

The Corporation of the  
CITY OF WHITE ROCK



Land Use and Planning Committee  
AGENDA

Monday, January 11, 2021, 5:30 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 Chesney, Chairperson)

1.1. 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 Order No. 192 requires 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 January 11, 2021 meeting to be video streamed and available on the City's website, and without the public present in the Council Chambers.

**2. ADOPTION OF AGENDA**

**RECOMMENDATION**

THAT the Land Use and Planning Committee adopt the agenda for the January 11, 2021 as circulated.

**3. ADOPTION OF MINUTES**

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**RECOMMENDATION**

THAT the Land Use and Planning Committee adopt the meeting minutes from the November 16, 2020 meeting as circulated.

**4. TEXT AMENDMENT TO INTRODUCE ACCESSIBLE (BARRIER-FREE) PARKING INTO WHITE ROCK ZONING BYLAW, 2012, NO. 2000**

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Corporate report dated January 11, 2021 from the Director of Planning and Development Services titled "Text Amendment to Introduce Accessible (Barrier-Free) Parking into White Rock Zoning Bylaw, 2012, No. 2000".

**RECOMMENDATION**

THAT the Land Use and Planning Committee direct staff to bring forward proposed Bylaw No. 2371 with amendments to include the following:

- That the table outlining the supply requirements for accessible parking be amended so that the first range of parking is "5 or less", for which zero accessible spaces are required, and the second range of parking is "6 to 50", for which 1 van-accessible space is required and zero standard spaces are required.

**RECOMMENDATION**

THAT the Land Use and Planning Committee:

1. Recommend that Council give first and second readings to "*White Rock Zoning Bylaw, 2012, No. 2000, Amendment (Accessible Parking Standards) Bylaw, 2021, No.2371*" with the noted amendment; and
2. Recommend that Council direct staff to schedule the public hearing for "*White Rock Zoning Bylaw, 2012, No. 2000, Amendment (Accessible Parking Standards) Bylaw, 2021, No. 2371.*"

**5. APPLICATION FOR LIQUOR LICENSE REFERRAL (LOUNGE ENDORSEMENT) AND DEVELOPMENT VARIANCE PERMIT, 1122 VIDAL STREET (LL 20-014 & DVP 20-021)**

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Corporate report dated January 11, 2021 from the Director of Planning and Development Services titled "Application for Liquor License Referral (Lounge Endorsement) and Development Variance Permit, 1122 Vidal Street (LL 20-014 & DVP 20-021)".

**RECOMMENDATION**

THAT the Land Use and Planning Committee recommend that Council direct planning staff to obtain public input through a combined Public Hearing (liquor license referral) and Public Meeting (development variance permit) 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.

**RECOMMENDATION**

THAT the Land Use and Planning Committee:

1. Authorize staff, pending the results of the electronic Public Hearing and Public Meeting, to forward a copy of this corporate report and the results of the public hearing to the Liquor and Cannabis Regulation Branch (LCRB) along with a resolution to advise that Council has considered the the potential impact for noise and the impact on the community, and is in support of the application for a Lounge Endorsement at 1122 Vidal Street, subject to the inclusion of the following conditions within the license:

a) The hours of liquor service shall be limited to the following:

	<b>Sun</b>	<b>Mon</b>	<b>Tues</b>	<b>Wed</b>	<b>Thurs</b>	<b>Fri</b>	<b>Sat</b>
Open	12:00	12:00	12:00	12:00	12:00	12:00	12:00
Closed	20:00	22:00	22:00	22:00	22:00	23:00	23:00

b)All loading activities are to occur on the property and the owner shall be responsible for ensuring there are no conflicts in the scheduling of deliveries such that loading occurs when the off-street parking spaces are not otherwise required (i.e., before normal business hours); and

c)The “service area” as defined within the license shall be limited to a maximum capacity of 50 persons subject to the approval of a development variance permit granting relief from the parking supply requirements of City of White Rock Zoning Bylaw, 2012, No. 2000; in the absence of a development variance permit, the license should be limited to a total occupancy of 32 persons; and

2. Pending the results of the electronic Public Meeting, approve of the issuance of Development Variance Permit No. 433.

6. **EARLY REVIEW OF REZONING APPLICATION - 15733 THRIFT AVENUE**

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Corporate report dated January 11, 2021 from the Director of Planning and Development Services titled "Early Review of Rezoning Application - 15733 Thrift Avenue".

**RECOMMENDATION**

THAT the Land Use and Planning Committee recommends that Council direct staff to advance the zoning amendment application at 15733 Thrift Avenue to the next stage in the application review process.

**RECOMMENDATION**

THAT the Land Use and Planning Committee refers the preliminary Rezoning Application for 15733 Thrift Avenue to the next Environmental Advisory Committee meeting so a review can be done applying the proposed recommendations they have been working on for Bylaw No. 1831 and Policy No. 611.

7. **Draft Zoning Amendment Bylaw, Housing Agreement Bylaw, and Major Development Permit for 'Beachway' Application - 15654/64/74 North Bluff Road / 1570/80 Maple Street and 1593 Lee Street (ZON/MJP 19-002)**

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Corporate report dated July 27, 2020 from the Director of Planning and Development Services provided for information purposes.

This project was discussed at the July 27, 2020 Land Use and Planning meeting where the Committee defeated a recommendation to move the application forward (give first and second readings to "*White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-63 - 15654/64/74 North Bluff Road / 1570/80 Maple Street and 1593 Lee Street) Bylaw, 2020, No. 2351*").

The application was also a subject on the October 26, 2020 Land Use and Planning Committee meeting where the applicant was given the opportunity to speak and the following recommendation was adopted by the Committee:

THAT The Land Use and Planning Committee directs staff to continue to work with the applicant for "Beachway" Application for 15654/64/74 North Bluff Road / 1570/80 Maple Street and 1593 Lee Street (ZON/MJP 19-002) including the noted feedback given during discussion at this meeting to bring the application back for consideration.

The applicant has considered the Committee's comments and has requested the application be brought back for consideration by the Committee at this time.

**RECOMMENDATION**

THAT the Land Use and Planning Committee:

1. Recommend that Council give first and second readings to "*White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-63 - 15654/64/74 North Bluff Road / 1570/80 Maple Street and*

1593 Lee Street) Bylaw, 2020, No. 2351 as presented, and direct staff to schedule the required Public Hearing;

2. Recommend that Council direct staff to resolve the following issues prior to final adoption, if Bylaw No. 2351 is given Third Reading after the Public Hearing;

- a. Ensure that all engineering requirements and issues, including registration of a 2.0 metre by 2.0 metre statutory right of way on each corner of the site at Maple Street and North Bluff Road and Lee Street and North Bluff Road, a 2.65 metre dedication to achieve a 15 metre road width from the centreline along the North Bluff Road property frontage, and completion of a servicing agreement, are addressed to the satisfaction of the Director of Engineering and Municipal Operations;
- b. Preparation of an Affordable Home Ownership Program Memorandum of Understanding with the British Columbia Housing Management Commission generally as provided in Appendix G to Appendix A and the execution of a Project Partnering Agreement with the British Columbia Housing Management Commission and Bridgewater Development Corporation; and

3. Recommend that, pending adoption of "White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-63 - 15654/64/74 North Bluff Road / 1570/80 Maple Street and 1593 Lee Street) Bylaw, 2020, No. 2351, Council consider issuance of Development Permit No. 428 for 15654/64/74 North Bluff Road / 1570/80 Maple Street and 1593 Lee Street.

**8. OFFICIAL COMMUNITY PLAN REVIEW - PREVIEW OF PHASE 2 PUBLIC INPUT ON BUILDING HEIGHTS OUTSIDE THE TOWN CENTRE**

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Corporate report dated January 11, 2021 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".

**RECOMMENDATION**

THAT the Land Use and Planning Committee directs staff to break down the information with West Beach as a separate option.

**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.”

**9. CONCLUSION OF THE JANUARY 11, 2020 LAND USE AND PLANNING COMMITTEE MEETING**



## Land Use and Planning Committee

### Minutes

November 16, 2020, 6:00 p.m.

City Hall Council Chambers

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

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

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

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#### 1. **CALL TO ORDER (Councillor Manning, Chairperson)**

The meeting was called to order at 6:00 p.m.

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

**Motion Number: LU/P-53**

It was MOVED and SECONDED

THAT the Land Use and Planning Committee:

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 Order No. 192 requires 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 November 16, 2020 meeting to be video streamed and available on the City's website, and without the public present in the Council Chambers with the use of electronic means.

**CARRIED**

**2. ADOPTION OF AGENDA**

**Motion Number: LU/P-54**

It was MOVED and SECONDED

THAT the Land Use and Planning Committee adopt the agenda for November 16, 2020 as circulated.

**CARRIED**



3. **ADOPTION OF MINUTES**

3.1 **November 9, 2020 Meeting Minutes**

**Motion Number: LU/P-55**

It was MOVED and SECONDED

THAT the Land Use and Planning Committee adopt the minutes of the November 9, 2020 meeting as circulated.

**CARRIED**

4. **PAYING FOR THE COSTS OF GROWTH: DEVELOPMENT COST CHARGES AND COMMUNITY AMENITY CONTRIBUTIONS**

The Director of Planning and Development Services provided a PowerPoint titled "Paying for the Costs of Growth Development Cost Charges (DCC's) and Community Amenity Contributions (CAC's)".

**Note:** Staff will provide a list of City projects that have been funded in White Rock

The following discussion points were noted:


- Would like to see information in regard to CAC's that Surrey undertakes in relation to Art and Affordable Housing
- Importance was noted on obtaining information from the public each term in relation to how CAC's could be spent

5. **CONCLUSION OF THE NOVEMBER 16, 2020 LAND USE AND PLANNING COMMITTEE MEETING**

Meeting concluded at 6:47 pm

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Mayor Walker



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Tracey Arthur, Director of Corporate Administration

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:** Text Amendment to Introduce Accessible (Barrier-Free) Parking into White Rock Zoning Bylaw, 2012, No. 2000

**RECOMMENDATIONS**

THAT the Land Use and Planning Committee:

1. Recommend that Council give first and second readings to “*White Rock Zoning Bylaw, 2012, No. 2000, Amendment (Accessible Parking Standards) Bylaw, 2021, No.2371;*” and
2. Recommend that Council direct staff to schedule the public hearing for “*White Rock Zoning Bylaw, 2012, No. 2000, Amendment (Accessible Parking Standards) Bylaw, 2021, No. 2371.*”

**EXECUTIVE SUMMARY**

The City of White Rock Zoning Bylaw, 2012, No. 2000, currently requires accessible or “barrier-free” parking, to be provided in accordance with the requirements of the BC Building Code (BCBC). In 2018, the BCBC was amended to remove reference to accessible parking standards, and municipalities were given the responsibility of establishing minimum accessible parking space standards. While the number of accessible parking spaces in a private development is currently established in the Zoning Bylaw, the dimensions and layout of these spaces is not specified in the Zoning Bylaw. The purpose of this corporate report is to introduce, through a zoning bylaw amendment, minimum standards as they relate to the dimensions and supply of accessible parking, including specific reference to both standard accessible parking spaces and “van-accessible” parking spaces. Van-accessible spaces are designed to accommodate wider vehicles / clearance areas in order to accommodate, for example, vehicles that may have equipment such as a wheelchair lift.

The related draft Zoning Amendment Bylaw is attached to this corporate report as Appendix B.

**PREVIOUS COUNCIL DIRECTION**

Council considered the matter of accessible parking on October 21, 2019.

<b>Motion # &amp; Meeting Date</b>	<b>Motion Details</b>
Motion #: 2019-460  October 21, 2019	THAT Council 1. Receives for information the corporate report dated October 21, 2019 from the Directors of Engineering and Municipal Operations, Financial Services, and Planning and Development Services titled “Wheelchair Van Side-Ramp Accessible Parking Improvements”;

	<ol style="list-style-type: none"> <li>2. Directs staff to include \$35,000 in the Draft 2020 to 2024 Financial Plan for van-accessible parking space upgrades, for Council’s consideration; and</li> <li>3. Direct staff to staff bring forward amendments to the Zoning Bylaw to implement an approach similar to Surrey, Richmond and other municipalities, with regard to both the overall number of accessible parking spaces and the ratio of van-accessible parking spaces.</li> </ol>
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**INTRODUCTION/BACKGROUND**

The BCBC was amended in 2018 to harmonize building standards with those of the National Building Code, released in 2015. Through these amendments, the regulation of accessible parking spaces within the BCBC was discontinued and the responsibility for this regulation was shifted to municipalities. Additional information about the amendments can be found within a Bulletin from the Province, provided in Appendix A.

Section 4.14.6 of City of White Rock Zoning Bylaw, 2012, No. 2000, currently reads as follows:

The size of parking spaces for persons with disabilities shall be provided in accordance with the requirements of the BC Building Code. Further, as part of the overall required number of parking stalls, parking stalls for occupancies where more than 10 parking spaces are provided shall be provided as follows:	
Total Required Spaces	Required Spaces for Handicapped
10 to 75	1
76 to 125	2
126 to 200	3
Over 200	4 plus 1 for every additional 100 or fraction thereof

As noted, the City’s Zoning Bylaw currently references the regulations for the dimensions of accessible parking as being established by the BCBC. However, these standards no longer exist within the BCBC, technically creating a gap in the regulations that apply to the parking that is designed to serve those with specific mobility needs. While currently accessible spaces are still being provided by builders voluntarily under the previous BCBC standards, it would be appropriate for the City to adopt specific standards for our community.

Furthermore, the City’s Zoning Bylaw currently lacks standards to support and regulate the provision of van-accessible parking spaces. Such spaces are intended to provide additional space for people with disabilities who require vans or other vehicles that are equipped with mobility instruments, including ramps or platform lifts, which facilitate entry and exit into and out of the vehicle. Van-accessible parking spaces promote safety and mobility by providing more area in between parking spaces and around vehicles. Further, van-accessible parking spaces accommodate a wider range of vehicles than standardized accessible parking spaces while also allowing larger vehicles to enter and exit the space more safely and with less difficulty due to their increased width. For these reasons, van-accessible parking spaces are essential for the mobility of many people with disabilities and should be incorporated into an update to the City’s standards regarding accessible parking.

A comparative review of zoning standards regarding accessible parking has been conducted in support of presenting administrative zoning amendments to the Land Use and Planning Committee (LUPC). Fourteen (14) municipalities around Metro Vancouver were researched in addition to recent work undertaken by the City of Kingston, which updated its zoning provisions in response to legislative changes coming out of the Accessibility for Ontarians with Disabilities

Act (AODA). This review has led to the identification of common approaches to regulating accessible parking which are believed to be appropriate for introduction in the City of White Rock. The following is a summary of key observations identified within the cities reviewed as part of this undertaking:

1. Where van-accessible spaces are not explicitly identified, the minimum width of an “accessible” parking space ranged from 2.6 metres to 4.0 metres; in some cases, this minimum width included an adjacent access aisle ranging from 1.2 metres to 1.5 metres.
2. Where there is a distinction between a van-accessible space and a standard accessible space, the minimum width of the standard space was between 2.4 metres and 2.7 metres and the minimum width of a van-accessible space was typically set at 3.4 metres.
  - The majority of the cities reviewed (70%) specify a minimum space length of 5.5 metres, regardless of whether the space is a van-accessible space or a standard accessible space.
  - The vertical clearance for access to an accessible space, where specified, is 2.3 metres.
  - Approximately 65% of cities assign accessible spaces to increments of required parking spaces (e.g., 2 accessible spaces when between 51 and 100 spaces); Richmond and Surrey require that a minimum of 2% of the total required parking spaces be accessible, rounded upward to the nearest whole number. The ranges of requisite accessible parking are largely aligned with a supply of 1.5 to 2.0% of the required standard parking spaces.
  - Burnaby and New Westminster require that one out of every three accessible spaces be van-accessible; Kingston, Richmond, and Surrey, and the AODA require that:
    - where a single accessible space is required, that space must be van-accessible;
    - equal numbers of accessible and van-accessible spaces are provided where there is an even number of accessible spaces required;
  - Approximately 65% of municipalities reviewed provide standards for access aisles.
  - 1.5 metres is most commonly established as the minimum width of an access aisle.
  - Kingston, Richmond, and Surrey, and the AODA allow access aisles to be shared in between two accessible or van-accessible spaces.

Based on the foregoing, City staff have prepared a bylaw to amend Zoning Bylaw No. 2000 to introduce accessible parking standards that are largely consistent with those observed throughout the Lower Mainland (see the draft Bylaw No. 2371 in Appendix B for details; the diagram in the draft bylaw for dimensions and layout is the same as the City of Richmond’s bylaw).

This includes minimum space dimensions for regular and van-accessible parking spaces (2.5 metre and 3.4 metre width, respectively, plus 1.5 metre access aisle), minimum vertical clearance paths to get to van-accessible parking spaces (2.3 metres), and minimum numbers of accessible spaces provided based on the overall number of parking spaces required for a building (2% minimum). Under the proposed amendment to the Zoning Bylaw, the minimum total number of accessible spaces will either remain the same or increase by one (1) space.

Once adopted, these standards would apply to new buildings which have not yet received a building permit.

### **FINANCIAL IMPLICATIONS**

Amendments to the City's Zoning Bylaw will require a Public Hearing with advertising of such being published in the Peace Arch News. The costs of this advertised can be covered within existing budgets.

### **LEGAL IMPLICATIONS**

While builders are currently providing accessible parking spaces in accordance with the design criteria that was removed from the British Columbia Building Code in 2018, it is appropriate that the City establish design and layout criteria for accessible parking spaces that would be enforceable in the event of a dispute over the standards. The proposed amendments further specify van-accessible requirements, which are not presently in place and could not be required unless the Zoning Bylaw is amended.

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

As noted above, the introduction of accessible parking standards will require an amendment to the City of White Rock Zoning Bylaw, 2012, No. 2000. The community will be engaged in the review of recommended standards as part of a statutory Public Hearing, advertised in accordance with the requirements of the *Local Government Act*.

### **INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS**

Draft Bylaw No. 2371, and the accessible parking standards included therein, have been reviewed with staff within the City's Engineering and Operations Department and Building staff within the Planning and Development Services Department. These staff have offered their support for the standards as presented in this report.

### **CLIMATE CHANGE IMPLICATIONS**

Not applicable.

### **ALIGNMENT WITH STRATEGIC PRIORITIES**

While establishing accessible parking space standards is not identified as a specific project under the recently adopted 2021-2022 Council Strategic Priorities, this amendment to the Zoning Bylaw fits within the spirit of the theme of "Our Community," specifically the objective to "guide land use decisions of Council to reflect the vision of the community."

As the research work on this aspect of the Zoning Bylaw was already underway prior to the adoption of Council's new Strategic Priorities, and the amendment is ready for Council's consideration, this amendment is being brought forward for Council's consideration. The initial request from the South Fraser Active Living Group (SFALG) to consider van side-ramp accessible parking space requirements was made and originally supported by Council in 2019.

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

The following alternative options are available for the Committee's consideration:

1. Direct staff to not make any changes to the Zoning Bylaw for specifying accessible parking space dimensions. This option leaves an unintended gap in the Zoning Bylaw as it relates to the dimensioning of accessible parking and, in doing so, limits the ability of the City to mandate adequate facilities for those with accessibility needs; or

2. Direct staff to revise the draft Zoning Amendment Bylaw so that it contains standards for regular accessible parking spaces only (not van-accessible spaces). This option would ensure standard accessible spaces are defined, with minimum dimensions and supply requirements in the Zoning Bylaw, but the amendment would not include changes to introduce requirements for van-accessible spaces.

Staff's recommendation, to adopt standards for both regular and van accessible parking spaces, is included in the recommendation at the outset of this corporate report.

## **CONCLUSION**

While the minimum number of accessible parking spaces is currently defined in the Zoning Bylaw, due to an amendment to the British Columbia Building Code in 2018 that removed design criteria for such spaces from the Code and allowed municipalities to establish their own requirements, the dimensions and layout for accessible spaces are not currently regulated by the Zoning Bylaw. Staff have conducted research on accessible space design criteria as implemented by other relevant jurisdictions and have proposed a text amendment to the Zoning Bylaw to introduce these requirements for accessible parking spaces. The minimum number of accessible parking spaces would either remain the same as the current requirements or be increased by one space (depending on the total number of parking spaces required for the building). Further, the proposed amendment would also introduce new requirements for van-accessible parking spaces, which are designed to accommodate wider vehicles / clearance areas in order to support vehicles that may have equipment such as a side-accessed wheelchair lift.

Staff recommend giving the draft Zoning Amendment Bylaw first and second readings and scheduling a (digital) public hearing.

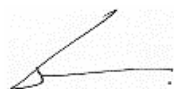
Respectfully submitted,



Carl Isaak  
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: Ministry Bulletin - Accessibility in the 2018 British Columbia Building Code  
Appendix B: Draft Zoning Amendment Bylaw No. 2371 - Accessible Parking Standards

## APPENDIX A

### Ministry Bulletin - Accessibility in the 2018 British Columbia Building Code



Information Bulletin  
Building and Safety Standards Branch  
PO Box 9844 Stn Prov Govt  
Victoria BC V8W 9T2  
Email: [building.safety@gov.bc.ca](mailto:building.safety@gov.bc.ca)  
Website: [www.gov.bc.ca/buildingcodes](http://www.gov.bc.ca/buildingcodes)

No. B18 – 05  
August 24, 2018

#### **Accessibility in the 2018 British Columbia Building Code**

This bulletin provides an overview of the changes to the accessibility provisions in the 2018 British Columbia Building Code (BC Building Code) from the previous 2012 edition.

Although the BC Building Code is based on the National Building Code of Canada (NBC), British Columbia's unique accessibility requirements preceded and varied considerably from prior NBC requirements. The 2015 edition of the NBC contains many updates over previous editions to increase accessibility in buildings and is now more closely aligned with the requirements and approaches of most Canadian jurisdictions, including those of British Columbia (B.C.).

The Province of B.C. is committed to making buildings more accessible for persons with disabilities. The 2018 BC Building Code requires a greater level of building accessibility by combining the requirements of the 2015 NBC with B.C.'s historical requirements. In aligning more closely with the NBC, the BC Building Code achieves greater consistency not only with the NBC, but also with codes from other Canadian jurisdictions. This enhances B.C.'s ability to integrate new accessibility provisions from other leading jurisdictions into future codes.

A new Building Access Handbook is being developed to guide code users through the accessibility provisions of the 2018 BC Building Code.

#### **New Definitions in the 2018 BC Building Code**

*Access or accessible* means an area and its facilities, or both, as required by this Code, which is easy to approach, enter, exit, operate, participate in, pass to and from, and use safely and independently by *persons with disabilities*.

*Persons with disabilities* means persons who have a permanent or temporary physical, mental, intellectual or sensory impairment which, in interaction with various barriers, may hinder their full and effective participation in society on an equal basis with others.

#### **New Organization and Approach**

The 2018 BC Building Code follows the organization and approach of the 2015 NBC. Section 3.8. of Division B, which contains accessibility requirements for buildings, is arranged as follows:

**Subsection 3.8.1.** provides the scope of the BC Building Code's requirements for access.

**Subsection 3.8.2.** establishes the application of accessible design requirements (found in Subsection 3.8.3.) to spaces and facilities.

**Subsection 3.8.3.** establishes the design criteria for what is required of a space or facility in order to be considered 'accessible'.

**Subsection 3.8.4.** determines the minimum requirements for providing access during alterations or additions to existing buildings.

**Subsection 3.8.5.** contains the requirements for adaptable dwelling units.

*The contents of this Bulletin are not intended to be provided as legal advice and should not be relied upon as legal advice. For further information, contact the Building and Safety Standards Branch.*



## Information Bulletin

### Building and Safety Standards Branch

PO Box 9844 Stn Prov Govt  
Victoria BC V8W 9T2

Email: [building.safety@gov.bc.ca](mailto:building.safety@gov.bc.ca)

Website: [www.gov.bc.ca/buildingcodes](http://www.gov.bc.ca/buildingcodes)

Common criteria are now grouped in related provisions. For example, code users will now find a single application statement directing them to single design criteria, such as for spaces designated for wheelchair use in rooms or areas with fixed seats.

Many references to other requirements in the Building Code have also changed. Much of the content has been reorganized within Section 3.8. Some examples include:

- Article 3.8.3.19. in the 2012 BC Building Code which addresses the protection of accessible floor areas now appears as Article 3.3.1.7. in the 2018 BC Building Code
- Requirements for doors providing access that appeared in Article 3.3.1.13. of the 2012 BC Building Code now appear in Article 3.8.3.6. of the 2018 BC Building Code
- Provisions for accessible washrooms that appeared in Article 3.7.2.10. of the 2012 BC Building Code are now contained in Subsection 3.8.3.

### New Spaces Requiring Access

Some spaces where access was not previously required must now provide access. For example, **apartment and condominium buildings** that only required interior access between the main entrance and the elevator must now provide access throughout all common areas, when the building is served by an elevator (access into and throughout dwelling units is still not required). **Small shops and stores** that had a total retail floor space of less than 50 m<sup>2</sup> were previously exempted from providing access; however, the 2018 BC Building Code does not contain this exemption.

In the 2018 BC Building Code, where a space is required to be accessible, 50 percent of the **pedestrian entrances** to spaces must be made accessible. This may result in greater use of power operated doors at more accessible entrances.

B.C.'s requirement that access be available throughout the building is continued, and the 2018 BC Building Code contains some specific requirements for how that is to be achieved. There is specific language for providing an accessible path of travel which starts outside the building and ends at each location where there is a feature or service to be used by persons with disabilities. Where controls are intended for occupant use such as light and intercom switches, such controls shall be accessible.

A greater proportion of **viewing spaces** for persons using wheelchairs shall be provided in assembly occupancies with fixed seats.

The 2018 BC Building Code places increased attention on connections to and from buildings. An accessible path of travel shall connect a sidewalk, roadway, or street to an accessible entrance. When provided, parking areas and passenger-loading zones shall be connected by an accessible path of travel.

The 2018 BC Building Code requires visible warning systems in all **accessible sleeping rooms and bed spaces** in addition to a portion of others.

