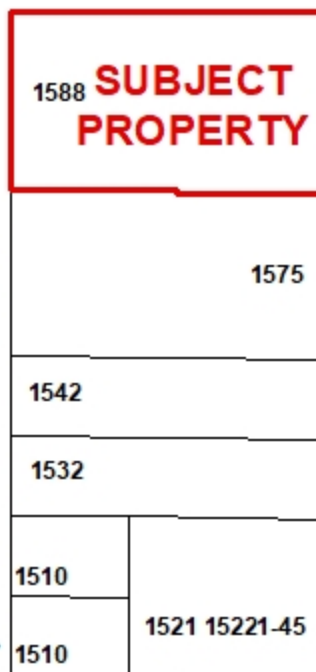
Appendix D: PIM Summary

Appendix E: Draft Development Variance Permit No. 439

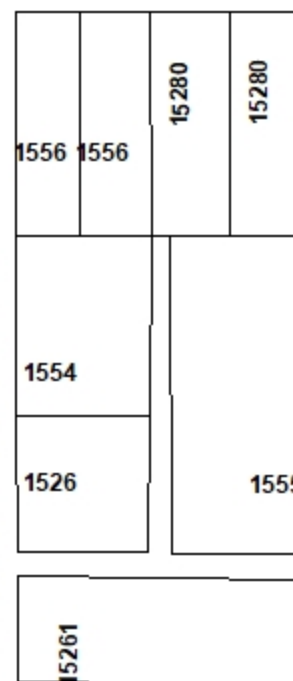
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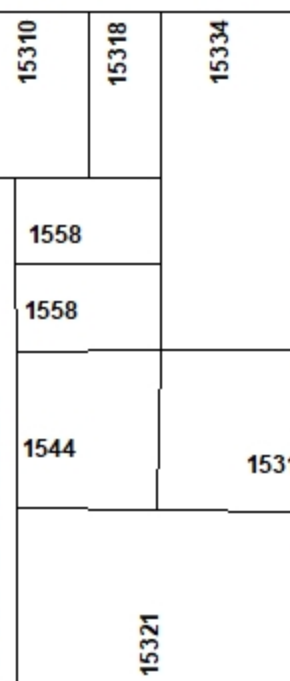
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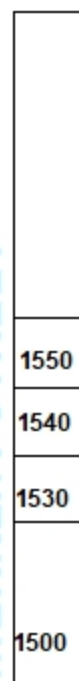
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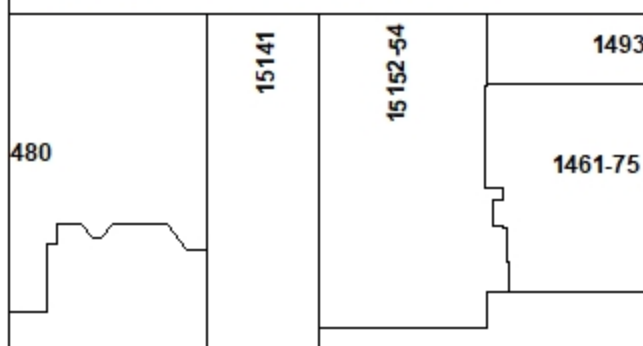
## FIR STREET



## MERKLIN STREET



# RUSSELL AVENUE



## Location Map

1588 Johnston Road

0 40 80 160 Metres



# SOLEIL MIXED USE DEVELOPMENT

1588 JOHNSTON ROAD, WHITE ROCK, BC

ISSUED FOR DP VARIANCE - PENTHOUSE STAIR VESTIBULES - JANUARY 15, 2021

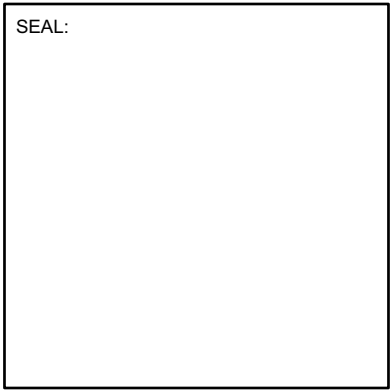


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SHEET#	DESCRIPTION	SCALE
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A1.01	LEVEL 26 - PENTHOUSE	AS NOTED
A1.02	PENTHOUSE ROOF DECKS	AS NOTED
A1.03	ROOF TOP	AS NOTED
A3.01	PENTHOUSE STAIR 1	AS NOTED
A3.02	PENTHOUSE STAIR 2	AS NOTED
A3.03	PENTHOUSE STAIR 3	AS NOTED



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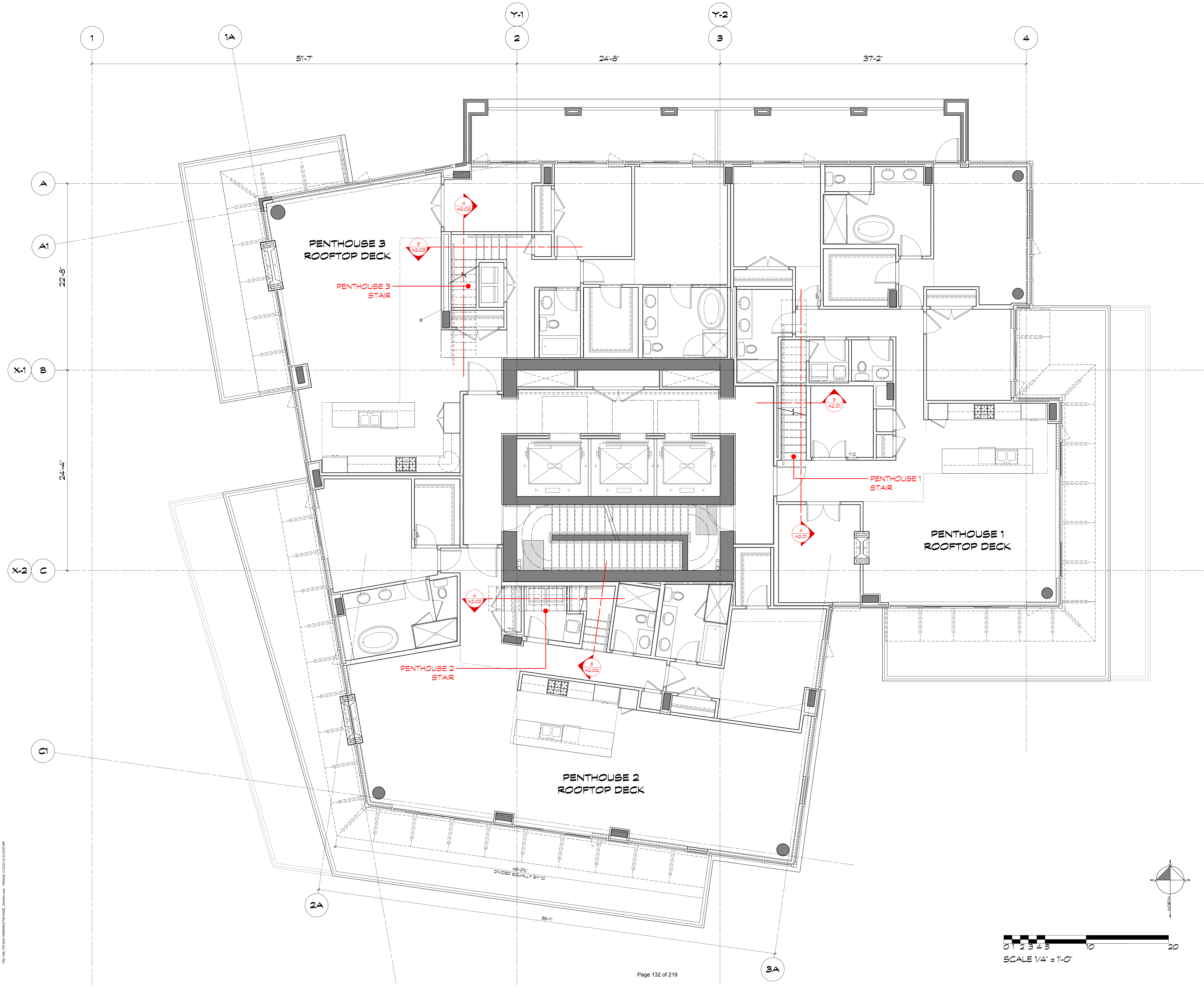
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1095 WEST PENDER STREET  
VANCOUVER, B.C.  
CANADA V6E 2M6  
TEL: (604) 687-4741



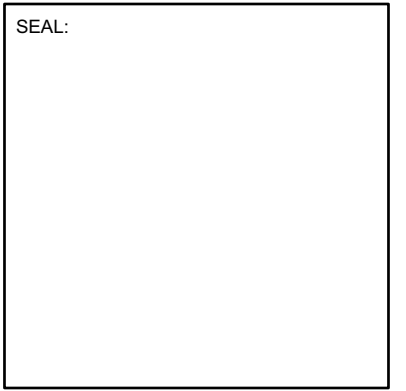
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1588 JOHNSTON ROAD WHITE ROCK, BC	

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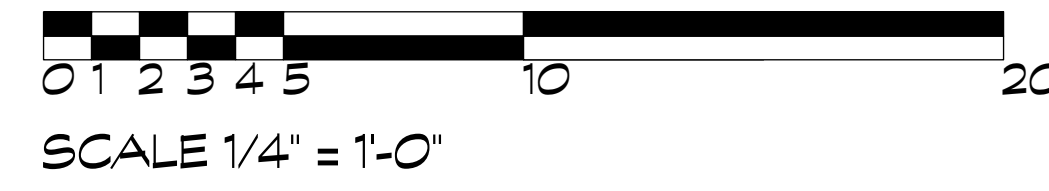
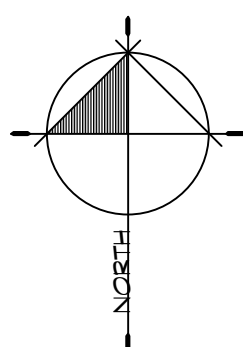


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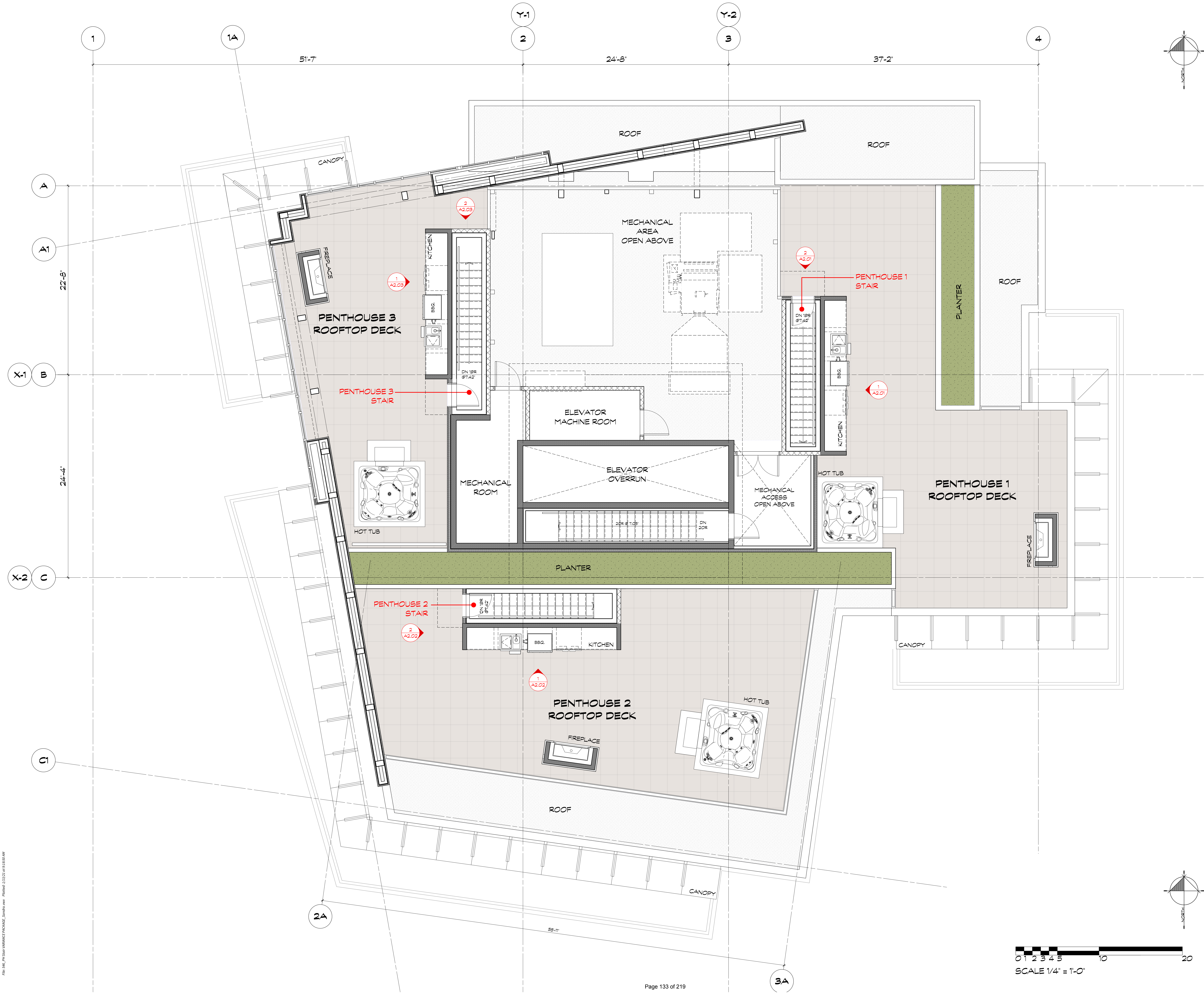
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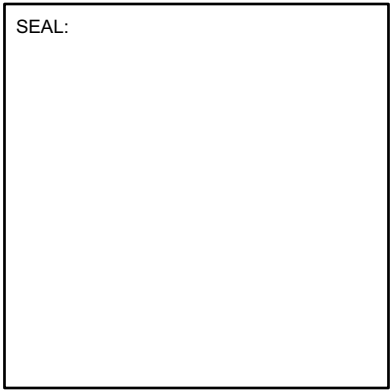


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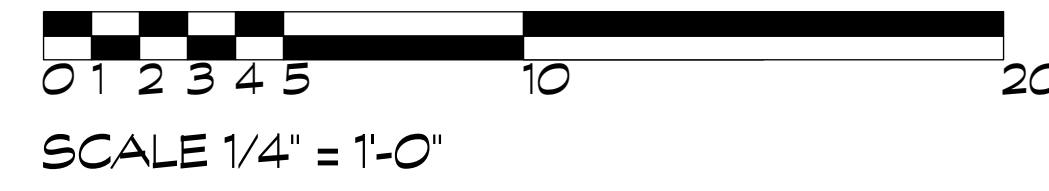


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**SOLEIL**

1588 JOHNSTON ROAD  
WHITE ROCK, BC

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REVISION NO.: -	SHEET NO.: <b>A1.02</b>



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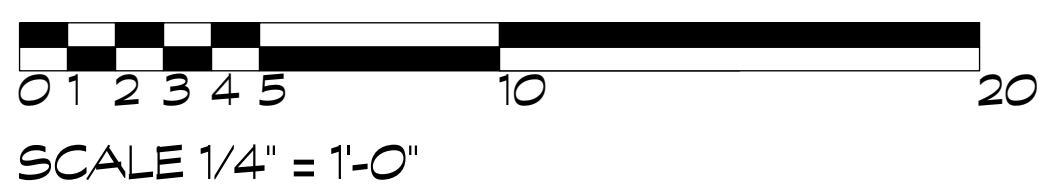
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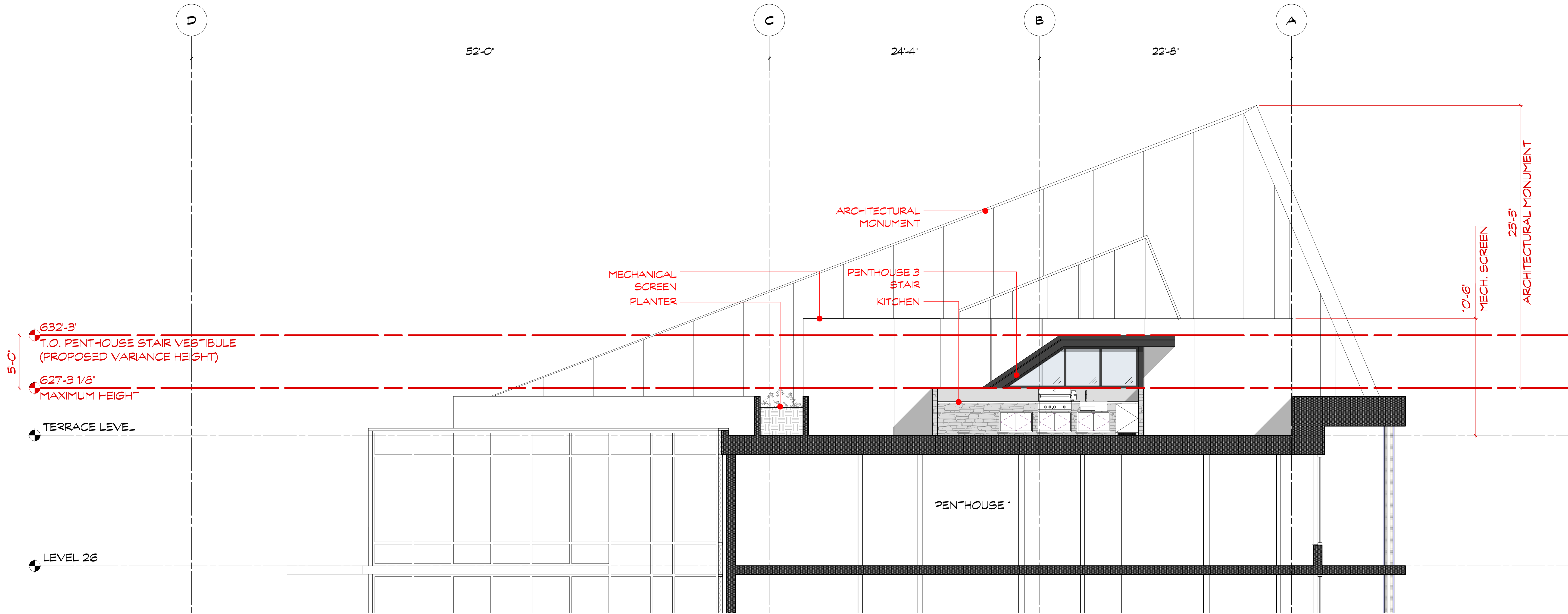
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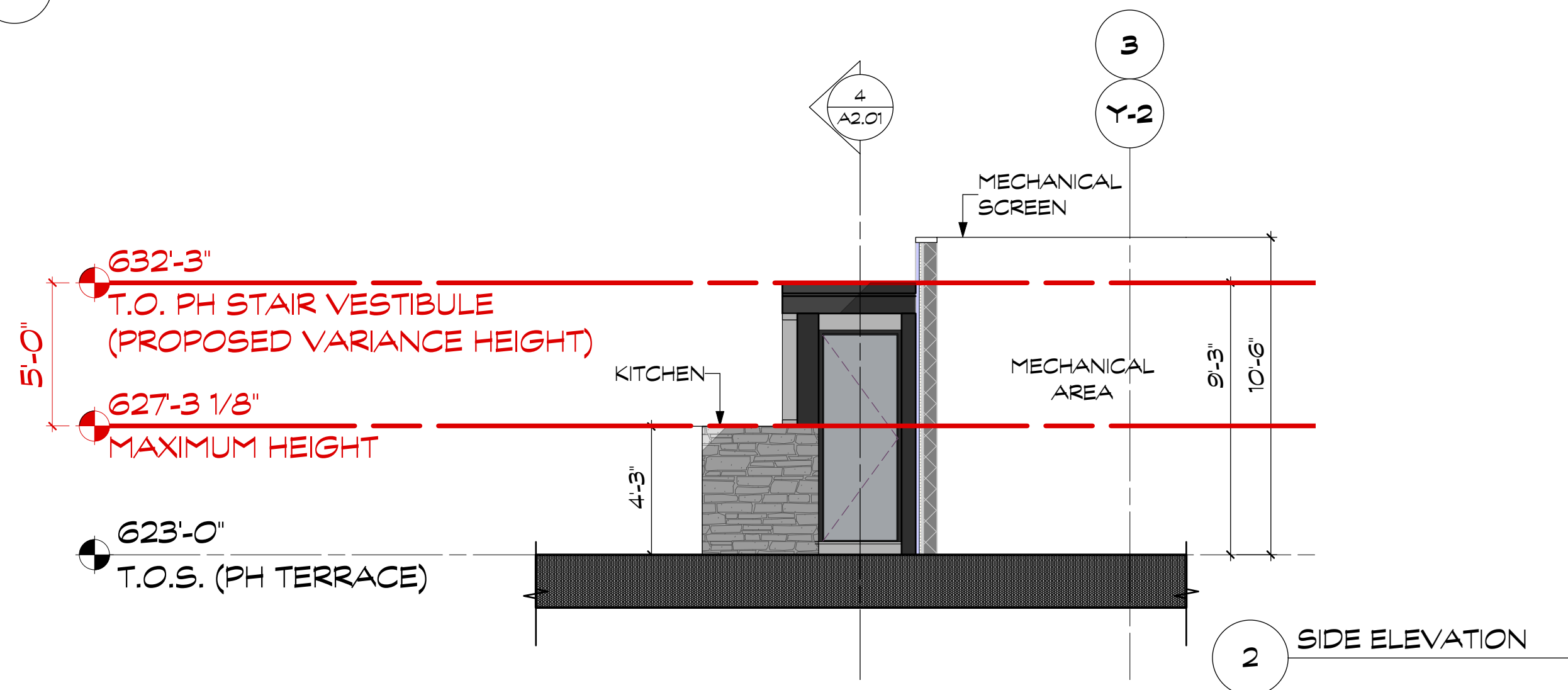


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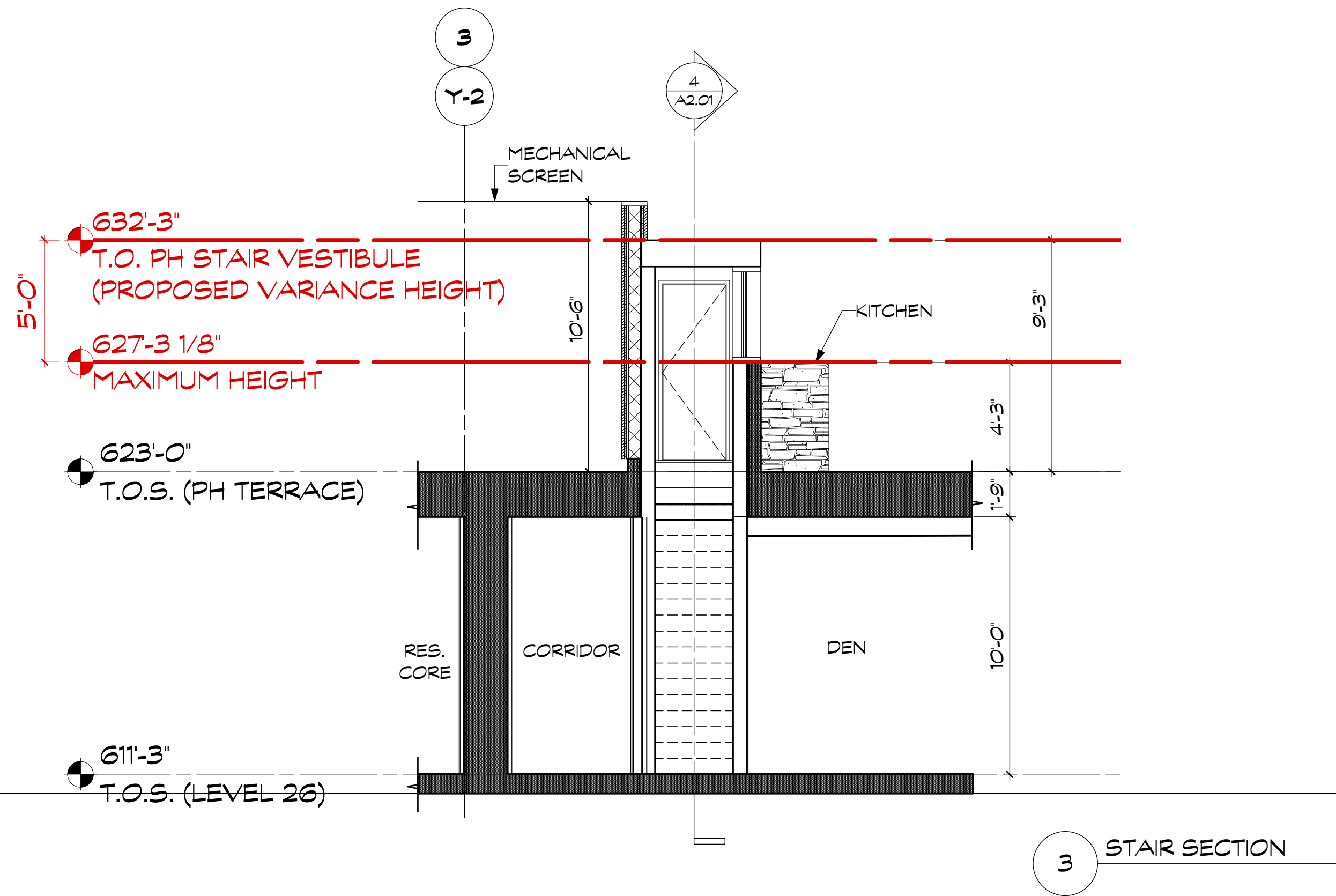
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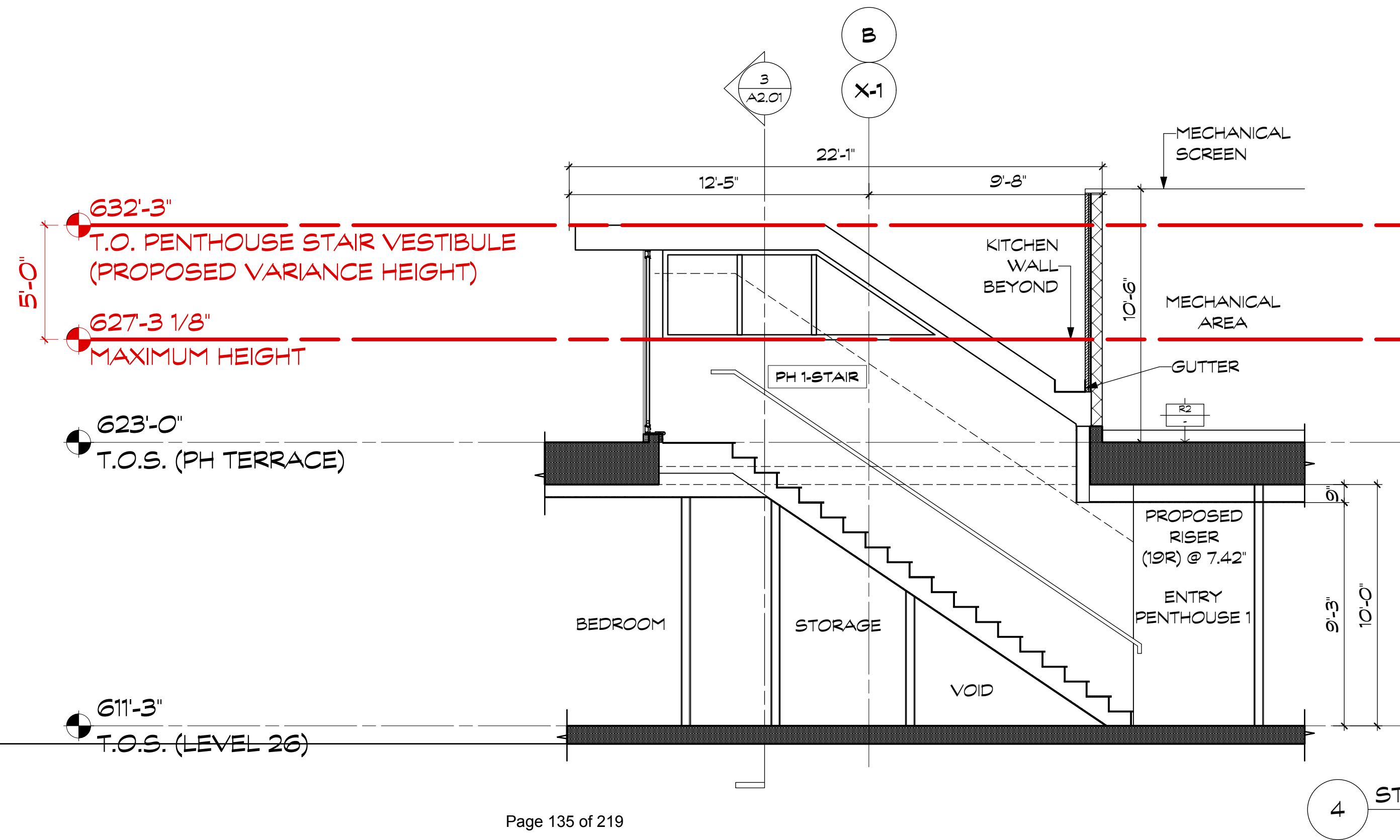
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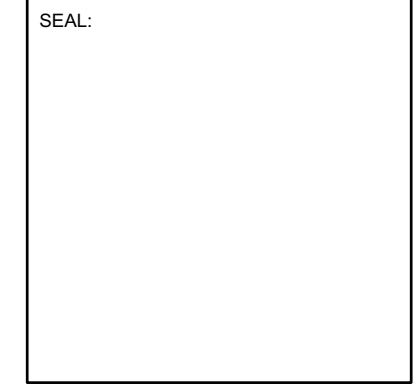
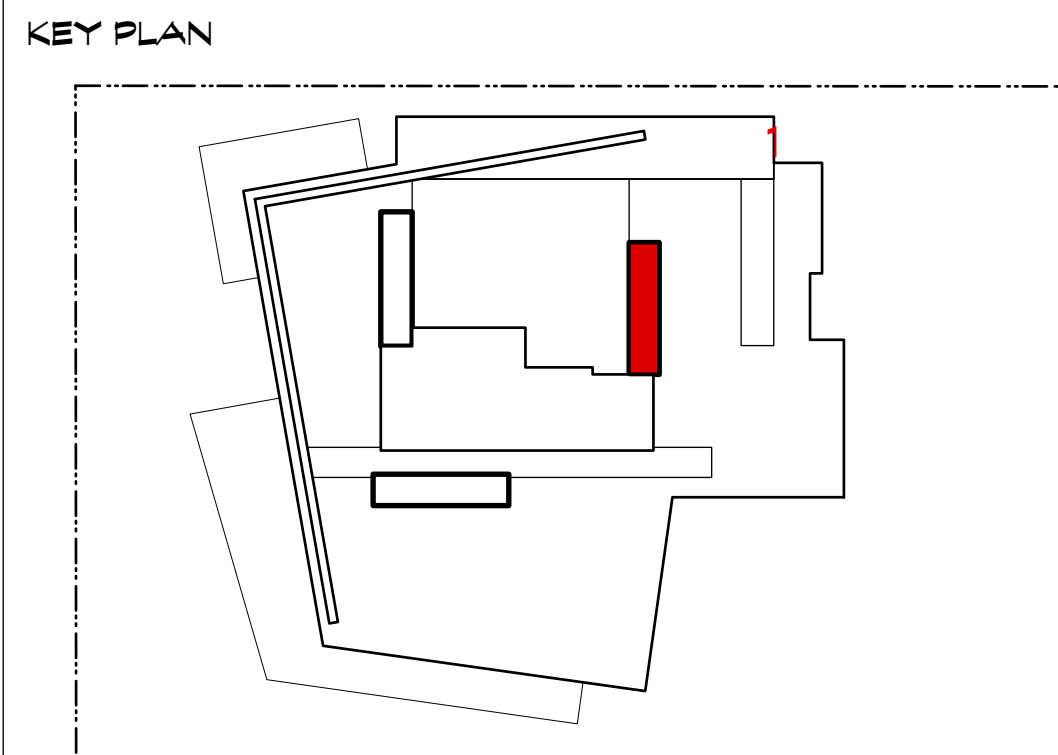
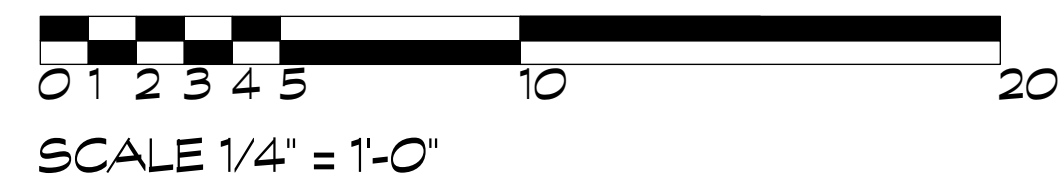
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4 STAIR SECTION



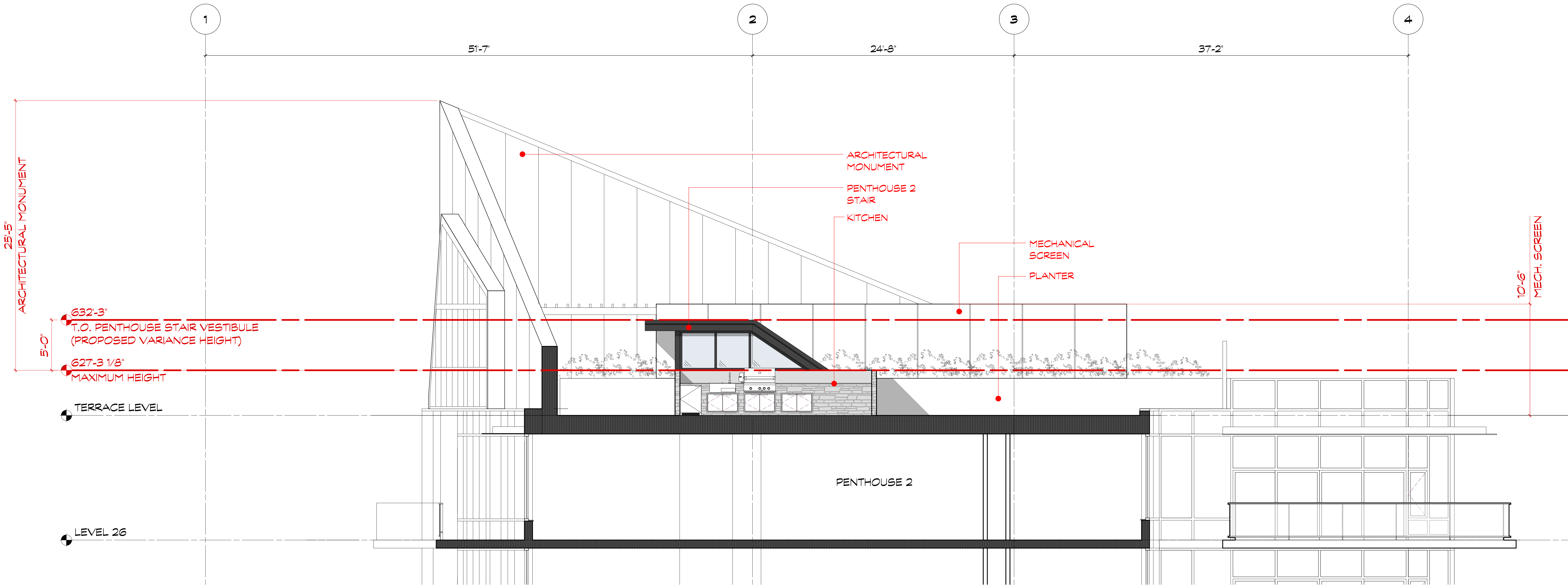
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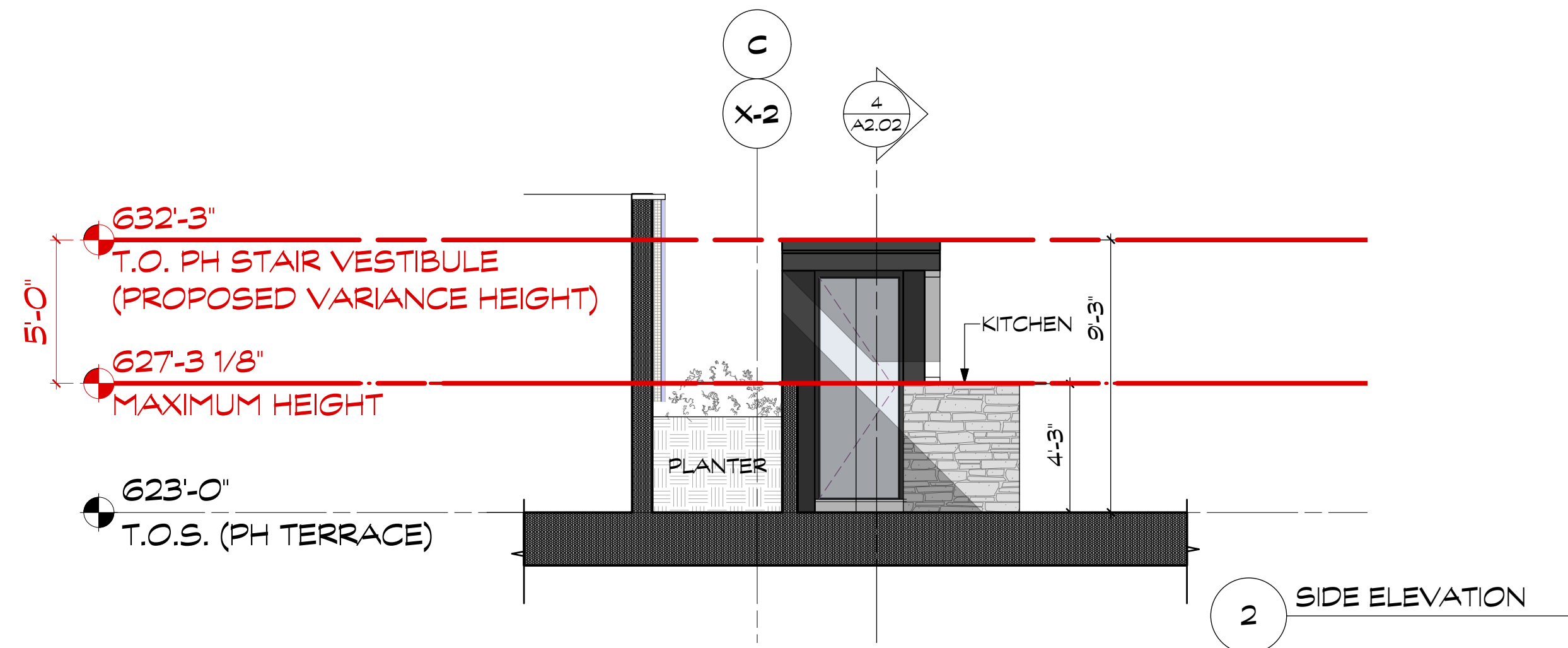


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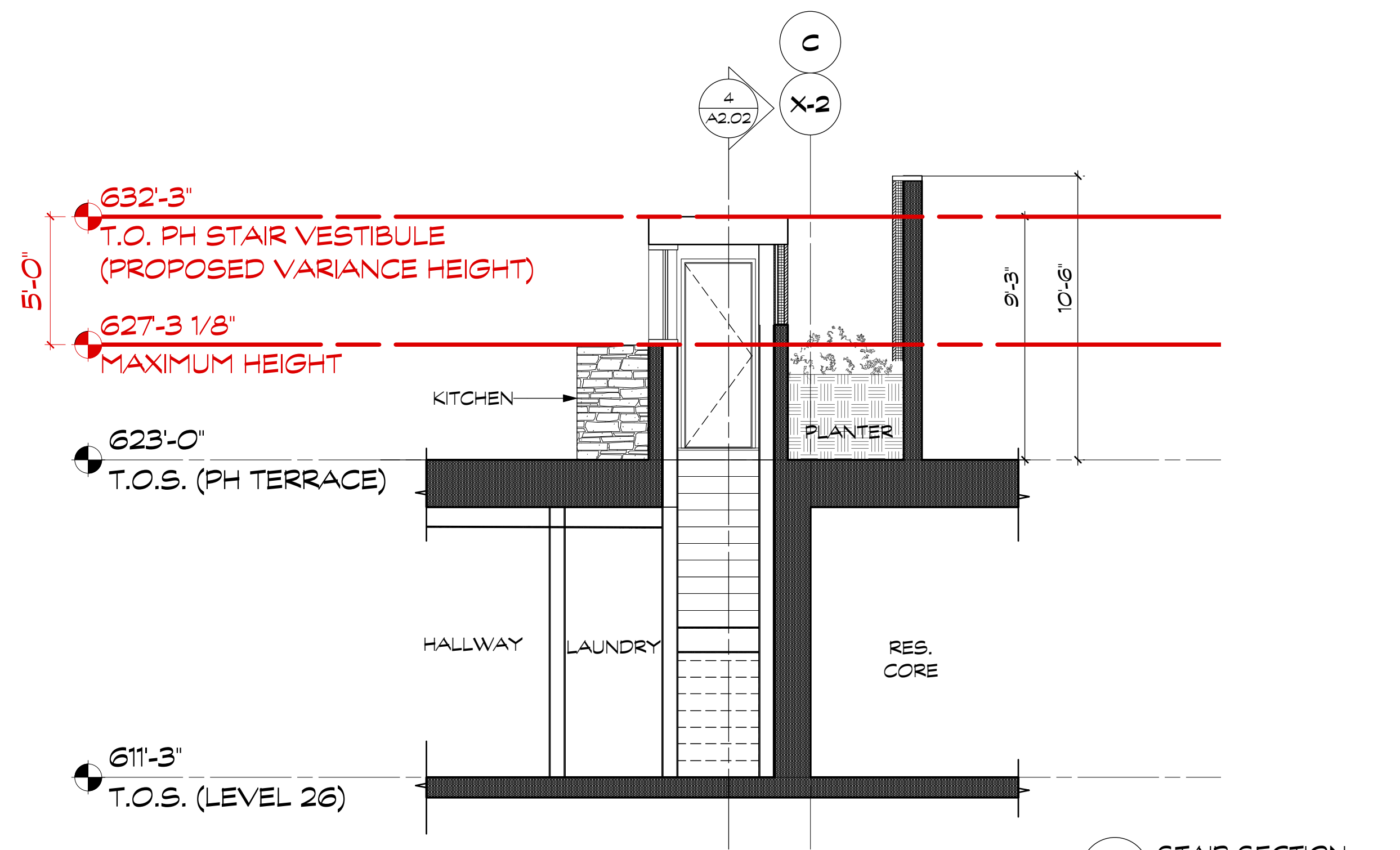
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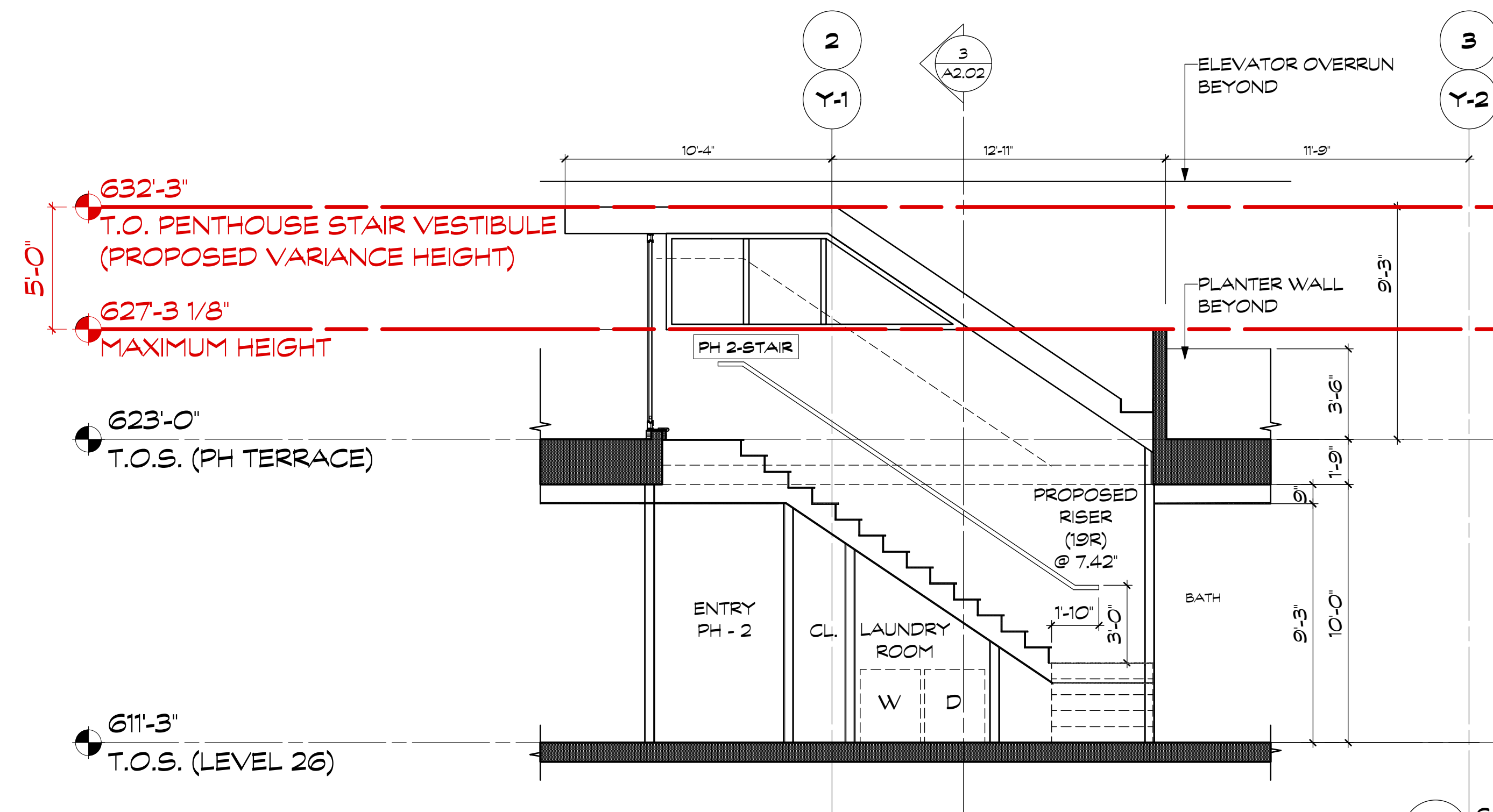
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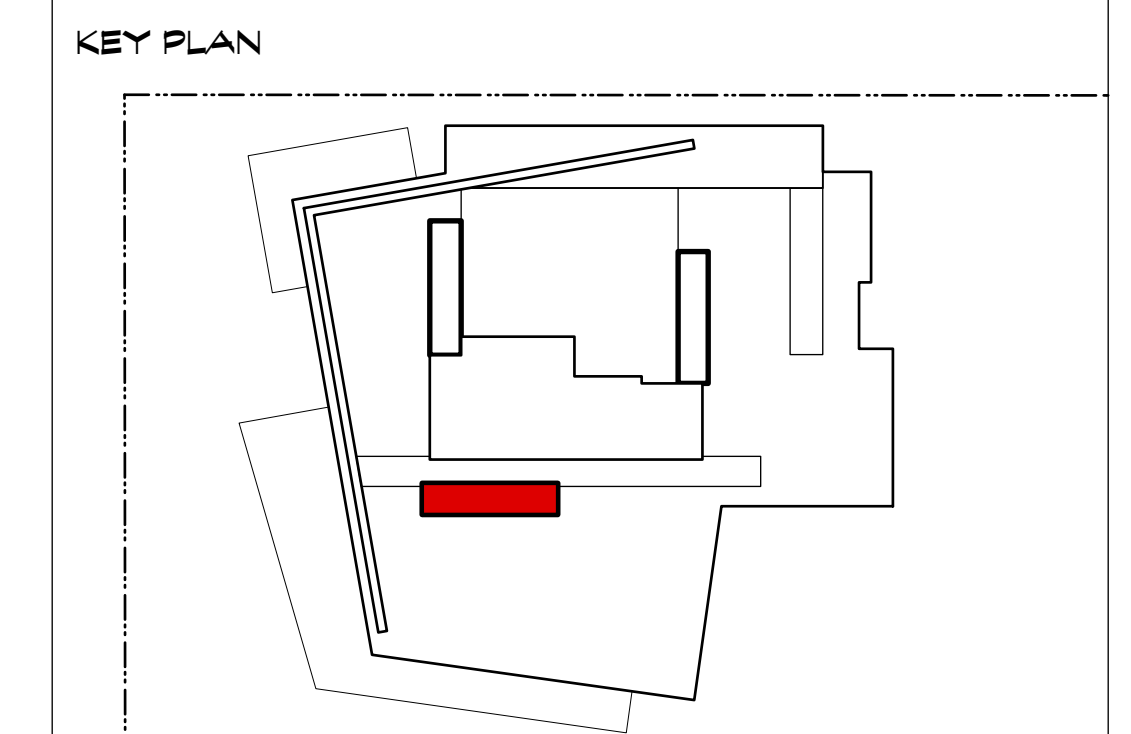
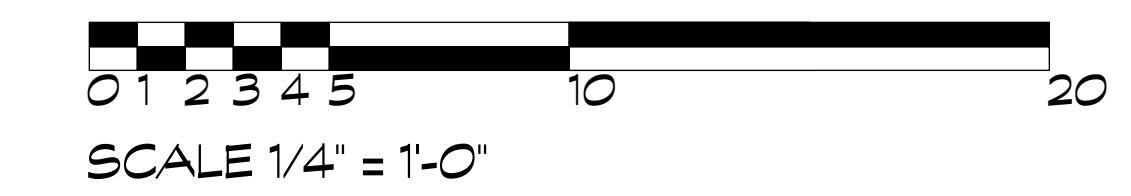
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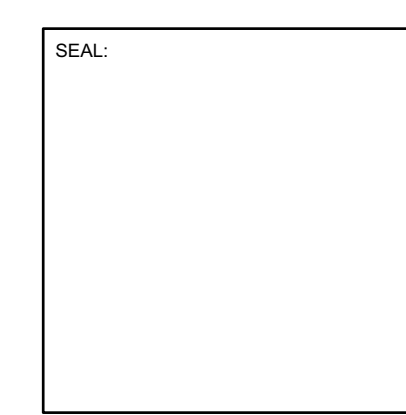
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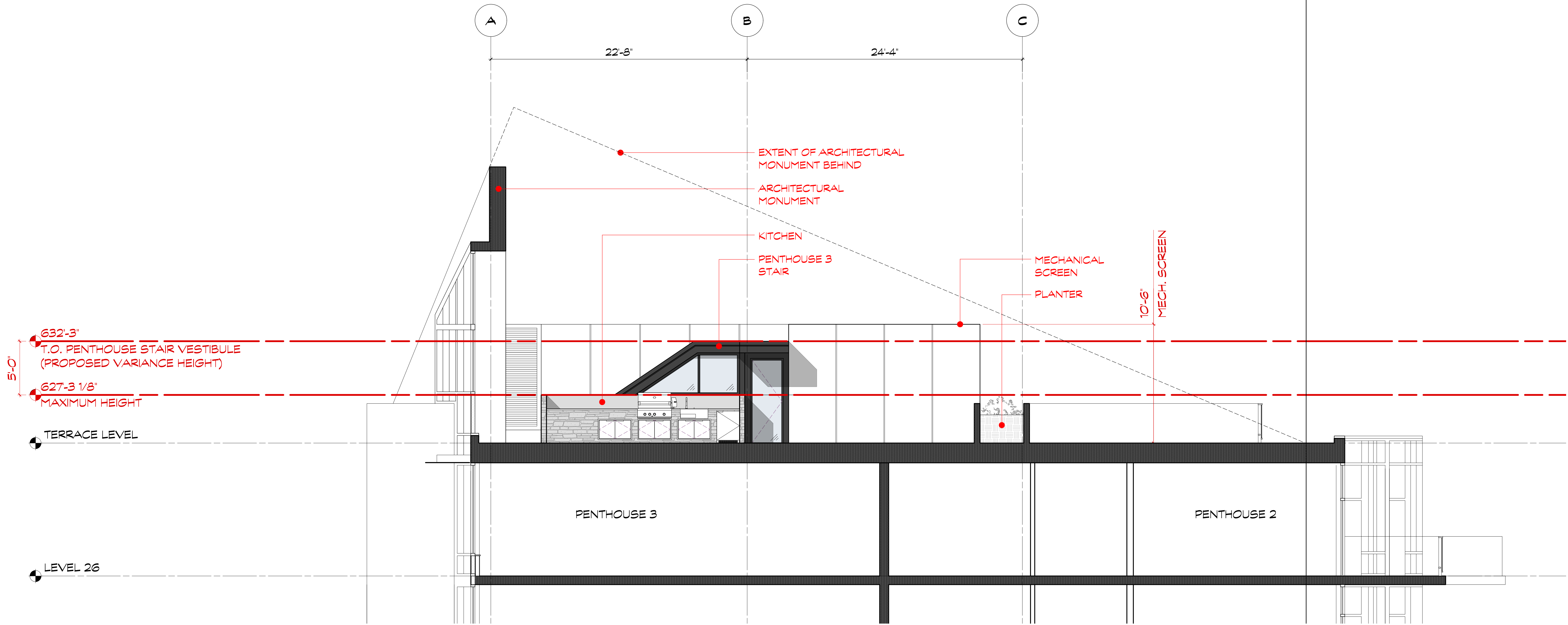
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1586 JOHNSTON ROAD  
WHITE ROCK, BC