Historical requirements for **parking spaces** are not maintained in the 2018 BC Building Code. The 2012 BC Building Code parking requirements do not address the variety of considerations for either loading/unloading vehicles, or for local planning requirements. Many local authorities have already established parking requirements that address accessible parking stalls, and there are also other standards and guidance documents available for designers such as the CSA B651, "Accessible Design for the Built Environment" standard.

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PO Box 9844 Stn Prov Govt  
Victoria BC V8W 9T2  
Email: [building.safety@gov.bc.ca](mailto:building.safety@gov.bc.ca)  
Website: [www.gov.bc.ca/buildingcodes](http://www.gov.bc.ca/buildingcodes)

### New Design Requirements

The 2018 BC Building Code offers the **CSA B651, “Accessible Design for the Built Environment”** standard as an option for design of certain applications. Designers may choose to follow design criteria contained in the BC Building Code (in Subsection 3.8.3.), or follow the design criteria in the CSA B651 standard.

The 2018 BC Building Code also requires a minimum level of **illumination** for an accessible path of travel, and doorways located in an accessible path of travel must have a **clear width** of not less than 850 mm. Power door operators that are not designed to operate automatically must be operable by touch or approach of a fist, arm, or foot. **Foot-operated controls** are new to the 2018 BC Building Code.

**Limited-use / limited-application elevators**, also referred to as LU/LA elevators, are permitted as passenger elevating devices and are exempted from the minimum elevator car dimensions (to accommodate a patient stretcher) in Article 3.5.4.1.

In assembly occupancies, classrooms and meeting rooms with an area over 100 m<sup>2</sup>, as well as all courthouses, shall be equipped with assistive listening systems.

The 2018 BC Building Code contains specific language on the location and **placement of signage** to avoid shadows and glare; however, the specific language on stroke and font of characters is moved to the Notes as guidance (rather than as an enforceable part of the BC Building Code) to allow flexibility of design.

There are changes to **grab bar** design criteria with regards to required lengths and locations of grab bars. For example, an L-shaped grab bar must be adjacent to accessible water closets.

There are new illustrations in the Notes to demonstrate the application of accessible provisions. The complete content of Section 3.8. of Division B of the 2018 BC Building Code, with all new application and design criteria (including commentary), will be made available in the Building Access Handbook.

### Links

- Building a Better B.C. for People with Disabilities: <https://www2.gov.bc.ca/gov/content/governments/about-the-bc-government/accessibility>
- Ministry website: <https://www2.gov.bc.ca/gov/content/industry/construction-industry/building-codes-standards>
- Table on [Where to Find B.C.-Specific Provisions by Code Reference](#)

### Contact the Building and Safety Standards Branch

- **General** inquiries can be sent to [building.safety@gov.bc.ca](mailto:building.safety@gov.bc.ca)
- **Technical** Code inquiries can be sent to [codequestion@gov.bc.ca](mailto:codequestion@gov.bc.ca)

The Building and Safety Standards Branch does not enforce compliance with the BC Building Code. Local governments are authorized to enforce the BC Building Code through the Local Government Act and the Community Charter.

*The contents of this Bulletin are not intended to be provided as legal advice and should not be relied upon as legal advice. For further information, contact the Building and Safety Standards Branch.*

**APPENDIX B**

**Draft Zoning Amendment Bylaw No. 2371 – Accessible Parking Standards**

**The Corporation of the  
 CITY OF WHITE ROCK  
 BYLAW 2371**



A Bylaw to amend the  
 "White Rock Zoning Bylaw, 2012, No. 2000" as amended

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

1. Schedule “A” of the “White Rock Zoning Bylaw, 2012, No. 2000” as amended is further amended by removing Section 4.14.6 in its entirety and replacing the section with the following new section 4.14.6:

“4.14.6 Accessible Parking:

1) Accessible Parking Dimensions:

- a) Accessible parking spaces shall have a minimum length of 5.5m and a minimum width of 2.5m.
- b) Van-accessible parking spaces shall have a minimum length of 5.5m and a minimum width of 3.4m.
- c) The access and egress route to and from accessible and van-accessible parking spaces must have a minimum vertical clearance of 2.3m.
- d) Accessible parking spaces and van-accessible parking spaces shall have an adjacent access aisle on one side with a minimum width of 1.5m that may be shared between two adjacent accessible and / or van-accessible parking spaces.
- e) A wheel stop shall be placed 0.6m from the end of each accessible and van-accessible parking spaces.

2) Accessible Parking Supply:

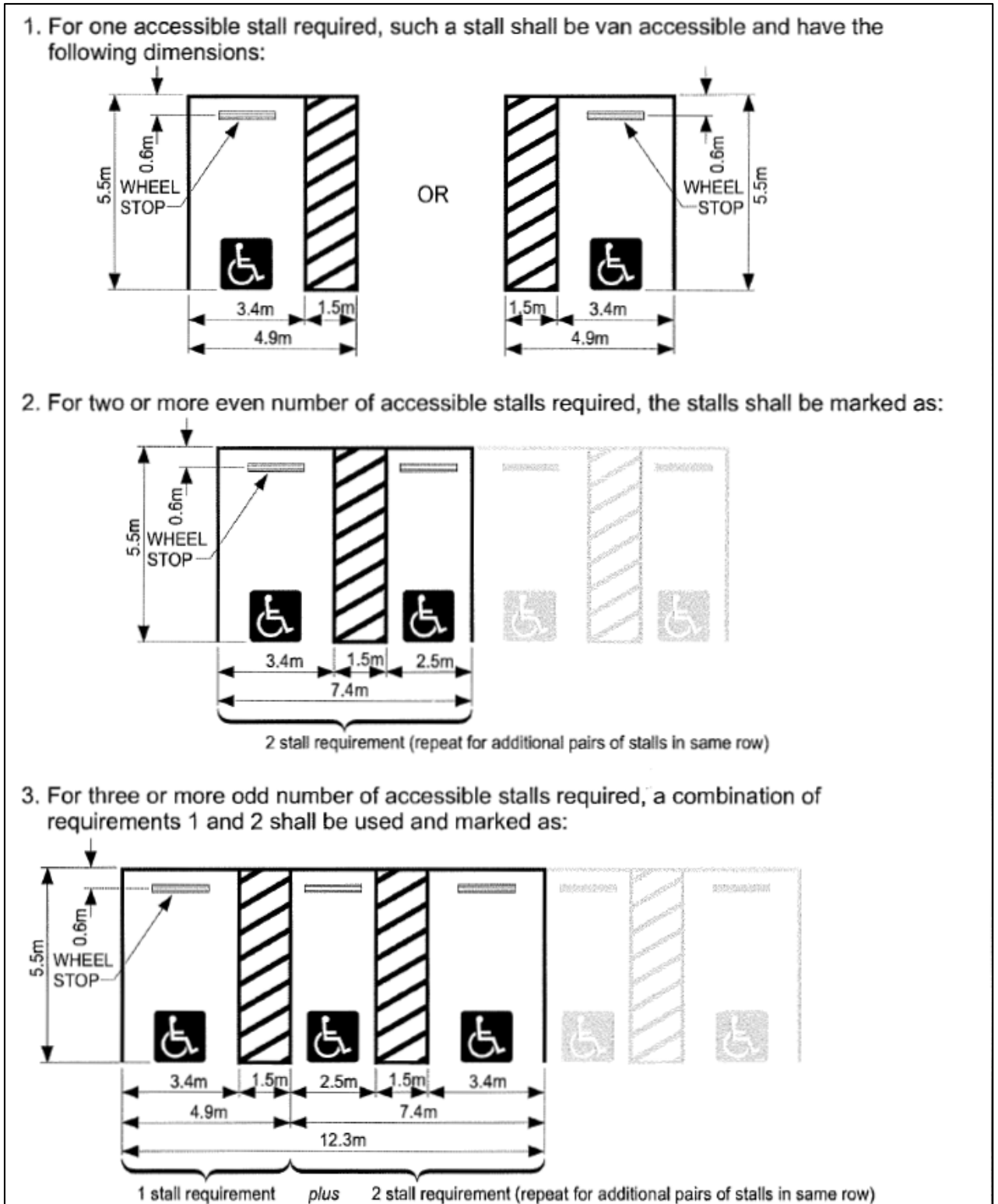
- a) Accessible and van-accessible parking spaces shall be provided in accordance with the following supply requirements:

Total Required Parking Spaces	Minimum Required Van-Accessible Spaces	Minimum Required Accessible Spaces
10 or less	0	0
11 to 50	1	0
51 to 100	1	1
101 to 150	2	1
151 to 200	2	2
Over 200	5 plus 1 for every additional 100 required parking spaces or fraction thereof. <ul style="list-style-type: none"> <li>• When the required accessible space supply is an even number there must be an equal number of van-accessible spaces to standard accessible spaces.</li> </ul>	

- When the required accessible space supply is an odd number there should be one additional van-accessible space than standard accessible spaces.

### 3) Accessible Parking Dimensions and Layout

The dimensions and layout of accessible parking shall comply with the following:



2. This Bylaw may be cited for all purposes as the "White Rock Zoning Bylaw 2012, No. 2000, Amendment (Accessible Parking Standards) Bylaw, 2020, No. 2371".

RECEIVED FIRST READING on the	day of
RECEIVED SECOND READING on the	day of
PUBLIC HEARING held on the	day of
RECEIVED THIRD READING on the	day of
RECONSIDERED AND FINALLY ADOPTED on the	day of

---

Mayor

---

Director of Corporate Administration

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



**DATE:** January 11, 2021

**TO:** Land Use and Planning Committee

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

**SUBJECT:** Application for Liquor License Referral (Lounge Endorsement) and Development Variance Permit, 1122 Vidal Street (LL 20-014 & DVP 20-021)

**RECOMMENDATIONS**

THAT the Land Use and Planning Committee recommend that Council:

1. Direct planning staff to obtain public input through a combined Public Hearing (liquor license referral) and Public Meeting (development variance permit) 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. Authorize staff, pending the results of the electronic Public Hearing and Public Meeting, to forward a copy of this corporate report and the results of the public hearing to the Liquor and Cannabis Regulation Branch (LCRB) along with a resolution to advise that Council has considered the the potential impact for noise and the impact on the community, and is in support of the application for a Lounge Endorsement at 1122 Vidal Street, subject to the inclusion of the following conditions within the license:

a) The hours of liquor service shall be limited to the following:

	Sun	Mon	Tues	Wed	Thurs	Fri	Sat
Open	12:00	12:00	12:00	12:00	12:00	12:00	12:00
Closed	20:00	22:00	22:00	22:00	22:00	23:00	23:00

- b) All loading activities are to occur on the property and the owner shall be responsible for ensuring there are no conflicts in the scheduling of deliveries such that loading occurs when the off-street parking spaces are not otherwise required (i.e., before normal business hours); and
  - c) The “service area” as defined within the license shall be limited to a maximum capacity of 50 persons subject to the approval of a development variance permit granting relief from the parking supply requirements of City of White Rock Zoning Bylaw, 2012, No. 2000; in the absence of a development variance permit, the license should be limited to a total occupancy of 32 persons; and
3. Pending the results of the electronic Public Meeting, approve of the issuance of Development Variance Permit No. 433.

## **EXECUTIVE SUMMARY**

This corporate report provides a planning assessment of a proposed brewery at 1122 Vidal Street. The proposal is subject to a liquor license referral application, which ultimately seeks a Council resolution offering support (or non-support) to the LCRB, and a development variance permit application would, if approved, enable a reduction in the off-street parking supply (i.e., from six spaces to four spaces). Staff believe the proposal is appropriate considering the context within which the use is presented and the justification for the parking supply reduction. It is recommended that the application for a liquor license referral proceed to a public hearing and that the development variance permit proceed to a public meeting as required by the City's Planning Procedures Bylaw; the hearing and meeting would be held concurrently.

## **PREVIOUS COUNCIL DIRECTION**

The motions noted below relate to the support of Council for advancing public consultation efforts using electronic / digital resources in light of the COVID-19 pandemic.

<b>Motion # &amp; Meeting Date</b>	<b>Motion Details</b>
2020-344	THAT Council recommends Appendix B as appended to the corporate report dated June 15, 2020, titled "Planning Procedures Bylaw Amendment - Electronic Public Hearings for Liquor and Cannabis Licence Referrals and Delegation of Liquor Primary Club Licences" be referred for consideration of adoption under the Bylaws section of the June 15, 2020 regular Council meeting agenda.
2020-601	THAT Council direct staff to proceed with fully virtual public hearings / meetings for development applications, providing options for both written comments and verbal submissions via digital communication / phone-in access.

## **INTRODUCTION/BACKGROUND**

Galaxie Craft Brewhouse Ltd. has applied to the Liquor and Cannabis Regulations Branch (LCRB) for a liquor manufacturer's licence to establish a micro-brewery at 1122 Vidal Street; the microbrewery proposal entails a "lounge endorsement" to allow patrons to consume alcohol on the premises. The City has referred the application to obtain public input and comment on the lounge endorsement. Further, in order to enable the use, the Applicant has also requested a development variance permit (DVP) to allow the brewery, with a maximum capacity of 50 seats, to be established with four off-street parking spaces, whereas six (6) would normally be required for this number of seats, according to the parking standards in Zoning Bylaw, 2012, No. 2000. Staff have reviewed the lounge endorsement proposal against the factors outlined in the *Liquor Control and Licensing Act* and *Liquor Control and Licensing Regulation*, and offer the following for Council's consideration:

a) Location of the Establishment

The subject property is located within the southeast corner of the intersection of Victoria Avenue and Vidal Street (see Appendix A - Location Map). The existing building formerly housed "The Dailey Method" exercise studio, which has since relocated to 1483 Stayte Road and now vacant. Uses surrounding the property include the West Beach Parkade (north), the Boathouse Restaurant (south), parking areas and commercial uses to the east,

and mixed use (commercial - residential) development to the west (see Appendix B - Site Photos). The presence of roadways adjacent to the property provide separation and buffering of the proposed brewery from nearby sensitive (residential) uses. Further, the site's proximity to the West Beach Parkade and the Montecito Parkade provide a basis for the reduction in parking sought through the DVP, given further consideration below.

b) The Person Capacity and Hours of Liquor Service of the Establishment

The requested licence would allow liquor to be served within the existing building, being approximately 220 square metres (2,370 square feet) in gross floor area (see Appendix C – Building Location Certificate). The area within which liquor service would be permitted would be limited to roughly 65 square metres (700 square feet) (see Appendix D – Brewery Floor Plans). The occupancy load of the building has been identified within a recent building permit submission as suited for 32 persons. This occupancy was specified to enable the advancement of the permit in light of the need for a parking variance, which if approved would allow for more than 32 seats. Building staff have confirmed that the desired capacity of 50 persons can be satisfied through relatively minor renovations to the building, which will ensure compliance with the fire, health and life safety requirements of the BC Building Code.

The proposed hours of liquor service are as follows:

	Sun	Mon	Tues	Wed	Thurs	Fri	Sat
Open	12:00	12:00	12:00	12:00	12:00	12:00	12:00
Closed	20:00	22:00	22:00	22:00	22:00	23:00	23:00

During the Public Information Meeting (PIM), held December 10, 2020, a participant asked how the requested hours of liquor service would compare with those permitted at The Boathouse Restaurant, being immediately adjacent to the subject property. The liquor license for The Boathouse Restaurant permits liquor service during the following **hours**:

	Sun	Mon	Tues	Wed	Thurs	Fri	Sat
Open	11:00	11:00	11:00	11:00	11:00	11:00	11:00
Closed	24:00	13:00	13:00	13:00	13:00	13:00	13:00

The requested hours of service for the brewery fall within the existing hours of liquor service currently permitted at the neighbouring Boathouse Restaurant. Since the hours sought by the Applicant do not extend the period during which liquor may be served in the area, it is believed the requested hours of service are appropriate.

c) Impact of Noise on Nearby Residents

The subject property is a corner lot that is physically separated from residences that may be impacted by noises arising as a result of the establishment of a brewery (e.g., patrons entering / exiting the building). The current proposal does not include any outdoor patio space although the owner acknowledges there is an interest in potentially establishing seating along Vidal Avenue over the long term. Any future use of the City's boulevard would require the execution of a sidewalk use agreement through which potential issues of noise would be evaluated.

The proponent has submitted a Letter of Intent and description of their Code of Conduct. The Letter outlines an intention to ensure that the business operates in a manner that is respectful of neighbouring residents and businesses alike. Further, it is acknowledged that staff responsible for serving liquor will require training to ensure patrons are not overserved; the Letter outlines a commitment to manage disruptive behaviors and if needed

work with the RCMP (see Appendix E – Letter of Intent). The RCMP has communicated that they have no concerns with the proposal.

d) Impact on the Community if the Application is Approved

The application, if approved, has the potential to bring new business activity to a building that is currently vacant. The business is considered complementary to the mix of commercial / retail / tourist uses along Marine Drive and the beachfront. The location of the property, as noted, is buffered from nearby sensitive uses by way of existing roadways and commercial / public uses. Overall, the use itself is considered appropriate where proposed.

Section 4.14.1 of City of White Rock Zoning Bylaw, 2012, No. 2000 requires that parking for a “Commercial – restaurant or licensed establishment” be provided at a rate of 1 space for every 8 seats made available to customers. The proposed brewery would have a capacity of 50 persons thereby requiring a total of six (6) parking spaces. A total of four (4) parking spaces, with a partially tandem arrangement, can be accommodated on the property (see Appendix F - Parking Plan). The DVP sought with this proposal requests relief from the requisite parking supply and has been supported with the submission of a Parking Assessment, described in greater detail below.

The parking variance sought with the application is considered acceptable based on a number of factors. Firstly, it is important to note that the parking supply requirement for properties that “front” onto Marine Drive is half of that otherwise applicable to a “licensed establishment” (i.e., one (1) space per 16 seats as opposed to one (1) space per eight (8) seats). Recognizing that the property is less than 25 metres north of Marine Drive and is positioned within 20 metres of the West Beach Parkade, it is believed a reduction in the requisite supply of parking from six (6) to four (4) spaces is appropriate. If the Marine Drive rate of parking were applied to the 50-seat brewery, a total of three (3) parking spaces would be required. The Parking Assessment provided with the application offers further justification for the parking supply reduction with key points summarized below:

- Parking patterns along the waterfront are seasonal with public parking use being limited outside of the summer peak times;
- White Rock sees 14% of all recreational trips carried out by walking whereas the rate throughout the “South of the Fraser” lands (Delta, Surrey, Langley Township and City, and White Rock) is 9.5%;
- The subject property is within a two-minute walk of public transit stops tied to TransLink Routes 361 and 362 (note Route 362 has a stop at Marine Drive and Martin Street with the last bus being at 12:42 a.m. on Friday and 12:40 a.m. on Saturday);
- Bicycle parking will be provided at the entrance to the brewery in order to encourage alternative (non-auto) modes of travel;
- Ride hailing services (e.g., Uber and Lyft) are available along with local taxi services;
- The subject property is within walking distance of the West Beach Parkade, which includes 180 parking spaces and the Montecito Parkade, which includes 70 stalls;
- Parking data for the West Beach Parkade from July, August and September, 2019, representing a pre-COVID summer peak period, demonstrates the limited overall use of the City facility (see figure below):



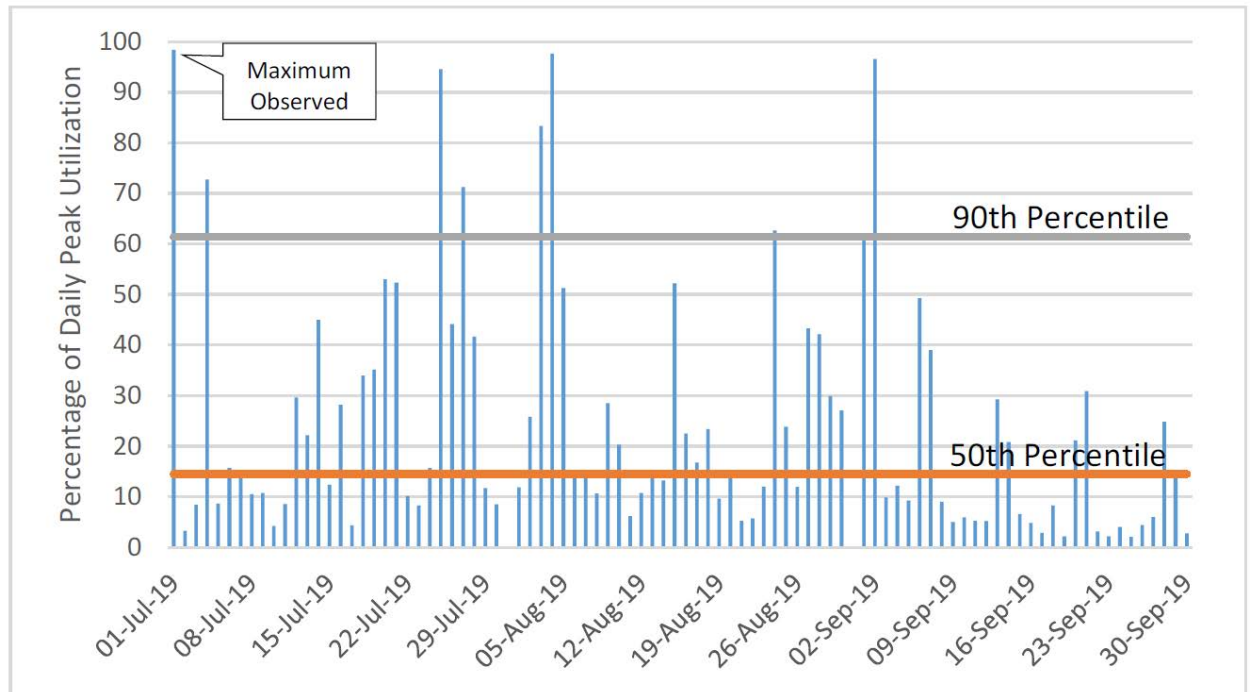


Figure 1: West Beach Parkade – Daily Peak Hour Utilization / [Source: CTS Ltd., Parking Assessment, dated Dec 18, 2020]

- As illustrated in Figure 1, 90% of the days surveyed had a peak utilization of 61.4% or lower, and half of the days surveyed had a peak utilization of 14.5% or lower.

Taking into account the findings of the Parking Assessment, and in particular the low utilization of the West Beach Parkade, the variance sought for parking seems not only appropriate but is something the City may wish to consider more broadly when considering the re-use of existing commercial buildings in the area for a new commercial purpose. A draft copy of Development Variance Permit No. 433, which would permit the parking variance, is provided as Appendix G to this corporate report.

e) The Feedback from Residents and Method used to Gather Feedback:

The City’s Planning Procedures Bylaw sets out a process of soliciting feedback from the public as it relates to liquor licence referrals and development variance permit applications. The process requires that notice of the application be provided to property owners within 100 metres of the subject property. For new licence applications, as is the case here, the process requires a public hearing prior to finalizing a resolution of Council, which is then submitted to the LCRB.

Notice of the liquor license referral application was provided to all property owners within 100 metres of the subject property. On Sept. 11, 2020, approximately 315 letters were mailed with initial comments being requested by Sept. 28, 2020 (see Appendix H – Notification Letter). A total of three email responses were received (see Appendix I – Public Feedback). Two of the letters express concern with potential noise and loitering resulting from the issuance of a liquor license. One of these letters suggest that the hours of liquor service ought to be aligned with those of the Boathouse Restaurant. As noted, the brewery will have hours of liquor service that are less than those of the neighbouring restaurant. This is believed to be advantageous in terms of helping to control the potential for nuisance. Further, the Applicant has confirmed that it is not their intention to have live music performed at the venue nor will they play music outdoors. The final email offers

support for the proposal recognizing the opportunity to see improvement in the appearance of the building and the potential for the business to draw investment along the beach.

The development variance permit process requires a Public Information Meeting (PIM) which was held on December 10, 2020. Notice of the PIM was provided to those within 100 metres of the subject property along with advertisement in the Peace Arch News and notification within the City's Event's Calendar ([www.whiterockcity.ca/calendar](http://www.whiterockcity.ca/calendar)). A total of nine (9) people attended the digital PIM. Participants did not express concern with the proposal. The applicant has prepared a PIM Summary which is provided in Appendix J.

In an effort to support digital forms of engagement the City has created electronic feedback forms to accompany planning applications. A total of 25 feedback forms were completed in response to the development variance permit application. All of the forms received offer support for the variance recognizing, generally, the need for small business in this area of the City and the opportunity for such to contribute to the vibrancy of White Rock's waterfront (see Appendix K – Feedback Form Summary Report). As a further complement to the application, the proponent has provided City staff with a list of approximately 135 White Rock residents endorsing, with a signature and contact information, the brewery.

The public consultation that has occurred to date has identified a high level of public support for the project in addition to several areas of concern that staff believe can be properly remedied through operational controls tied to the business and conditions built into the liquor license. If Council is supportive of the applications proceeding to a combined Public Hearing and Public Meeting, those interested in the proposal will have an opportunity to communicate their support or opposition for the proposal direct to Council.

### **FINANCIAL IMPLICATIONS**

Not applicable.

### **LEGAL IMPLICATIONS**

Not applicable.

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

As outlined above, notice of the liquor license application and the PIM were provided to approximately 315 owners / occupants of properties within 100 metres of the subject property. A total of three email responses were received in response to the liquor license notice and nine (9) people attended the digital Public Information Meeting (PIM) associated with the development variance permit aspect of the proposal. Allowing the application to proceed to Public Hearing/Meeting will provide an additional opportunity for the public to provide input on the proposal.

### **INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS**

The applications have been circulated through a process of interdepartmental review. The Applicant has addressed the issues raised by City staff. Specifically, the Parking Assessment provided with the application demonstrates the suitability of the off-street parking and loading area to accommodate vehicle turning movements. The Applicant has confirmed how garbage collection activities will occur without disrupting traffic along both Vidal Street and Victoria Avenue. Finally, the Applicant has obtained a serviceability report from the City's third-party

consultant, Kerr Wood Leidal, confirming the suitability of water service, and hydrant coverage (access) to support the proposal.

### **CLIMATE CHANGE IMPLICATIONS**

Not applicable.