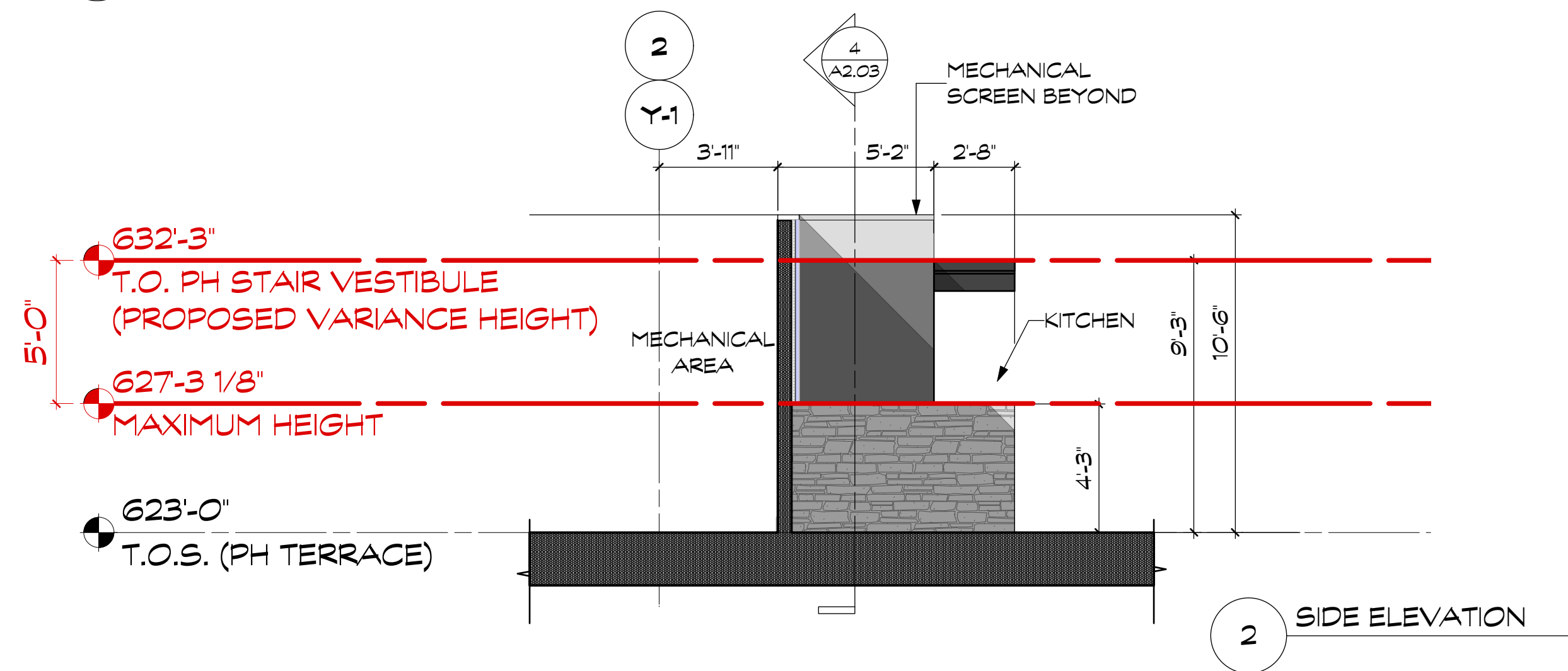
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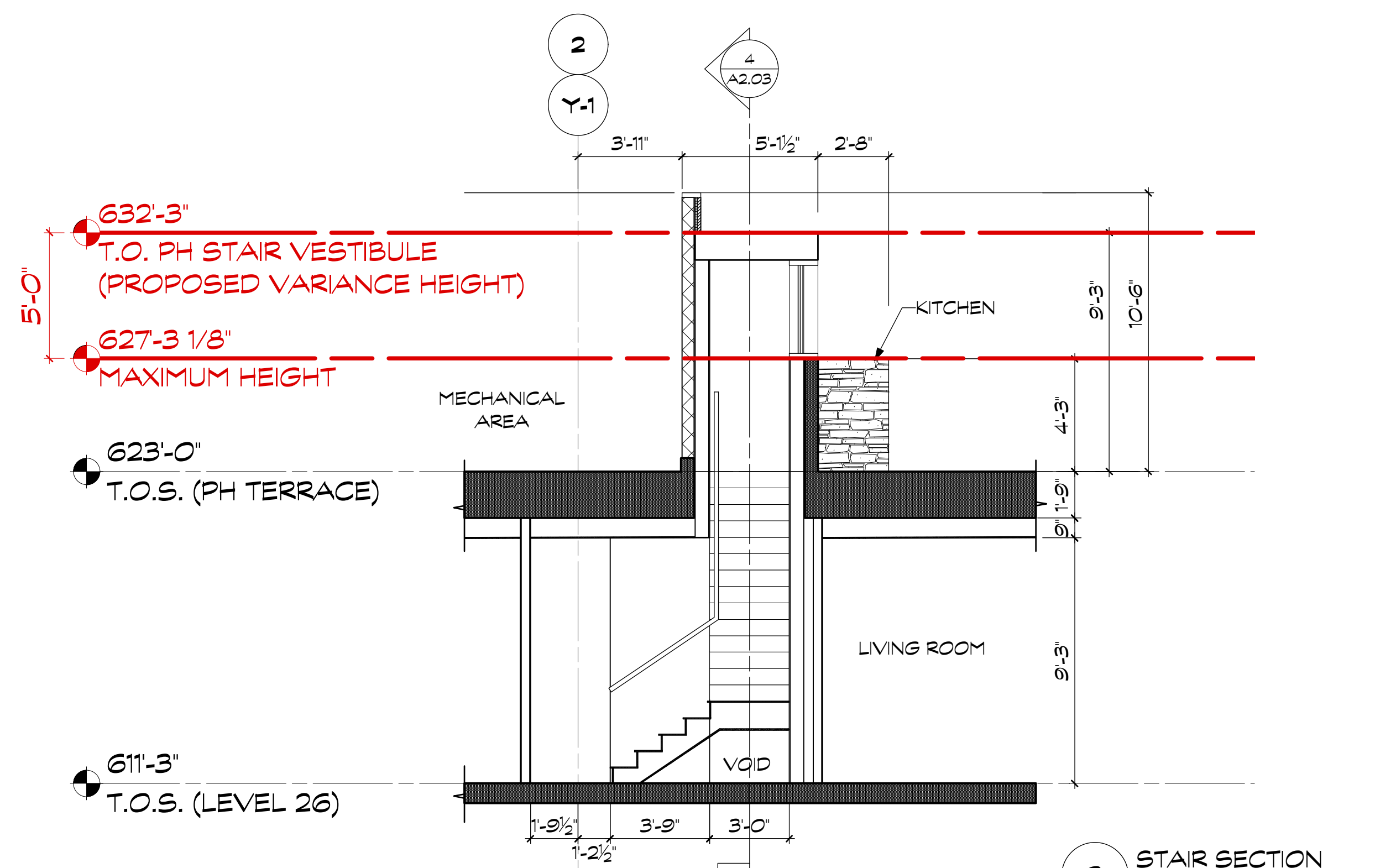
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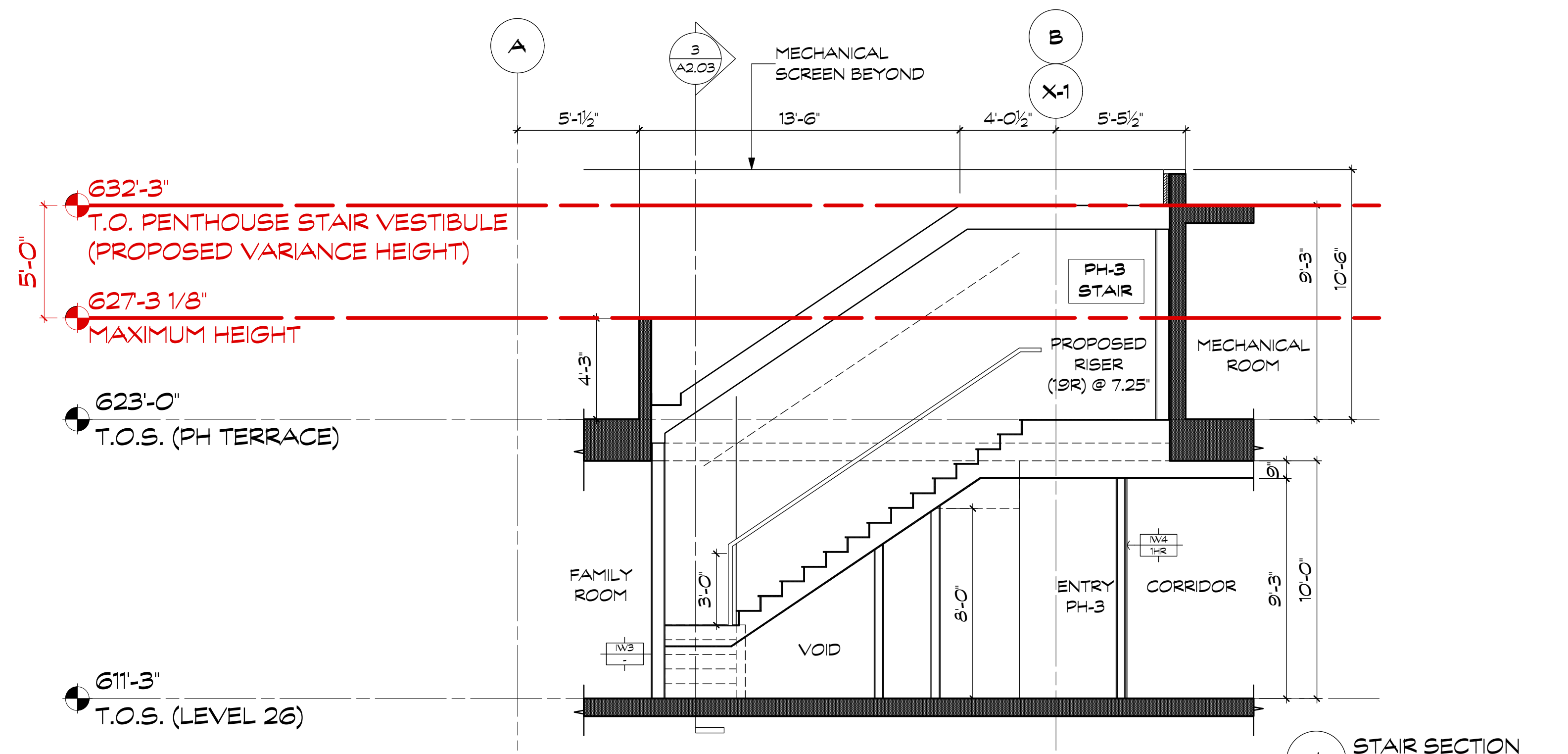
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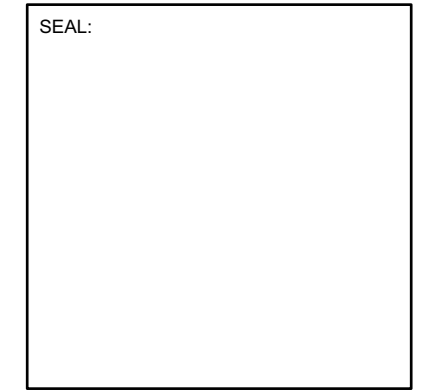
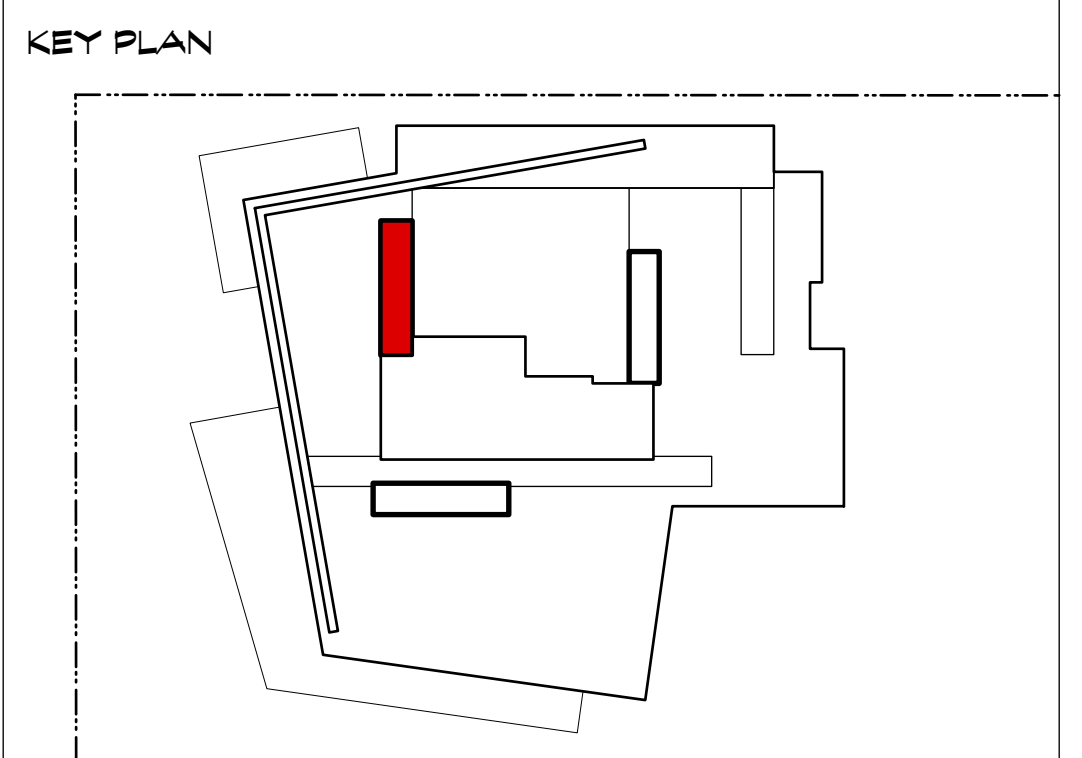
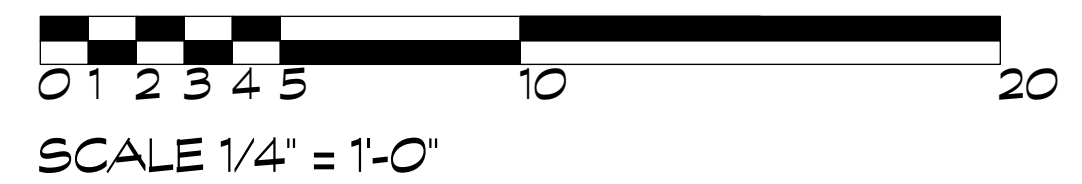
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3 STAIR SECTION



4 STAIR SECTION



**CICCOTZI**  
ARCHITECTURE

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PROJECT:  
**SOLEIL**  
  
1586 JOHNSTON ROAD  
WHITE ROCK, BC

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SHEET TITLE: <b>PENTHOUSE STAIR 3</b>	
REVISION NO.: -	SHEET NO.: <b>A2.03</b>



# 1588 Johnston Road

## FEEDBACK FORM

### Public Information Meeting

2

Responses

02:35

Average time to complete

Active

Status

1. Please provide your name:

2

Responses

Latest Responses

"Uwe Schnack"

"Diane Chan"

2. Please provide your address:

2

Responses

Latest Responses

"14463 Magdalen Crescent, White Rock"

"201-1264 Merklin St."

3. Do you support the proposed development application?



Yes

2



No

0



Undecided

0



4. Please provide your comments on the application:

2

Responses

Latest Responses

"This is a matter of safety for the residents. The additional height won'..."

"Since the stairs cannot be seen from the street and does not change t..."

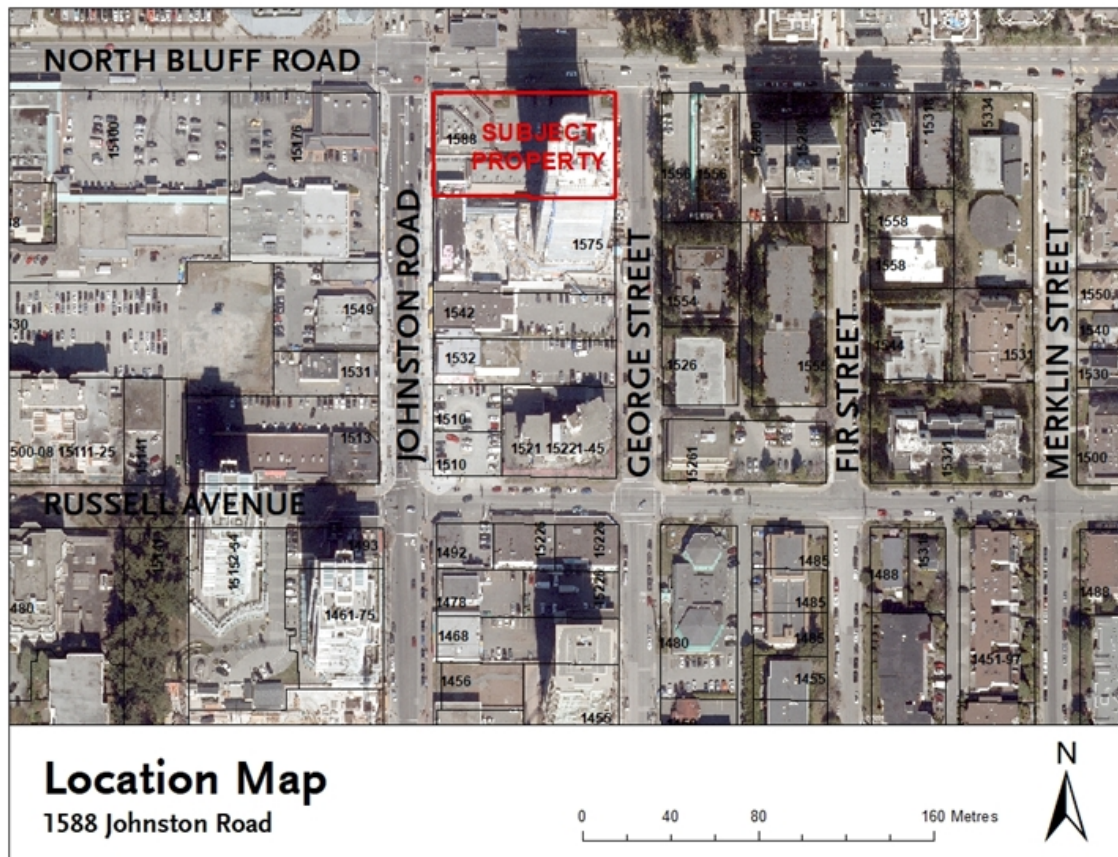
## 1588 Johnston Road

### Soleil Development

### Development Variance Permit

The City of White Rock has received a Development Variance Permit (DVP) application tied to the Soleil development at 1588 Johnston Road. The variance, if approved, would permit three penthouse stair towers to project above the maximum height permissions of the Town Centre Area Commercial / Residential (CR-1) Zone. The requested maximum height is 82.24 metres whereas the maximum height in the CR-1 Zone is 80.70 metres; total relief sought is 1.54 metres or approximately five (5) feet. Note that the design of the building includes an architectural monument which exceeds the height of the proposed stair towers; this monument is exempt from the maximum height provisions of the City's Zoning Bylaw, per Section 4.13.4.

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



1

Please provide your name: \*

Diane Chan

2

Please provide your address:

201-1264 Merklin St.

3

Do you support the proposed development application?

☐ Yes

- ☐ No
- ☐ Undecided

4

Please provide your comments on the application:

Since the stairs cannot be seen from the street and does not change the over-all height of the building, I do not see a problem with the variance request.

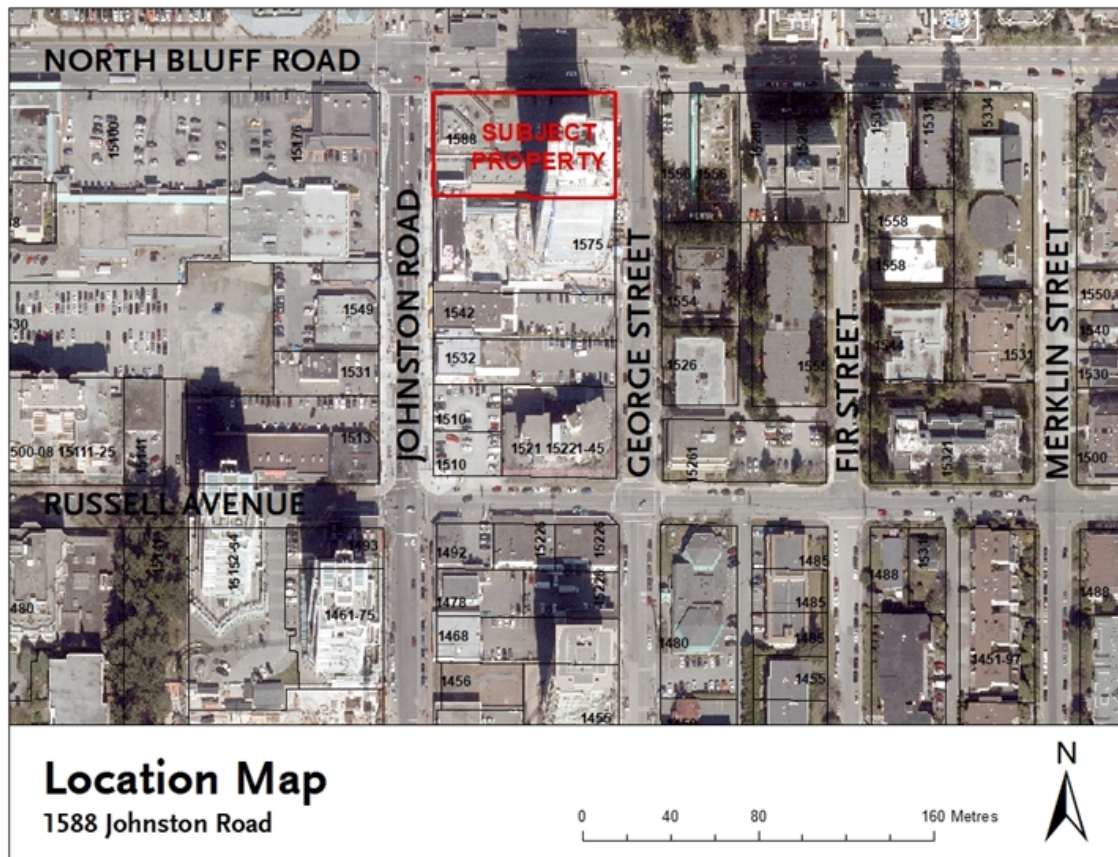




## 1588 Johnston Road Soleil Development Development Variance Permit

The City of White Rock has received a Development Variance Permit (DVP) application tied to the Soleil development at 1588 Johnston Road. The variance, if approved, would permit three penthouse stair towers to project above the maximum height permissions of the Town Centre Area Commercial / Residential (CR-1) Zone. The requested maximum height is 82.24 metres whereas the maximum height in the CR-1 Zone is 80.70 metres; total relief sought is 1.54 metres or approximately five (5) feet. Note that the design of the building includes an architectural monument which exceeds the height of the proposed stair towers; this monument is exempt from the maximum height provisions of the City's Zoning Bylaw, per Section 4.13.4.

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1

Please provide your name: \*

Uwe Schnack

2

Please provide your address:

14463 Magdalen Crescent, White Rock

3

Do you support the proposed development application?

☐ Yes

- ☐ No
- ☐ Undecided

4

Please provide your comments on the application:

This is a matter of safety for the residents. The additional height won't even be visible from the ground. It is lower than the sail. It should be approved.



## **PUBLIC INFORMATION MEETING SUMMARY**

**PROJECT NAME:** SOLEIL White Rock

**MEETING DATE:** February 25, 2021

**PURPOSE OF MEETING:** Public Information Meeting to present a Development Variance Permit for 3 Penthouse Stairs to project beyond the maximum height permissions of the Town Centre Area Commercial/Residential (CR-1) Zone

**PLACE OF MEETING:** Digital presentation

**PREPARED BY** Sandro Mancini, Ciccozzi Architecture

### **PUBLIC INFORMATION OVERVIEW:**

- The format of the meeting was a MS Team virtual meeting for invited neighbours & other members of the public – attended by approximately 5 guests
- Project Team members in attendance:
  - Greg Newman, City of White Rock
  - John Rempel, RDG Management
  - Sandro Mancini, Ciccozzi Architecture
  - Carolina Brito, Ciccozzi Architecture
- The presentation consisted of a slideshow containing 9 images, illustrating Plans, Sections, Elevations, and 3D renderings of the 3 Penthouse Stair Vestibules.
- Greg Newman gave a brief introduction of the project and the Variance being requested. He noted that if the Variance is approved, this would permit three penthouse stair vestibules to project above the maximum height permissions of the Town Centre Area Commercial/Residential (CR-1) Zone
- Sandro Mancini gave the Development Variance Permit presentation to the 5 participants. The presentation was repeated 2 other times for guests arriving late (a total of 3 times)
- 2 guests were in support of the proposal:
  - 1 comment noted that the Vestibules were a matter of safety for the residents and the additional height would not even be visible from the ground and that it is lower than the Architectural Monument “Blue Sail” and this application should be approved.
  - 1 Guest placed a comment at the Q&A during the meeting and noted that the building is a nice-looking building and there is no objection to the request for additional height at the Stair Vestibules.
- There were no additional comments made at the Q&A during the meeting

**Robert Ciccozzi**  
Architect AIBC,  
AAA, AIA, B.Arch.  
PRINCIPAL

**Shannon Seefeldt**  
Architect AIBC, AIA,  
NCARB, B.Arch.  
SR. ASSOCIATE

**Sandro Mancini**  
Architect AIBC,  
NCARB  
SR. ASSOCIATE

**Otto Lejeune**  
Architect AIBC, RAIC,  
LEED GA.  
SR. ASSOCIATE

**Craig Rogers**  
Architect AIBC, LEED AP,  
BD+C, D.Arch, PBDA, B.E.D.  
SR. ASSOCIATE

**Erin Szpilewski**  
B.Arch.Sc,  
Sr. Technologist  
SR. ASSOCIATE

**Darrell Radom**  
Cert. Tech.  
Sr. Technologist  
SR. ASSOCIATE

**THE CORPORATION OF THE  
CITY OF WHITE ROCK**



**DEVELOPMENT VARIANCE PERMIT NO. 439**

1. This Development Variance Permit No. 436 is issued to **1588 HOLDINGS LTD** as the owner and shall apply only to ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of White Rock, in the Province of British Columbia, and more particularly known and described as:

Legal Description: Lot A, Plan NWP71341, Part NW1/4, Section 11, Township 1, New Westminster Land District

PID: 003-674-789

As indicated on Schedule A

2. This Development Variance Permit No. 439 is issued pursuant to the authority of Section 498 of the *Local Government Act, R.S.B.C. 2015, Chapter 1* as amended, and in conformity with the procedures prescribed by "White Rock Planning Procedures Bylaw, 2017, No. 2234," as amended.
3. The provisions of the "City of White Rock Zoning Bylaw, 2012, No. 2000," as amended, are varied as follows:
  - (a) Section 6.16.5 is varied to permit a *principal building* having a maximum height of 82.24 metres, being limited to the three stair vestibules providing access to the rooftop penthouse units.
4. Said lands shall be developed in accordance with all terms, conditions, and provisions of this permit and any plans and specifications attached to this permit which shall form a part hereof.
5. Terms and Conditions:
  - (a) The development shall generally conform to the drawings attached hereto as Schedule B.
6. Where the holder of this Development Variance Permit does not receive final approval of a building permit for the proposed development within two (2) years after the date this Permit was issued, the Permit shall lapse, unless the Council, prior to the date the Permit is scheduled to lapse, has authorized the extension of the Permit.
7. This permit does not constitute a Sign Permit, a Tree Management Permit or a Building Permit.

Authorizing Resolution passed by the Council on the \_\_\_\_\_ day of \_\_\_\_\_ 2021.

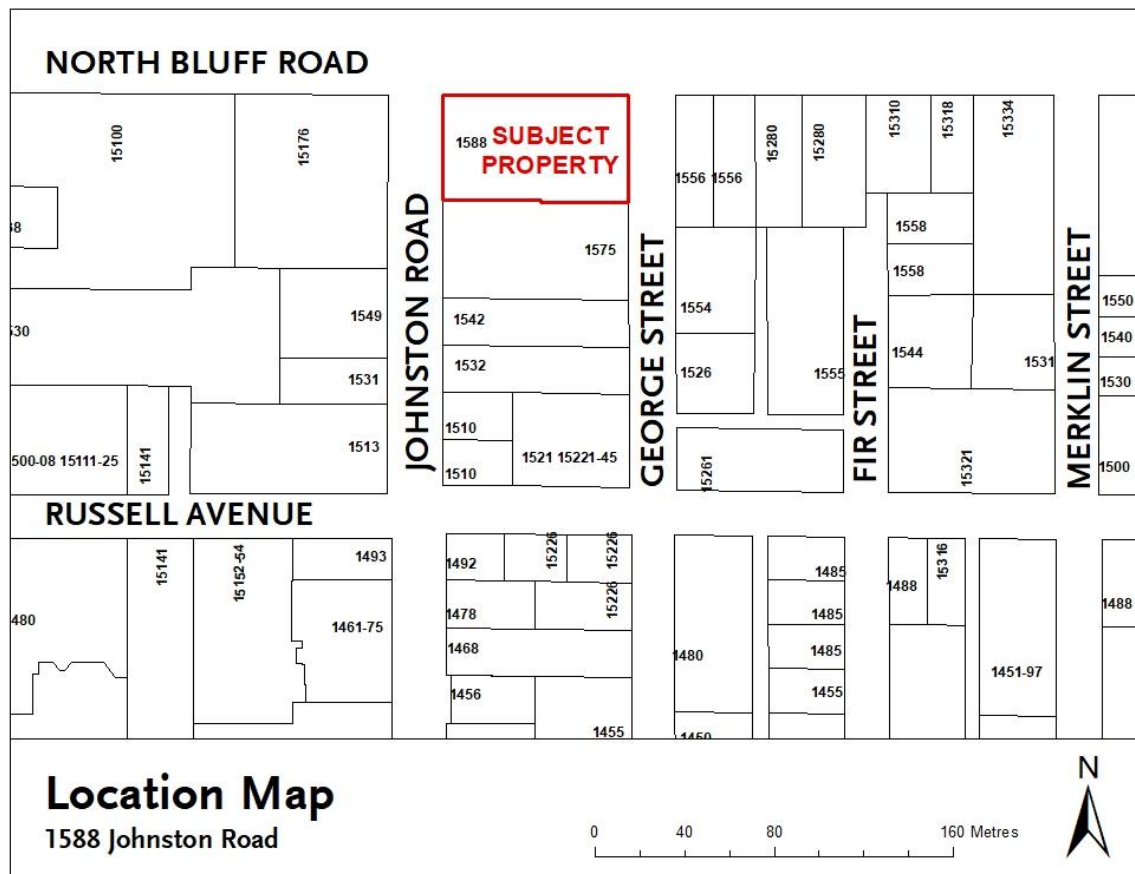
This development variance permit has been executed at White Rock, British Columbia, the \_\_\_\_\_ day of \_\_\_\_\_ 2021.

The Corporate Seal of THE CORPORATION  
OF THE CITY OF WHITE ROCK was hereunto  
affixed in the presence of:

\_\_\_\_\_  
Mayor – Darryl Walker

\_\_\_\_\_  
Director of Corporate Administration – Tracey Arthur

Schedule A  
Location Map



**Schedule B**

DRAFT

Architectural Drawings

1. I, the undersigned, being the duly qualified and licensed architect, do hereby certify that I am the author of the above described plans and specifications, and that I am a duly qualified and licensed architect under the laws of the Province of British Columbia.	
DATE: _____	BY: _____
PROJECT: _____	SCALE: _____



**CICCOZZI**  
ARCHITECTURE  
1011-1012 JAMES STREET  
VANCOUVER, BC  
V6C 2E6  
TEL: 604-681-1111



<b>SOLEIL</b> 1588 JOHNSTON ROAD WHITE ROCK, BC	
DATE: _____	BY: _____
PROJECT: _____	SCALE: _____
<b>COVER SHEET</b>	
PROJECT NO: _____	AC.00

**SOLEIL MIXED USE DEVELOPMENT**  
1588 JOHNSTON ROAD, WHITE ROCK, BC  
ISSUED FOR DP VARIANCE - PENTHOUSE STAIR VESTIBULES - JANUARY 15, 2021



DRAWING LIST	
NO.	DESCRIPTION
01	COVER SHEET
02	GENERAL NOTES
03	SECTION 101 - 1012 JAMES STREET
04	SECTION 101 - 1012 JAMES STREET
05	SECTION 101 - 1012 JAMES STREET
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CONSTRUCTION OF THE BUILDING SHALL BE IN ACCORDANCE WITH THE NATIONAL BUILDING CODE OF CANADA AND THE NATIONAL PLUMBING CODE OF CANADA. THE DESIGNER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AUTHORITIES. THE DESIGNER SHALL ALSO BE RESPONSIBLE FOR OBTAINING ALL NECESSARY INSURANCE COVERAGE.

DATE: 11/11/2017  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]

REVISIONS:  
 NO. 1: 11/11/2017  
 NO. 2: 11/11/2017



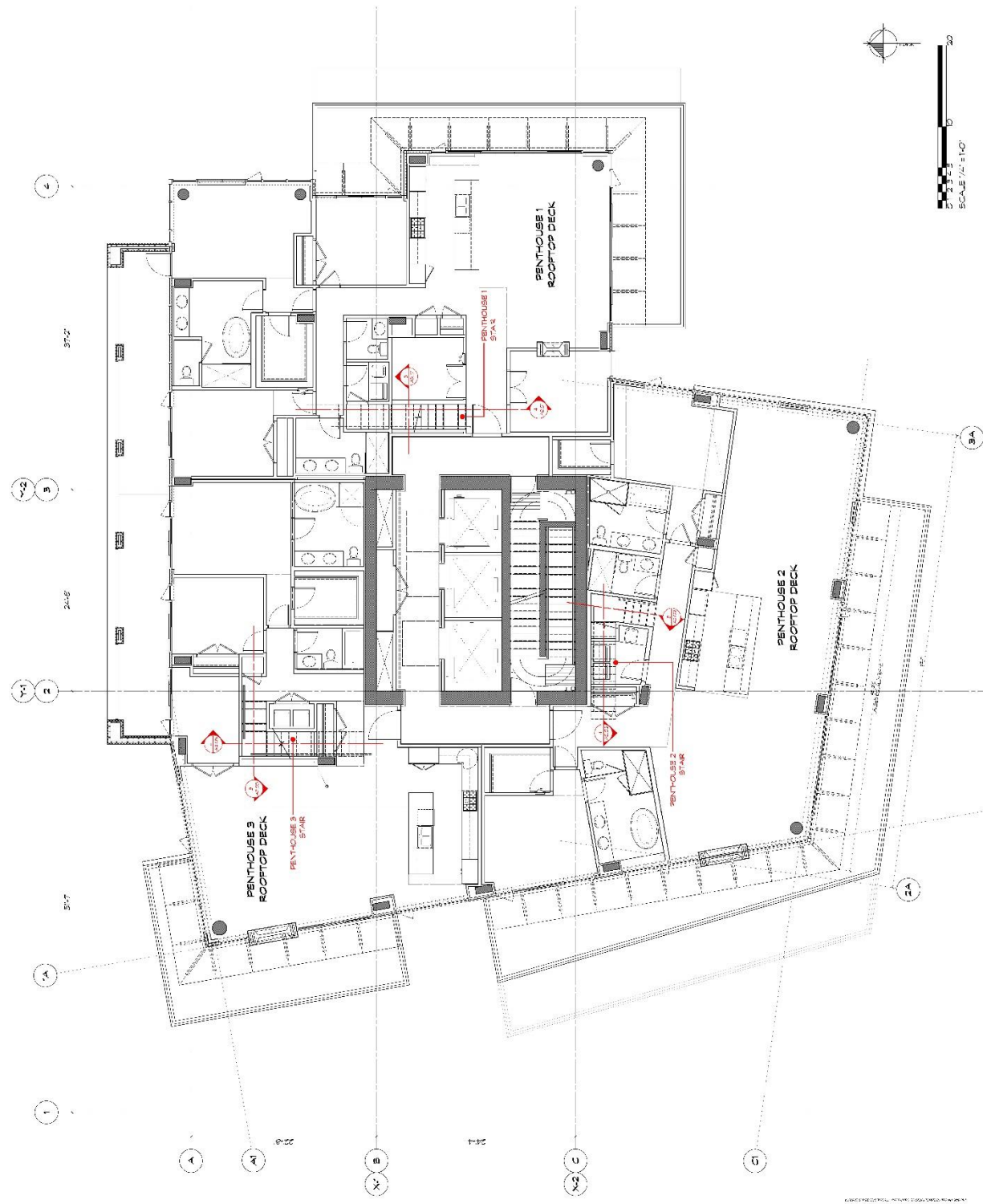
**CICCOZZI**  
 ARCHITECTURE  
 1000 WEST 10TH AVENUE  
 SUITE 100  
 CALGARY, ALBERTA T2C 1P5  
 TEL: 403.243.8888



**SOLE**  
 1000 WEST 10TH AVENUE  
 SUITE 100  
 CALGARY, ALBERTA T2C 1P5

DATE: 11/11/2017  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]

LEVEL 26  
 PENTHOUSE

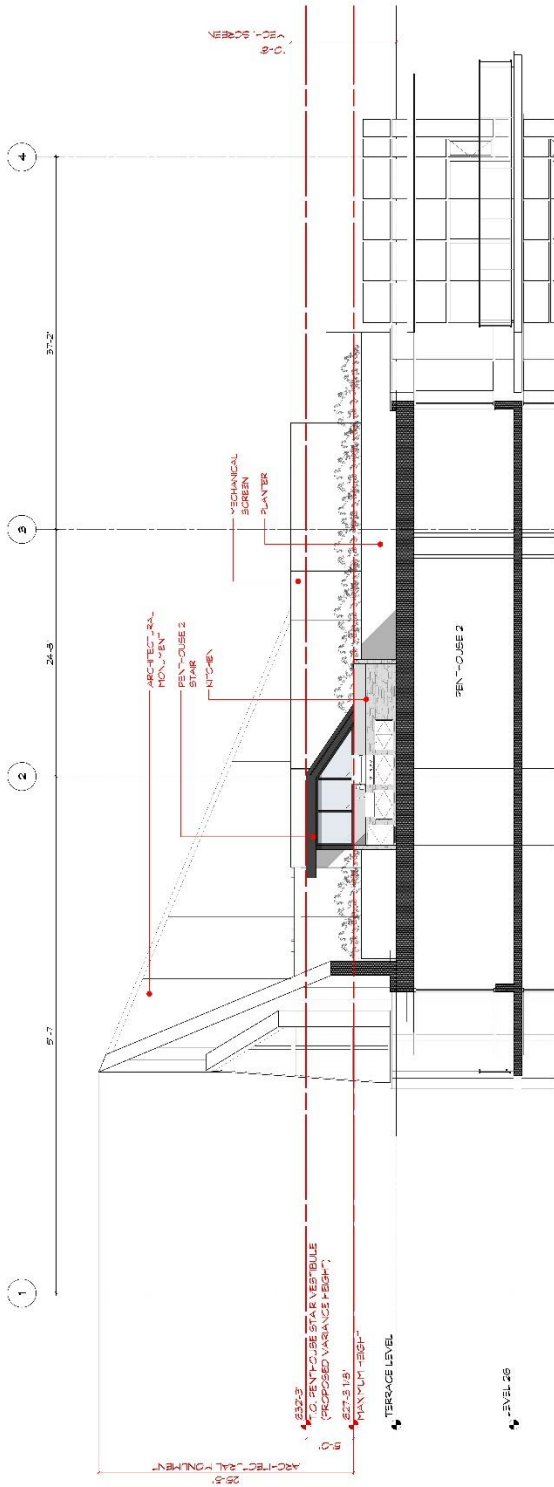








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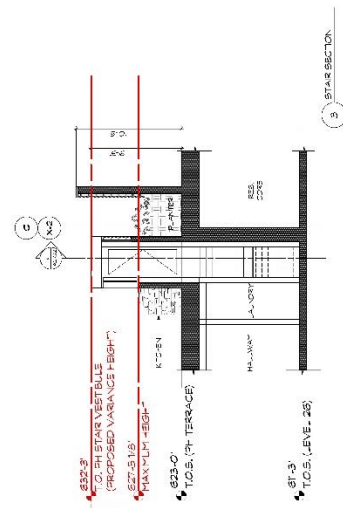
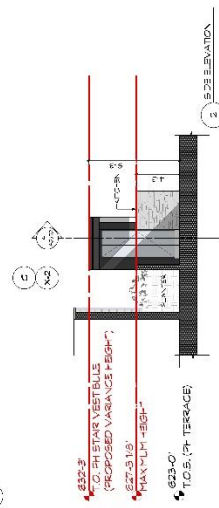
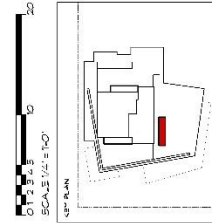


**CICCOZZI**  
ARCHITECTURE

1511 FLORENCE STREET  
DALLAS, TEXAS 75201  
PHONE: 214.766.1111  
FAX: 214.766.1112



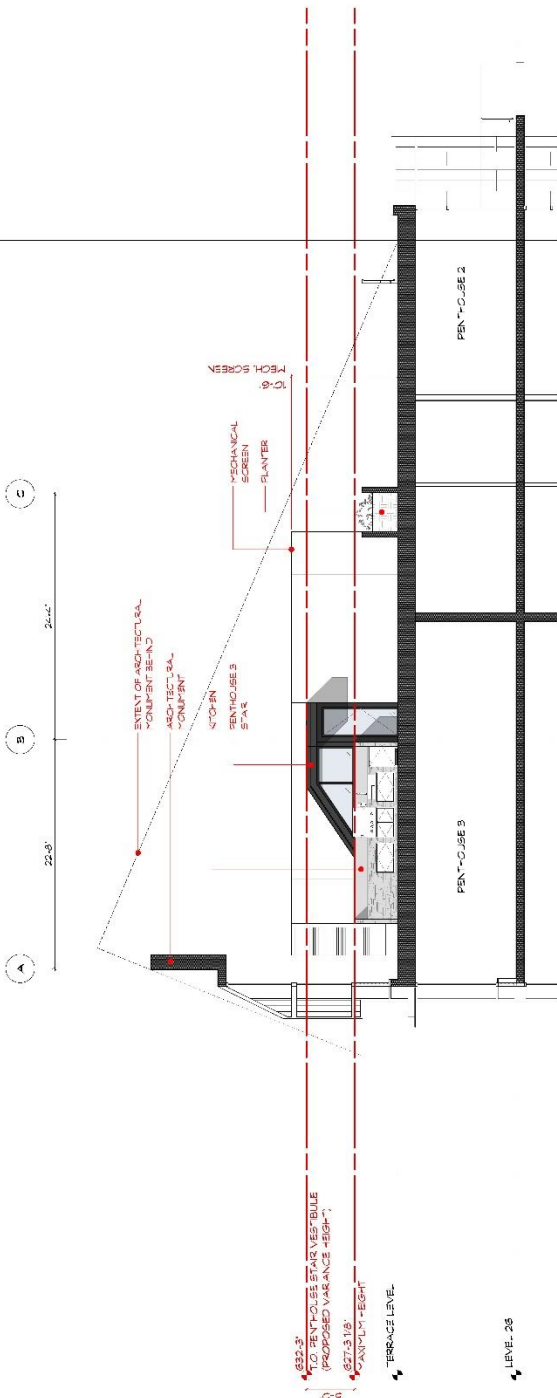
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DATE: 11/11/2014  
BY: [Signature]  
CHECKED BY: [Signature]