### **ALIGNMENT WITH STRATEGIC PRIORITIES**

Council established the Marine Drive Task Force (MDTF) as an “immediate” priority. The Task Force was primarily involved in reviewing the recommendations coming out of the completion of a Waterfront Enhancement Strategy (WES) and components of the Official Community Plan (OCP) review. The WES has been reviewed by the MDTF and related recommendations have been presented to Council. On September 30, 2019, Council endorsed the following recommendations of the Task Force:

- That Council consider the creation of an off-site parking fund to assist with the re-development of smaller properties along Marine Drive; and
- That Council consider reducing parking ratios to assist with the re-development of smaller properties along Marine Drive.

These resolutions are noted in this corporate report as they highlight Council’s intention to explore opportunities to support businesses along the waterfront through alternative approaches to accommodating the parking of private vehicles.

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

The following alternatives are available for Council’s consideration:

1. Council could deny the development variance permit and recommend that staff provide a resolution of non-support for the liquor license to the LCRB;
2. Council could deny the development variance permit and recommend that staff provide a resolution of support for the liquor license to the LCRB and that the license be limited to an occupancy of 32 seats, for which the parking standards can be currently met; or
3. Council could choose to defer the scheduling of a Public Hearing/Meeting pending additional due diligence into areas of interest as expressed during this meeting.

### **CONCLUSION**

The City has received concurrent applications for a liquor license referral and a development variance permit which, if approved, would enable the establishment of a brewery at 1122 Vidal Street. The proponent has provided a technical rationale for the variance, which seeks to permit a reduction in the required supply of off-street parking (i.e., from six required spaces to four). Staff are supportive of the rationale as presented in the Parking Study prepared by CTS Inc. and accordingly recommend that the proposal proceed to a Public Hearing / Public Meeting.

Respectfully submitted,



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

**Comments from the Chief Administrative Officer**

I concur with the recommendations of this corporate report.

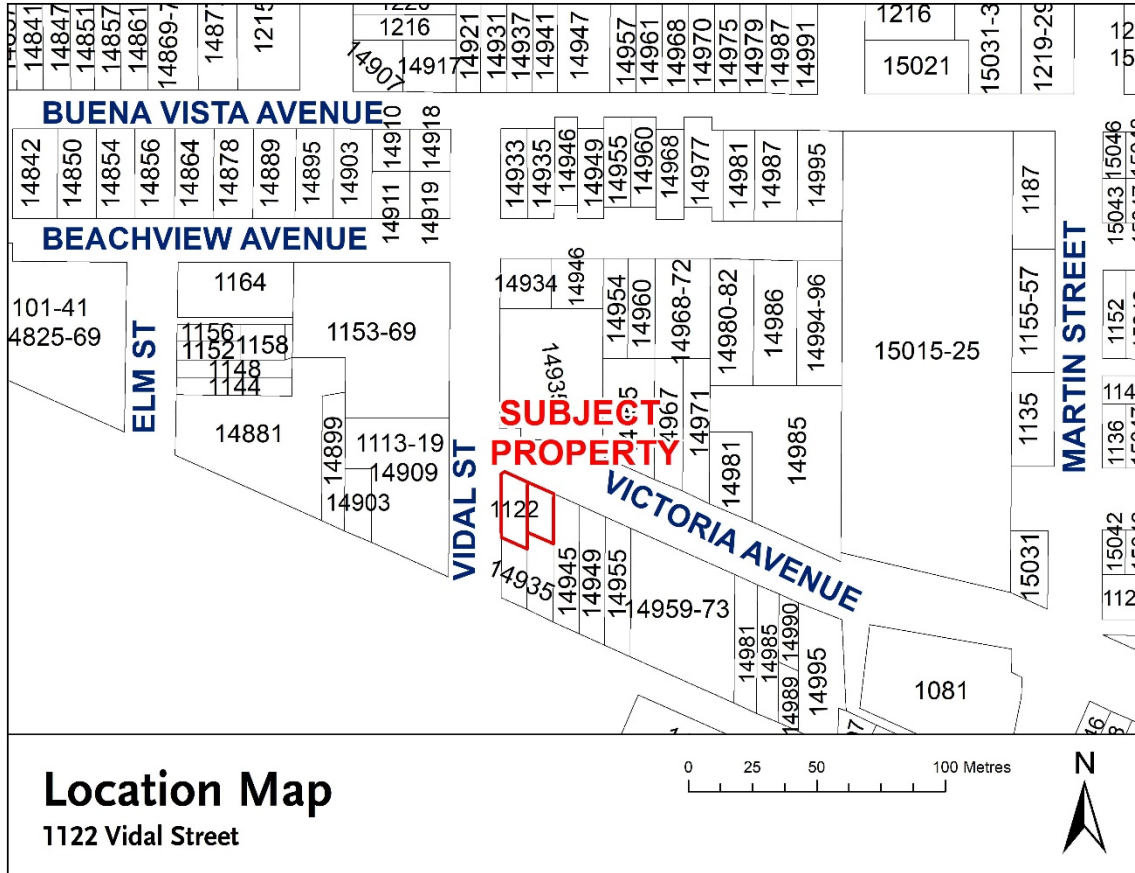


Guillermo Ferrero  
Chief Administrative Officer

- Appendix A: Location Map
- Appendix B: Site Photos
- Appendix C: Building Location Certificate
- Appendix D: Brewery Floor Plan
- Appendix E: Letter of Intent
- Appendix F: Parking Plan
- Appendix G: Draft Development Variance Permit No. 433
- Appendix H: Notification Letter
- Appendix I: Public Feedback
- Appendix J: Public Information Meeting Summary (from Applicant)
- Appendix K: Feedback Forms - Summary Report

## APPENDIX A

### Location Map



## **APPENDIX B**

### **Site Photos**



*Photo 1: Subject Property (entrance on right side of image)*



*Photo 2: Subject property in foreground, West Beach Parkade in background*



*Photo 3: Rear (north-facing) elevation (painted lines to be adjusted to delineate four off-street parking spaces – will remove parking from City boulevard)*



*Photo 4: Garbage tied to proposed brewery to be stored in storage room with pick-up occurring outside business hours*



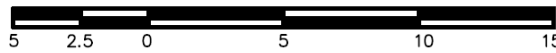
### APPENDIX C

#### Building Location Certificate

## PLAN SHOWING EXISTING STRUCTURES ON LOT 8 & LOT 9 SECTION 10 TOWNSHIP 1 N.W.D. PLAN 14057

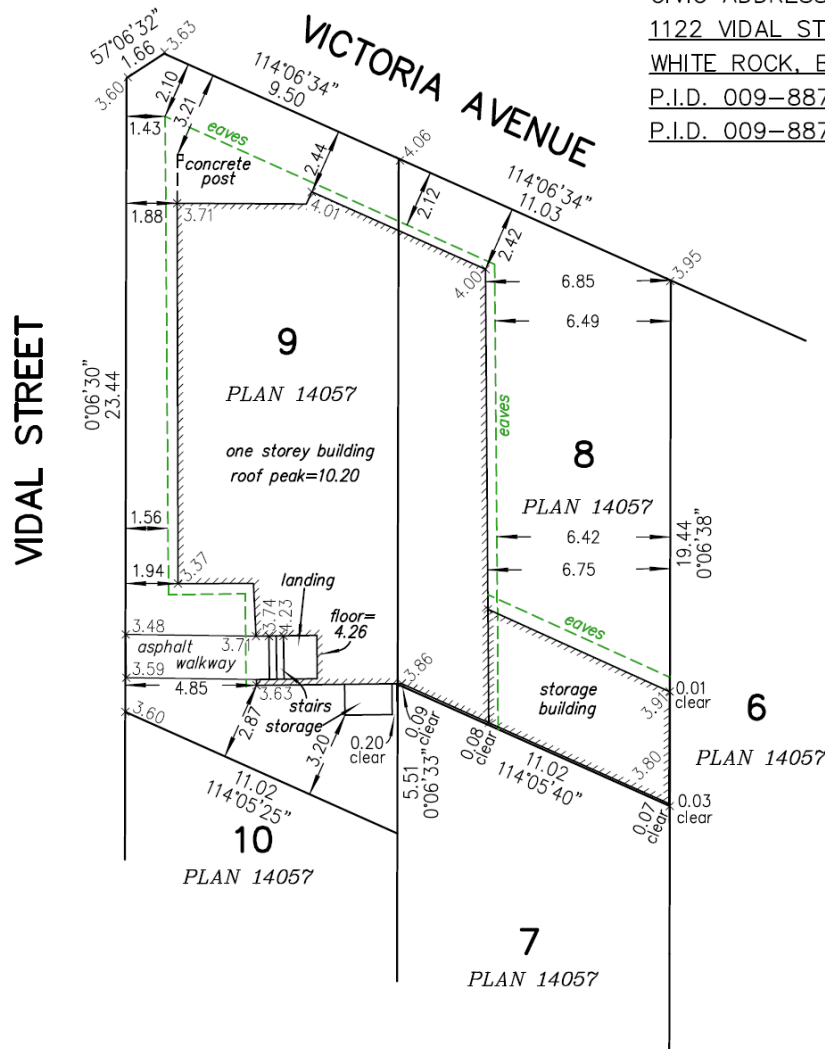


SCALE 1:250



ALL DISTANCES ARE IN METRES

CIVIC ADDRESS:  
1122 VIDAL STREET  
WHITE ROCK, B.C.  
P.I.D. 009-887-059 (LOT 9)  
P.I.D. 009-887-032 (LOT 8)



## APPENDIX D

### Brewery Floor Plan

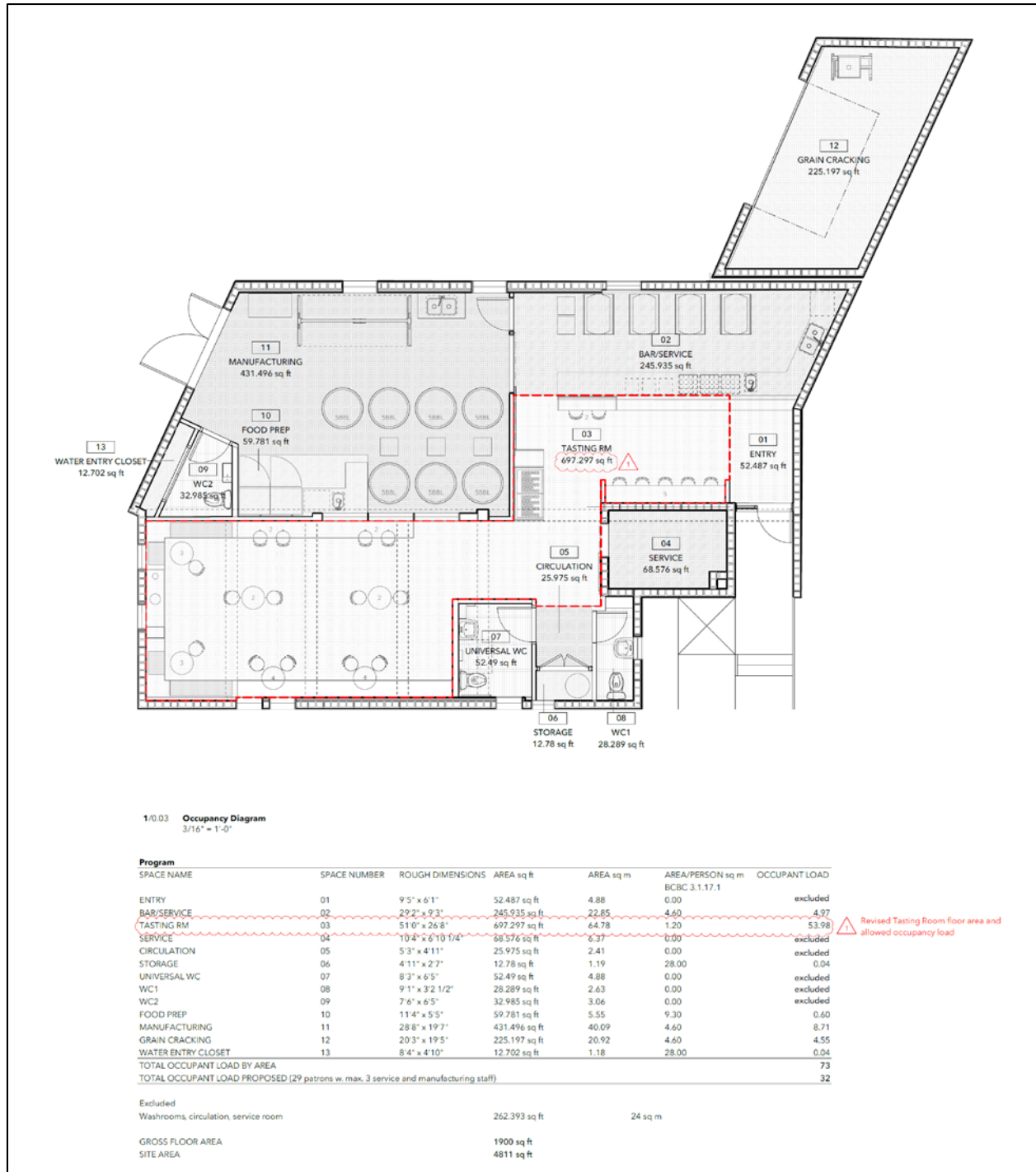


Figure 2: Brewery Floor Plan prepared by Simcic + Uhrich Architects, dated December 18, 2020

## **APPENDIX E**

### **Letter of Intent**

July 04, 2020

Mr. Carl Isaak, Director Planning and Development  
City of White Rock  
15322 Buena Vista Ave.  
White Rock, BC, V4B1Y6



Dear Mr. Isaak

#### **REGARDING: GALAXIE CRAFT BREWHOUSE LTD. LOUNGE APPLICATION, 1122 Vidal Street WHITE ROCK**

Please consider this Letter of Intent as part of our BC Liquor and Cannabis Regulation Branch (LCRB) application for a lounge endorsement (manufacture onsite) at the proposed location, 1122 Vidal Street.

#### **Company Intent and Code of Conduct**

**Owners biography:** The owners of Galaxie Craft Brewhouse are a family of four with deep roots in the South Surrey and White Rock area. One of the owners, Doug Card, moved with his family to Ocean Park in 1987 with his parents. Then when Doug and Lisa's two kids were under 3, they moved back to White Rock and have lived in the area ever since that time (20 years). Doug and Lisa's children went to Bayridge Elementary then graduated from Semiahmoo High school and were heavily involved in local soccer right up until Grade 12. Doug has been professionally home brewing for the past 10 years.

Our plan is to open a third brewery in White Rock and help the White Rock become a craft beer destination to attract locals and visitors from outside the area. Our vision is to create an inviting/family friendly environment where locals and visitors alike can come and enjoy the company of family and friends. We plan to model our Brewhouse after other local success stories like White Rock Beach Beer, and 3 Dogs Brewing. We also plan to incorporate ideas from other nono-breweries like House of Funk (North Vancouver), 5 Roads Brewing (Langley), Field House (Abbotsford), Wildeye Brewing (North Vancouver), and Trading Post Brewery (Langley). We feel our proposed business is in keeping with White Rock's vision of west beach to promote and develop the beach as a destination that is distinctive, lively, and pedestrian focused growth area. In addition, our proposal will help promote the city as a "full day destination" uptown and along Marine Drive. We've spoken to several White Rock residents and every single person felt that a brewery at the beach was a fantastic idea and something sorely missed since the Sandpiper closed their doors. Our business plans to be a respectful operation and will be hiring from the local community. We plan to follow all Worksafe BC guidelines including those regarding Covid-19 best practices.

**Lounge Operations**

The lounge will adhere to all the rules and regulations as prescribed by the LCRB and will be continually monitored by Galaxie Craft Brewhouse staff. Signage will identify hours of operation as well as LCRB required signage for the proper and safe enjoyment of beverages. Galaxie Craft Brewhouse staff will be trained in Serving it Right guidelines including patron intervention. Any patrons who display disruptive or noisy behaviors will be dealt with immediately by Brewhouse management and this type of behavior will not be tolerated. Management will call the local RCMP with any situations that become difficult to control. Galaxie Craft Brewhouse will follow all Work Safe (including applicable Covid-19 best practices), and Food Safety guidelines. We will also post all applicable licenses in the lounge area as required by permit. Galaxie Craft Brewhouse will not serve minors and will be actively checking patrons for identification.

Galaxie Brewhouse has every intention of creating a community-oriented brewery and lounge that will be respectful of neighboring residents and business alike. Our proposed business will be a positive addition to the west beach of White Rock and establish the area as a great place to visit.

**Proposed Hours of Operation**

<b>Day</b>	<b>Opening</b>	<b>Closing</b>
Monday	12:00 PM	10:00 PM
Tuesday	12:00 PM	10:00 PM
Wednesday	12:00 PM	10:00 PM
Thursday	12:00 PM	10:00 PM
Friday	12:00 PM	11:00 PM
Saturday	12:00 PM	11:00 PM
Sunday	12:00 PM	8:00 PM

**Code of Conduct**

As previously stated in this letter of intent, Galaxie Brewhouse has every intention of creating a community-oriented business that will be respectful of neighboring residents and business alike. Any perceived or real nuisances by neighboring residents or businesses will be resolved in a professional, respectful, and timely manner.

Should you have any questions or require any further clarification please do not hesitate to contact Doug Card at 778-899-7418.

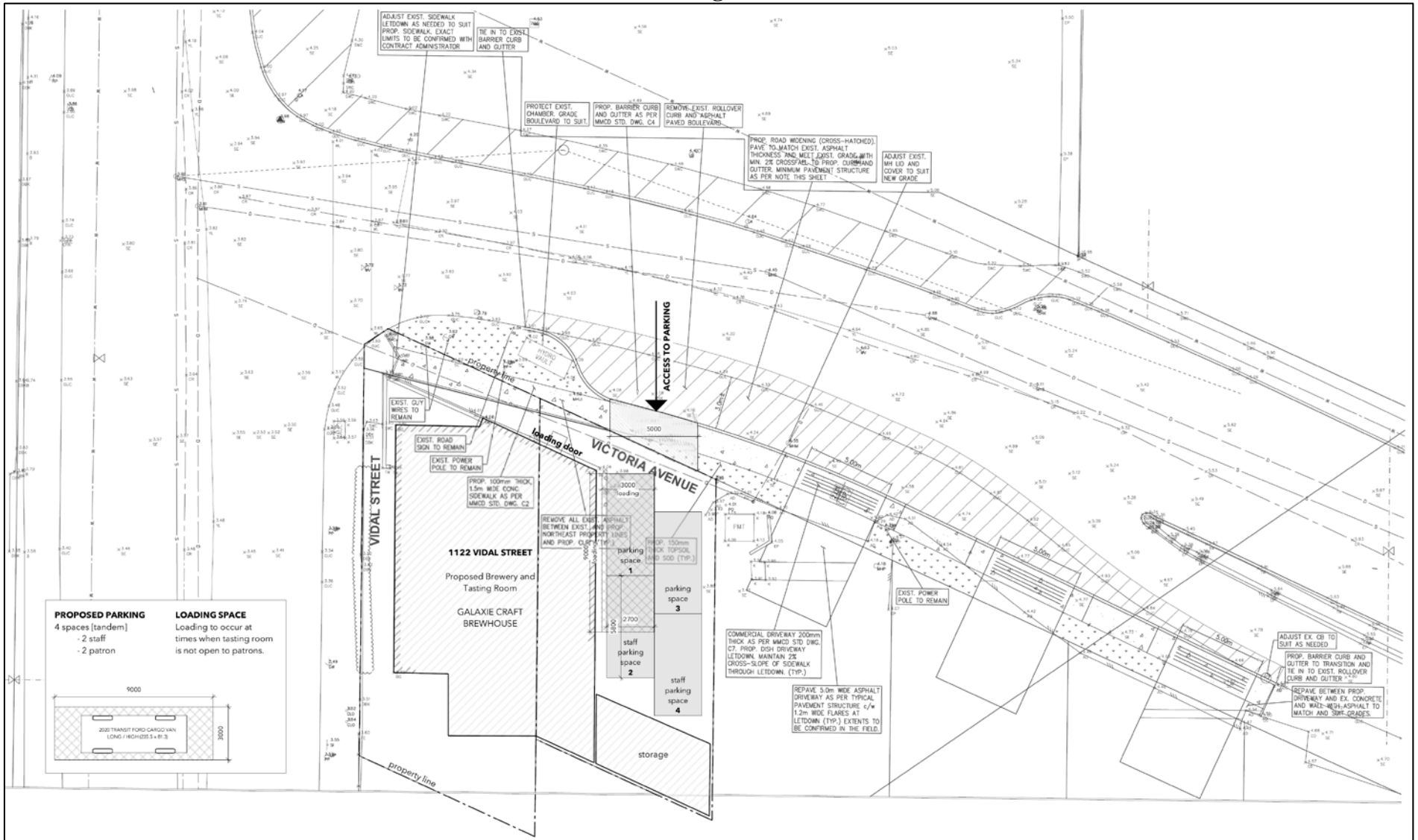
Best Regards,

Doug Card  
Director  
doug@galaxiecraftbeer.com  
Galaxie Craft Brewhouse Ltd.



## APPENDIX F

### Parking Plan



## APPENDIX G

### **Draft Development Variance Permit No. 433**

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



### DEVELOPMENT VARIANCE PERMIT NO. 433

1. Development Variance Permit No. 433 is issued to **Two Lock Ventures Inc.** 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 8, Plan NWP14057, Section 10, Township 1, New Westminster Land District  
(1122 Vidal Street)

PID: 009-887-032

Lot 9, Plan NWP14057, Section 10, Township 1, New Westminster Land District  
(1122 Vidal Street)

PID: 009-887-059

As indicated on Schedule A – Subject Property Location Map

2. Development Variance Permit No. 433 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) Section 4.14.1 is varied to reduce the minimum off-street parking supply requirement applicable to a "Commercial – restaurant or licensed establishment" within the lands subject to this Permit from 1 parking space per 8 seats to 1 parking spaces per 16 seats.
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.

Terms and Conditions:

5. 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.
6. This Development Variance Permit does not constitute a building permit.

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

This Development Variance Permit has been executed at the City of 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:

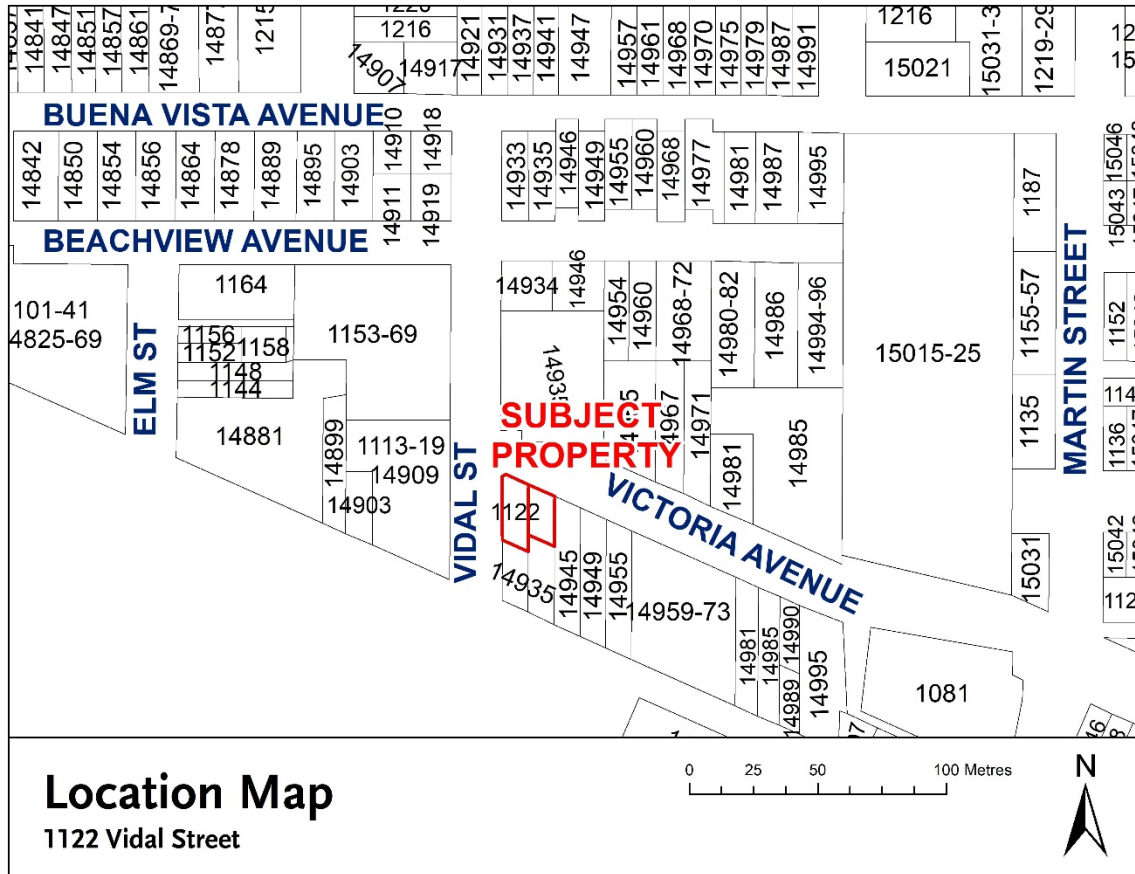
---

Mayor – Darryl Walker  
Authorized Signatory

---

Director of Corporate Administration – Tracey Arthur  
Authorized Signatory

### Schedule A Subject Property Location Map





## **APPENDIX H**

### **Notification Letter**

## **PUBLIC NOTIFICATION OF APPLICATION**

### **Proposed Lounge Endorsement (Liquor Licence)**

### **Development Application File No. LL 20-014**

RE: 1122 Vidal Street

Legal Description: LOTS 8 & 9 PLAN NWP14057, SECTION 10, TOWNSHIP 1, NEW WESTMINSTER LAND DISTRICT

PID: 009-887-059 & 009-887-032

**NOTICE** is hereby given that a Lounge Endorsement (liquor licence) application has been submitted to the Province’s Liquor and Cannabis Regulation Branch (LCRB) by Galaxie Brewery for the property located at 1122 Vidal Street; notice of the application was received by the City of White Rock on July 29, 2020.

#### **PROPOSAL:**

The requested lounge endorsement seeks permission from the LCRB to serve beer manufactured on the premise to a maximum occupant load of 50 persons. The proposed hours of liquor service are as follows:

Day	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
<b>Open</b>	12:00	12:00	12:00	12:00	12:00	12:00	12:00
<b>Closed</b>	20:00	22:00	22:00	22:00	22:00	23:00	23:00

It is noted that the City’s Zoning Bylaw requires 6 parking spaces in support of 50 persons within a “licensed establishment” (one space per eight seats). The site currently accommodates four parking spaces. As such, the initial establishment of a brewery with a lounge endorsement will need to be limited to 32 seats. It is understood that the proponent intends on making an application to the City for a development variance permit (DVP) which, if approved, would allow for a reduction in the minimum on-site parking supply tied to the ultimate goal of supporting an occupancy of 50 persons.

#### **OPPORTUNITY FOR COMMENT:**

With the receipt of a lounge endorsement application, the local government is asked to solicit public feedback in accordance with the requirements of the *Liquor Control and Licensing Act*, the *Liquor Control and Licensing Regulation*, and *White Rock Planning Procedures Bylaw, 2017, No. 2234*. Comments regarding noise and the potential impact of the proposal on the community are of particular interest in evaluating the appropriateness of the project.

If you wish to provide comments regarding this application please do so by **September 28, 2020**. Comments can be submitted by:

- Mailing or delivering your written comments to the “Planning & Development Services Department” at White Rock City Hall, 15322 Buena Vista Avenue, White Rock, BC V4B 1Y6; or
- E-mailing your comments to Greg Newman, Manager of Planning, at [gnewman@whiterockcity.ca](mailto:gnewman@whiterockcity.ca).

**Please Note:** All correspondence regarding the application will be included in a future report to Council and will form part of the public record. A Public Hearing will be scheduled following the above-noted commenting period to solicit additional feedback prior to seeking a resolution of Council regarding the application (i.e., to recommend that the Province approve or reject the liquor license application).

Due to the on-going COVID-19 pandemic and efforts to support social distancing, the City may hold the Public Hearing as an electronic meeting or one reliant on other communication facilities. Those with an interest in the proposal are encouraged to communicate their interest by letter or email. The final decision for the application is ultimately made by the Province’s Liquor and Cannabis Regulation Branch.

If Council authorizes staff to schedule a Public Hearing, a notification letter will be sent out to the owners and occupants of properties within 100 metres of 1122 Vidal Street. Notice of the Public Hearing will also be posted in the Peace Arch News and on the City of White Rock webpage ([www.whiterockcity.ca](http://www.whiterockcity.ca)).

All written comments received prior to the Public Hearing will be gathered and considered in the City’s recommendation to the LCRB along with a written summary of the comments received during the Public Hearing. Specific details regarding the application can be made available upon request to the undersigned.



Sincerely,

Greg Newman, MCIP, RPP  
Manager of Planning  
Office:(604) 541-2142  
Email: [gnewman@whiterockcity.ca](mailto:gnewman@whiterockcity.ca).

Dated: September 11, 2020

## **APPENDIX I**

### **Public Feedback**

#### **Greg Newman**

---

**From:** E. mitchell  
**Sent:** September 17, 2020 2:09 PM  
**To:** Greg Newman  
**Subject:** Opposed to Liquor Licence

---

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

---

Greg Newman  
Manager of Planning  
White Rock B. C.  
September 17, 2020

My husband and I are opposed to another liquor licence in this area. We already have the Ocean Beach Hotel, Boat House Restaurant,

West Beach Bar and Grill on the corner of Elm and Marine where people seem to loiter outside late in the evening.

Most of the restaurant have liquor licences.

Cause more traffic on Victoria Avenue and Vidal which is already uncontrolled with noisy motorcycles, mufflers, trucks and cars.

Sincerely,  
Edward and Ann Mitchell  
14980 Beachview Avenue  
White Rock, B.C.

Ann

**Greg Newman**

---

**From:** B Sharpe  
**Sent:** September 23, 2020 7:56 PM  
**To:** Greg Newman  
**Subject:** Re: Lounge endorsement for 1122 Vidal St

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

I live at #202-1119 Vidal St, directly across from the property in question.

My location ensures that I will be impacted by anything done at this location.

Here are my thoughts:

I am assuming that the building and parking areas will be renovated or rebuilt. This would certainly improve the appearance of the corner site and neighbourhood in general.

Currently it is a pretty decrepit looking area. The shrubs along the Vidal side are constantly being used as a urinal. The Garbage containers on Victoria are frequently a dumping ground for whomever, and the parking lot at the back looks like a junkyard with trash all over the place.

The concern about increased crowds is a consideration, but now the parkade is open and being used, I doubt that the increased traffic from this would be noticed.

As to noise, the clientele of this type of facility is, in my experience, not a noisy, rowdy "pub" crowd. The proposed hours are also very reasonable and I do not think they would be an issue. I am somewhat concerned about the volume of music, particularly if there is an outdoor patio.

A business like this, in this location, In my opinion, would provide another drawing card for our beach.

After thinking about the pros and cons of having this place converted to the proposed brewery/lounge, I am in favour of the application.

Bob Sharpe  
#202 - 1119 Vidal St

--

<°))><

**Greg Newman**

---

**From:** Jim Horcoff  
**Sent:** September 27, 2020 1:53 PM  
**To:** Greg Newman  
**Subject:** Re. Proposed Lounge Endorsement Development Application for 1122 Vidal St. White Rock

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

Here is our response to the proposed lounge endorsement liquor licence development application file #LL-20-014 re: 1122 Vidal St. White Rock, BC.

Our concerns are :Hours of operation, noise, smoking,people loitering,residential privacy.

We feel the hours of operation should be consistent with the Boathouse Restaurant hours of operation next door. Any extended hours will lead to excessive noise and loitering in the neighbourhood.

We feel a liquor establishment will increase smoking outdoors on the residential covered sidewalk of the Nautica across the street.

Outdoor patios on Vidal St for the proposed establishment at 1122 Vidal St. will contribute to excessive noise especially with later hours of operation and a lack of privacy for the residential sector across Vidal St.

Jim and Lorna Horcoff

Owners and residents of 304- 1119 (the Nautica) Vidal Street ,White Rock ,BC, V4B3T4

## **APPENDIX J**

### **Public Information Meeting Summary (from Applicant)**

#### **Summary Report**

*This is a summary report for the Digital Public Information Meeting – Development Variance Permit and Liquor License Referral Application – 1122 Vidal Street*

Public Information Meeting held on December 10<sup>th</sup>. This summary report has been prepared by Doug Card, the owner of Galaxie Craft Brewhouse.

#### **Summary of comments and responses**

##### **Question 1**

[Scott Keddy] Wouldn't the city benefit from a reduction in the number of free parking stalls provided by the brewery and instead have visitors and patrons use the under-utilized city parking facility directly across the street?

##### **Answer**

Agreed, we feel our parking study clearly showed the West Beach Parkade is under-utilized. Should overflow parking be necessary for the proposed development, the adjacent West Beach parkade is expected to have sufficient spare capacity and will be able to produce additional revenue in periods when utilization is generally low. There are also some other key findings from the parking study which support our reduced parking application. The proposed development will be in the West Beach Business district, which has a strong local pedestrian network and access to public amenities. There is significant foot traffic due to this location being an already popular recreational/leisure destination. The proposed brewery will be providing a complementary land use, to the existing restaurants, cafes, retail businesses, and public amenities. It is expected that a significant portion of visitors who drive to the Waterfront will visit multiple points of interest, and the proposed brewery will be accessing this existing market.

##### **Question 2**

[Jim] Will the venue/ brewery be serving food

##### **Answer**

Yes, the brewery will be serving food. We will be serving pizza, paninis, charcutier platters, and an assortment of light snacks.

##### **Question 3**

[Anonymous] When do you expect to open? Any plans to deal with COVID-19?

##### **Answer**

We expect to open in May 2021 and we must have a COVID-19 plan in place in order to get our approvals from Fraser Health.

##### **Question 4**

[Jim] Will there be an outside patio along Vidal Street?

##### **Answer**

Although we have not officially submitted a request to the City of White Rock we do plan to do so in the new year. Our plan is to have a patio outside along Vidal Street.

##### **Question 5**

[Hillcrest Bakery/the Spent Grain Baker] Is super excited about a new brewery opening! Will there be space for live entertainment.

##### **Answer**

With our current floor plan, we do not have space for live entertainment.

**Question 6**

[Jim] Is it possible to mirror the operating hours of the BoatHouse restaurant to curb noise and loitering

**Answer**

We plan to close at 10:00PM Monday through Thursday, Friday and Saturday at 11:00PM, and Sunday at 8:00PM. Our goal is to minimize noise and loitering and be respectful neighbors.

**Question 7**

[Scott Keddy] Does the city have a compelling reason why a business 25 meters from Marine Dr. should be required to provide 2x the parking that Marine Drive businesses are required to provide. Especially given that there is a parkade directly across the street? Do we not want to have businesses like this on the waterfront? We need these kinds of businesses on the beach and should reduce the hindrances to their opening.

**Answer**

Agreed, as explained in question 1 there are several arguments to support reduced parking at our proposed site. We feel the public and the City of White Rock will benefit from the introduction of a brewery at the beach. We have received overwhelming public support in favor of us starting this business.

Sincerely:

Doug Card



[doug@galaxiecraftbeer.com](mailto:doug@galaxiecraftbeer.com)

778.899.7418



## APPENDIX K

### Feedback Forms - Summary Report

☰ Forms

1122 Vidal Street FEEDBAC... - Saved



Greg Newman



1122 Vidal Street  
FEEDBACK FORM  
Public Information Meeting

25  
Responses

03:22  
Average time to complete

Active  
Status

1. Please provide your name:

25  
Responses

Latest Responses

"Allan Neumann"

"Spencer"

"Jonas Hulten"

2. Please provide your address:

25  
Responses

Latest Responses

"22 Ave 152 street"

"14241 25 Ave "

"112 172A Street, Surrey V3Z 9R2"

3. Do you support the proposed development application?

● Yes	25
● No	0
● Undecided	0



4. Please provide your comments on the application:

22  
Responses

Latest Responses

*"I think this will be a great addition to the beach area. There is nothin...*

*"Make white rock great again "*

*"I have lived in South Surrey for the past 7 years (and in Greater Vanc...*

f

**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:** Early Review of Rezoning Application - 15733 Thrift Avenue

**RECOMMENDATION**

THAT the Land Use and Planning Committee recommends that Council direct staff to advance the zoning amendment application at 15733 Thrift 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 enable the subdivision of the property at 15733 Thrift Avenue into two lots. In accordance with the amendments to the Planning Procedures Bylaw, 2017, No. 2234 approved in September 2020, all rezoning applications are brought forward to Land Use and Planning Committee for early input and direction on whether the application can proceed to public information meeting or should be denied as it would not be supported by Council. Staff have recommended that the applicant seek an early review of this proposal from Council, particularly regarding the impact of the development on protected trees, as well as any other matter that may affect the proposal.

**PREVIOUS COUNCIL DIRECTION**

<b>Resolution # and Date</b>	<b>Resolution Details</b>
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 an application to amend the Zoning Bylaw to change the zone of 15733 Thrift Avenue (see Appendix A – Location Plan & Ortho Image). The application seeks to

rezone the property from the “RS-1 One Unit Residential” Zone to the “RS-4 One Unit (12.1m Lot Width) Residential” Zone. The rezoning, if approved, would reduce the minimum lot width requirements and allow the property to be split into two lots, each of which could then be developed with a single detached dwelling. Table 1 provides a snapshot of the existing and proposed zoning.

**Table 1: Existing and Proposed Zoning Standards**

	<b>Current Zoning</b>	<b>Proposed Zoning</b>
Zone	RS-1	RS-4
Use	One-unit Residential	One-unit Residential
Max. Height	7.7m	7.7m
Min. Lot Width	15.0m	<b>12.1m (12.25 metres proposed)</b>
Min. Lot Depth	27.4m	27.4m
Min. Lot Area	464.0m <sup>2</sup>	<b>410.0m<sup>2</sup></b>
Density	0.5 times lot area	
Parking Spaces	2 (+1 for secondary suite)	

The Official Community Plan (OCP) designates the subject property as “Mature Neighbourhood.” The designation supports single family homes with secondary suites. The OCP establishes development permit area (DPA) guidelines applicable to infill projects within mature neighbourhoods when such infill takes the form of duplexes, triplexes or “intensive residential development.” The latter refers to subdivisions 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 12.25 metres and therefore, the DPA guidelines would not apply.

**Tree Management & Protection**

Based on a preliminary review of the proposal, staff suggested that the Applicant request an early review by Council considering the potential impact of the development on trees. As illustrated in Appendix B – Rezoning and Subdivision Plan, the property contains ten (10) trees that are subject to White Rock Tree Management Bylaw, 2008, No. 1831 (i.e., private property trees with a trunk diameter at breast height of 30 cm or more). An Arborist Report prepared by Radix Tree & Landscape Consulting Inc. (dated December 21, 2020) recommends that four (4) of these trees be removed for the proposal. Table 1 below 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, and the number of replacement trees that would be required with those to be removed.

<b>Tree Ref.</b>	<b>Species</b>	<b>DBH (cm) [total]</b>	<b>Retain / Remove</b>	<b>Retention Security</b>	<b># of Replacements</b>
1	Western Red Cedar	90 & 92.5	Retain	\$10,000	NA
2	Orchard Cherry	30	Remove	\$2,500**	2
3	Orchard Plum	31	Remove	\$2,500**	2
4	Horse Chestnut	28, 29 & 21 [78]	Remove	\$10,000**	5
5	Douglas Fir	100	Remove	\$10,000**	6
6	Douglas Fir	92	Retain	\$10,000	NA
7	Douglas Fir	84	Retain	\$10,000	NA
8	English Holly*	18 & 13 [31]	Retain	None	NA

9	Red Maple	29 & 33 [62]	Retain	\$4,500	NA
10	English Holly*	17 & 14.5 [31.5]	Retain	None	NA
<b>Total</b>				<b>\$59,500</b>	<b>15</b>

\* Note that holly trees on private property are not considered “protected trees” per Bylaw No. 1831.

\*\* Note the City may hold securities through demolition to ensure that there is an incentive to retain trees until such time as their removal is enabled with the issuance of a building permit.

Part 8, Section 3 of the City’s Tree Management Bylaw, provides that a minimum of one replacement tree must be planted on each lot that is the location of a protected tree subject to an application; other replacement trees may be provided either on-site or as cash-in-lieu to be planted by the City on public property. It is noted that tree removals are commonly approved subject to the receipt of cash-in-lieu of replacement trees, particularly in situations where site constraints make it impractical to plant new trees on private property. The drawback with this approach is that the immediate impact of tree removals on private lands is not easily offset by the planting of trees on public lands as there are limited spaces to support City tree planting. Alternative to taking cash-in-lieu, staff believe there is value in pushing for increased on-site replacement where there exists an opportunity to do so, as in the case of a rezoning proposal.

In discussing the project with the Applicant, staff suggested that a planting plan be prepared to demonstrate the potential for on-site replacement trees as compensation for the removals (see Appendix C – Planting Plan). While staff believe spatial constraints will make it impractical to plant all fifteen (15) replacement trees on the property, there does appear to be an opportunity to plant upwards of four trees within the rear yard of each lot. Over time, the positive environmental impact of these replacements trees, if given room to grow, would likely exceed that lost as a result of the subdivision and subsequent development of each lot. The ability to secure plantings could be achieved through the implementation of a tree covenant, registered on title of each property, as a condition of any future subdivision approval. A registered covenant, merits consideration of the advancement of the rezoning proposal through the public approvals process.

**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 removal of four (4) trees as a result of the subdivision would reduce the tree canopy in the short-term but would also result in the planting of 15 replacement trees.

### **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 15733 Thrift Avenue, which would enable the property to be subdivided into two lots. At this preliminary stage, the applicant has indicated that the proposed subdivision would require the removal of four (4) out of ten (10) protected trees on the property, which would require 15 replacement trees. If the application is advanced to the next stage in the application 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.

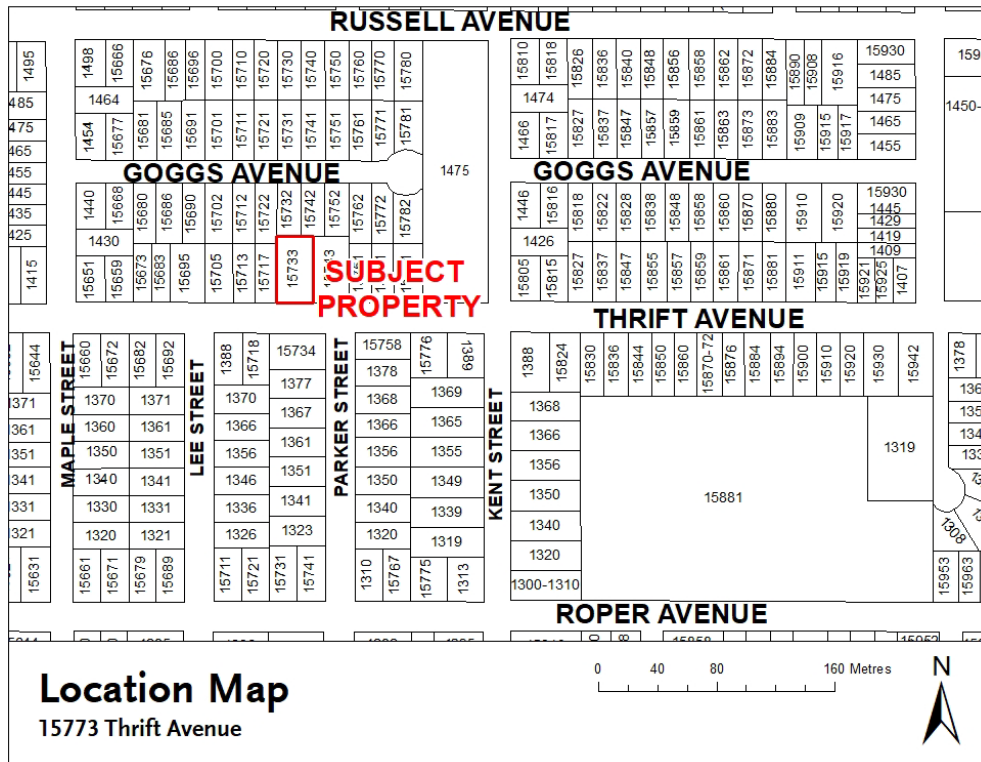
A handwritten signature in black ink, appearing to read 'Guillermo Ferrero', is positioned above the typed name.

Guillermo Ferrero  
Chief Administrative Officer

Appendix A: Location and Ortho Map  
Appendix B: Rezoning and Subdivision Plan  
Appendix C: Planting Plan

## APPENDIX A

### Location Plan and Ortho Photo





**APPENDIX B**  
**Rezoning and Subdivision Plan**

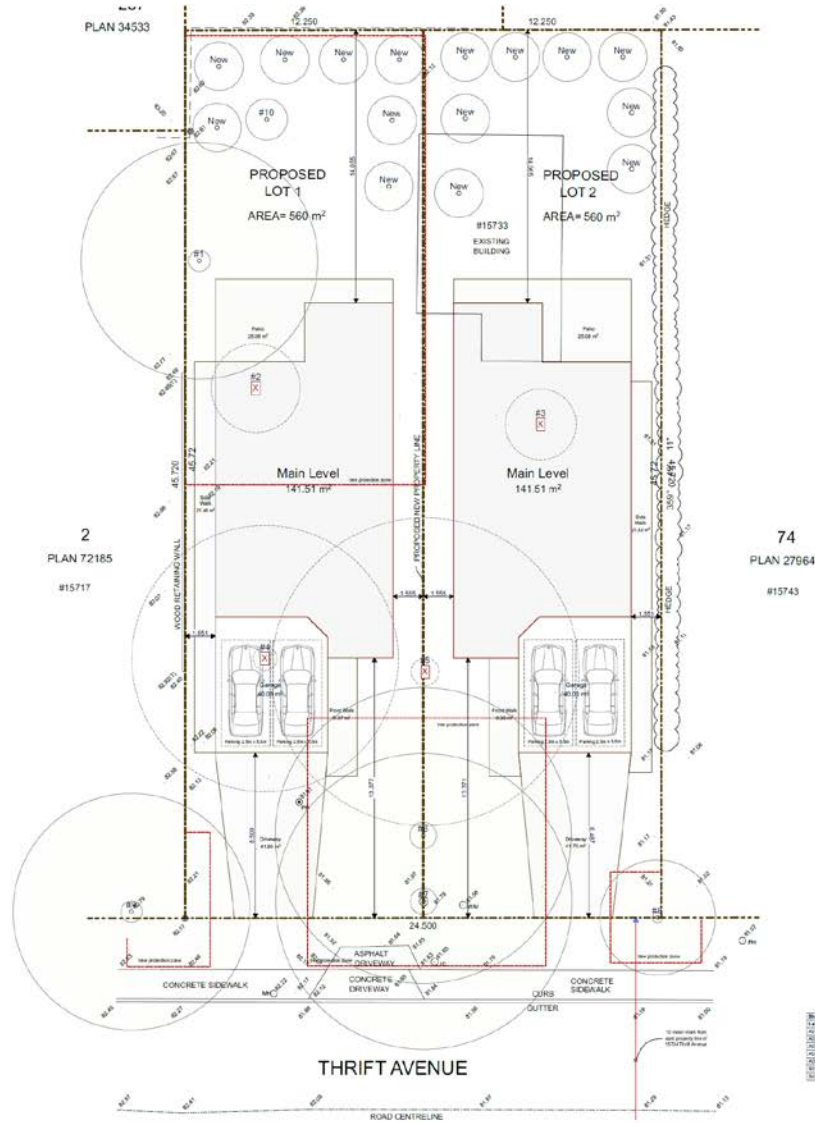
**Proposed  
 Rezoning & Subdivision  
 15733 Thrift Avenue**

**Project Summary**

Proposal	Rezoning & Subdivision	
Address	15733 Thrift Avenue	
Zoning	Current RS-1 Proposed RS-1	
	<b>Existing</b>	<b>Proposed</b>
Site width	24.30 m / 80.4 ft.	12.25 m / 40.2 ft.
Site length	45.72 m / 150.0 ft.	45.72 m / 150.0 ft.
Site Area	1,120.1 m <sup>2</sup> / 12,057 s.f.	560.1 m <sup>2</sup> / 6,029 s.f.

**ALLOWABLES**

	Existing	Proposed
Finished floor area 0.50	500.1 m <sup>2</sup> / 5,329 s.f.	Lot 1: 0.5 280.0 m <sup>2</sup> / 3,014 s.f. Lot 2: 0.5 280.0 m <sup>2</sup> / 3,014 s.f.
Lot coverage RS-1 40% RS-4 45%	446.1 m <sup>2</sup> / 4,783 s.f.	Lot 1: 32.4 181.5 m <sup>2</sup> / 1,954 s.f. Lot 2: 32.4 181.5 m <sup>2</sup> / 1,954 s.f.
Impervious Area	no requirement	Lot 1: 42.2 256.3 m <sup>2</sup> / 2,744 s.f. Lot 2: 42.2 256.3 m <sup>2</sup> / 2,744 s.f.
<b>Building Heights</b>		
Principal building slopes roof	7.70 m / 25.3 ft.	7.70 m / 25.3 ft.
Storey (plus basement)	2/6	2/6
Height of planned roof accessory buildings and structures	5.00 m / 16.4 ft.	5.00 m / 16.4 ft.
<b>Required Yards &amp; Setbacks</b>		
Front yard	7.5 m / 24.6 ft.	Lot 1: 8.51 m / 27.92 ft. Lot 2: 8.51 m / 27.92 ft.
Rear yard	7.5 m / 24.6 ft.	Lot 1: 14.06 m / 46.11 ft. Lot 2: 14.07 m / 46.15 ft.
Side yard	1.5 m / 4.92 ft.	1.55 m / 5.09 ft.