PROJECT: [Project Name]  
SHEET: [Sheet Number]



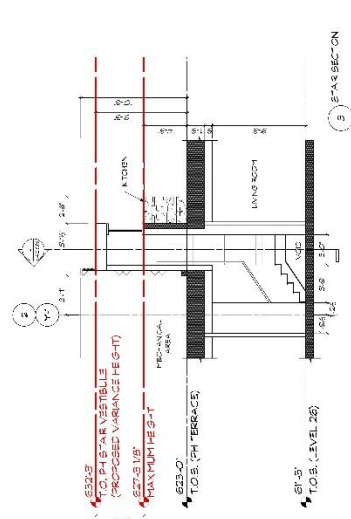
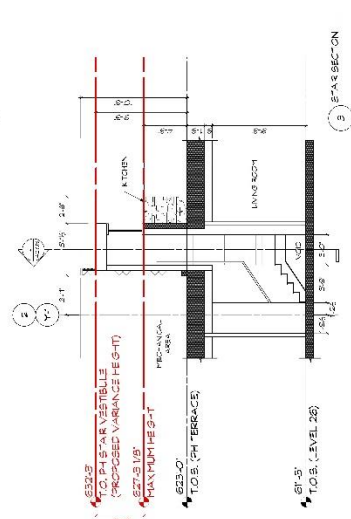
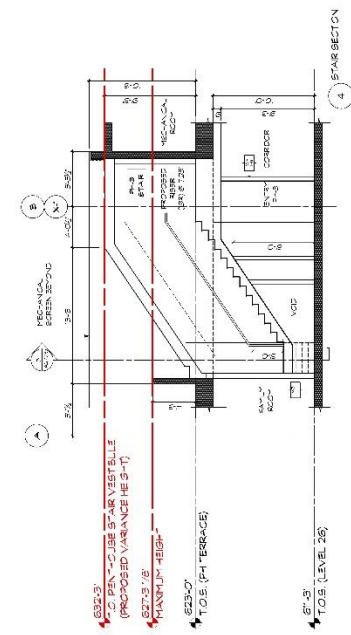
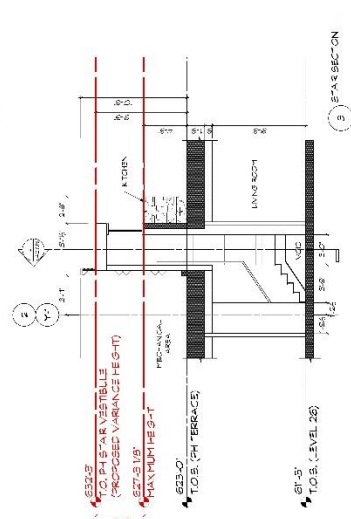
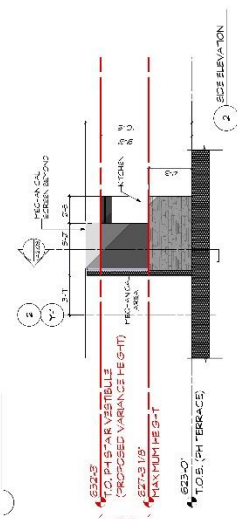
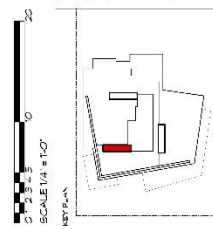
**CICCOZZI**  
ARCHITECTURE  
11114 12TH  
3000 WEST 10TH STREET  
DENVER, CO 80202  
TEL: 303.733.1111



**SOLEIL**  
866.6-NOVA-800  
866.6-NOVA-800  
SCALE 1/4" = 1'-0"

**PENTHOUSE STAR 3**  
11114 12TH  
3000 WEST 10TH STREET  
DENVER, CO 80202  
TEL: 303.733.1111

**A4.03**



# Development Variance Permit

***1588 Johnston Road***

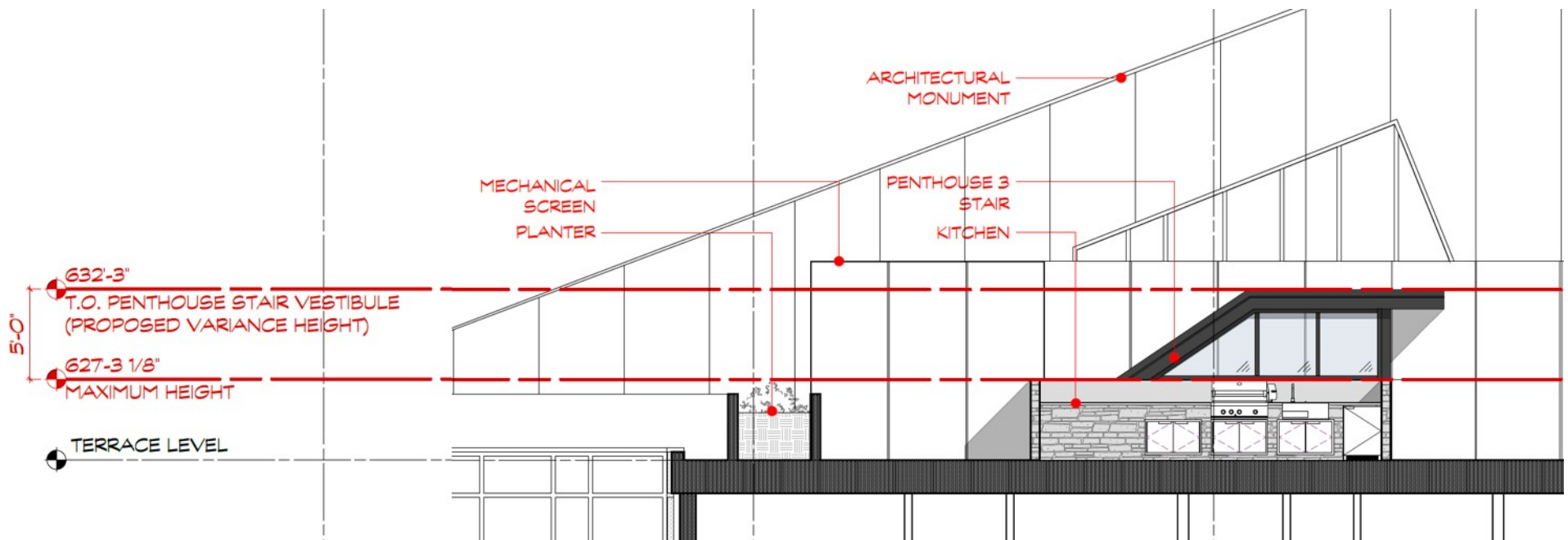
**WHITE ROCK**  
*My City by the Sea!*

*March 29, 2021*



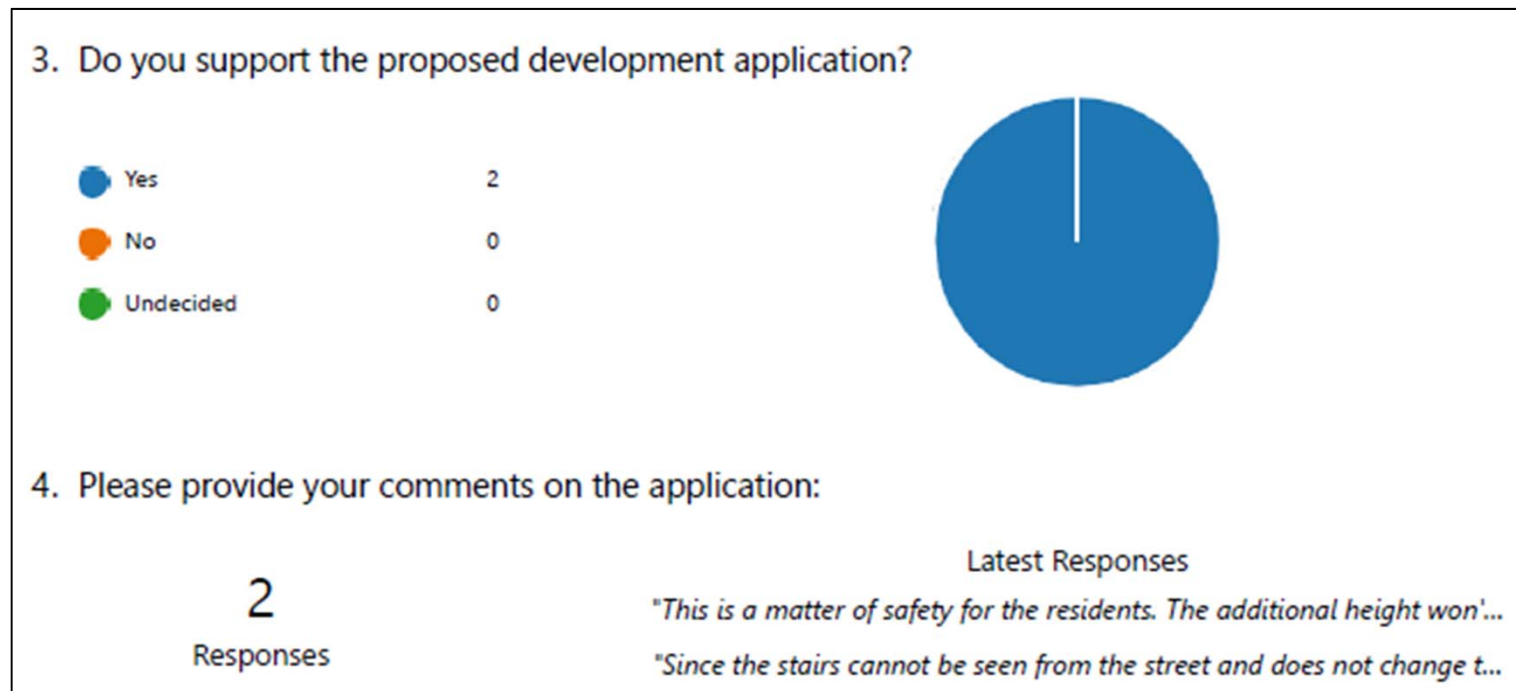
# PROPOSAL

- Development Variance Permit (DVP) application to enable introduction of stair vestibules into the design; access was formerly proposed by way of rooftop hatches;
- Stair vestibules would result in a max. building height of 82.24 metres, requiring relief of 1.54 metres (~5.04 feet) from the maximum height of 80.7 metres permitted in the CR-1 Zone



# CONSULTATION & FEEDBACK

- Digital Public Information Meeting held February 25, 2021
- Approximately 5 people attended the PIM
- No issues of concern were noted
- 2 feedback forms received both offering support – appendices



# PLANNING ANALYSIS

- Property designated “Town Centre” in OCP – recognized as the centre for cultural, civic, economic and public life in the City. The Plan provides that the highest densities and height shall be concentrated in the Town Centre.



# PLANNING ANALYSIS

- The property is zoned Town Centre Commercial / Residential Zone CR-1. The CR-1 Zone allows for max. height of 80.7m subject to an amenity agreement; agreement entered with previous planning approvals.
- Section 4.13.4 of the Zoning Bylaw exempts “chimneys” (ventilation systems) and architectural “monuments” from the max. height of the Zone.
- Proposed stair vestibules would be lower in height than these features.



**ELEVATION**

52'-0" 24'-4" 22'-8"

52'-3 1/8" MAXIMUM HEIGHT

5'-0" TERRACE LEVEL

LEVEL 26

PENTHOUSE 1

PENTHOUSE 3 STAIR KITCHEN

MECHANICAL SCREEN PLANTER

ARCHITECTURAL MONUMENT

MECH. SCREEN

ARCHITECTURAL MONUMENT

Architectural elevation drawing of the side of a building. The drawing shows a structure with a central entrance area labeled "KITCHEN" and a "MECHANICAL AREA" to the right. A "MECHANICAL SCREEN" is located above the mechanical area. The drawing includes height markers on the left: "632'-0" T.O. PH STAR VESTIBULE (PROPOSED VARIANCE HEIGHT)", "627'-3 1/8" MAXIMUM HEIGHT", and "623'-0" T.O.S. (PH TERRACE)". A north arrow is at the top center. A circular callout "3" with "Y-2" below it is at the top right. A circular callout "2" is at the bottom right. The text "SIDE ELEVATION" is at the bottom right.

2 SIDE ELEVATION

3 STAIR SECTION

Architectural section drawing showing a building cross-section. The drawing includes dimensions and labels for various areas.

Vertical dimensions on the left:

- 632'-5" T.O. PENTHOUSE STAIR VESTIBULE (PROPOSED VARIANCE HEIGHT)
- 627'-3 1/8" MAXIMUM HEIGHT
- 623'-0" T.O.S. (PH TERRACE)
- 611'-3" T.O.S. (LEVEL -26)

Horizontal dimensions at the top:

- 12'-0"
- 22'-7"
- 8'-0"

Labels and features:

- MECHANICAL SCREEN
- KITCHEN WALL BEYOND
- MECHANICAL AREA
- SUTTER
- PH TERRACE
- BEDROOM
- STORAGE
- VOID
- PROPOSED RISER (8IN @ 12" ENTRY PENTHOUSE)
- ENTRY PENTHOUSE

A circular callout 'B' is located at the top center. A scale bar at the bottom right indicates 0, 10, 20 feet. A circled '4' is at the bottom right corner.

4 STAR SECTION

554

15TH FLOOR  
1095 WEST PENDER STREET  
VANCOUVER, B.C.  
CANADA V6E 2M6  
TEL: (604) 687-4741



**RDG**  
WHITE ROCK

PROJECT

**SOLEIL**

1555 JOHNSTON ROAD  
WHITE ROCK, SC

DRAWN CD	CHECKED BY RL
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SCALE:	PROJECT NO.: C-4840
SHEET 1 OF 10	

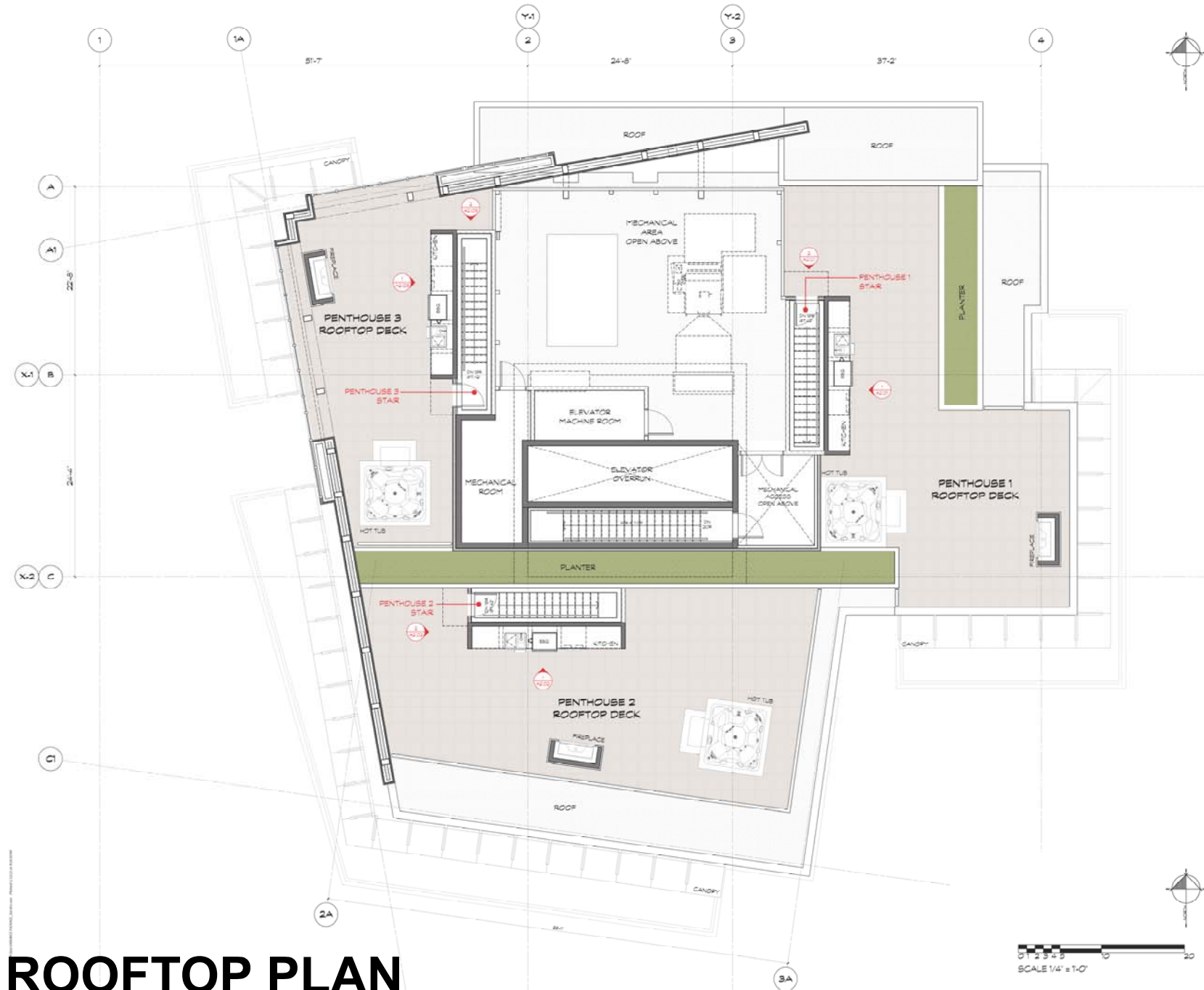
PENTHOUSE  
STAIR 1

114

REVISION NO.:  
SHEET NO.:  
A2 Q1

740

# ROOFTOP PLAN



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REVISION:	DATE:	DESCRIPTION:

ISSUE:	DATE:	DESCRIPTION:



**CICCOTZI**  
ARCHITECTURE  
16TH FLOOR  
1095 WEST PENDER STREET  
VANCOUVER, B.C.  
CANADA V6E 2M6  
TEL: (604) 687-4741



**SOLEIL**  
1388 JOHNSTON ROAD  
WHITE ROCK, B.C.

OWNER:	CD	DESIGNED BY:	RD
SCALE:	PROJECT NO.:	DATE:	

PENTHOUSE  
ROOF DECKS

REVISION:	SHEET NO.:
	A1.02



## STAFF RECOMMENDATION

THAT the Land Use and Planning Committee:

1. Direct planning staff to obtain public input through a public meeting conducted as an electronic meeting with notice of the meeting given in accordance with Section 466 of the *Local Government Act*, including notice in newspapers and distribution by mail to property owners / occupants within 100 metres of the subject property; and
2. Following the electronic public meeting, consider approval of Development Variance Permit No. 439.

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



**DATE:** March 29, 2021

**TO:** Land Use and Planning Committee

**FROM:** Carl Isaak, Director, Planning and Development Services

**SUBJECT:** Early Review of Rezoning Application – 877 Kent Street (21-011)

---

**RECOMMENDATION**

THAT the Land Use and Planning Committee recommends that Council direct staff to advance the zoning amendment Application at 15916 Russell Avenue to the next stage in the application review process.

---

**EXECUTIVE SUMMARY**

The City has received an initial Application for rezoning which, if approved, would permit the subdivision of the property at 877 Kent Street, which is currently zoned for a duplex, into two lots of a similar size and zoning to others on the same block. In accordance with the amendments to the Planning Procedures Bylaw, 2017, No. 2234 approved in September 2020, all rezoning applications are brought forward to the Land Use and Planning Committee for early input. Through this early review, direction is sought regarding whether an application can proceed to a public information meeting, being the next milestone in the approvals process, or whether the application should be denied, as it would ultimately not be supported by Council.

**PREVIOUS COUNCIL DIRECTION**

Resolution # and Date	Resolution 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**

The City has received a zoning bylaw amendment Application to change the zoning of the property at 877 Kent Street (see Appendix A – Location & Ortho Maps). The Application proposes to change the zoning of the property from the "RT-1 Two Unit (Duplex) Residential" Zone to the "RS-2 One Unit (Small Lot) Residential" Zone. If the Application were approved, the minimum lot width requirements would be reduced enabling the subdivision of the property

(see Appendix B – Survey/Subdivision Plan). Table 1 that follows provides a snapshot of the existing and proposed zoning.

Table 1: Existing and Proposed Zoning Standards

Zone Provision	Current Zoning (RT-1)	Proposed Zoning (RS-2)
Use	One or Two-unit (Duplex) Residential	One-unit Residential
Max. Height	7.7m	7.7m
Min. Lot Width	18.0m	10.0m
Min. Lot Depth	30.5m	27.4m
Min. Lot Area	742.0m <sup>2</sup>	362.0m <sup>2</sup>
Yard Setbacks		
- Front Lot Line (east - Kent Street)	7.5 metres	3.0 metres *
- Interior Side Lot Line (north)	1.5 metres	1.2 metres
- Interior Side Lot Line (south)	1.5 metres	1.2 metres
- Rear Lot Line (west)	7.5 metres	3.0 metres *
Density	0.5 times the lot area	0.6 times lot area
Parking Spaces	2 (+1 for secondary suite permitted in RS-2 Zone)	

\* The combined front and yard setbacks must be no less than 12.0 metres

The Official Community Plan (OCP) designates the property “Mature Neighbourhood.” The designation supports single family homes with secondary suites. The OCP establishes development permit area (DPA) guidelines applicable to infill projects which take the form of duplexes, triplexes and “intensive residential development.” The latter refers to zoning amendment and subdivision applications that would result in lots having frontage of less than 12.1 metres. In this case, if the rezoning were approved, the subdivision would result in lots having frontage of approximately 10.06 metres and therefore a major development permit (DP) would be required. If the Committee supports the advancement of the rezoning application, staff will review the proposed “intensive residential development” against the City’s Mature Neighbourhood Infill DPA guidelines, as set out in Section 22.9 of the OCP.

### **Tree Management & Protection**

There are two (2) trees subject to White Rock Tree Management Bylaw, 2008, No. 1831 that are subject to review through this application. These include one (1) on-site tree and one (1) off-site tree (Ref. OS5). There are four (4) other smaller trees with root protection zones overlapping the property; these trees are not subject to the Tree Bylaw. An Arborist Report prepared by Huckleberry Landscape Design (dated February 17, 2021) recommends that one (1) on-site tree be removed (Ref. #29) and that the five (5) off-site trees be retained. The one off-site tree identified as OS5 will need further evaluation for retention depending on the building design and lot servicing requirements as there is a significant grade change and retaining wall between the lots. Permission from the Cherry tree owners would be required prior to its removal if necessary.

Table 2 identifies the trees to be removed and those to be retained. The table also identifies the amount of securities that would be held against trees to be retained or removed; for those trees that would be removed the security would be held against replacement trees and where

replacement trees cannot be accommodated on-site, the City may take cash-in-lieu. The condition of each tree has also been evaluated by the City’s Arboricultural Technician recognizing that efforts ought to be taken to protect any tree found to be in “good” condition; the tree noted for removal is in “poor/fair” condition and is experiencing some deterioration in the lower 60% of the boughs due to the presence of Cooley Spruce Gall Adelgid. It is likely that the pests are in early feeding stages at the top of the tree that will result in the same sparse foliage and stress throughout; there are reportedly no treatments available for this type of insect infestation (see Photo 1 below taken from Arborist Report).

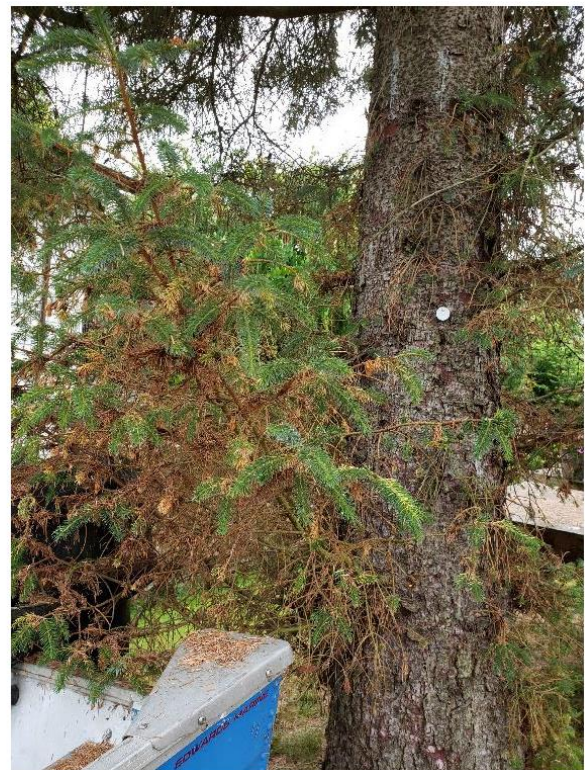


Photo 1: Photos of Tree 29 – taken from Arborist Report

Table 2: Tree Management

Tree Ref.	Species	Condition	DBH (cm) [total]	Retain / Remove	Replacement Security	# of Replacements
29	Sitka Spruce	Poor/Fair	45	Remove	\$3,000	2
OS1	Black Pine	Poor/Fair	25	Retain	0	0
OS2	Japanese Katsura	Good	20	Retain	0	0
OS3	Apple	Good	14	Retain	0	0
OS4	Curly Willow	Good	25	Retain	0	0
OS5	Cherry	Good	70	Undetermined	\$3,000 (2 replacements)	
<b>Total</b>					<b>\$6,000</b>	<b>2 - 4</b>

Part 8, Section 3 of the City’s Tree Management Bylaw, provides that a minimum of one (1) replacement tree must be planted on each lot that is the location of a protected tree subject to an application. City staff will be working with the Applicant to identify opportunities for increased, on-site tree plantings, going beyond the minimum one (1) tree required by the Tree Bylaw. In discussing the project with the Applicant, staff suggested that a planting plan be prepared to demonstrate the potential for on-site replacement trees to offset the impacts of removals; the Applicant’s Project Arborist has provided a Landscape Plan, which identifies four (4) replacement trees (see Appendix D).

### **FINANCIAL IMPLICATIONS**

Not applicable.

### **LEGAL IMPLICATIONS**

Not applicable.

### **COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS**

The project would proceed to a public information meeting (PIM) if Council were supportive of the rezoning moving forward to the next stage. Following the PIM, and circulation of the Application for interdepartmental comments, a bylaw would be presented to Council for 1<sup>st</sup> and 2<sup>nd</sup> readings following which the Application would be subject to a Public Hearing, enabling additional community engagement. Notice of both the PIM and Public Hearing would be circulated to owners and occupants of properties within 100 metres of the subject property.

### **INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS**

The early review of rezoning applications brings such applications before the Land Use and Planning Committee (LUPC) prior to referral to internal City departments, and several external agencies (e.g., School District, RCMP, etc.).

### **CLIMATE CHANGE IMPLICATIONS**

Not applicable.

### **ALIGNMENT WITH STRATEGIC PRIORITIES**

This rezoning Application relates to the City’s “Our Environment” objective to protect and increase the tree canopy and enhance greenspace in the community. The rezoning and subdivision process, if approved, would result in the loss of one poor-condition tree and the replacement of this tree with between two and four trees. This could, over time, provide a net environmental benefit to the White Rock community.

### **OPTIONS / RISKS / ALTERNATIVES**

Alternatives to the staff recommendation include:

1. LUPC may direct staff to obtain additional project-specific information prior to deciding whether to advance or deny the Application;
2. LUPC may deny the Application; or
3. LUPC may direct the Application to proceed to the next stage in the process and give additional direction on any additional focus or scrutiny during the review process.

## **CONCLUSION**

Council has adopted amendments to the Planning Procedures Bylaw which enable an early review of rezoning applications. This corporate report presents a rezoning Application for the property at 877 Kent Street, which if approved, would permit the property to be subdivided. At this preliminary stage, the Applicant has indicated that the proposed subdivision would require the removal of one (1) protected tree, potentially two (2) if a neighbouring tree requires removal and is supported by the owner, and as compensation for such, the Applicant is proposing that four (4) replacement trees be planted.

If the application is advanced to the next stage in the process, the Applicant would be required to submit a complete application package with items as outlined in Schedule H to Planning Procedures Bylaw, 2017, No. 2234, and would then proceed to a public information meeting.

Respectfully submitted,



Carl Isaak, MCIP, RPP  
Director, Planning and Development Services

## **Comments from the Chief Administrative Officer**

I concur with the recommendation of this corporate report.



Guillermo Ferrero  
Chief Administrative Officer

Appendix A: Location and Ortho Maps  
Appendix B: Subdivision Plan  
Appendix C: Tree Plan  
Appendix D: Landscape Plan

49		948	949		948	951		948					948	9			
43		942	943		942	949		947					942	9			
39		938	939		938	943		938					938	9			
		932	935		932	935		936					932	9			
29		926	933		928	931		932					928	9			
23		920	923		922	927		928					922	9			
19			919		918	925		15807	15811	15817	15821	15827	15831	15837	15841	918	9
679		912	913		912	919										912	9
		15707	15725		15773	15791										906	9

COLUMBIA AVE

01	15716	15726	888	15790	877	890	15870
87	886	887	15768	887	877	886	15870
83	882	883	15774	877	877	876	15870
77	876	877	876	877	877	872	15870
73	872	873	872	871	877	866	8
67	866	867	866	867	877	862	8
63	862	861	862	861	877	858	8
69	858	859	858	857	877	852	85
63	852	853	852	853	877	848	85
63	848	849	850	849	877	844	84
43	842	843	842	839	877	877	
39	838	839	838	835	838	877	
83	832	833	832	831	832	877	
29	828	829	828	831	828	877	
			15783				15875

## Location Map

**877 Kent Street**





TOPOGRAPHIC SITE PLAN OF LOT 8  
BLOCK 5 SECTION 11 TOWNSHIP 1  
NEW WESTMINSTER DISTRICT PLAN 3331

CIVIC ADDRESS:

877 Kent Street, White Rock, BC  
P.I.D. 001-335-766

LEGEND

- CB DENOTES CATCH BASIN - ROUND
- Ⓜ DENOTES WATER METER
- MHS DENOTES SANITARY MANHOLE
- MHD DENOTES STORM MANHOLE
- ⊙ DENOTES TREE AND CANOPY EXTENT
- × DENOTES GROUND ELEVATION
- (t) DENOTES TOP OF RETAINING WALL ELEVATION

SCALE 1 : 250

2.5 0 5 10  
ALL DISTANCES ARE IN METRES

Lot dimensions are derived from FIELD SURVEY.

Elevations are Geodetic (CVD28 GVRD-2018 - IN METERS)  
Derived from Control Monument WR88003 located at the  
intersection of Marine Dr. & Kent St.  
Elevation = 4.548m

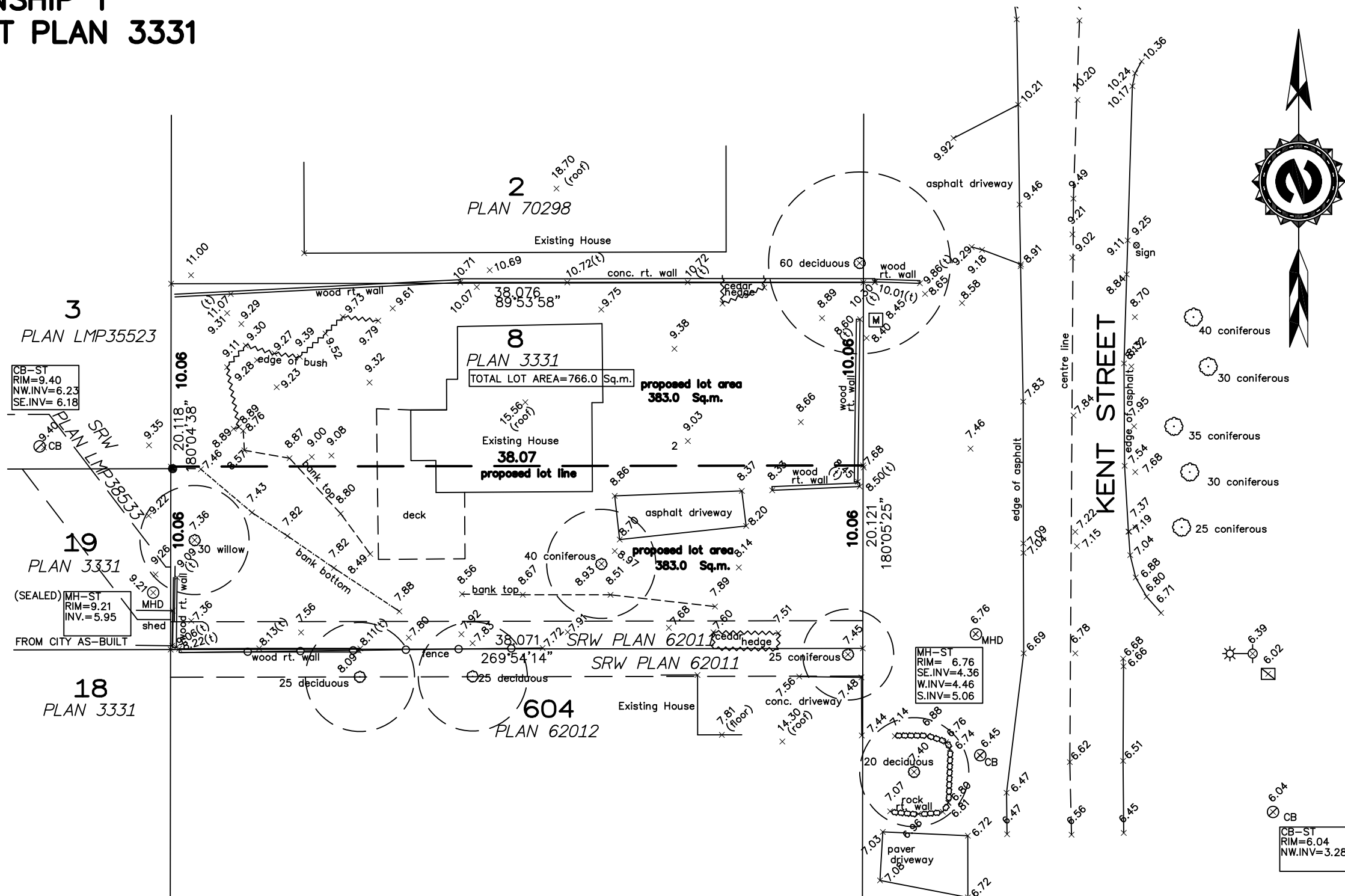
Spot elevations along curb are taken in gutter

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

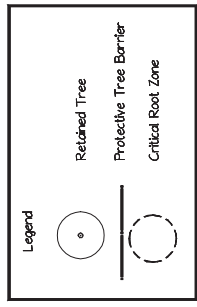
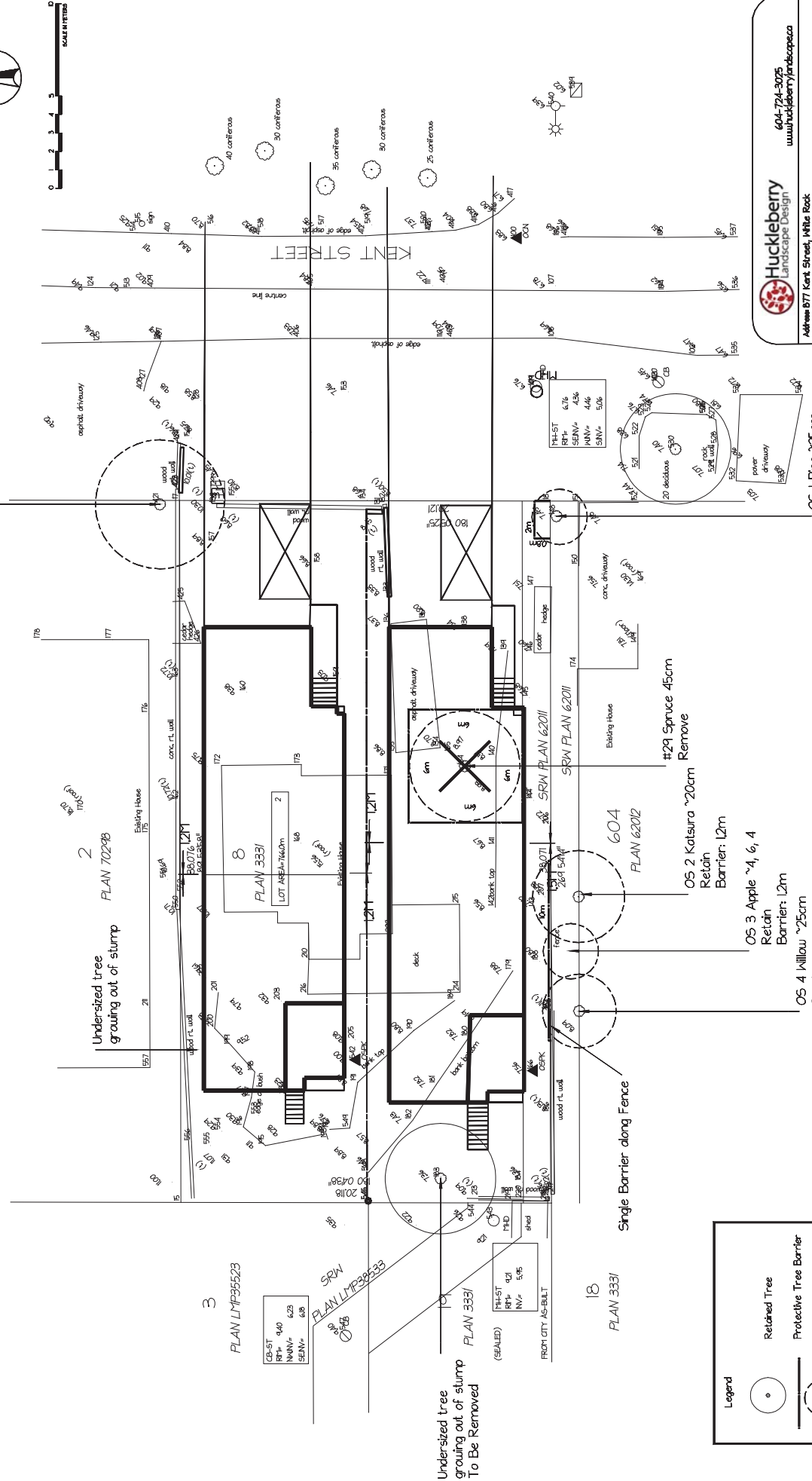
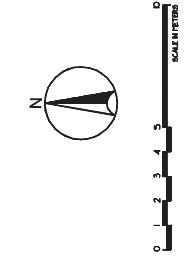
This Plan was prepared for architectural design and permit  
purposes, and is for the exclusive use of our client. The  
signatory accepts no responsibility or liability for any  
damages that may be suffered by a third party as a  
result of reproduction, transmission or alteration to this  
document without consent of the signatory.

CERTIFIED CORRECT  
DATED THIS 30TH DAY OF MAY, 2020

----- BCLS  
Finny Philip



OS 5 Cherry ~70cm  
Retain  
No Barrier required as  
growing on top of 5ft wall



**Huckleberry Landscape Design**  
604-724-3025  
www.huckleberrylandscapedesign.ca

Address: 877 Kent Street, White Rock  
Client: Nemo Sus Gill  
Project: 2 Lot Subdivision  
Drawing no: 1 of 2  
Revision: none  
Date: Feb/2021  
Drawn by: AKK  
Scale: 1:200

OS 1 Pine ~25cm  
Retain  
Barrier: 12m

#29 Spruce 45cm  
Remove

OS 2 Katsura ~20cm  
Retain  
Barrier: 12m

OS 3 Apple ~4, 6, 4  
Retain  
Barrier: 12m

OS 4 Willow ~25cm  
Retain  
Barrier: 12m

Single Barrier along Fence

Undersized tree  
growing out of stump  
To Be Removed

Undersized tree  
growing out of stump





# 877 Kent Street

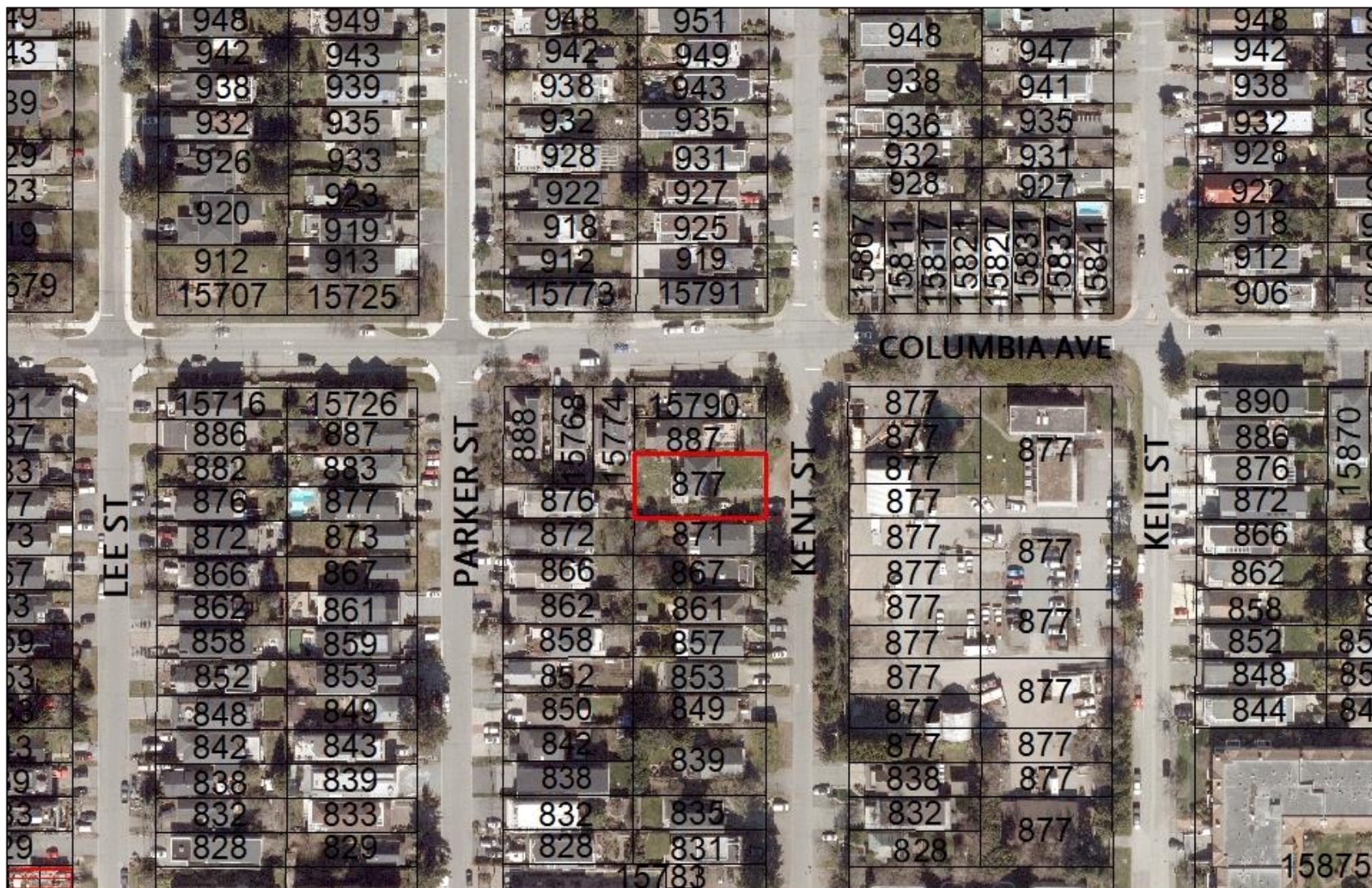
## *Zoning Bylaw Amendment*

*(initial submission)*

**WHITE ROCK**  
*My City by the Sea!*

*March 29, 2021*

Page 176 of 219



# Orthographic Map

877 Kent Street

0 30 60 120 Metres

Page 177 of 219



# PROPOSAL

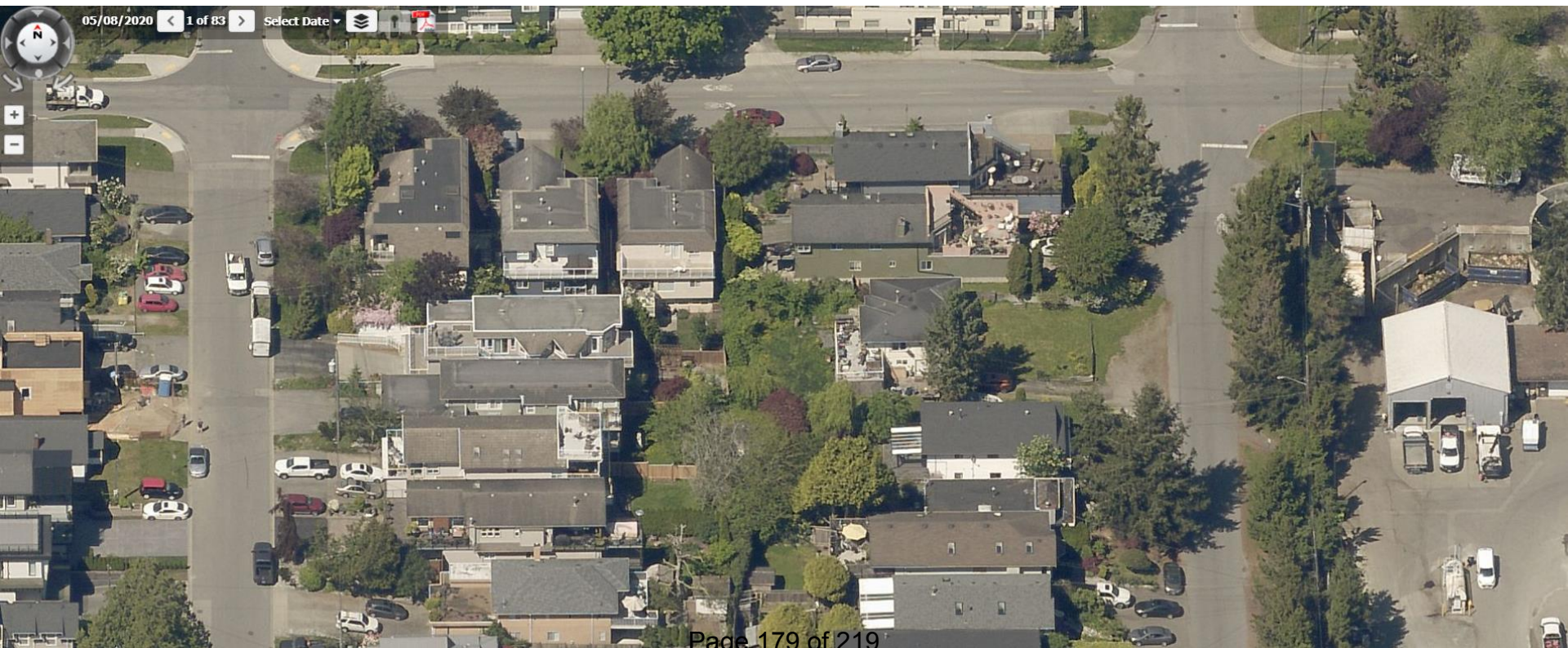
- Rezoning from “RT-1 Two Unit (Duplex) Residential” Zone to the “RS-2 One Unit (Small Lot) Residential” Zone
- Rezoning would support future subdivision of the property

Zone Provision	Current Zoning (RT-1)	Proposed Zoning (RS-2)
Use	One or Two-unit (Duplex) Residential	One-unit Residential
Max. Height	7.7m	7.7m
Min. Lot Width	18.0m	10.0m
Min. Lot Depth	30.5m	27.4m
Min. Lot Area	742.0m <sup>2</sup>	362.0m <sup>2</sup>
Yard Setbacks		
- Front Lot Line (east - Kent Street)	7.5 metres	3.0 metres *
- Interior Side Lot Line (north)	1.5 metres	1.2 metres
- Interior Side Lot Line (south)	1.5 metres	1.2 metres
- Rear Lot Line (west)	7.5 metres	3.0 metres *
Density	0.5 times the lot area	0.6 times lot area
Parking Spaces	Page 17 of 219 26-1780-219 (Secondary suite permitted in RS-2 Zone)	

\* The combined front and yard setbacks must be no less than 12.0 metres

# PLANNING ANALYSIS

- Property designated “Mature Neighbourhood” in the OCP where low profile housing is supported (single family homes, duplexes, triplexes)
- Proposal requires major development permit (form & character controls)
- OCP policies support designing for maximum tree retention