**Brad Doré**  
 Residential Design  
 604.797.8541  
 brad.dore@brad.com  
 www.brad.com  
 Dave Design & Build Inc. (in BC)

**Mullin Residences**  
 15733 Thrift Avenue  
 White Rock, BC

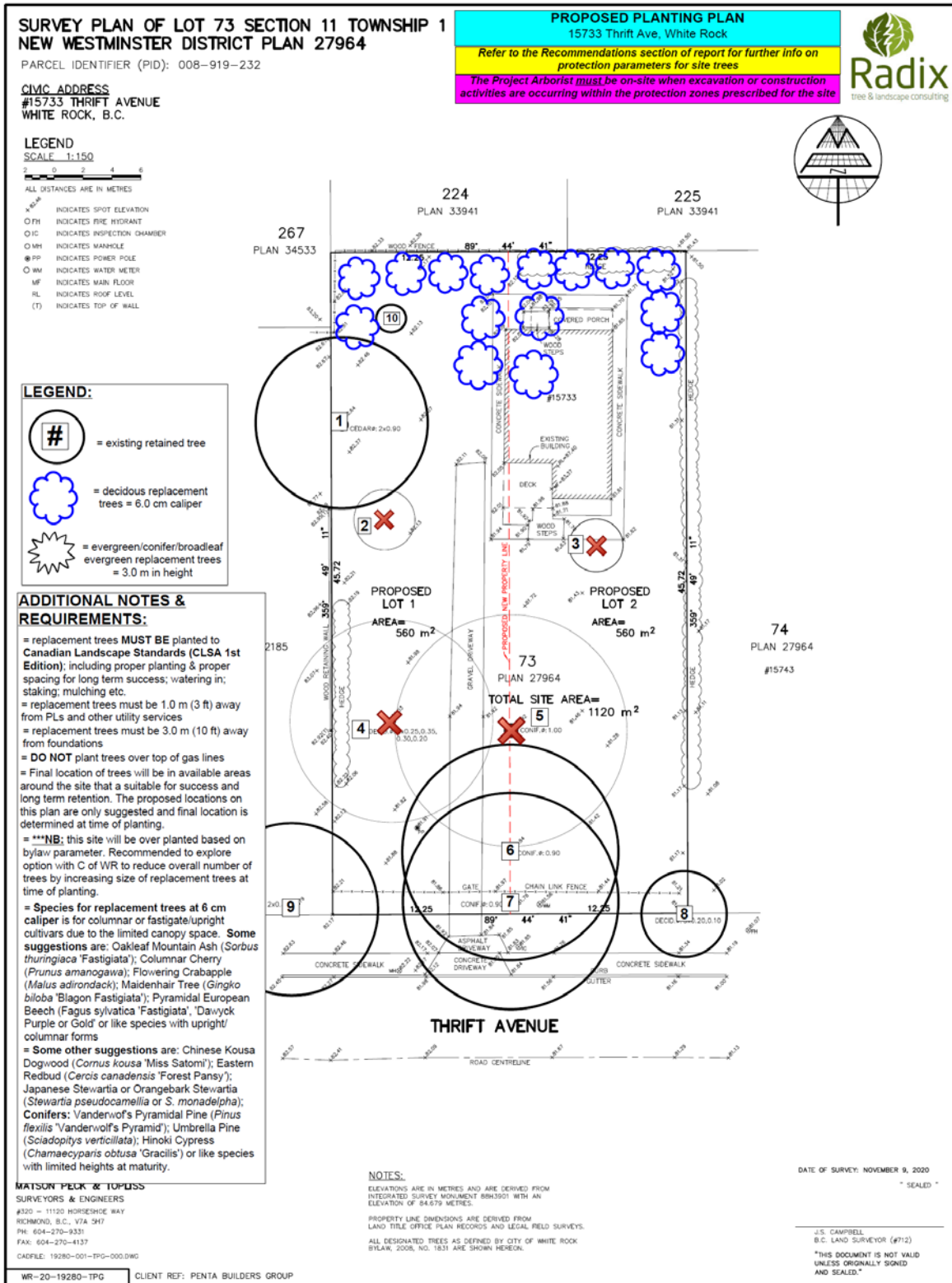
Copyright © the drawing is the intellectual property of Brad Doré & Design & Associates Inc. and may not be reproduced or distributed without the written consent of Brad Doré.

The design and specifications of all drawings conform to BCBC 2018

<b>Cover Sheet</b>	
Project Name	15733 Thrift Avenue
Client	Mullin Residences
Scale	As Shown
Date	2020-11-13
<b>A01</b>	

15733 Thrift Avenue at White Rock, November 18, 2020 2:51 PM

## APPENDIX C Planting Plan



Date: December 18, 2020

To: City of White Rock Planning and Development Services  
15322 Buena Vista, White Rock B.C. V4B 1Y6  
Attention: Athena Von Hausen, Planner  
Greg Newman, Manager of Planning  
From: Shelley Craig, Architect AIBC, Partner  
Re: 15770 North Bluff Road Major Development + Zoning Amendment Application

Dear Athena and Greg,

As discussed, please find attached a one page 11x17 handout for Council clarifying unit types, affordability, project statistics and community benefits. We are delighted that the project will be proceeding to Council on January 11, 2021 and trust the handout will clarify the questions raised at the Land Use Planning Committee meeting.

We believe this project will build community and create sustainable homes for the *missing middle*, ensuring housing security for seniors and families.

We look forward to continuing our work with the City of White Rock on this much needed housing project . Please call me if you have any questions.

Sincerely,  
URBAN ARTS ARCHITECTURE



Shelley Craig, Architect AIBC, FRAIC, Partner

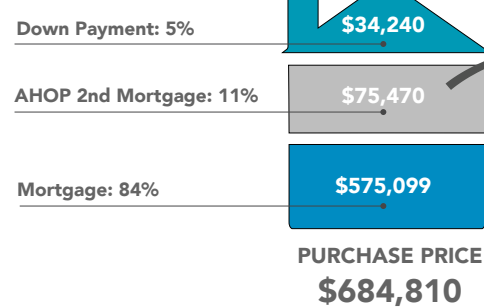
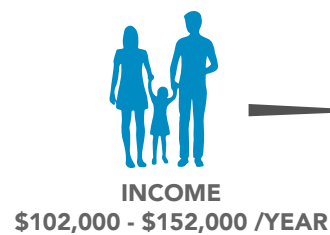
**Beachway will bring affordable homes to the community with ownership and rental options**

The project will transform six existing single family home lots into a vibrant new community with a mix of residential units for “growing up and growing old” in the same neighbourhood. Open and engaging public realm spaces are provided to enhance the character of the built environment, supporting the City of White Rock’s socially-oriented urban design principles.

The proposed use, height, and density are consistent with the East Side Large Lot Infill Area designation in the City of White Rock Official Community Plan (OCP).

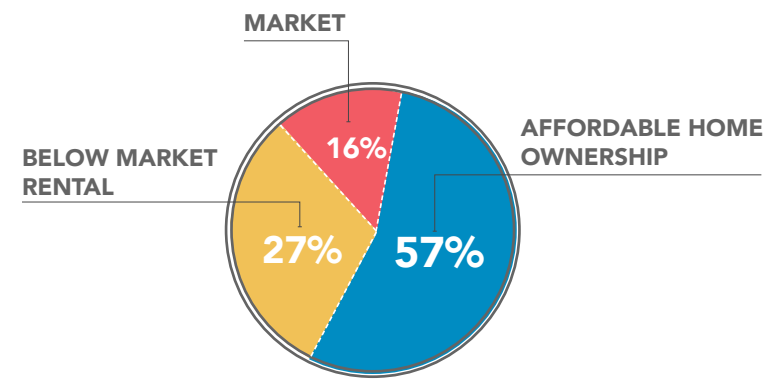
Affordable home ownership options includes 49 1 - 3 bedroom apartments. There are also 25 affordable rental units.

Under the Affordable Home Ownership Plan (AHOP), the Provider (Developer) provides funding for the 2nd mortgage, representing 11% of the total cost. When the unit is resold by the purchaser, this amount is transferred to the City. At an average purchase price of \$684,810, this will result in total future revenue of \$3,700,000 for the City of White Rock.



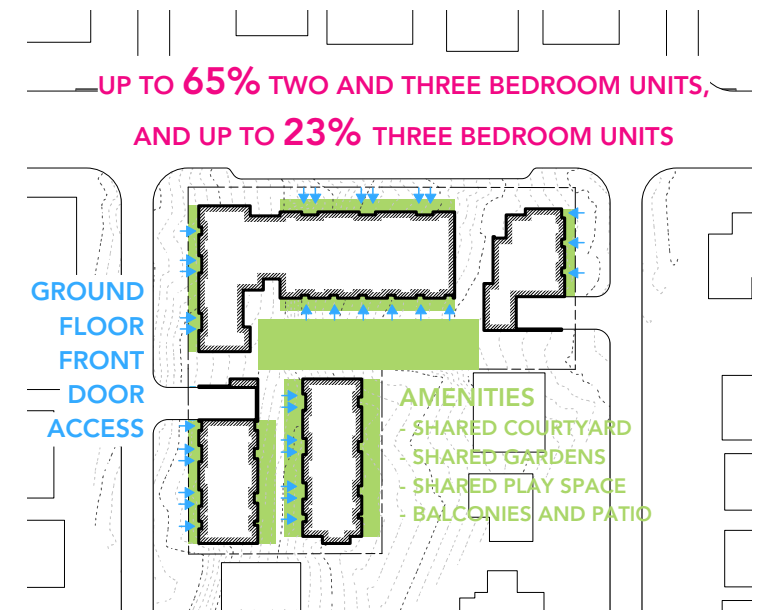
CITY OF WHITE ROCK  
\$75,470 x 49 UNITS  
=\$3,700,000

**Unit Mix = 84% affordable units & 16% market**



**Quick Summary**

Height:	2 - six storey buildings 14 - three storey townhouses
6 Storey Total Homes:	74 (100%)
3-br:	6 ( 8%)
2-br:	45 (61%)
1-br:	23 (31%)
Rental:	25 (33.7%)
Density:	2.49
Townhouses Total Homes:	14
Density:	1.41
Total Parking:	140 + 1 Loading Space



**Community Benefits**

Community benefits include the following:

**BEYOND ART:** Striking architecture frames the gateway to White Rock along North Bluff Road.

**ENERGY PERFORMANCE:** The buildings’ energy performance is 30% better than 2016 building codes, which will result in lower utility bills for residents.

**WELLNESS BY DESIGN:** Indoor and outdoor social spaces nurture community connections; 2- and 3-bedroom homes (65% of total) invite families to make their home here.

**ENVIRONMENTAL STEWARDSHIP:** Construction will be made green through off-site assembly and innovative prefabricated timber materials, resulting in zero waste to landfill.

**OFFICIAL COMMUNITY PLAN ALIGNMENT:** The White Rock OCP—Imagine White Rock 2045—from 2017 encourages more housing in the East Side Large Lot Infill area.

**HOUSING CLOSE TO TRANSIT AND JOBS:** North Bluff Road is a major transit route, and the site is only a five minute walk to major employment centres, such as the Peace Arch Hospital. It’s also only a ten minute walk to shops and services at Semiahmoo Centre.

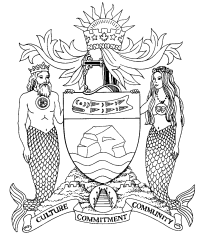


View of Courtyard looking east.



View looking west from North Bluff Road and Lee Street.

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



**DATE:** July 27, 2020

**TO:** Land Use and Planning Committee

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

**SUBJECT:** Draft Zoning Amendment Bylaw, Housing Agreement Bylaw, and Major Development Permit for 'Beachway' Application – 15654/64/74 North Bluff Road / 1570/80 Maple Street and 1593 Lee Street (ZON/MJP 19-002)

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**RECOMMENDATIONS**

THAT the Land Use and Planning Committee:

1. Recommend that Council give first and second readings to “White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-63 - 15654/64/74 North Bluff Road / 1570/80 Maple Street and 1593 Lee Street) Bylaw, 2020, No. 2351 as presented, and direct staff to schedule the required Public Hearing;
  2. Recommend that Council direct staff to resolve the following issues prior to final adoption, if Bylaw No. 2351 is given Third Reading after the Public Hearing;
    - a. Ensure that all engineering requirements and issues, including registration of a 2.0 metre by 2.0 metre statutory right of way on each corner of the site at Maple Street and North Bluff Road and Lee Street and North Bluff Road, a 2.65 metre dedication to achieve a 15 metre road width from the centreline along the North Bluff Road property frontage, and completion of a servicing agreement, are addressed to the satisfaction of the Director of Engineering and Municipal Operations;
    - b. Preparation of an Affordable Home Ownership Program Memorandum of Understanding with the British Columbia Housing Management Commission generally as provided in Appendix G to Appendix A and the execution of a Project Partnering Agreement with the British Columbia Housing Management Commission and Bridgewater Development Corporation; and
  3. Recommend that, pending adoption of “White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-63 - 15654/64/74 North Bluff Road / 1570/80 Maple Street and 1593 Lee Street) Bylaw, 2020, No. 2351, Council consider issuance of Development Permit No. 428 for 15654/64/74 North Bluff Road / 1570/80 Maple Street and 1593 Lee Street.
- 

**EXECUTIVE SUMMARY**

This corporate report brings forward a draft Zoning Amendment Bylaw, a draft Housing Agreement Bylaw, and a draft Major Development Permit to be considered by Council. The bylaws and permit relate to a proposed multi-building development at 15654/64/74 North Bluff Road / 1570/80 Maple Street and 1593 Lee Street. On May 4, 2020, staff sought feedback from

the Land Use and Planning Committee (LUPC) regarding the project’s proposed parking reduction and planned affordable housing. In response to the feedback received, the applicant has amended the proposal to be fully compliant with the typical parking supply requirements of Zoning Bylaw No. 2000. The affordable housing components of the project, which were generally supported by the LUPC, remain the same.

**PREVIOUS COUNCIL DIRECTION**

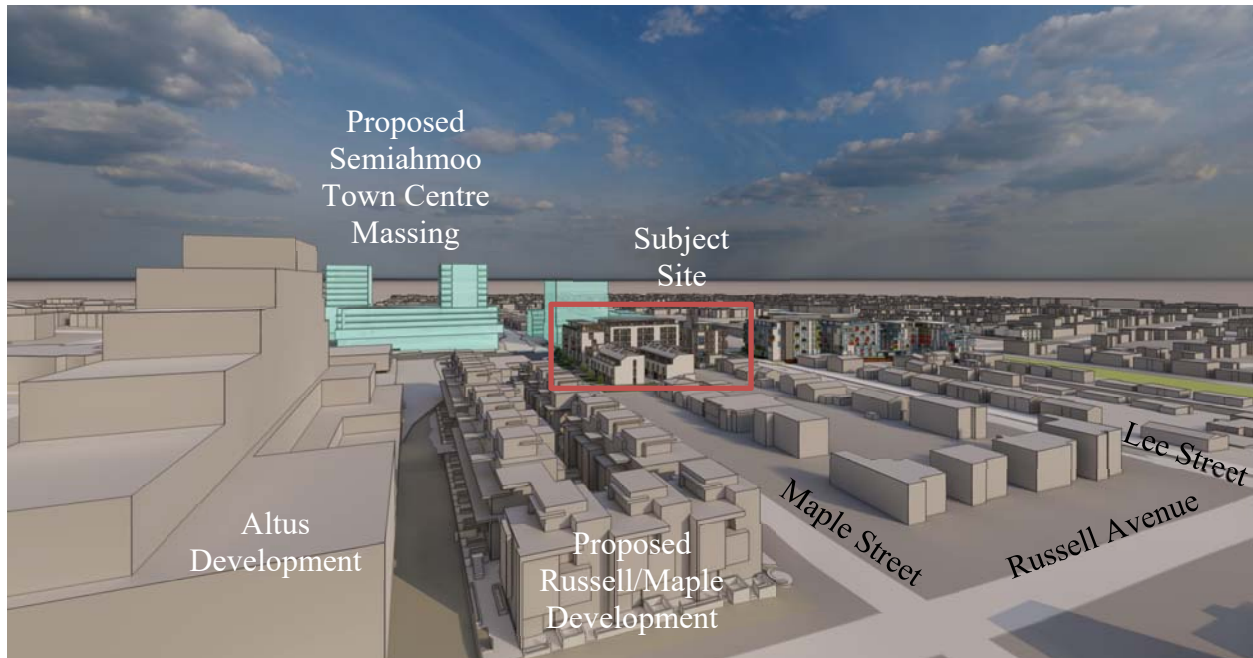
<b>Resolution # and Date</b>	<b>Resolution Details</b>
LUPC July 23, 2018 2018-LUP-042	THAT the Land Use and Planning Committee recommend that the OCP amendment application be referred back to staff, and direct staff to work with the applicant on a revised rezoning and Major Development Permit application, for an affordable rental housing development that includes a reduced FAR (2.5 gross floor area ratio consistent with the OCP) and design refinements, and for a townhouse development that includes a reduced FAR (1.5 gross floor area ratio consistent with the OCP).
LUPC January 28, 2019 2019-LU/P-003	THAT the Land Use and Planning Committee receives for information the corporate report dated January 28, 2019 from the Director of Planning and Development Services, titled "Information Report Update ('Beachway') - 15654/64/75 North Bluff Road/ 1570/80 Maple Street and 1593 Lee Street (Zon/MJP 19-002)".
LUPC May 4, 2020 2020-LU/P-013	THAT the Land Use and Planning Committee directs staff to work with the applicant to address the comments noted by the Land Use and Planning Committee at the May 4, 2020 meeting.

**INTRODUCTION/BACKGROUND**

The properties subject to the rezoning and major development permit applications referenced in this report are currently designated “East Side Large Lot Infill” in the City’s Official Community Plan and are zoned “One Unit Residential Zone (RS-1)” in Zoning Bylaw No. 2000. The rezoning, if approved, would create a Comprehensive Development (CD) zone largely designed to implement the height and density enabled by the Official Community Plan. A major development permit for form and character, energy and water conservation and the reduction of greenhouse gases would also be required.

The surrounding neighbourhood is generally comprised of low density, detached residential homes, with the exception of the ‘ALTUS’ development, a 13-storey mixed-use building currently under construction. Several institutional uses are also in close proximity to the site, with the BC Hydro substation and Peace Arch Hospital to the west, and Earl Marriott Secondary School (in Surrey) and Maccaud Park to the east. Figure 1 that follows, shows the Altus development to the west of the site in grey in the foreground, the proposed Semiahmoo Town Centre Plan massing in light blue, and the current building massing for the proposal outlined in red.

**Figure 1: Contextual Building Massing for Projects Surrounding the Subject Site Looking Northeast**



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

During the May 4, 2020 meeting, staff focused primarily on two main components of the proposal: a requested reduction in the total supply of parking, and the mix of affordable housing. Subsequently, the LUPC directed staff to work with the applicant on the parking variance aspect of the proposal, due to a lack of support for the parking variance which proposed a rate that was 35 spaces (or 20%) less than what the Zoning Bylaw requires. The proponent has modified the design of their parkade by adding an additional below-grade storey to accommodate the typical number of parking spaces; no changes to the design and massing of the above-ground portions of the project have been made. The current proposal would provide 140 parking spaces whereas 139 are required. Table 2.0 provides a summary of the parking supply for the project.

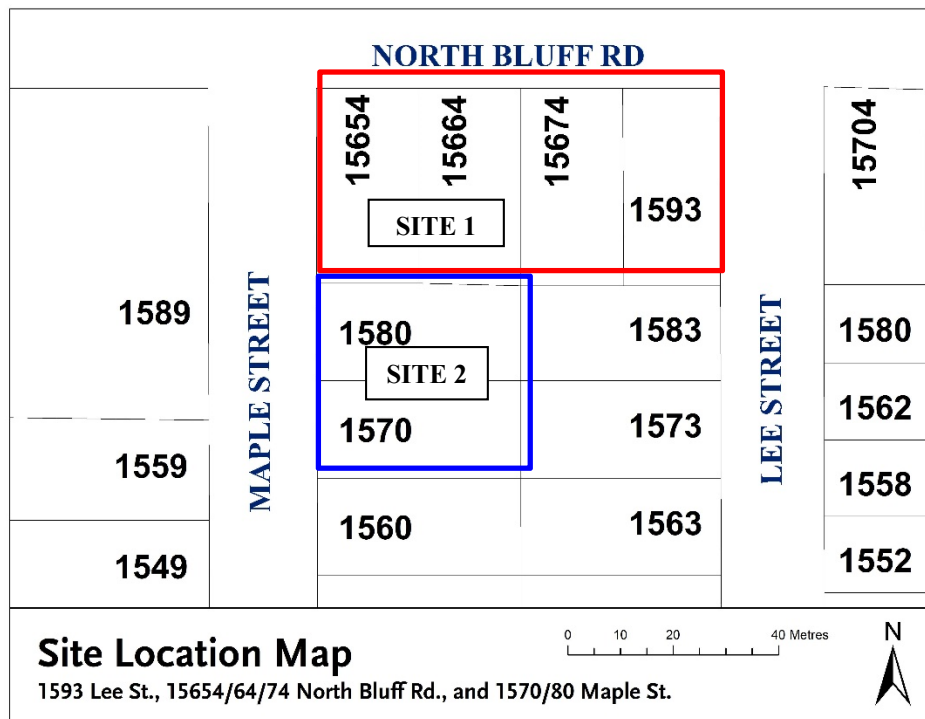
**Table 1: Proposed Parking Supply Summary**

Project Component	Units	Typical Parking Requirements	Proposed Parking Spaces	Additional Spaces Provided
Strata Townhouses	14	28 (2.0 per unit)	28 (2.0 per unit)	0
Strata (AHOP) Apartments	49	59 (1.2 per unit)	60 (1.2 per unit)	1
Rental Apartments	25	30 (1.2 per unit)	30 (1.2 per unit)	0
Apartment Visitor Parking		22 (0.3 per unit)	22 (0.3 per unit)	0
<b>Total</b>		<b>139</b>	<b>140</b>	<b>1</b>

### Description of the Project and Measures to Support Affordable Housing

The project as currently proposed would have two main components, an “affordable rental” and affordable home ownership component, and a market townhome component. Figure 2 below illustrates the boundaries of the two components and forms part of the proposed amending zoning bylaw (see Appendix B).

Figure 2: Layout of Proposed Development



“Site 1” as shown above would include the “affordable rental” and affordable home ownership components of the project. One six-storey multifamily building containing 25 rental units is proposed within Site 1 along with a six-storey building containing 49 stratified (ownership) units. The rental units within the 25 unit building would be secured at below-market rental rates through BC Housing’s Provincial Rental Supply (PRS) Program and the implementation of a Housing Agreement (Bylaw), and zoning controls adopted by the City of White Rock. The 49 unit building would include strata units offered for purchase at ten percent below market value, achieved through the implementation of BC Housing’s Affordable Home Ownership Program (AHOP). Draft bylaws related to the housing agreement and zoning bylaw amendment are included in this report as Appendices C and B respectively. The execution of related legal agreements would follow the receipt of third reading of the bylaws if supported by Council.

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



the 30% threshold set in the OCP Policy and would be implemented through related provisions of the site-specific Comprehensive Development (CD-63) Zone and the Housing Agreement.

It is important to note that the proposal also conforms to various elements of the OCP’s “Family-Friendly” housing policies. All 14 townhouse units have front door access on the ground level to the street or the shared outdoor courtyard and 20 of the “apartment” units in the AHOP building have ground floor front door access, similar to a townhouse. Additionally, 74 percent of the units contain either two or three bedrooms (65 units) and 23 percent of the units have three bedrooms (20 units). For reference, the Family-Friendly policy (i.e., OCP Policy 11.1.1(b)) provides that a minimum of 35 percent of the units should be either two or three bedrooms and a minimum 10 percent of all units in the development should be three bedroom units.

### **Development Permit Area Compliance**

The project as proposed is subject to the design direction set out in the East Side Large Lot Infill Development Permit Area guidelines found in Section 22.8 of the OCP. The objectives of the guidelines are generally summarized as follows:

- Establish an attractive, comfortable, well-connected, pedestrian-oriented environment that fosters vibrant public life;
- Ensure the compatibility of new development with adjacent existing buildings;
- Enhance quality of life;
- Conserve energy, conserve water, and reduce GHGs; and
- Enhance the character of the built environment and public realm in the City of White Rock.

Through the technical review process the City’s Engineering and Operations Department confirmed the need for road dedications along North Bluff Road. With these dedications requested, planning staff asked that the applicant demonstrate how the proposed six-storey building would interact with the pedestrian and street traffic along North Bluff Road, taking into account applicable design guidelines. In response, the applicant provided renderings illustrating a landscaped boulevard separating the bike and pedestrian paths from the vehicular travel lanes, and a 1.03 m – 1.7 m landscaped buffer between the proposed six-storey building and the street. Figure 3 below provides a rendering of the streetscape proposed along the Road.

**Figure 3: Frontage Treatment along North Bluff Road and Building Setback**



To address the objectives of the East Side Large Lot DPA, the building mass along North Bluff Road creates a strong street presence. The apartment buildings have some moderate stepping down to the neighbourhood to the south to address compatibility of the new development with existing residences. The architect (Urban Arts) outlined the following to address the proposed architectural design: “The top floors of mid-rise buildings and the townhouses are sheltered under a westcoast mansard roof, inspired by streamlined marine vessels. The tapered forms are set back from the street creating roof top terraces and reducing the massing of the buildings.” As noted, the application was reviewed by the City’s Advisory Design Panel on April 23, 2019. Copies of the adopted minutes of this meeting are included as Appendix D to this report. Further to the previous reports, staff believe that the current proposal is consistent with the DPA Guidelines and are supportive of the architectural design, form and massing of the development.

With regards to the environmental objectives to conserve energy, water and contribute to a reduction in GHG emissions, the project utilizes passive design principals with:

- Massing and orientation to maximize winter solar gain and minimize summer overheating;
- Vertical sun shades on the west façade to reduce overheating from the summer sun;
- Mansard roofs with large overhangs for solar protection on the south, east and west facades;
- Large roof deck canopies on the townhomes for protection from the hot summer sun;
- Recessed balconies throughout to provide shade to outdoor and indoor spaces;
- Multi-level units are maximized throughout the development, utilizing vertical stack effect for passive ventilation and cooling; and
- Operable windows on two different facades for maximum cross ventilation, wherever possible.

The draft development permit is attached as Appendix E.

### **FINANCIAL IMPLICATIONS**

Municipal Development Cost Charges (DCCs) would be required, with a credit for each of the six existing single family dwellings. Council Policy 511 currently allows a reduction of up to 50% of an applicable amenity contribution for secured market rental floorspace, and up to a waiver of 100% of amenity contribution for affordable rental floorspace (where at least 30% of the units are owned or managed by non-profit groups and designed to be affordable for low and moderate income households). Approximately 34% of the total units in the apartment component of this application (25 out of 74 units) are being proposed as “below market” rentals, to be operated by a non-profit housing operator under BC Housing’s PRS Program. The provision of the remaining 49 units under the AHOP is in addition to the criteria required to be considered for CAC reductions under Council Policy 511. Based on these facts, the project would be eligible for a 100% reduction in applicable CAC contributions.

### **LEGAL IMPLICATIONS**

Not applicable.

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

Not applicable.

### **INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS**

The rezoning and major development permit applications were circulated to internal City departments and comments requiring a response / resolution by the proponent have been addressed.

### **CLIMATE CHANGE IMPLICATIONS**

The application will enable the intensification of the 'East Side Large Lot Infill Area', thereby lessening the demand for outward sprawl otherwise necessary to accommodate growth. The applicant has also proposed several initiatives to address climate change, which include the following:

1. Prefabricated wood construction to reduce energy and greenhouse gas emission, support local industry, and to reduce construction time,
2. High performance building envelopes and mechanical systems to conserve energy and reduce greenhouse gas emissions,
3. Enhanced stormwater retention strategies will be incorporated into the buildings and site design to manage the quality and quantity of rainwater runoff,
4. Native plant species and xeriscaping will ensure the landscape supports a rich biodiversity, enhancing the natural environmental and human health performance of the community.