# TREE MANAGEMENT

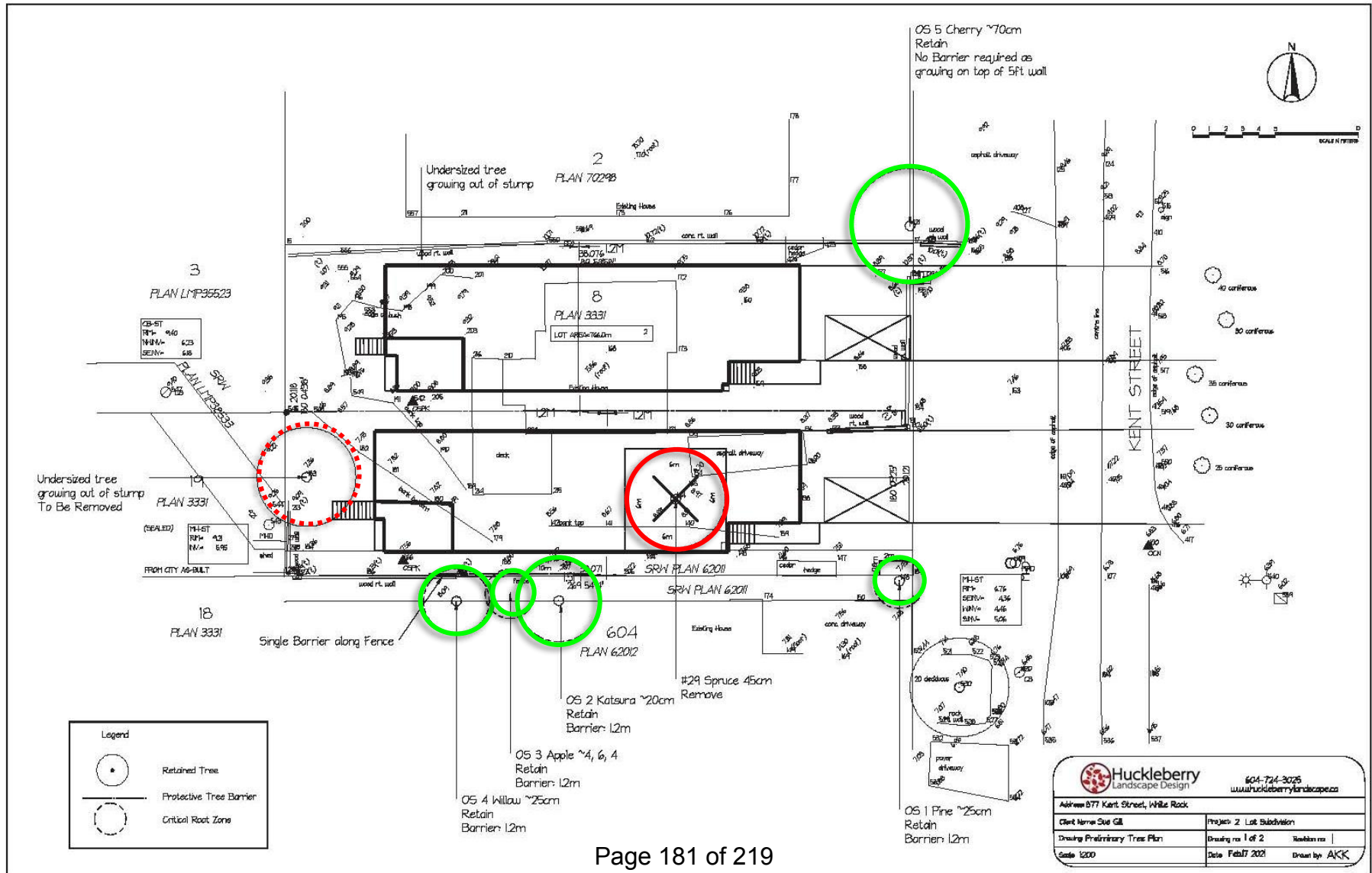
- 6 “protected trees” per Tree Management Bylaw No. 1831
- 1 tree (Sitka Spruce) proposed for removal – identified in “poor/fair” condition due to insect infestation with limited treatment options
- Opportunity to achieve replacements with future redevelopment

Tree Ref.	Species	Condition	DBH (cm) [total]	Retain / Remove	Replacement Security	# of Replacements
29	Sitka Spruce	Poor/Fair	45	Remove	\$3,000	2
OS1	Black Pine	Poor/Fair	25	Retain	0	0
OS2	Japanese Katsura	Good	20	Retain	0	0
OS3	Apple	Good	14	Retain	0	0
OS4	Curly Willow	Good	25	Retain	0	0
OS5	Cherry	Good	70	Undetermined	\$3,000 (2 replacements)	
Total					\$6,000	2 - 4



Photo 1: Photos of Tree 29 – taken from Arborist Report

# SITE PLAN & TREE MANAGEMENT



# RECOMMENDATION

**THAT the Land Use and Planning Committee recommend that Council:**

- direct staff to advance the zoning amendment application at 877 Kent Street to the next stage in the application review process.

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



**DATE:** March 29, 2021

**TO:** Land Use and Planning Committee

**FROM:** Carl Isaak, Director, Planning and Development Services

**SUBJECT:** 14989 Roper Avenue, Development Variance Permit No. 438 (19-023)

---

**RECOMMENDATIONS**

THAT the Land Use and Planning Committee recommend that Council:

1. Direct planning staff to obtain public input through a public meeting conducted as an electronic meeting with notice of the meeting given in accordance with Section 466 of the *Local Government Act*, including notice in newspapers and distribution by mail to property owners / occupants within 100 metres of the subject property;
  2. Following the electronic public meeting, approve issuance of Development Variance Permit No. 438.
- 

**EXECUTIVE SUMMARY**

The City of White Rock has received an application for a development variance permit which, if approved, would allow for two new dwelling units within the existing 48 unit rental development at 14989 Roper Avenue ("Bayview Gardens"). When the four-building development was constructed (circa 1969) parking was required at a rate of one space per unit whereas the current applicable parking rate is 1.5 spaces per unit. The variance would recognize an overall supply of 58 parking spaces whereas 75 spaces would be required if constructed under current bylaw requirements. Three new parking spaces have been proposed with the introduction of the two new units to ensure the increase in density is accommodated with additional parking, which meets the current parking supply requirements of the zoning bylaw for the new units and increases the ratio of parking spaces per unit for the overall building. The two new rental homes would be a modest increase to the supply of rental housing in the community.

Staff recommend that Development Variance Permit No. 438 be referred to a public meeting and that following, Council consider approving the issuance of the Development Variance Permit.

**PREVIOUS COUNCIL DIRECTION**

Not Applicable.

**INTRODUCTION/BACKGROUND**

The City of White Rock has received an application for a Development Variance Permit (DVP), submitted by Musson Cattell Mackey Partnership Architects ('Applicant'), tied to the property at 14989 Roper Avenue ('Subject Property') (see Appendix A – Location & Ortho Maps). The property is occupied by four separate apartment buildings, built circa 1969, containing a total of

48 units (see Appendix B – Site Plan). When the buildings were constructed, the zoning bylaw required off-street parking at a minimum rate of one space per dwelling unit. Today the property provides 55 parking spaces for the 48 units (1.15 spaces per unit).

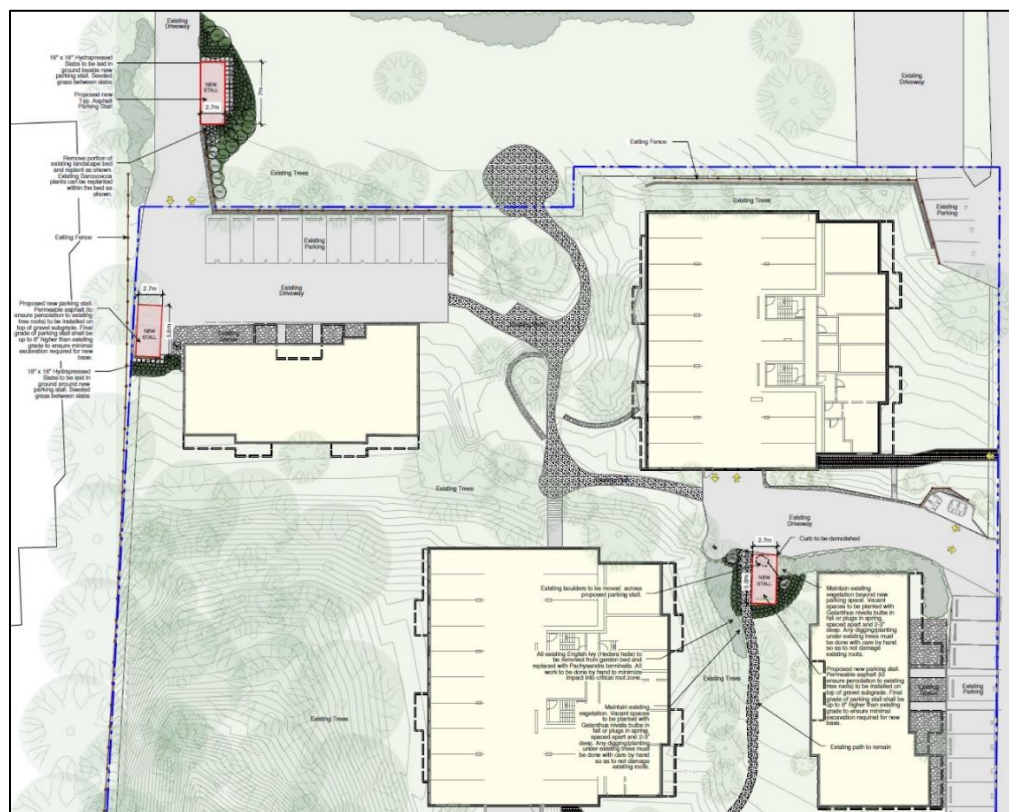
The DVP application proposes to introduce two new dwelling units through internal space conversion within Buildings #2 and #3 (see Appendix C – Existing & New Sections). Section 4.14.2 of City of White Rock Zoning Bylaw, 2012, No. 2000, provides that:

“development existing prior to the adoption of this Bylaw shall be considered acceptable provided that there are no changes in the use or increases in the floor area and/or density of the development. If there is a change of use or increase in the floor area or density, an existing development will be required to comply with the minimum requirements outlined in Paragraph 4.14.1.”

In this case, the addition of two new units represents an increase in density requiring the development, overall, to comply with the current parking supply standards of the zoning bylaw. Per Section 4.14.1 of the Bylaw (Off-Street Parking Requirements), parking for an “Apartment” use shall be provided at a rate of 1.2 spaces per unit, plus 0.3 spaces per unit for visitor parking. With 50 units proposed (i.e., 48 existing plus 2 new), a total of 75 parking spaces would be required. It is not feasible to locate an additional 20 parking spaces on the site without losing the landscaped areas between the building which are an amenity for residents and contribute to the city’s natural environment.

The Applicant has proposed site alterations that would accommodate three new off-street parking spaces, ensuring each of the new units is introduced in tandem with a supply of parking that meets current zoning standards. Overall, the change would help yield a supply of 58 parking spaces for 50 units (1.16 spaces per unit overall). The three new spaces are illustrated in the site plan diagram below (a full version of this landscape plan is provided as Appendix D).

Figure 1: Landscape Site Plan (new parking spaces indicated in red; blue line indicates property boundary)



It is noted that one of the three parking spaces is to be situated on the abutting property to the north (i.e., 1371 Blackwood Street), which is a rental building with the same owner. This is due to limited space on 14989 Roper Avenue to locate a third space without removing existing landscaping and trees. The conditions of the draft Development Variance Permit would require that if this parking space on 1371 Blackwood Street is no longer available for tenants at 14989 Roper Avenue, that one of the new units must remain vacant when the tenants leave until an additional space is provided on 14989 Roper Avenue.

### Analysis

The subject property is designated Urban Neighbourhood in the City of White Rock Official Community Plan (OCP). The Urban Neighbourhood designation recognizes multi-unit residential uses in townhouses and low-rise buildings. Policy 8.5.2 of the OCP supports density of up to 1.5 gross Floor Area Ratio (FAR) in buildings of up to four storeys in height. The proposal would introduce two new units through the conversion of existing storage areas. The conversion would create one studio unit (274 square feet) and one one-bedroom unit (613 square feet). The development has a total FAR of 0.46 and existing buildings are two and three storeys in height. The policies of the OCP as they relate density and height would be upheld.

In evaluating the proposal staff have considered the current utilization of available parking as evidenced through site investigations and a review of aerial photography between 1998 and 2020. The aerial photography, included in Appendix E, provides a snapshot of the utilization of parking over the past 20 years. Site photos taken March 2, 2021 at 11:30 a.m., included as Appendix F, also highlight some vacancy in available parking. The owner of the property has further noted that parking has not historically been fully utilized on site. The project Architect has clarified the limited size of units available within the existing development, summarized in Table 1 below. This information is offered to further the Committee's awareness of the

composition of the development and the potential demand for off-street parking, recognizing that smaller units tend to accommodate smaller family sizes with lower demand for vehicle parking.

**Table 1: Summary of Units by Size**

Size of Dwelling Unit	Unit Area	Number of Units	Percentage of Total
Studio	443 ft <sup>2</sup>	6	13%
One-Bedroom	671 ft <sup>2</sup>	25	52%
Two-Bedroom	885 ft <sup>2</sup>	17	35%
Total	N/A	48	100%

As an alternative to the recommendation offered in this report (issuing the variance allowing two new units with three new parking spaces), staff believe there is merit to considering the issuance of a development variance permit that would enable the increase in density through the introduction of two new, small, dwelling units alongside only two new parking spaces. If supported, this option would allow for the removal of the proposed parking space on the abutting property to the north. This would lessen the disturbance to the landscaping on the property and costs to the applicant/owner while also helping to avoid the over-supply of parking which could further reliance on private automobile use, being a contributor to climate change.

### **FINANCIAL IMPLICATIONS**

Not applicable.

### **LEGAL IMPLICATIONS**

Not applicable.

### **COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS**

A Public Information Meeting (PIM) for the application was held on August 26, 2020. Approximately eight people attended the PIM. Participants asked questions regarding the supply of parking, the current use of the space to be converted (i.e., storage), the planned interior finishes of the proposed units, the suitability of ventilation recognizing the proximity of the units to the parkade, and whether or not the proposal will alter the massing of the buildings. The Applicant provided clarification to the comments with no outstanding concerns remaining. A copy of the Applicant's PIM Summary is included as Appendix G. Staff are satisfied with the responses provided.

### **INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS**

The application was circulated to City department representatives for technical review and comment. If the DVP application is approved, the proposal will be subject to a building permit application in addition to engineering (servicing) approval requirements. Technical comments from City staff were accordingly limited to identifying items that will need to be addressed through subsequent approvals processes.

### **CLIMATE CHANGE IMPLICATIONS**

Allowing for the conversion of underutilized space within an existing building, served by public roads and related infrastructure, lessens the need for outward sprawl into areas that require new investment and land use change. This sort of gentle infill is supported by the policies of the OCP and can be beneficial in addressing factors (e.g., continued reliance on the private automobile, removal of wooded or undeveloped lands, etc.) that can contribute to climate change.

### **ALIGNMENT WITH STRATEGIC PRIORITIES**

There is not a specific project or Council Strategic Priority for which this proposal is aligned or aimed at addressing.

### **OPTIONS / RISKS / ALTERNATIVES**

The following three alternatives are available as they relate to the requested DVP and the recommendations offered in this report:

1. The Committee could approve of the application (DVP 438) based on two new dwelling units being supported by only two new parking spaces; or
2. The Committee could recommend a deferral of the application (DVP 438), pending the receipt of additional information; or
3. The Committee could recommend the denial of the application (DVP 438);

Staff note that Alternative 1 (requiring only two new spaces) may be considered supportable given the size of the new units and historic low utilization of parking on the site, and could be approved as an amendment to the draft Development Variance Permit either prior to the PIM or as an amendment by Council resolution after the PIM.

## **CONCLUSION**

The City of White Rock has received an application for a development variance permit which, if approved, would allow for the introduction of two new dwelling units into the existing 48 unit development at 14989 Roper Avenue. When the four-building development was constructed circa 1969, parking was required at a rate of one space per unit whereas the current parking rate applied to an Apartment use is 1.5 spaces per unit. A copy of Draft Development Variance Permit No. 438 is included in this report as Appendix H. The variance requested would recognize relief from Section 4.14.1 of the zoning bylaw to allow for parking to be supplied at a rate of 1.16 spaces per dwelling unit (i.e., 58 spaces for 50 units) whereas the current standard applicable to an “Apartment” use is 1.5 spaces per unit (i.e., 1.2 per unit plus 0.3 per unit for visitors requiring 75 spaces for 50 units). The rate of parking recognized in the draft DVP reflects the three new parking spaces that are proposed with the introduction of two new units. If the alternative option #1 presented in this report were pursued, with only two new parking spaces introduced, the rate of parking to be included in the DVP would be 1.14 parking spaces per unit and staff believe this may be sufficient given the small size of the new units and underutilization of existing parking.

Staff recommend that Development Variance Permit No. 438 be referred to a public meeting and that Council consider approving the issuance of the Development Variance Permit.

Respectfully submitted,



Carl Isaak, RPP, MCIP  
Director, Planning and Development Services

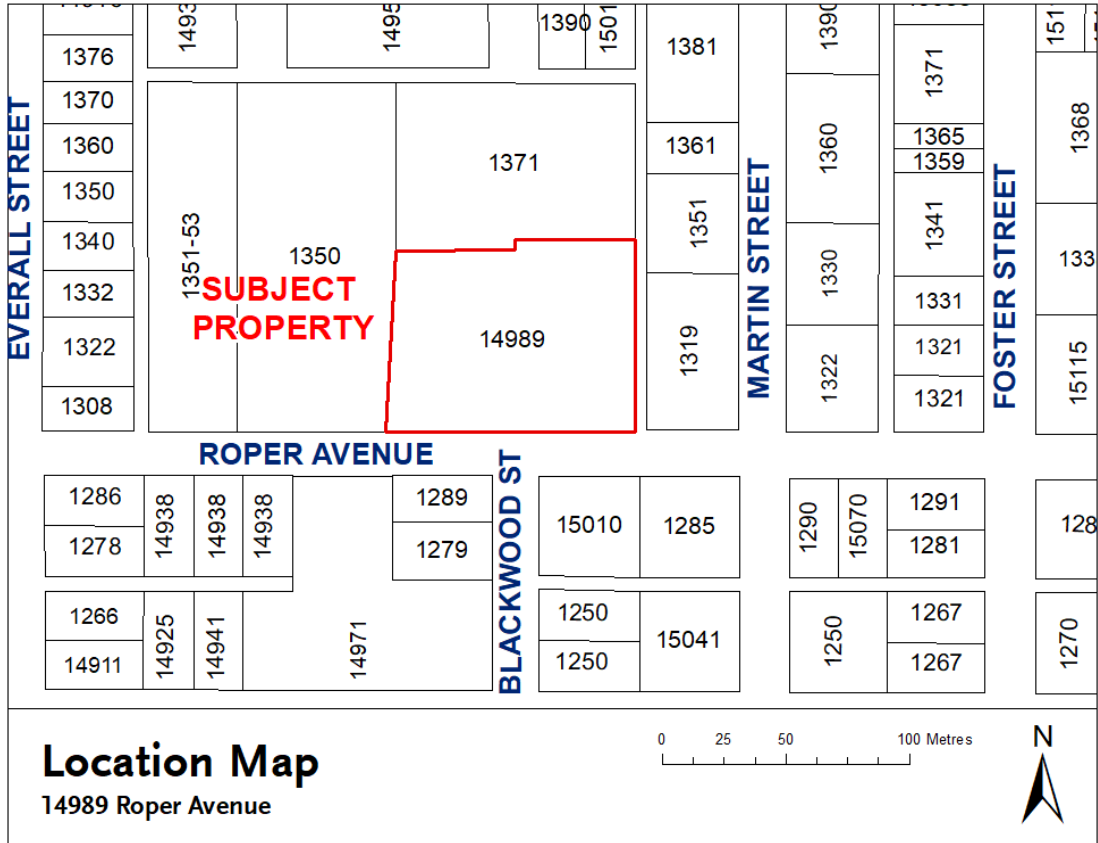
## **Comments from the Chief Administrative Officer**

I concur with the recommendations of this corporate report.



Guillermo Ferrero  
Chief Administrative Officer

Appendix A: Location Map  
Appendix B: Site Plan  
Appendix C: Existing & New Sections  
Appendix D: Landscape Plan  
Appendix E: Aerial Imagery  
Appendix F: Site Photos  
Appendix G: PIM Summary  
Appendix H: Draft Development Variance Permit No. 438







**Musson  
Cattell  
Mackey  
Partnership**

Architects Designers Planners

Oceanic Plaza  
1066 West Hastings Street  
Suite 1000  
Vancouver, British Columbia  
Canada V6E 8X1  
T: 604.687.2990  
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MCMPartners.com

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LEGEND

- AREA NOT IN SCOPE
- EXISTING WALL TO REMAIN
- EXISTING WALL TO BE DEMOLISHED
- NEW STRUCTURAL WALL
- NEW CMU WALL
- NEW PARTITION WALL
- EXISTING CEILING TO BE DEMOLISHED
- EXISTING CEILING TO REMAIN

01 | DECEMBER 16th, 2019

ISSUED FOR CIVIL APPLICATION

Revisions

Seal

**BAYVIEW GARDENS  
APARTMENTS  
RENOVATION**

14989 Roper Avenue  
Whiterock, BC  
Project

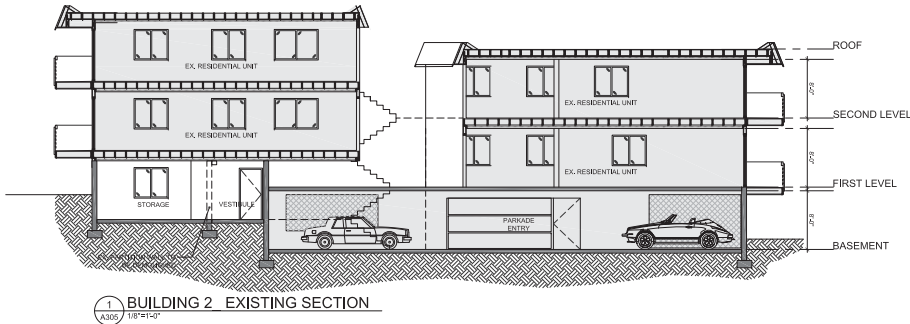
**Building 2 & 3  
Ex. & New  
Sections**

Drawing

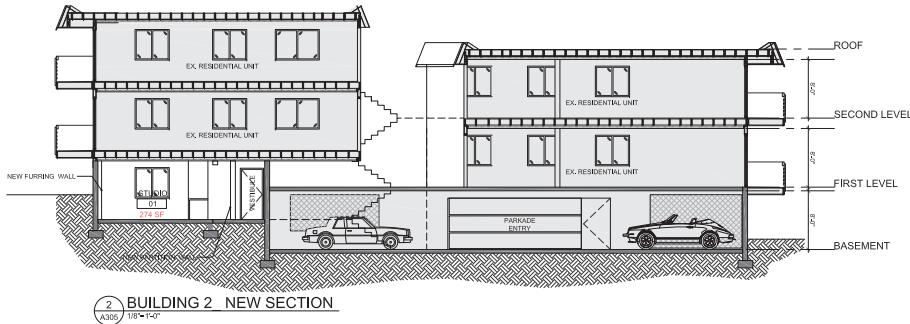
Scale 1/8" = 1'-0"

Project 218072

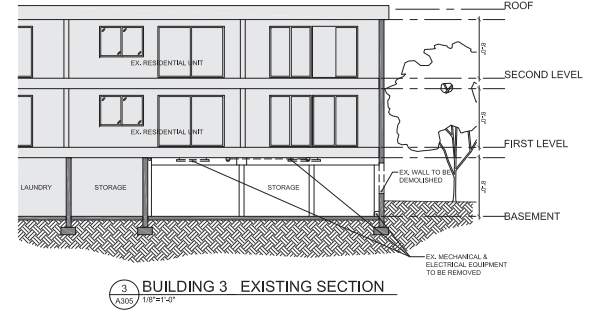
Sheet A305



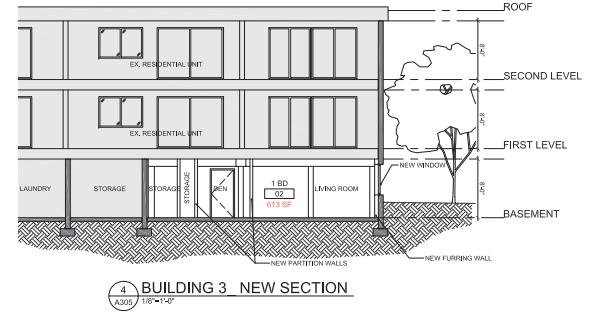
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A305 / 1/8"=1'-0"



2 BUILDING 2 NEW SECTION  
A305 / 1/8"=1'-0"

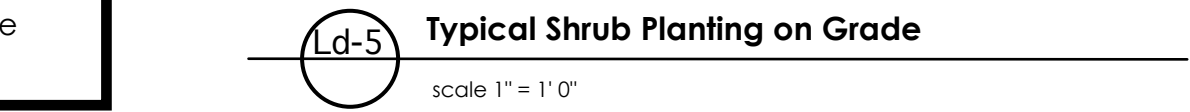


3 BUILDING 3 EXISTING SECTION  
A305 / 1/8"=1'-0"



4 BUILDING 3 NEW SECTION  
A305 / 1/8"=1'-0"





L-1 of 1

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## Aerial Imagery (2001 to 2020)



Figure 1: 2001 - Aerial Image



Figure 2: 2006 – Aerial Image



Figure 3: 2011 - Aerial Image



Figure 4: 2016 - Aerial Image



Figure 5: 2020 - Aerial Image



**Photo 1: View of property from south, looking north along Blackwood Lane**



**Photo 2: Looking at internal lane north of Building 1 (connecting to 1371 Blackwood Street) – one new parking space to be situated in grassed area, adjacent to right side of lane as shown in the image.**



**Photo 3: Looking south towards Building 1, one new parking space proposed in the location of the truck on the right hand side of the image.**



**Photo 4: View of location of one new proposed parking space (in location of truck)**



**Photo 5: View of Parking Area north of Building 1**



Photo 6: Location of third new parking space left of large rock adjacent to path

## Public Information Meeting Summary 14989 Roper Avenue, White Rock, B.C.



### Introduction

The purpose of this report is to summarize the Public Information Meeting held by the City of White Rock and Musson Cattell Mackey Partnership Architects Designer Planners on August 26<sup>th</sup>, 2020. The intent of the meeting was to present the development proposal for 14989 Roper Avenue to the public and to address the attendee's comments and concerns.