### **ALIGNMENT WITH STRATEGIC PRIORITIES**

The proposal is generally aligned with the Corporate Vision established as part of Council's Strategic Priorities, particularly with respect to protecting the environment, and supporting a community where people can live, work and play in an enjoyable atmosphere. Council has also expressed through the on-going review of the 2017 Official Community Plan, an interest in addressing issues of affordable housing, a key component of this proposal.

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

The Land Use and Planning Committee can recommend that Council reject the current proposal.

Alternatively, the LUPC may defer consideration of the application and refer the application to staff to address any issues identified by Council.

### **CONCLUSION**

As a follow-up the previous corporate reports, this corporate report provides the Land Use and Planning Committee with information regarding the revised proposal, which includes a zoning bylaw amendment and Major Development Permit application with no variance to parking requirements.

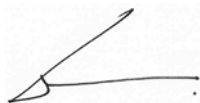
Respectfully submitted,



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

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

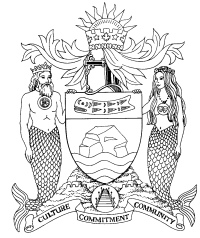
I concur with the recommendations of this corporate report.



Guillermo Ferrero  
Chief Administrative Officer

- Appendix A: Corporate Report dated May 4, 2020 titled “‘Beachway’ Application Update 2 – 15654/64/75 North Bluff Road / 1570/80 Maple Street and 1593 Lee Street (ZON/MJP 19-002)”
- Appendix B: Draft White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-63 – 15654/64/74 North Bluff Road, 1570/80 Maple Street, and 1593 Lee Street) Bylaw, 2020, No. 2351
- Appendix C: Draft White Rock Housing Agreement Bylaw (15654/64/75 North Bluff Road / 1570/80 Maple Street and 1593 Lee Street) Bylaw, 2020, No. 2352.
- Appendix D: ADP Minutes dated April 23, 2019
- Appendix E: Draft Development Permit No. 428

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



**DATE:** May 4, 2020

**TO:** Land Use and Planning Committee

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

**SUBJECT:** ‘Beachway’ Application Update – 15654/64/74 North Bluff Road / 1570/80 Maple Street and 1593 Lee Street (ZON/MJP 19-002)

---

**RECOMMENDATIONS**

THAT the Land Use and Planning Committee:

1. Receive for information the corporate report dated May 4, 2020, from the Director of Planning and Development Services, titled “‘Beachway’ Application Update – 15654/64/74 North Bluff Road / 1570/80 Maple Street and 1593 Lee Street (ZON/MJP 19-002).”
  2. Recommend that Council direct staff to bring forward a draft Zoning Amendment Bylaw for first and second readings; and
  3. Recommend that Council authorize staff to enter into discussions with BC Housing regarding the Project Partnering Agreement (PPA) and Memorandum of Understanding (MOU).
- 

**EXECUTIVE SUMMARY**

The purpose of this corporate report is to update the Land Use and Planning Committee (LUPC) on the status of a development application located on North Bluff Road between Maple Street and Lee Street, and to obtain direction from LUPC specifically on the proposed parking variance and partnership with BC Housing for the apartment portion of the project.

If LUPC is supportive of the proposed parking variance and partnership with BC Housing, staff would bring forward a subsequent corporate report with a related draft Zoning Amendment Bylaw for the proposal.

**Previous Consideration of Proposal**

On July 23, 2018, the Land Use and Planning Committee (LUPC) received a corporate report from the Director of Planning and Development Services, titled “Initial OCP Amendment Application Report – North Bluff / Maple Street to Lee Street (18-011 OCP).” The original proposal was for two apartment buildings and one townhouse complex with an overall floor area ratio (FAR) of 2.76 and 1.54 respectively, which exceeded the maximum density contemplated in the OCP. There were a total of 84 units proposed in two buildings six storeys in height, 29 of which were affordable rental and 55 were stratified ownership. The remaining 14 townhouse units were to be a market strata. Overall, there was a total of 112 parking spaces for the apartment and townhouse units. The application at the time required an increase in gross floor area ratio (or ‘FAR’) density above the maximum 2.5 FAR permitted in the Official Community Plan (OCP) and would have required an OCP amendment.

Council subsequently directed staff to work with the Applicant on a revised application that did not require an OCP amendment. Staff then prepared a report to LUPC on January 28, 2019, titled “Information Report Update (‘Beachway’) – 15654/64/75 North Bluff Road / 1570/80 Maple Street and 1593 Lee Street (ZON/MJP 19-002),” which provided a brief update outlining changes to the application that was within the OCP. The applicant then held the required Public Information Meetings (March 3 and 28, 2019) and proceeded to the Advisory Design Panel (ADP) (April 23, 2019) for feedback on the proposal. Revisions to the design have been made as a result of the feedback received from the public, City staff, and the ADP. This corporate report offers a summary of these revisions.

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

The Applicant (Bridgewater Development Corp) is also affiliated with other development proposals in the vicinity of this project, including the ‘Russell and Maple’ (4-5 storey apartments), the ‘Beachway II’ (5-6 storey apartments) on North Bluff Road between Lee Street and Maccaud Park, and ‘Southend Village’ (large mixed-use proposal) on the City of Surrey side of North Bluff Road, west of Earl Marriott Secondary.

### Proposed Parking Variance

One of the more substantive areas of zoning relief sought by the Applicant pertains to off-street parking. The current proposal would provide 104 parking spaces, whereas 139 spaces would be typically required (for both the townhouse and apartment portions of the project). This represents a 25% (35 space) reduction in the overall parking supply. The townhouse portion meets the typical parking requirement of two spaces per unit (28 spaces for 14 townhouse units), but the apartment (both strata and rental buildings), is proposed to have 76 spaces total for 74 apartment units. A table outlining the various sections of the project and their typical and proposed parking requirements is provided below.

Project Component	Units	Typical Parking Requirements	Proposed Parking Spaces	Variance
Strata Townhouses	14	28 (2.0 per unit)	28 (2.0 per unit)	0
Strata (AHOP) Apartments	49	59 (1.2 per unit)	49* (1.0 per unit)	10
Rental Apartments	25	30 (1.2 per unit)	13 (0.5 per unit)	17
Apartment Visitor Parking		22 (0.3 per unit)	14 (0.2 per unit)	8
<b>Total</b>		<b>139</b>	<b>104</b>	<b>35</b>

\*6 of the proposed 49 spaces for the strata apartment units are proposed as car share and would not be assigned to individual units

In support of the relief requested, the proponent has provided a Parking Assessment prepared by Creative Transportation Solutions Ltd. (CTS), attached as Appendix I.

City planning staff have reviewed the Parking Assessment and are generally in concurrence with its findings, though caution that the operator of the affordable rental component should prioritize and encourage tenancies from households with no/low vehicle ownership, and the marketing information for the strata component should clearly indicate that limited off-street parking is available. Staff do have concerns that if the parking demand rates presented by the proponent are not accurate or future occupants are not made aware of the limited parking availability, and the supply of parking on-site is insufficient to accommodate the actual demand, it is anticipated that residents of the project will seek to park their vehicle(s) on public streets and the 1500 blocks of Maple Street and Lee Streets may experience a high level of on-street parking. The design of the project, as proposed, allows for the justified supply of parking to be met within a single-storey below-grade parkade. If additional parking is required, it is acknowledged that an additional storey of below-grade parking would be required. The costs of providing this additional parking would reportedly challenge the ability of the proponent to maintain the non-market affordable rental housing component, being a unique part of this project.

### **Proposed Affordable Housing and Partnership with BC Housing**

In order to support the overall affordability of housing within this project, a mix of affordable ownership housing, market ownership housing (townhomes), and non-market rental housing is proposed. Generally, housing affordability can be supported through mechanisms such as density bonusing, relaxed parking supply requirements, and the execution of partnership agreements, in addition to offering other financial, administrative, and regulatory incentives. In this case, the proponent is seeking to implement agreements with BC Housing and the City of White Rock to support the delivery of affordable home ownership units and affordable residential rental units.

The affordable ownership housing component of the project is reliant on the execution of BC Housing's Affordable Home Ownership Program (AHOP), which is a province-wide initiative to develop new affordable housing for middle income households that meet certain requirements. The execution of the AHOP requires a Memorandum of Understanding between the City of White Rock and BC Housing. Further, the AHOP requires the creation of a Project Partnering Agreement (PPA), which is a binding agreement between the City, BC Housing and the developer.

The affordable residential rental component of the project is separate from the AHOP and would be secured through BC Housing's Provincial Rental Supply (PRS) Program and a Housing Agreement Bylaw with the City. This PRS program establishes thresholds for tenant eligibility, placement of a covenant on title, which holds the rental stock as rental units for a period of at least 10 years, and secures rents to BC Housing's program limits. Appendix H provides a copy of the rental program framework. The PRS Program establishes limitations used to secure rents at rates below market averages. The rental rates currently tied to a one-bedroom unit are \$1,400 and \$2,000 for a two-bedroom unit.

The ability to accommodate a mix of housing affordability within the project is largely dependent on receiving support for a reduced parking supply. As such, this corporate report is in part intended to solicit feedback from Council regarding the appropriateness of the parking supply presented by the Applicant. Location and ortho photo maps of the subject property are attached as Appendix A. The corporate report from July 23, 2018, is attached as Appendix B, as well as the Corporate Report dated January 28, 2019, as Appendix C.

Staff recommend that if LUPC is willing to consider the proposed significant parking reduction, that staff be directed to prepare a draft Zoning Amendment Bylaw, which Council could consider

giving first and second reading to, and then obtain input via Public Hearing for the bylaw once that is possible due to the COVID-19 pandemic.

## **PAST PRACTICE / POLICY/LEGISLATION**

### **OCP Land Use and Policy**

The 'East Side Large Lot Infill Area' is the OCP land use designation for the subject properties. The designation generally allows multi-unit residential buildings with a density of 1.5 FAR (gross floor area ratio) in buildings of up to three storeys in height. The properties adjacent to North Bluff Road have the potential to be developed as apartments or ground-oriented townhouses and the properties adjacent to Lee Street could be developed as ground-oriented townhouses.

Policy 11.2.1.c within the Housing Chapter of the OCP identifies several areas in the City, including the subject properties on North Bluff Road, as eligible for additional density up to 2.5 FAR and a maximum height of up six storeys when developed as 'affordable rental housing developments.' Affordable rental developments require 30% of the units in the overall project to be rented at a rate affordable to low-to-moderate income households. As noted in the July 23, 2018 corporate report, based on the 2018 criteria for 'low and moderate income limits' from BC Housing, an affordable rent for this proposal is \$1,400 base rent (exclusive of utilities and insurance, but including parking) for one-bedroom units and \$2,000 base rent for two-bedroom units as a maximum initial rent. These rental rates have remained the same with the current proposal.

### **Zoning Bylaw**

The properties are currently zoned 'RS-1 One Unit Residential' in the City's Zoning Bylaw, which allows single family homes with secondary suites, among other accessory uses.

## **ANALYSIS**

### **Existing Land Use Context**

The surrounding neighbourhood is generally comprised of low density, detached residential homes, with the exception of the 'Altus' development, a 13-storey mixed-use building currently under construction. Several institutional uses are also in close proximity to the site, with the BC Hydro substation and Peace Arch Hospital to the west, and Earl Marriott Secondary School (in Surrey) and Maccaud Park to the east.

As noted above, the site is designated 'East Side Large Lot Infill Area.' For a detailed analysis of the OCP context and designation map, please see the Corporate Report to LUPC dated January 28, 2019. Four of the six subject properties have frontage on North Bluff Road, which is a major arterial roadway that is part of TransLink's Major Road Network (MRN) and has bus service and direct access to Highway 99.

### **Rezoning and Development Permit Approvals Required**

The properties are currently zoned 'RS-1 One Unit Residential in the City's Zoning Bylaw, which allows single family homes with secondary suites, among other accessory uses. The proposed project would require rezoning to a Comprehensive Development (CD) zone to allow the proposed height and density parameters supported by OCP policy 11.2.1.c (up to 2.5 FAR and a maximum height of up six storeys when developed as 'affordable rental housing developments'). A major development permit for form and character, energy and water conservation and the reduction of greenhouse gases would also be required.



### **Previous Proposals**

The July 23, 2018 corporate report to the Land Use and Planning Committee included an overview of a new development application submitted by Bridgewater Development Corporation on July 13, 2018. This application was for a proposed development with a total of 98 residential units, including 29 affordable rental apartment units and 55 strata apartment units in buildings up to six (6) storeys that fronted on North Bluff Road, and 14 three-storey townhouse units that fronted onto Maple Street. The proposed density for the apartment site exceeded the OCP maximum density by 0.26 FAR (2.76 FAR proposed; 2.5 FAR allowed) and the proposed density for the townhouse site exceeded the OCP maximum density by 0.04 FAR (1.54 FAR proposed; 1.5 FAR allowed). Council subsequently directed staff to work with the Applicant on a revised application that did not require an OCP amendment (i.e. that did not exceed the maximum density in the OCP).

Following Council's previous direction to work with staff on a revised application, the applicant submitted a revised Rezoning and Development Permit application on January 2, 2019. The revised proposal did not exceed the maximum density allowed in the OCP and therefore did not require an amendment to the OCP. The application was revised to propose a total of 88 residential units, including 25 affordable rental apartment units and 49 strata apartment units in buildings six (6) storeys in height that front on North Bluff Road, and 14 three-storey townhouse units that front on Maple Street. As the subject properties' current zoning is RS-1, and as noted above, an amendment to the zoning bylaw ('rezoning') is still required to allow the proposal to proceed; as noted, a major development permit is also required.

### **Public Information Meeting**

Following the resubmission of the revised application, Public Information Meetings were held on March 3 and March 28, 2019. Several members from the Applicant's team attended the meeting including a representative from the developer, two members from the architectural team, and one member from the landscape architecture firm. City staff were also in attendance to introduce and monitor the meeting and answer questions when necessary. A total of 18 people attended the March 3 meeting and 23 people attended the March 28 meeting. Out of the 18 people who attended the first meeting, 6% were not in support of the project. Out of the 23 that attended the second meeting, 11% were not in support. The key reasons identified by respondents who were not in support were: the proposed height and/or density, increased traffic due to the development, lack of infrastructure/existing amenities, ability of schools and hospitals to handle the additional density, and insufficient parking. The Applicant did not further revise the proposal after the public information meeting but instead held that the OCP was supportive of the height and density as proposed.

### **Advisory Design Panel**

The application proceeded to the Advisory Design Panel on April 23, 2019. The panel's discussion of the proposal included the following general comments:

- The loading bay on Maple Street may not be conducive for serving the number of residents in the development.
- The appearance of the building is appreciated but in a marine environment the openings that do not have protection from the rain containing salt from the ocean may be improved with a small overhang.
- An apparent error on the drawings indicating no windows in bedrooms on two levels of the townhouse plans was brought to the attention of the Architects.

- The landscape architect stated that he was pleased with the overall design and distribution of landscaping, however there were some technical issues that had to be solved, including respecting established tree protection zones and providing adequate planting soil volumes and realistic planting locations.

The Applicant revised the arboricultural assessment report to reflect the concerns related to the overall landscaping commentary. Due to road improvement requirements, some of the concerns related to tree protection zones cannot be resolved along Maple Street as existing trees cannot be retained with the required streetscape improvements (particularly the requirement for a sidewalk along Maple Street and pathway access to the townhouse units that have their front door entrances off of Maple Street). Accordingly, plans have been updated to indicate their removal.

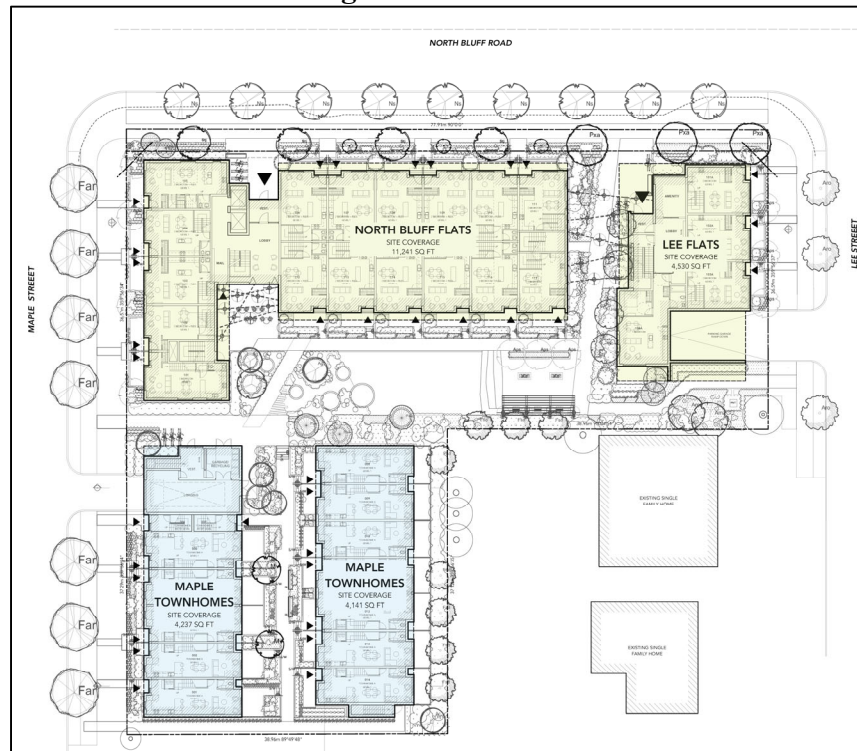
### **Current Proposal**

On January 28, 2020, the proposal was further revised to incorporate a number of changes sought by City staff and in response to the comments from the ADP. The specific changes include:

1. The Floor Area Ratio (FAR) was reduced to 2.496 for the apartment site and 1.41 for the townhouse site through slight floor area reductions.
2. Vehicular site access was reduced to one access area to the underground parkade from Lee Street and one access area to a loading space off of Maple Street. This change was required as per the Street and Traffic Bylaw to consolidate underground parkade access to one location only.
3. The overall number of parking spaces proposed was reduced from 113 to 104 spaces. Staff did not request a reduction to parking, however this was a result of revising the underground parkade access configuration as noted above.
4. A 2.65 metre dedication along North Bluff Road, required to obtain a 30 metre road allowance (i.e., 15 metres within the City of White Rock), was provided. The 2.65 metre dedication will potentially offer the opportunity for a cycle path as per the Strategic Transportation Plan (2014), pedestrian sidewalk, and a boulevard landscape area with the opportunity for tree planting.
5. Due to the dedication noted above, the front setback to the buildings was reduced to between 1.03 and 1.7 metres. Staff will need to work further with the Applicant to address this item to coordinate planting along the boulevard and in front of the building to soften the appearance of the building.

Appendix D of this corporate report provides a table outlining the key changes in development statistics from the original application to the new revised application. A site plan of the proposal is included below as Figure 1:

**Figure 1: Site Plan**



### **Affordable Housing Component**

The Applicant has maintained the proposal with 25 apartment units in the building facing Lee Street (Lee Flats Building) secured at “below market” rental housing. These units would be operated by a non-profit organization under the PRS Program. This represents approximately 34% of the total number of units on the apartment site and is more than minimum 30% of units required in order to access the bonus density and height permitted under OCP policy 11.2.1.c. As noted in the July 23, 2018 corporate report, based on the 2018 criteria for ‘low and moderate income limits’ from BC Housing, an affordable rental amount for this proposal would still be based on a \$1,400 base rent (exclusive of utilities and insurance, but including parking) for one-bedroom units and \$2,000 base rent for two-bedroom units. This would be the maximum initial rent that could be charged in order for the units to qualify as “affordable” rental housing.

The final rental rates and other details surrounding the affordable rental units would be secured through the PRS Program. This Program establishes thresholds for tenant eligibility including maximum household income to qualify, placement of a covenant on title which holds the rental stock as rental units for a period of at least 10 years, and secures rents to BC Housing’s program limits that establish what is considered to be ‘affordable.’ Interim construction financing can also be applied to a project under the PRS Program for eligible project partners, similar to the AHOP outlined below. Appendix H provides a copy of the rental program framework.

In addition to the 25 affordable rental units, 49 affordable ownership units delivered through the AHOP would see units sold at a minimum of 10% below market value (North Bluff Flats Building). A predetermined portion of the purchase price would be secured by a registered mortgage facilitated by BC Housing, which would be interest and payment free for up to 25 years. The purchaser would be required to secure a standard mortgage for the remainder of the balance of the purchase price. The AHOP mortgage would be due and payable either at the time of maturity (after 25 years), at the time the AHOP home is sold, or if the owner breaches the terms of the mortgage. A proportionate share of any increase in property value would also be due

at this time. Mortgage proceeds would be collected by BC Housing, who would then transfer the funds to the City for investment in an Affordable Housing Reserve Fund for use on future affordable housing projects.

A partnership with BC Housing under the AHOP requires two different agreements: a Project Partnering Agreement (PPA) and a Memorandum of Understanding (MOU). The PPA is a project-specific contract with the City of White Rock, BC Housing, and the project developer. The PPA sets out the roles, rights, and obligations of each signing member and outlines the specifics of the project including templates of various documents, zoning requirements with increases to density, parking reductions, and other key incentives or variances sought. The MOU then sets out the broad roles and responsibilities of the partnership between the City of White Rock and BC Housing for the delivery of the AHOP housing component of the project. The MOU is not project specific and would apply to any current or future AHOP project partnership between the City and BC Housing. The MOU will provide definitions of purchasers who would qualify for the AHOP program (ie. maximum annual income level), specific terms of the agreement (ie. timeframe that the unit will need to be the purchasers principal residence), and would be subject to ultimate approval by City Council and BC Housing.

A Draft AHOP Master Partnering MOU is included as Appendix G. HousingHub, a branch of BC Housing, would support these units for middle-income households through the utilization of partnerships to increase the supply and range of affordable housing options. This is made possible by offering interim construction financing at lower rates and by leveraging contributions from project partners. This can be through density increases or other incentives offered by municipalities and construction of the affordable units by a developer. The price under the AHOP for a 1-bedroom would be approximately \$475,000, reduced from \$540,000. A two-bedroom would be approximately \$600,000 reduced from \$650,000. Finally, a 3-bedroom apartment would be approximately \$660,000, down from \$765,000. The difference in purchase price is secured by an AHOP mortgage that is registered on title. Over the long-term, the income from the mortgage payments would be reinvested into affordable housing projects within the community, guaranteeing that the proceeds continue to be applied to local affordable housing initiatives.

As construction costs and market pricing will continue to adjust in response to the economic impact of the COVID-19 pandemic, these numbers would likely change prior to BC Housing finalizing the AHOP partnering agreement, if Council proceeds with approving the development application.

### **Parking Variance**

The current proposal provides 104 parking spaces, where 139 spaces are required (1.2 spaces per apartment unit plus 0.3 spaces for visitors and 2 spaces per townhouse unit). This would require a 25% variance, or 35 spaces in total. The Applicant provided staff with the following rationale to support the requested variance:

1. BC Housing is a partner in the project and will offer 100% of the mid-rise portion of the development as affordable housing (AHOP). The demand for parking tied to the affordable housing units is believed to be less than that associated with market units.
2. The current proposal enables parking to be provided on one level, making the project more financially viable and, as a result, enabling the developer to pursue an affordable housing partnership with BC Housing.

3. The development site is served by transit services along North Bluff Road. The proposed new high-frequency RapidBus service (proposed in the City of Surrey's Semiahmoo Town Centre Plan) will be located along 152 Street within the Semiahmoo Town Centre, travelling along North Bluff Road to a terminus stop in the vicinity of 156 Street or 157 Street and 16<sup>th</sup> Avenue in Surrey.
4. This development site is well placed to encourage walking, transit use, and biking by residents:
  - The site is within a 10 minute walk to the Semiahmoo Town Centre,
  - The Peace Arch Hospital Precinct is a 5 minute walk to the west,
  - Earl Marriott Secondary School is located one block to the east on North Bluff Road, and Peace Arch Elementary School is less than 10 minute walk to the south east,
  - The Kent Street Activity Centre, located within Maccaud Park and home to the Kent Street Seniors Activity groups, is a 5 minute walk from the site, and
  - Major mixed use developments with work opportunities are planned directly across the street in south Surrey.
5. Each affordable rental unit will receive a transit credit for the value of a 2-zone monthly pass for a minimum of two years.
6. The project proposes six car-share spaces for the 49-unit affordable ownership building which will provide the opportunity for an alternative to vehicle ownership.

Creative Transportation Solutions Ltd. (CTS) also analyzed parking demands on weekdays to define an anticipated, context-specific, demand for parking during peak times (see Appendix I). The Assessment draws from the ITE Parking Generation Manual, 5<sup>th</sup> Edition, the 2018 Regional Parking Study prepared by TransLink and Metro Vancouver, and the City of White Rock's Official Community Plan. Parking for the affordable home ownership units and the townhome units was estimated at 1.31 spaces per unit. A total of 0.99 spaces per unit were estimated for the affordable rental units. The study identified that the average peak parking demand was a total of 107 spaces for residents only (based on the ITE Manual), which represents a demand rate that is 8% lower than the required parking standard of 117 spaces. This average demand rate did not consider site specific conditions that may reduce parking demand, an example being transportation demand management measures or easy access to alternative modes of transportation (e.g., public transit).

As the proposal only proposes 104 spaces, the document concludes by recommending specific allocations of parking including that the market apartment component of the project (49 units) be provided with parking at a rate of 1.0 spaces per unit, whereas the zoning bylaw would require a supply of 1.2 spaces per unit. The affordable rental component (25 units) would, as justified in the Assessment, be providing parking at a rate of 0.5 spaces per unit, whereas 1.2 spaces would be required by the bylaw. The parking supplied to the market townhomes would be provided in accordance with the requirements of the zoning bylaw at a rate of 2 spaces per unit. Visitor parking for both apartment components of the project would be provided at a rate of 0.19 spaces per unit (14 spaces) whereas the Zoning Bylaw typically requires 0.3 spaces per unit (22 spaces).