### Location and Time

The meeting was held on line from 5:30pm to 7:00pm.

### Meeting Format

The meeting was held on line via Teams having the proposed development information presented multiple times that included all related information for attendees to review. The City of White Rock took questions from any attendees wish to do so and having the applicant respond.

### Representatives of the City and the Developer

Greg Newman – Planner, City of White Rock  
Athena von Hausen – Planner, City of White Rock  
Curtis Brock – Musson Cattell Mackey Partnership Architects

### Sign-in and Feedback

Roughly eight resident attended the on line meeting with questions & answers being provided, see below summary. An additional comment with no objection coming from an owner via email, see below. There were a few questions raised regarding the parking variance but none expressing concerns regarding the parking variance impact to tenants or local residence.

The meeting format via on line question & answer format and not in an in person open house; it is harder to access the attendees for either support or objection of the variance or proposed renovation. I feel the attendees either support or had no objections to the variance as there were no objections to the variance, with most questions being more building code or developer related.

**Questions & comments from parties attending or responding to the application & public information meeting with response provided:**

1. Are any of the existing units to be upgraded?
  - a. Response: No, not as part of this application
2. How much would the total be for in lieu of parking for this?
  - a. Response by city planner: Payment in lieu of parking would not be applicable to this proposal
3. Why does the developer feel he can be exempt from existing parking requirements? That is quite a big difference in parking stalls required no as opposed to what is now?
  - a. Response: The three proposed additional parking stalls for the two proposed suites meet the current bylaw ratio requirements. The parking shortfall variance is related to the parking bylaw requirements that have changed in the bylaw updates. The request for parking relaxation is based upon observed used of parking on the site over the years. The owner & tenants have found there is sufficient parking, and believes the original ratio to be sufficient for tenant use.
4. Is there to be any increases in rent over the next few years?
  - a. Owners response: Rental increases will be per government regulated standards
5. Is parking included in the unit rent or is it charged extra?
  - a. Owners response: No, parking stall rent is separate from the suite rent
6. Why only two units?
  - a. Response: The spaces identified to be converted are underutilized and there is an opportunity to provide rental units to the community, thus better using the space with no additional building foot print being required.
7. Is there a utility aerial service on frontage adjoining the site and will this be placed underground as required by bylaw ?
  - a. Response: No not unless required by the city bylaw. This item will be reviewed further in the building permit process.

8. Do you have to bring electrical and fire up to code?
  - a. Response: The electrical & fire code requirements will be addressed in the building permit construction documents as required to meet the BC building code & city bylaws
9. What sort of interior finishes will these two units have?
  - a. Response: Interior finishes have not yet been selected & will be selected during the construction document building permit phase
10. At the south end, at Roper and Blackwood lane, there's a tree that is in an odd place and not well pruned or cared for. Would you consider removing that tree and putting a parking spot at the end of the row of existing spots?
  - a. Response: There is a 6 meter setback from the south property line, within which parking would not likely be permitted. This existing tree is within that setback. The tree minimizes the appearance of parking from the street. Locating a new parking stall here would also necessitate moving the existing signage. The development team has worked with the city planner & engineering department in finding suitable parking stall locations.
11. Are these units equipped with sprinklers, smoke, & CO alarms?
  - a. Response: Sprinkler, smoke & CO alarm requirements will be addressed in the building permit construction document phase & will be addressed per the BC building code & city bylaws
12. What is the square footage of each new unit ? What is the square footage of the existing apartments?
  - a. Response: The area of the proposed Studio is 274 sq.ft., and the proposed one bedroom is 613 sq.ft. Existing units on site are roughly 580 sq.ft. or more.
13. What has been the existing use of these spaces to be converted?
  - a. Response: Unused storage
14. Would they have kitchen spaces?
  - a. Response: Yes both units will have kitchens
15. Would there be any issues with proper ventilation since they are so close to the existing parking?
  - a. Response: We don't see any ventilation issues, if any they will be addressed in the building permit construction document phase & will be addressed per the BC building code & city bylaws
16. Do either of the proposed units exit into a parking area?
  - a. Response: No

17. Where is the exit on the northerly unit?  
a. Response: Both units exit via a half flight of stairs to the existing grade level.
18. Looks like 2 units side by side in north unit, one highlighted ,the other not  
a. Response: There will only be one new unit in the north building.
19. Is the wall between the electrical room and studio concrete?  
a. Response: Yes
20. If there is a fire in the electrical room, what chance do the studio occupants have to get out, especially if they are sleeping?  
a. Response: The existing electrical room consists of concrete walls which carry a fire rating. The door will remain closed. If the study entry door was blocked, the occupant may exit through the slider window on the south wall, adjacent to the bed. Note: The proposed units will be fully constructed to meet the BC building code & cite bylaw.
21. Is any additional height to the building being proposed?  
a. Response: No additional height is proposed or required, as the proposed units will be within the existing building envelope structure.

#### **Comment 1:**

We are owners in Seapark East NW2154 (1350 Vidal St) at the south end of our property, adjacent to, and looking directly over, the lot affected by the proposed development. We wish to express my opinion now in writing that we have no objection to the project- assuming that it is construction to be undertaken inside the extant structures. No additions, to either building, no new buildings. We also would like it known that I expect that construction will take place only during City approved hours. We have included a small diagram showing our unit relative to the lot with the development application: You can see that we are one of the adjacent owners the most affected by this proposal. We are on the top floor of our building, far above any fence which might deflect some of the noise. Please register our opinion of no-objection in advance of the meeting.

#### **Conclusion**

We have made our best effort to review interpret and address each comment received. If any clarification is required related to our proposal or our responses please let us know and we will ensure to responds accordingly.

**THE CORPORATION OF THE  
CITY OF WHITE ROCK**



**DEVELOPMENT VARIANCE PERMIT NO. 438**

1. This Development Variance Permit No. 438 is issued to **1371 Blackwood Street Holdings Ltd** as the owner and shall apply only to ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of White Rock, in the Province of British Columbia, and more particularly known and described as:

Legal Description:

Lot 49, Plan NWP37159, Section 10, Township 1, New Westminster Land District

PID: 007-530-161

As indicated on Schedule A

2. This Development Variance Permit No. 438 is issued pursuant to the authority of Section 498 of the *Local Government Act, R.S.B.C. 2015, Chapter 1* as amended, and in conformity with the procedures prescribed by "White Rock Planning Procedures Bylaw, 2017, No. 2234," as amended.
3. The provisions of "White Rock Zoning Bylaw, 2012, No. 2000 as amended, is varied as follows:
  - (a) To allow two new dwelling units on the property within the existing buildings, Section 4.14.1 is varied to reduce the minimum off-street parking supply requirement applicable to an "Apartment" use, within the lands subject to this Permit, from 1.2 spaces per dwelling unit, plus 0.3 spaces per dwelling unit for visitor parking (75 total spaces), to 58 spaces for 50 dwelling units, including one space located immediately north of the subject property at 1371 Blackwood Street.
4. Said lands shall be developed strictly in accordance with the terms and conditions and provisions of this Development Variance Permit and any plans and specifications attached to this Development Variance Permit which shall form a part hereof.
5. **Terms and Conditions:**
  - (a) The development shall generally conform to the drawings attached hereto as Schedule B, being the Site Plan drawing prepared by Durante Kreuk Ltd. dated March 27, 2020 with most recent revision (No. 2) dated November 2, 2020.

- (b) Where the holder of this Development Variance Permit does not receive final approval of a building permit for the proposed development within two (2) years after the date this Permit was issued, the Permit shall lapse, unless the Council, prior to the date the Permit is scheduled to lapse, has authorized the extension of the Permit.
- (c) If the new parking space provided on the property to the north (1371 Blackwood Street) is no longer available to residents at the subject property, one of the two new dwelling units enabled by this Development Variance Permit shall not be occupied by a new tenancy until such time as a replacement parking space has been established on the subject property to the satisfaction of the Director of Planning and Development Services.

6. This permit does not constitute a Sign Permit, or a Building Permit.

Authorizing Resolution passed by the Council on the \_\_\_\_\_ day of \_\_\_\_\_ 2021.

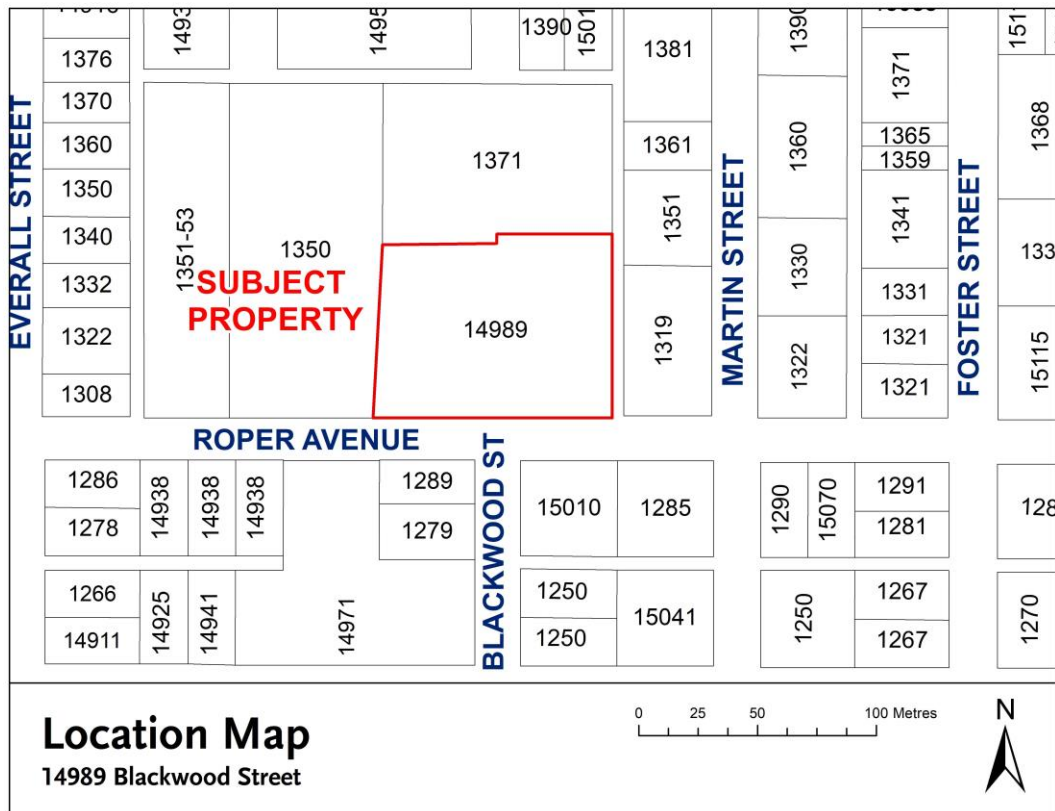
This development variance permit has been executed at White Rock, British Columbia, the \_\_\_\_\_ day of \_\_\_\_\_ 2021.

The Corporate Seal of THE CORPORATION  
OF THE CITY OF WHITE ROCK was hereunto  
affixed in the presence of:

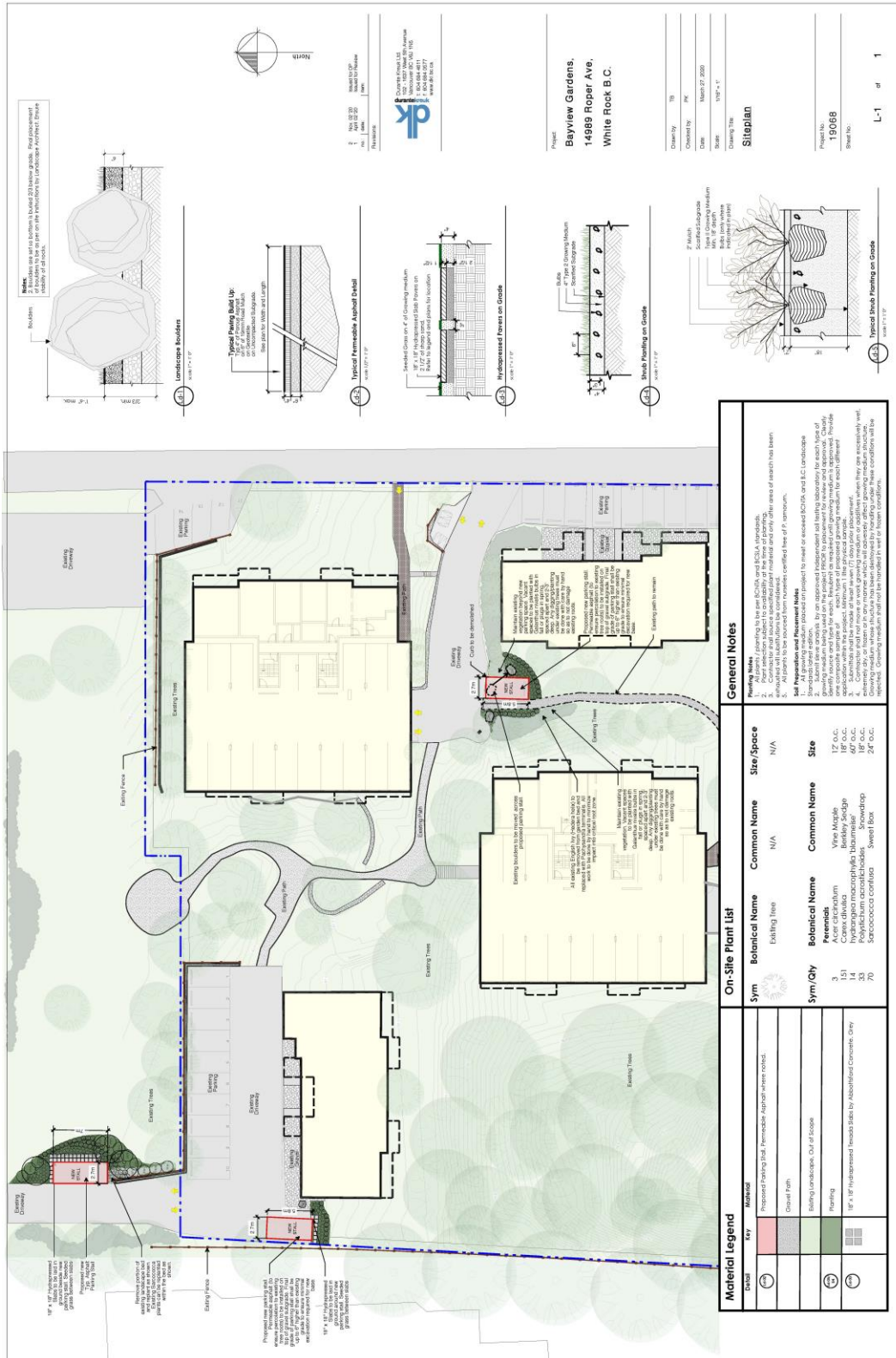
\_\_\_\_\_  
Mayor – Darryl Walker

\_\_\_\_\_  
Director of Corporate Administration – Tracey Arthur

# **Schedule A Location Map**



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# Development Variance Permit

***14989 Roper Avenue***

**WHITE ROCK**  
*My City by the Sea!*

*March 29, 2021*

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# Ortho Map

14989 Roper Avenue

0 25 50 100 Metres



# PROPOSAL

- Development Variance Permit (DVP) application to enable the introduction of two new dwelling units into the existing 48 unit development at 14989 Roper Avenue with reduced parking.
- When the four-building development was constructed (circa 1969), the zoning bylaw required parking at a rate of 1 space per unit; the ex. 48 unit development is served by 55 parking spaces (1.15 spaces per unit)
- The proposed change in density would require that the development comply with the current parking supply requirements of the zoning bylaw (i.e., 1.5 spaces per unit or 75 spaces total for the 50 units)
- The applicant has proposed to introduce three new parking space to support the addition of the two new units (1.5 spaces per unit) >> *staff have presented alternates to this proposal*

# CONSULTATION & FEEDBACK

- Digital Public Information Meeting held August 26, 2020
- Approximately 8 people attended the PIM with comments pertaining to:
  - Supply of parking overall;
  - Current use of space to be converted (i.e., storage);
  - Planned interior finishes;
  - Suitability of ventilation given proximity to parkade;
  - Potential alterations to the massing
- The Applicant clarified the comments to the satisfaction of staff – see PIM Summary in Appendix G to staff report

# PLANNING ANALYSIS

- Property designated “Urban Neighbourhood” in OCP – being areas where existing building stocks are to be protected while modest opportunities for low-scale multi-unit residences within walking distance of the Town Centre are encouraged.



# PLANNING ANALYSIS

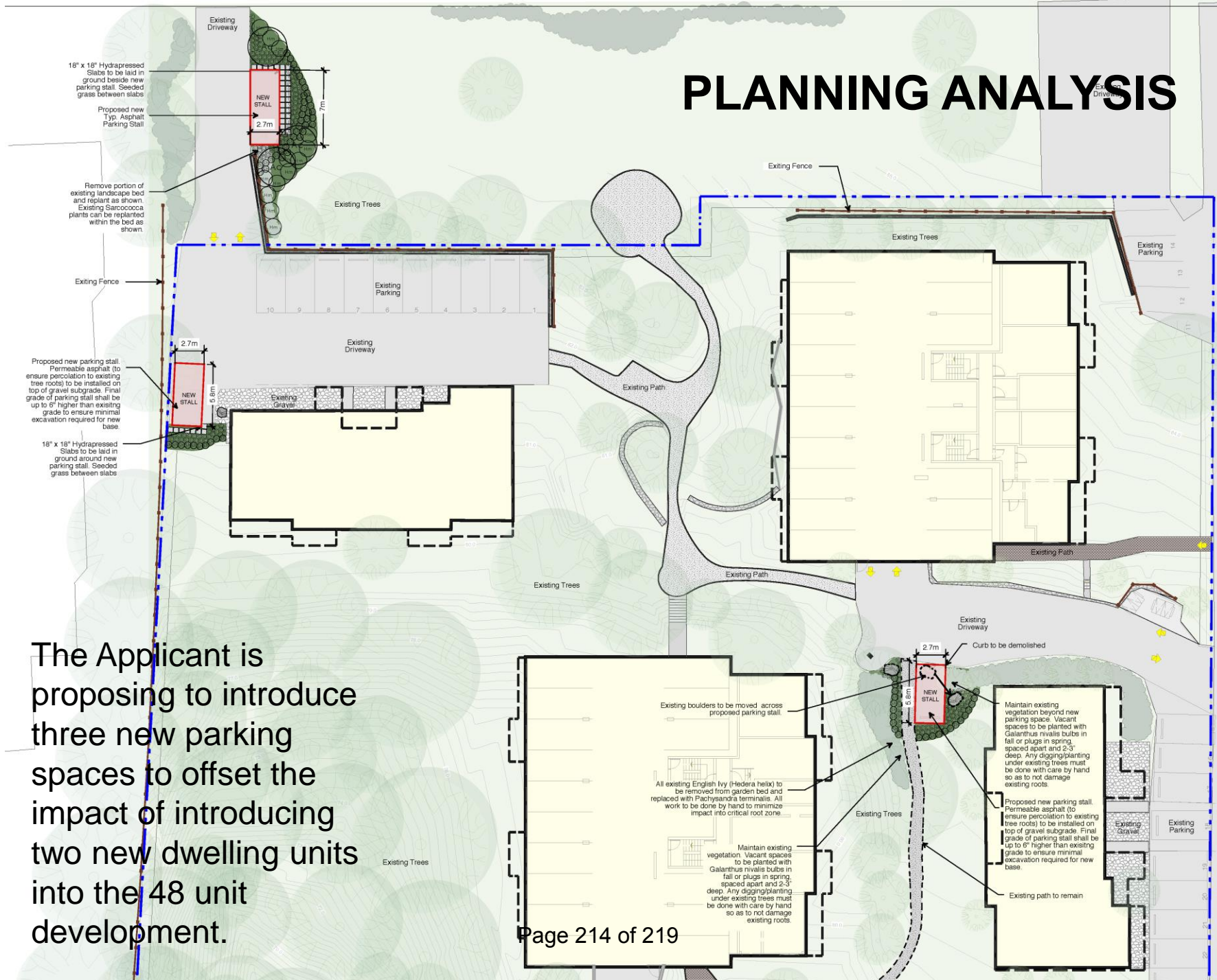
- Relief from parking requirements set out in White Rock Zoning Bylaw, 2012, No. 2000 have been evaluated with regard to the existing utilization of parking within the development.
- Between 1998 and 2020 aerial photography suggests on-going vacancy in the existing 55 parking spaces that serve the 48 units (see Appendix E). A recent site visit further demonstrates the availability of parking (Appendix F).
- The Owner has noted that parking has not historically been fully utilized on site. The Project Architect has also provided information regarding the size of existing dwelling units, being:

**Table 1: Summary of Units by Size**

Size of Dwelling Unit	Unit Area	Number of Units	Percentage of Total
Studio	443 ft <sup>2</sup>	6	13%
One-Bedroom	671 ft <sup>2</sup>	25	52%
Two-Bedroom	885 ft <sup>2</sup>	17	35%
Total	N/A	48	100%

# PLANNING ANALYSIS

- The Applicant is proposing to introduce three new parking spaces to offset the impact of introducing two new dwelling units into the 48 unit development.





14989  
ROPER AVE  
**Bayview Gardens**  
Bachelor 1, 2  
& 3 Bedrooms  
RENTAL INQUIRIES:  
**236-360-8001**  
realstar.ca





## **ALTERNATIVE OPTION**

- City planning staff believe there is merit to considering the approval of the variance with the introduction of two parking spaces for the two new units. The basis for this alternative is offered in light of the limited utilization of parking within the existing development, the allocation and size of units within the four buildings and the size of the two new units proposed, being one small studio unit (274 square feet) and one one-bedroom unit (613 square feet).
- If direction was received to pursue this alternative, staff would recommend that the proposed parking space on the abutting property to the north be removed.

# STAFF RECOMMENDATION

THAT the Land Use and Planning Committee recommend that Council:

1. Direct planning staff to obtain public input through a public meeting conducted as an electronic meeting with notice of the meeting given in accordance with Section 466 of the *Local Government Act*, including notice in newspapers and distribution by mail to property owners / occupants within 100 metres of the subject property;
2. Following the electronic public meeting, approve issuance of Development Variance Permit No. 438.