City planning staff have reviewed the Parking Assessment and are generally in concurrence with its findings. Staff do have concerns that if the parking demand rates presented by the proponent are not accurate or future occupants are not made aware of the limited parking availability, and

the supply of parking on-site is insufficient to accommodate the actual demand, it is anticipated that residents of the project will seek to park their vehicle(s) on public streets. From a staff perspective, concerns related to the reduction in parking are contingent on the City's management of the boulevards on both 1500 blocks of Maple and Lee Streets. Neither Maple nor Lee Street is developed with curbs or sidewalks and both streets are designated as Permit Parking Only. If the City were to restrict the amount of Resident Parking Permits eligible to the new residents of this development, then some of the concerns related to over-crowding on surrounding streets would be alleviated, however this may not be a fair solution to new residents given that existing residents would be eligible for Resident Parking Permits.

The design of the project, as proposed, allows for the justified supply of parking to be met within a single-storey below-grade parkade. If additional parking is required, it is acknowledged that an additional storey of below-grade parking would be required, which would increase the cost of parking to more than double from \$30,000 to \$62,000 per space to construct. The costs of providing this additional parking would reportedly challenge the ability of the proponent to maintain the non-market affordable rental housing component of the project, being a unique and important element within this project. As such, this corporate report is in part intended to solicit feedback from Council regarding the appropriateness of the parking supply presented by the Applicant.

### **BUDGET IMPLICATIONS**

Further details regarding the Development Cost Charges associated with the project will be brought forward following this corporate report, if LUPC directs that a draft zoning amendment bylaw be prepared.

In accordance with Council Policy 511: 'Density Bonus/Amenity Contribution,' a Community Amenity Contribution (CAC) would normally be required with a rezoning at this level of density, and Council may consider reducing the amenity contribution target based on the provision of affordable rental housing.

Council Policy 511 currently allows a reduction of up to 50% of an applicable amenity contribution for secured market rental floorspace, and up to a waiver of 100% of amenity contribution for affordable rental floorspace (where at least 30% of the units are owned or managed by non-profit groups and designed to be affordable for low and moderate income households). Approximately 34% of the total units in the apartment component of this application (25 out of 74 units) are being proposed as "below market" rentals, to be operated by a non-profit housing operator under BC Housing's PRS Program. The provision of the remaining 49 units under the AHOP is in addition to the criteria required to be considered for CAC reductions under Council Policy 511.

### **OPTIONS**

The Land Use and Planning Committee can recommend that Council:

1. Direct staff to prepare a zoning amendment bylaw to consider first and second readings for the application, and authorize staff to enter into discussion with BC Housing regarding the agreements and MOU for the affordable housing components of the project;
2. Reject the current proposal; or
3. Defer consideration of the application and refer the application to staff to address any issues identified by Council.

Staff recommend Option 1.

### **CONCLUSION**

As a follow-up the previous OCP amendment application information corporate report and the information report on the revised application requiring no OCP amendment, this corporate report provides the Land Use and Planning Committee with information regarding the revised proposal, which includes a zoning bylaw amendment and Major Development Permit application as well as a large variance to parking. City planning staff have reviewed the Parking Assessment and are generally in concurrence with its findings. Staff do have concerns that if the parking demand rates presented by the proponent are not accurate or future occupants are not made aware of the limited parking availability, and the supply of parking on-site is insufficient to accommodate the actual demand, it is anticipated that residents of the project will seek to park their vehicle(s) on public streets and the 1500 blocks of Maple Street and Lee Streets may experience a high level of on-street parking. This report also provides details on the steps that are required to partner with BC Housing regarding the affordable rental and ownership components of the development.

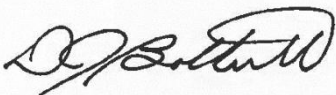
Respectfully submitted,



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

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

The revised proposal includes a significant variance to the parking requirements stipulated within the City of White Rock zoning bylaw. There is a concern that the requested zoning relief to off-street parking will create challenges for properties sharing available parking spaces on the street.

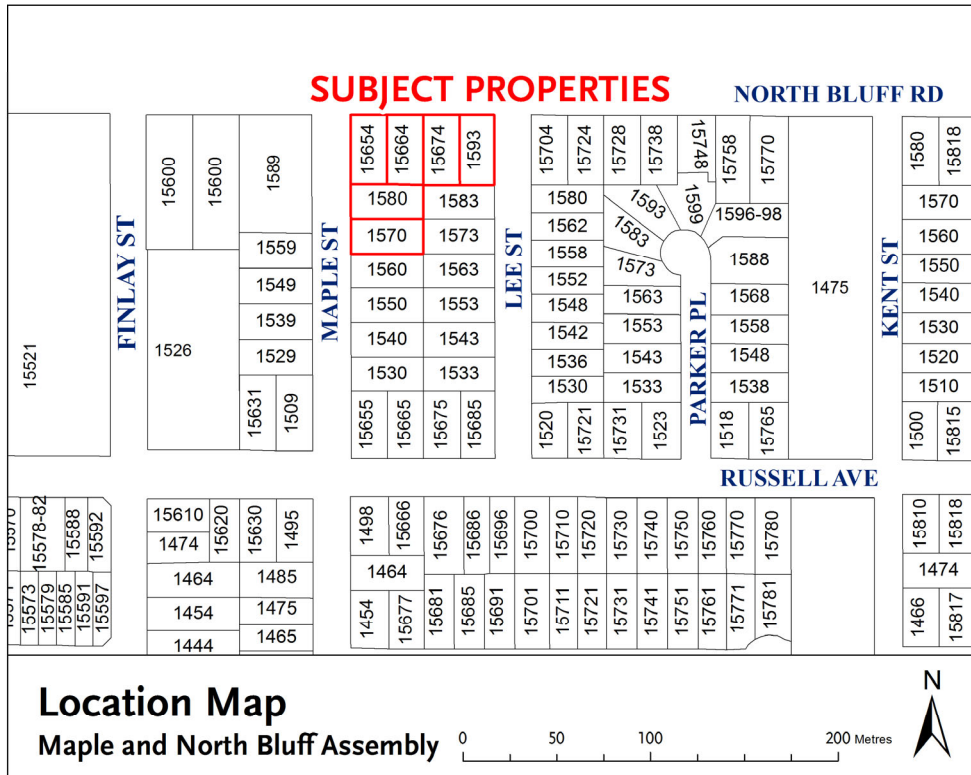


Dan Bottrill  
Chief Administrative Officer

- Appendix A: Location and Ortho Photo Maps
- Appendix B: Corporate Report dated July 23, 2018 titled “Initial OCP Amendment Application Report – North Bluff / Maple Street to Lee Street (18-011 OCP)”
- Appendix C: Corporate Report dated January 28, 2019 titled “Information Report Update (‘Beachway’) – 15654/64/75 North Bluff Road / 1570/80 Maple Street and 1593 Lee Street (ZON/MJP 19-002)”
- Appendix D: Comparison of Original Development Proposal Statistics with Revised Proposal
- Appendix E: Renderings and Landscape Site Plan
- Appendix F: Memorandum of Understanding DRAFT
- Appendix G: Letter from BC Housing indicating support dated November 12, 2019
- Appendix H: Provincial Rental Supply Program Framework
- Appendix I: CTS Technical Memorandum dated November 8, 2019

## APPENDIX A

### Location and Ortho Photo Maps





**APPENDIX B**

**Corporate Report dated July 23, 2018 titled “Initial OCP Amendment Application  
Report – North Bluff / Maple Street to Lee Street (18-011 OCP)”**

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



**DATE:** July 23, 2018

**TO:** Land Use and Planning Committee

**FROM:** Carl Johannsen, Director of Planning and Development Services

**SUBJECT:** Initial OCP Amendment Application Report – North Bluff / Maple Street to Lee Street (18-011 OCP)

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**RECOMMENDATIONS**

THAT the Land Use and Planning Committee:

1. Receive for information the corporate report dated July 23, 2018 from the Director of Planning and Development Services, titled “Initial OCP Amendment Application Report – North Bluff / Maple Street to Lee Street (18-011 OCP);” and
  2. Recommend that Council refer the OCP amendment application back to staff, and direct staff to work with the applicant on a revised rezoning and Major Development Permit application, for an affordable rental housing development that includes a reduced FAR (2.5 gross floor area ratio consistent with the OCP) and design refinements, and for a townhouse development that includes a reduced FAR (1.5 gross floor area ratio consistent with the OCP).
- 

**EXECUTIVE SUMMARY**

An Official Community Plan (OCP) Amendment application has been received regarding a development proposal on an assembly of six adjacent properties at 15654, 15664 and 15575 North Bluff Road, 1593 Maple Street, and 1570 and 1580 Maple Street.

This proposal consists of two developments: on Maple Street the applicant is proposing a three-storey townhouse development with a proposed gross Floor Area Ratio (FAR) density of 1.54, and on North Bluff they are proposing three apartment residential buildings up to six (6) storeys in height with a proposed gross Floor Area Ratio (FAR) of 2.76. The townhouse development would have 14 stratified units, and the apartment development would include 29 affordable rental units in one building which would be managed by a non-profit society, and 55 strata residential units in the other two buildings.

While the proposed apartment development meets the minimum 30% of units to be below market rents (i.e. affordable to low-to-moderate income households) to be eligible for the OCP density bonus for affordable rental housing developments, it exceeds the maximum FAR in the OCP by 0.26 FAR. The proposed townhouse development exceeds the maximum FAR by 0.04, and while it adds housing diversity to the community the townhouse portion does not provide an affordable housing component.

While staff support the provision of affordable rental housing, staff do not support the proposed FAR in either the townhouse or apartment components of the application.

This report sets out options for consideration by the Land Use and Planning Committee, in terms of giving direction to staff on how this application should be managed moving forward. These options include staff:

1. Working with the applicant to revise the application, to be consistent with the current OCP FAR for these properties (1.5 gross FAR for the townhouses and 2.5 gross FAR for the apartments) and include a refined building design; or
2. Working with the applicant to revise the townhouse portion of the application only, to be consistent with the current OCP FAR for these properties (1.5 gross FAR) and include a refined building design, and continue to process an OCP amendment application for the apartment portion of the application in its current form with affordable rental housing; or
3. Continue to process the entire proposal in its current form, including the OCP amendment, with the next step being a Public Information Meeting to be hosted by the Applicant.

## **INTRODUCTION**

The Planning and Development Services Department has received an OCP Amendment application for 15654, 15664 and 15575 North Bluff Road, 1593 Maple Street, and 1570 and 1580 Maple Street. This corporate report provides initial, high-level staff analysis and commentary on this application, for the Land Use and Planning Committee's (LUPC) information.

Staff seek feedback from the LUPC on whether this OCP Amendment application should be:

- moved forward in its current form; or
- referred back to staff, with direction from the LUPC to staff regarding suggested revisions to the application.

The townhouse portion of the application is a three-storey townhouse development with a proposed gross Floor Area Ratio (FAR; the building density) of 1.54, and 14 townhouse units. The apartment portion involves three residential buildings up to six (6) storeys in height, with a proposed FAR of 2.76. The proposal includes 84 residential dwelling units (29 of which are being proposed as 'affordable rental units'), and a separate amenity building of 58 square metres (629 square feet). The orthophoto and location map is included as Appendix A of this corporate report, and the applicant's drawing package is included as Appendix D (including site plan, conceptual massing drawings, and commentary on the relationship with City OCP policies).

## **PAST PRACTICE / POLICY / LEGISLATION**

On October 23, 2017 Council adopted a new OCP (*White Rock Official Community Plan, 2017, No. 2220*), which sets out land use, density, height and other policy directions for new development applications.

Under the Housing chapter of the OCP, under policy 11.2.1.c, several areas in the City, including the subject properties, are identified as being eligible for additional density up to 2.5 FAR and a maximum height of up six storeys when developed as 'affordable rental housing developments' (30% of the units in the overall project must be rented at a rate affordable to low-to-moderate income households). These affordable rental housing developments are also eligible to have community amenity contributions (CACs) reduced or waived in recognition of the value of the below market housing provided, and applicable Development Cost Charges may be credited

back to the developer if Council establishes an Affordable Housing Reserve Fund with cash-in-lieu CACs.

The new OCP also includes policy regarding OCP Amendment applications. According to Section 19.3 (page 76) OCP Amendment applications are to be reviewed by staff and an initial information report on the proposal presented to Council for review and feedback to staff. As stated in the OCP, Council may then refuse the application or direct City staff to continue processing it.

This approach provides the Committee opportunity to provide direction on OCP Amendment applications, prior to these applications being presented at a Public Information Meeting and proceeding through the application process, as set out in the Planning Procedures Bylaw.

## **ANALYSIS**

### **Existing Land Use Context**

All of the subject properties are currently zoned ‘RS-1 One Unit Residential Zone’ which permits one-unit residential units with a 7.7 metre (25.26 feet) maximum height, and each is currently occupied by a detached residential building.

The surrounding neighbourhood is generally comprised of low density, detached residential homes, with the exception of the ‘Altus’ sales centre on the west side of Maple Street. Several institutional uses are also in close proximity to the site, with the BC Hydro substation and Peace Arch Hospital to the west, and Earl Marriott Secondary School (in Surrey) and Maccaud Park to the east.

Four of the six subject properties have frontage on North Bluff Road, which is a major arterial that is part of TransLink’s Major Road Network (MRN) and has bus service and direct access to Highway 99.

### **Townhouse Site**

The two Maple Street properties are 0.36 acres (1,450 square metres; 15,603 square feet) in overall size.

In terms of OCP land use the subject properties are in the ‘East Side Large Lot Infill Area’ designation, which allows a maximum FAR of 1.5 (see Appendix D) in three-storey ground oriented townhouses. There is no ‘density bonus’ policy applicable to the Maple Street properties.

### **Apartment (‘Flats’) Site**

The four North Bluff Road fronting properties are 0.7 acres (2,850 square metres; 30,679 square feet) in overall size.

In terms of OCP land use the subject properties are in the ‘East Side Large Lot Infill Area’ designation, which allows a maximum FAR of 1.5 (see Appendix D) in three-storey apartments or ground oriented townhouses. Up to 2.5 FAR is also available, if at least 30% of the residential units in a development consists of affordable rental units (affordable to low-to-moderate income households).

For 2018, the BC Housing definition for “low and moderate income limits” (i.e. the qualifying income ‘ceiling’) for a one-bedroom unit is \$71,200 (the median income for families without children in BC), and \$104,440 for a two-bedroom units (the median income for families with children in BC). In order to provide housing at rent levels affordable to households 15-20% below this income level, staff would be targeting a \$1,400 base rent (exclusive of utilities and insurance, but including parking) for one-bedroom units and \$2,000 base rent for two-bedroom

units as a maximum rent, with any further rent reductions based on support from other levels of government or other agencies. This would result in these households paying approximately 30% of their pre-tax income on shelter costs (rent plus utilities and insurance), which is considered affordable by CMHC.

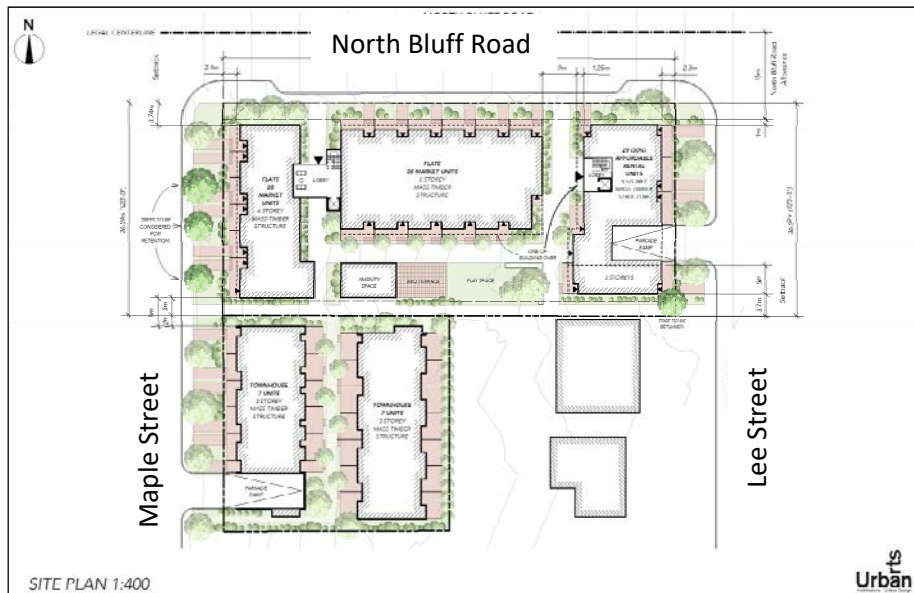
The applicant has indicated that a non-profit housing provider is interested in owning and managing the affordable rental portion of the site. More information regarding the potential non-profit organization will be brought forward should the application advance further.

A conceptual massing (aerial perspective image) of the proposed development is included below as Figure 1, the proposed site plan is included as Figure 2, and a more detailed and enlarged drawing package is available in Appendix D.

**Figure 1: Conceptual Massing (view from SE)**



**Figure 2: Proposed Site Plan**



### Proposed FAR in Relation to the OCP

The proposed OCP Amendment application for the townhouse site involves an FAR of 1.54. As noted above, staff do not support the proposed FAR, which is 0.04 FAR (795 square feet) above the maximum FAR permitted. The applicant could reduce the proposal to the OCP 1.5 FAR density by reducing the floor area of the 14 units by 56 square feet each (on average).

The proposed OCP Amendment application for the apartment site involves an FAR of 2.76. Staff do not support the proposed FAR, which is 0.26 FAR above the maximum FAR available for affordable rental housing developments of 2.5.

This being said, staff note that the density allowed in the OCP without providing affordable rental housing on these properties is 1.5 FAR (in a three storey building). This development scenario generates a residual land value (i.e. the value of the development less the costs of development, including profit) which may be the same or close to the residual land value for a proposed development that incorporates a 1.0 FAR bonus density and six storey height.

This is because not all of the bonus density in a 2.5 FAR/6 storey scenario may result in revenues high enough to cover the cost of construction; noting that an affordable rental housing development requires 30% of the units in the project to be affordable rental, approximately 25% of the bonus density may be market condo/rental, but the remaining 75% of the bonus density will need to be set at affordable rent levels, which in turn may not cover the costs of constructing the additional floor area.

Due to this scenario, it appears the applicant is proposing additional density to improve the financial viability of the project. Alternatively, the applicant could reduce the price they are willing to offer to the landowner to improve financial viability, but this may also result in the properties ultimately being developed at 1.5 FAR (and without an affordable rental component).

The applicant has provided an OCP amendment rationale for the apartment site (attached as Appendix “B”) and the townhouse site (Appendix “C”), and has described the relationship with the proposal and other OCP objectives in their drawing package attached as Appendix D. Should Council wish to advance the apartment application at the currently proposed density (2.76 FAR), it is recommended that staff be directed to prepare an amendment bylaw to the OCP that would allow up to 2.8 FAR for all three sites identified in Figure 11 of the OCP.

### Townhouse Design Commentary

The applicant has proposed that all 14 townhouses be situated over a single level underground parking garage, with two parking spaces provided per unit in a tandem configuration. The townhouses range in size between 137 square metres (1,470 square feet) and 166 square metres (1,784 square feet), and all have three bedrooms. Each townhouse can access the unit directly from the parkade via an internal staircase, with some units having habitable area (e.g. a den/office space) on the parkade level. While the townhouses are three-storeys in height, they also are designed with rooftop decks to provide additional outdoor living space for residents. The rooftop decks are proposed to be accessed via a spiral staircase, which staff have identified as possible conflict with the Building Code. The applicant’s architect has communicated that they will pursue an Alternative Solution with the Building Permit application for the spiral staircases.

### Apartment Design Commentary

The applicant has proposed several unique design features as part of the apartment project. The use of “mass timber” structures (typically consisting of glulam beams and cross-laminated timber panels) for residential buildings has occurred at several projects in the University of British Columbia (“Brock Commons” and “Virtuoso”) and the applicant has proposed to use mass

timber construction methods for both the apartment and townhouse residential components of the development. See Appendix E for “mass timber / CLT” examples provided by the applicant.

Within the two market strata residential buildings, the design stacks two-level units on top of each other (i.e. units have entries on floors 1, 3, and 5, with additional space on levels 2, 4, and 6), with internal stairs providing access between levels. This allows the elevators to stop on alternating floors (“skip stops”), and increases the amount of floor area available for units by eliminating hallways on floors where the elevator does not stop.

The building for the affordable or below market rental housing also has two-level units on the ground level, but for the remaining levels include hallways and the elevators stop on every floor. Other notable aspects of the apartment concept design include:

- The OCP family friendly housing policy calls for a minimum of 10% three bedroom units and 35% either two or three bedrooms, and the overall proposal includes 22% three bedroom units (22 total) and 80% of units (79 total) as either two or three bedroom guidelines;
- The applicant has provided all 25 ground floor apartment units and 14 townhouse units with front door access on the ground level to the street or a common courtyard, in accordance with the City’s family friendly housing policy; and
- The applicant has included a road dedication on North Bluff Road to bring the ultimate road width to 30 metres (15 metres on either side of the centre line) in order to achieve the enhanced streetscape and bicycling facilities identified in the City’s Strategic Transportation Plan.

Staff also note that further design refinements need to be considered by the applicant, to ensure the proposed development fits appropriately on the site. These could include increasing the proposed building separations, reducing lot coverage, and increasing the building setback from the adjacent single family home to the south; these refinements will likely result in a lower FAR for this component of the proposal.

#### Options for Committee’s Consideration

While staff support the proposed affordable rental component, staff do not support the proposed OCP Amendment in its current form, primarily due to the proposed FARs exceeding the OCP maximum density for both the townhouse and apartment portions of the proposal.

The townhouses are very close to OCP compliance (only 0.04 FAR above), and the apartments at 2.76 being above the maximum 1.5 FAR in the East Side Large Lot Infill Area land use, and above the maximum 2.5 FAR maximum density for affordable rental housing developments.

Increasing permitted OCP densities on a site-specific basis will likely lead to future requests for similar OCP amendments, as prospective purchasers will ‘bid’ higher for the land on the basis of an anticipated increase in density. Staff do not believe that the densities in the approved OCP need to be increased in order to accommodate the projected increases in population.

Noting that design refinements to both the apartment and townhouse sites will likely reduce FAR but not fundamentally change the application, and based on the above analysis, the LUPC can consider these options, amongst other feedback, in directing how staff should manage this application moving forward:

1. Staff work with the applicant to revise their rezoning and major development permit application to be consistent with the maximum FAR for affordable rental housing

developments (2.5 FAR maximum), and the maximum FAR for the townhouse portion of the development (1.5 FAR maximum). This includes refining the apartment building design to increase separation and setback distances, which in turn will likely reduce the FAR closer to or below 2.5 FAR,

**or**

2. Staff work with the applicant to revise the townhouse portion of the application, to be consistent with the current OCP FAR for these properties (1.5 FAR), and continue to process an OCP amendment application for the apartment portion of the application in its current form with affordable rental housing;

**or**

3. Staff continue to process the entire proposal in its current form, with the next step being a Public Information Meeting, followed by review by the Advisory Design Panel.

Additional Considerations

Should this proposed application move forward, staff note there are additional considerations that the applicant will need to meet and that the LUPC should be aware of, including:

- the OCP requires new multi-unit residential and mixed use buildings to include one (1) electric vehicle charging station and one (1) ‘rough in’ for every ten (10) parking spaces;
- on-site loading spaces for the apartment site and townhouse site are not currently identified on the drawing package, and adequate provision of these loading spaces including analysis of off-street turning movements would need to be resolved before the application would be forwarded to the Advisory Design Panel. The addition of loading spaces may also influence the currently proposed FARs;
- a road dedication is required along North Bluff Road to widen the road allowance to a 30 metre arterial condition (15 m from centerline), to allow for an enhanced streetscape (wider sidewalks, bicycle paths, boulevards, lighting, street trees, etc.) that is consistent with the City’s *Strategic Transportation Plan*, which identifies North Bluff Road as a potential ‘complete street’;
- the applicant has proposed an ‘affordable housing’ component of twenty-nine (29) dwelling units. Staff are supportive of including rental units in this proposal; this location is conducive to rental housing in terms of being adjacent to the Town Centre and frequent transit. However, if the application proceeds with an OCP Amendment involving a higher FAR staff strongly suggest that the level of affordability provided by the applicant be increased. These affordable rental units will also need to be secured by way of a Housing Agreement as rental for the life of the building;
- this development would be eligible for a reduction of Community Amenity Contributions (CAC), according to Council Policy 511; and
- noting that water, stormwater and sanitary servicing master plans are currently being developed to guide development-related upgrades to these services, and that these master plans are based on FARs in the current OCP, and it is important to note that increasing the FAR on this property and potentially other properties may undermine the basis of these servicing plans, and require significant additional servicing upgrades and funding.



## **CONCLUSION**

The Planning and Development Services Department has received an OCP Amendment application for 15654, 15664 and 15575 North Bluff Road, 1593 Maple Street and 1570 and 1580 Maple Street. While staff support the affordable housing component, staff do not support the proposal in its current form, primarily due to the FAR being over what is identified in the OCP.

Staff seeks feedback from the Land Use and Planning Committee on whether this OCP Amendment application should be:

- referred back to staff, with direction from the LUPC to staff regarding suggested revisions to the application; or
- moved forward in its current form.

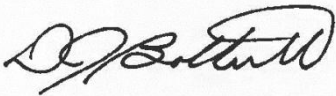
Respectfully submitted,



Carl Johannsen, MCIP, RPP  
Director of Planning and Development Services

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

This corporate report is provided for Committee's information.



Dan Bottrill  
Chief Administrative Officer

~~Appendix A: Location and Ortho Photo Maps  
Appendix B: Applicant's Official Community Plan Amendment Rationale Letter - Apartments  
Appendix C: Applicant's Official Community Plan Amendment Rationale Letter - Townhouses  
Appendix D: Drawing Package  
Appendix E: Information on Mass Timber (CLT) Precedent Projects from Applicant~~

**APPENDIX C**

**Corporate Report dated January 28, 2019 titled “Information Report  
Update (‘Beachway’) – 15654/64/75 North Bluff Road / 1570/80 Maple Street  
and 1593 Lee Street (ZON/MJP 19-002)”**

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



**DATE:** January 28, 2019

**TO:** Land Use and Planning Committee

**FROM:** Carl Johannsen, Director of Planning and Development Services

**SUBJECT:** Information Report Update ('Beachway') – 15654/64/75 North Bluff Road / 1570/80 Maple Street and 1593 Lee Street (ZON/MJP 19-002)

---

**RECOMMENDATION**

THAT the Land Use and Planning Committee receive for information the corporate report dated January 28, 2019 from the Director of Planning and Development Services, titled "Information Report Update ('Beachway') – 15654/64/75 North Bluff Road / 1570/80 Maple Street and 1593 Lee Street (ZON/MJP 19-002)."

---

**INTRODUCTION**

On July 23, 2018 the Land Use and Planning Committee (LUPC) received a corporate report from the Director of Planning and Development Services, titled "Initial OCP Amendment Application Report – North Bluff / Maple Street to Lee Street (18-011 OCP)." The application at the time required an increase in gross floor area ratio (or 'FAR') density above what was permitted in the Official Community Plan (OCP) and would have required an OCP amendment.

Council subsequently directed staff to work with the applicant on a revised application that did not require an OCP amendment. This corporate report provides a brief update outlining changes to the application, which now does not require an OCP amendment and will now proceed as a rezoning and major development permit application. Location and ortho photo maps of the subject property are attached as Appendix A. The corporate report from July 23, 2018 is attached as Appendix B, for LUPC's information.

**PAST PRACTICE / POLICY/LEGISLATION**

**OCP Land Use and Policy**

The OCP designation for the subject properties is 'East Side Large Lot Infill Area.' This land use generally allows multi-unit residential buildings with a density up to 1.5 FAR (gross floor area ratio), in three storey buildings. The properties adjacent to North Bluff Road could be developed as apartments or ground-oriented townhouses and the properties adjacent to Lee Street could be developed as ground-oriented townhouses.

Under the Housing chapter of the OCP, under policy 11.2.1.c, several areas in the City, including the subject properties on North Bluff Road, are identified as being eligible for additional density up to 2.5 FAR and a maximum height of up six storeys when developed as 'affordable rental housing developments.' Affordable rental developments require 30% of the units in the overall project to be rented at a rate affordable to low-to-moderate income households. As noted in the

July 23, 2018 report, based on the 2018 criteria for ‘low and moderate income limits’ from BC Housing, an affordable rent for this proposal is \$1,400 base rent (exclusive of utilities and insurance, but including parking) for one-bedroom units and \$2,000 base rent for two-bedroom units as a maximum initial rent.

### **Zoning Bylaw**

The properties are currently zoned ‘RS-1 One Unit Residential’ in the City’s Zoning Bylaw, which allows single family homes with secondary suites, among other accessory uses.

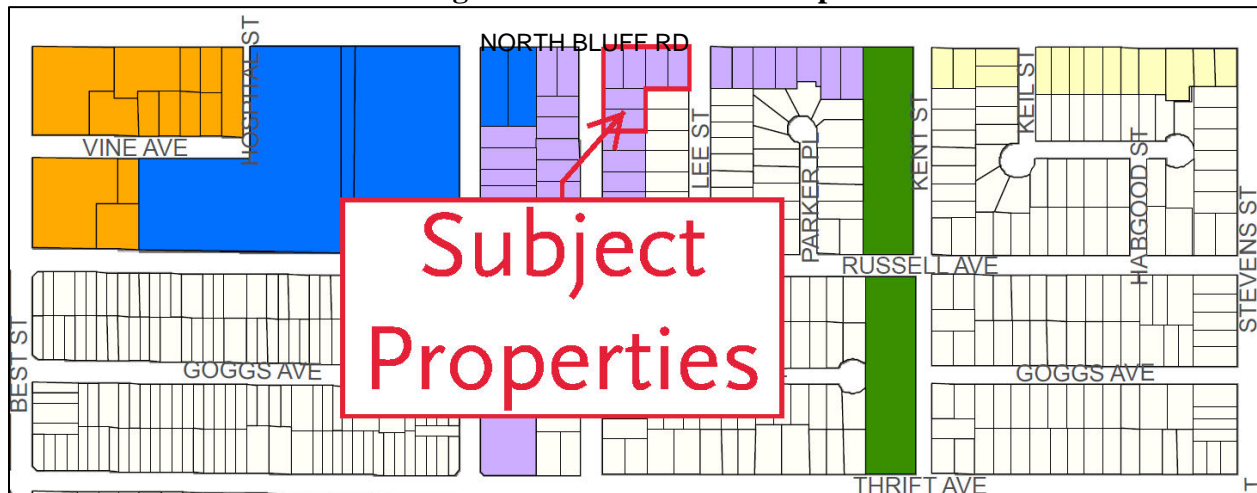
### **ANALYSIS**

#### **Existing Land Use Context**

The surrounding neighbourhood is generally comprised of low density, detached residential homes, with the exception of the ‘Altus’ sales centre on the west side of Maple Street. Several institutional uses are also in close proximity to the site, with the BC Hydro substation and Peace Arch Hospital to the west, and Earl Marriott Secondary School (in Surrey) and Maccaud Park to the east.

Figure 1 below highlights the subject properties on the OCP land use designation map. Properties designated ‘East Side Large Lot Infill Area’ are coloured in purple, and the subject properties are outlined in red.

**Figure 1: OCP Land Use Map**



Four of the six subject properties have frontage on North Bluff Road, which is a major arterial that is part of TransLink’s Major Road Network (MRN) and has bus service and direct access to Highway 99.

#### **Rezoning and Development Permit Approvals Required**

The properties are currently zoned ‘RS-1 One Unit Residential in the City’s Zoning Bylaw, which allows single family homes with secondary suites, among other accessory uses. The proposed project would require rezoning by Council to a Comprehensive Development (CD) zone to allow the proposed height and density parameters supported by OCP policy 11.2.1.c (up to 2.5 FAR and a maximum height of up six storeys when developed as ‘affordable rental’ housing developments). A major development permit for form and character, energy and water conservation and the reduction of greenhouse gases would also be required.

### Previous Proposal

The July 23, 2018 corporate report to the Land Use and Planning Committee included an overview of a new development application submitted by Bridgewater Development Corp on July 13, 2018. This application was for a proposed development with a total of 98 residential units, including 29 affordable rental apartment units and 55 strata apartment units in buildings up to six (6) storeys that front on North Bluff Road, and 14 three-storey townhouse units that front on Maple Street.

The proposed density for the apartment site exceeded the OCP maximum density by 0.26 FAR (2.76 FAR proposed; 2.5 FAR allowed) and the proposed density for the townhouse site exceeded the OCP maximum density by 0.04 FAR (1.54 FAR proposed; 1.5 FAR allowed).

Council subsequently directed staff to work with the applicant on a revised application that did not require an OCP amendment (i.e. that did not exceed the maximum density in the OCP).

### Revised Proposal

Following Council's previous direction to work with staff on a revised application that did not require an OCP amendment, the applicant has submitted a new rezoning and Development Permit application on January 2, 2019. The new proposal does not exceed the maximum density allowed in the OCP and therefore does not require an amendment to the OCP. As the subject properties' current zoning is RS-1, and as noted above, an amendment to the zoning bylaw ('rezoning') would be required to allow the proposal, as well as a Development Permit to regulate the form and character of the development. Appendix C of the corporate report provides a table outlining the changes in development statistics from the original application to the revised application.

A site plan of the proposal is included below as Figure 2, with an enlarged version of the same site plan included as Appendix D to this corporate report.

**Figure 2: Site Plan**



### **Affordable Housing Component**

The applicant has proposed that the 25 apartment units in the building facing Lee Street be secured at “below market” rentals and operated by a non-profit housing society. This represents almost 34% of the total number of units on the apartment site and is more than minimum 30% of units required in order to access the bonus density and height permitted under OCP policy 11.2.1.c.

As noted in the July 23, 2018 corporate report, based on the 2018 criteria for ‘low and moderate income limits’ from BC Housing, an affordable rent for this proposal is \$1,400 base rent (exclusive of utilities and insurance, but including parking) for one-bedroom units and \$2,000 base rent for two-bedroom units. This would be the maximum initial rent required to qualify as affordable rental housing.

The final rental rates and other details surrounding the affordable rental units (including requiring that the market strata units would not be occupied until after the affordable rental building had received its occupancy permit) would be secured through a Housing Agreement Bylaw.

### **Next Steps**

Consistent with the process for a Zoning Bylaw amendment and Major Development Permit application (outlined in Schedules H and L of Planning Procedures Bylaw No. 2234), the following are the next steps for the application:

1. The applicant will install development notification signs on the property, and a public information meeting hosted by the applicant and attended by staff will be scheduled to allow residents an opportunity to provide early input on the proposal.
2. The application materials will be circulated to internal departments for comment, as well as to staff at the City of Surrey and the Surrey School District.
3. An Advisory Design Panel meeting will be held to receive advice and direction on the form and character of the proposed development.

A detailed corporate report for a future LUPC meeting to consider this application will be prepared upon completion of the technical and public review processes.

### **BUDGET IMPLICATIONS**

Further details regarding the Development Cost Charges associated with the project will be brought forward in the detailed corporate report noted above.

In accordance with Council Policy 511: ‘Density Bonus/Amenity Contribution’, a Community Amenity Contribution (CAC) would be required, and Council may consider reducing the amenity contribution target based on the provision of affordable rental housing.

Council Policy 511 currently allows a reduction of up to 50% of an applicable amenity contribution for secured market rental floorspace, and up to a waiver of 100% of amenity contribution for affordable rental floorspace (where at least 30% of the units are owned or managed by non-profit groups and designed to be affordable for low and moderate income households). Almost 34% of the total units in the apartment component of this application are being proposed as “below market” rentals, to be operated by a non-profit housing society.

## **CONCLUSION**

As a follow-up to a previous OCP amendment application information corporate report, the applicant has revised the density of the proposal to below the maximum 2.5 gross floor area ratio (FAR) for the affordable rental apartment side and 1.5 FAR for the townhouse site, consistent with the OCP. The applications no longer require an OCP amendment. This report is provided to Council for information regarding the revised proposal, which includes a zoning bylaw amendment and Major Development Permit application. A detailed corporate report regarding this application will be provided to LUPC for consideration upon completion of the technical and public review processes.

Respectfully submitted,



Carl Johannsen, MCIP, RPP  
Director of Planning and Development Services

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

This corporate report is provided for information.



Dan Bottrill  
Chief Administrative Officer

~~Appendix A: Location and Ortho Photo Maps~~

~~Appendix B: Corporate Report dated July 23, 2018 titled "Initial OCP Amendment Application Report – North Bluff / Maple Street to Lee Street (18-011 OCP)"~~

~~Appendix C: Comparison of Original Development Proposal Statistics with Revised Proposal~~

~~Appendix D: Renderings and Landscape Site Plan~~

## APPENDIX D

### Comparison of New Revised Proposal with 1<sup>st</sup> and 2<sup>nd</sup> Development Proposal Statistics

**Table 1: Apartment Site**

	<b>New Proposal</b>	2 <sup>nd</sup> Proposal	1 <sup>st</sup> Proposal
Number of Units	<b>74 (25 below market rental, 49 strata)</b>	74 (25 below market rental, 49 strata)	84 (29 below market rental, 55 strata)
Gross Floor Area	<b>7,116.5 m<sup>2</sup> (76,601 ft<sup>2</sup>)</b>	7,125.4 m <sup>2</sup> (76,697 ft <sup>2</sup> )	7,887 m <sup>2</sup> (84,897 ft <sup>2</sup> )
Floor Area Ratio (Gross)	<b>2.496</b>	2.5	2.76
Lot Coverage	<b>51.4%</b>	51%	52.9%
Height (to top of roof)	<b>Six storeys (~18 m)</b>	Six storeys (~18 m)	Six storeys (~18 m)
Parking Spaces	<b>76</b>	99	112

**Table 2: Townhouse Site**

	<b>New Proposal</b>	2 <sup>nd</sup> Proposal	1 <sup>st</sup> Proposal
Number of Units	<b>14</b>	14	14
Gross Floor Area	<b>2,044.2 m<sup>2</sup> (22,004 ft<sup>2</sup>)</b>	2,174.3 m <sup>2</sup> (23,404 ft <sup>2</sup> )	2,236.2 m <sup>2</sup> (24,070 ft <sup>2</sup> )
Floor Area Ratio (Gross)	<b>1.41</b>	1.5	1.54
Lot Coverage	<b>53.7%</b>	53%	53%
Height (to top of roof)	<b>Three storeys (~12 metres)</b>	Three storeys (~12 metres)	Three storeys (~12 metres)
Parking Spaces	<b>28</b>	14	14



## **APPENDIX E**

### **Renderings and Landscape Site Plan**

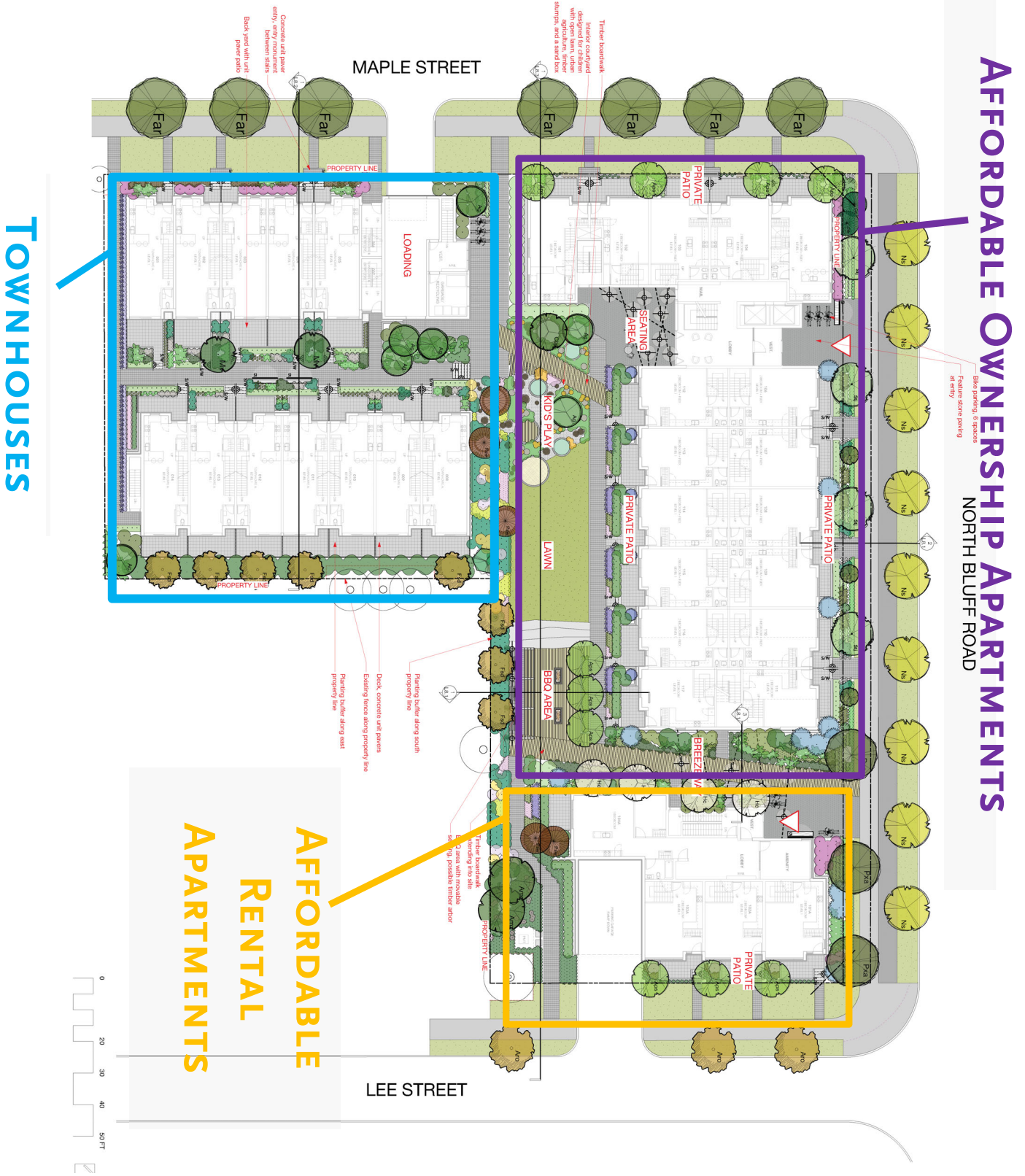
View Southwest from North Bluff and Lee (Sunset)



### View Southeast from North Bluff and Maple (Night)



# Landscape Site Plan



**AFFORDABLE OWNERSHIP APARTMENTS**  
 NORTH BLUFF ROAD

**TOWNHOUSES**

**AFFORDABLE RENTAL APARTMENTS**

**APPENDIX F**

**Memorandum of Understanding DRAFT**



**AFFORDABLE HOME OWNERSHIP PROGRAM  
MASTER PARTNERING MEMORANDUM OF UNDERSTANDING**

THIS MEMORANDUM OF UNDERSTANDING is dated for reference: December 3, 2019

BETWEEN

**CITY OF WHITE ROCK**

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

(the "City")

AND

**BRITISH COLUMBIA HOUSING MANAGEMENT COMMISSION**

Suite #1701 - 4555 Kingsway, Burnaby, British Columbia V5H 4V8

("BC Housing")

Regarding the development of Affordable Home Ownership Program Units in the City of White Rock

## **PART 1 – INTRODUCTION**

This Memorandum of Understanding (“**MOU**”) sets out the intent of the proposed partnership between BC Housing and the City for the development of new affordable home ownership projects within the City. The MOU applies only to projects (“**Developments**”) that are approved for the Affordable Home Ownership Program (the “**Program**”) by the City and BC Housing and for which they enter into a Project Partnering Agreement with the owner of that Development.

The purpose of this MOU is to set out the desired basic business terms and conditions upon which BC Housing and the City intend to proceed with discussions and negotiations for the approval and construction of the Developments.

This MOU is a non-binding statement of the parties’ mutual understanding of the collaboration framework. No legally enforceable rights or obligations will be created by or arise from this MOU in respect of either party.

The City acknowledges that any other agreements arising from, or contemplated under this MOU and all rights and obligations of BC Housing will be subject to approvals by BC Housing’s Executive Committee and Board of Commissioners as required

BC Housing acknowledges that any other agreements arising from, or contemplated under this MOU and all rights and obligations of the City will be subject to approvals by the City’s authorities having jurisdiction or City Council as required.

Both Parties acknowledge that any other MOUs or Agreements arising from or contemplated under this MOU remain subject to BC Housing and City Council approval and such approval remains at the discretion of each Party.

## **PART 2 – GOALS**

This MOU recognizes the parties shared goal of developing new affordable housing for sale to middle income households as a partnership between BC Housing, private sector developers<sup>1</sup> and the City. Affordability will be achieved through contributions from developers, the City and BC Housing, which contributions will be secured over the long-term, as described below.

The specific goals intended to be met through this arrangement are:

- The creation of new home ownership homes (“**AHOP Homes**”) within the City that are affordable for middle income households<sup>2</sup> in the City. AHOP Homes may exist in Developments where only a portion of the units are allocated under the Program and the remaining units are not subject to the Program terms.
- Affordability will be achieved through partnerships with developers who will benefit from low-cost interim construction financing from BC Housing and increased density or other considerations and/or contributions from the City.
- In addition to the creation of AHOP Homes, the City will benefit through BC Housing’s repayment of the City’s contributions for use for future affordable housing purposes.

## **PART 3 – OUTLINE OF THE AFFORDABLE HOME OWNERSHIP PROGRAM**

The Developments will be constructed by developers and the approved number of AHOP Homes will be made available for sale to middle income households who meet Program eligibility requirements, as described in the Program framework (“**Eligible Purchasers**”). Initial sale of all AHOP Homes in the Developments will be limited to Eligible Purchasers.

<sup>1</sup> Developers may be for-profit or non-profit entities.

<sup>2</sup> As defined in the Affordable Home Ownership Program Framework.

The intent of the Program is that AHOP Homes will be sold to Eligible Purchasers at fair market value, with a pre-determined portion of the purchase price secured by a registered mortgage facilitated by BC Housing (the “**AHOP Mortgage**”).

AHOP Mortgages will be interest and payment free for up to 25 years, effectively increasing the affordability for purchasers while securing the contributions made by the City and BC Housing in affordable housing for the long-term. AHOP Mortgages are due and payable upon the earlier occurrence of the date the AHOP Home is sold, the maturity of the 25-year mortgage amortization period or any breach of the AHOP Mortgage terms, including failure to maintain the AHOP Home as the primary residence for the first five years.

Owners of an AHOP Home with an AHOP Mortgage will be required to repay the principal amount of the AHOP Mortgage plus (or minus) the agreed upon proportionate share of any increase (or decrease) in the value of the AHOP Home.

#### **PART 4 – ROLES AND RESPONSIBILITIES**

**Subject to final agreement and approvals, the City desires to further the objectives of the Program by:**

- Contributing to the affordability of each Development through the provision of favourable zoning, bonus density, parking and/or other incentives or relaxations, and/or expedited approvals.
- It is the City’s sole discretion to approve all, some or none of above noted considerations, or to reject a Development.
- Creating a separate reserve fund for the deposit and expenditure of AHOP mortgage proceeds transferred to the City, as applicable.

**Subject to final agreement and approvals, BC Housing desires to further the objectives of the Program by:**

- Negotiating terms of a Project Partnering Agreement with the Developer for each Development and securing the affordability of AHOP Homes and their availability to Eligible Purchasers through s.219 Covenants and other security documents as may be required;
- Providing interim construction financing at favourable rates for up to 100% of the capital cost of the Development;
- Reviewing and approving all AHOP Home sales to ensure AHOP Homes are sold to Eligible Purchasers and subject to the restrictions confirmed in the AHOP Mortgage or s. 219 Covenants;
- Granting AHOP Mortgages on the completion of the purchase of an AHOP Home, and managing all aspects of the AHOP Mortgage throughout the AHOP Mortgage term, including monitoring, enforcement and collection of the amounts secured by the AHOP Mortgage when they come due; and
- Release of AHOP Mortgage proceeds to the City for investment in the mutually agreed fund, designated for affordable housing.

#### **PART 5 – INVESTMENT OF AHOP MORTGAGE PROCEEDS**

BC Housing will collect the AHOP Mortgage proceeds when due<sup>3</sup> and hold them in trust for the City. Once each year, BC Housing will transfer AHOP Mortgage proceeds received from Eligible Purchasers, less 2% for administration costs, to a fund managed by the City. BC Housing and the City shall mutually agree in advance regarding the fund designated for the investment of AHOP Mortgage proceeds and the permitted use and objectives associated with the designated fund.

<sup>3</sup> Upon sale, proceeds may be applied to an AHOP Mortgage for a subsequent eligible purchaser of the same unit, in order to extend affordability.

The City will use all AHOP Mortgage proceeds received from BC Housing for affordable housing projects within the City in accordance with the provision of affordable housing and the mutually agreed objectives of the designated fund.

BC Housing and the City agree to work together in supporting the development of new affordable housing projects which receive funding from the designated fund. The City and BC Housing will jointly approve any new projects receiving this funding which approval may require the additional approval of White Rock City Council and BC Housing's Executive Committee.

## **PART 6 – MUNICIPAL APPROVALS**

All municipal approvals for Developments are subject to City approval and the provision of such approval is at the absolute discretion of the City.

## **PART 7 – PUBLIC CONSULTATION**

Public consultation will occur for the Developments consistent with the City's established policies and practices and statutory obligations in relation to applications for rezoning and development approval. All parties recognize that good communication, prompt responses, and complete documentation will be essential to achieve the cost savings anticipated by the Program. BC Housing will participate in the public consultation as it pertains to explaining the AHOP Program Framework and project partner agreements for each Development.

## **PART 8 – COMMUNICATION**

BC Housing and the City will jointly agree on all major communications activities and materials relating to the subject matter of this MOU and any Developments resulting from it.



**CITY OF WHITE ROCK**

Per its authorized signatories

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Signature

Date Signed

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Print Name and Title

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Signature

Date Signed

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Print Name and Title

**BRITISH COLUMBIA HOUSING MANAGEMENT COMMISSION**

Per its authorized signatories

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Signature

Date Signed

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Print Name and Title

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Signature

Date Signed

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Print Name and Title

**APPENDIX G**

**Letter from BC Housing indicating support dated November 12, 2019**

November 12, 2019

City of White Rock  
15322 Buena Vista Ave  
White Rock, BC V4B 1Y6

Attn: Carl Isaak, Director of Planning and Development Services  
Re: 15654-74 North Bluff Road & 1593 Lee St, White Rock

Dear Mr Carl Isaak,

The HousingHub, a newly established division of BC Housing, was created to fulfil a new mandate – to supply housing for the middle-income household. As part of this initiative, the HousingHub seeks to utilize partnerships with the development community and Developers to create projects that serve the needs of the middle-income households in communities across our province. In particular, the HousingHub's Affordable Home Ownership Program aims to increase the supply and range of affordable housing options in the independent range of the Housing Continuum.

In mid 2019, Bridgewater Development Corp and 1100 West Capital Partners approached the HousingHub to explore the opportunity to develop 15654-74 North Bluff Road & 1593 Lee St, White Rock with a partnership. The development would create approximately 88 apartment, condo and townhome units within two buildings on the site and would have a positive impact in the community for a new supply option for rental and affordable ownership housing. After careful analyses and review of the opportunity, we found that the development meets the overall program intent, goal, principles, target population and core elements of the HousingHub.

We understand that the affordable home ownership aspect of the project will not be possible without partnership with City of White Rock and their acceptance of concessions and look to the City to provide direction and clarity on the process over the next few months given the costly nature of holding land.

This letter confirms that the HousingHub is interested in participating in the proposed affordable ownership-based housing at the addresses listed above with Bridgewater and 1100 West Capital Partners. However BC Housing's final participation is contingent on the final negotiated business deal for the inclusion of affordable home ownership on being approved by our Executive Committee. The development dually accomplishes objectives set by Bridgewater and 1100 West Capital Partners and the HousingHub while more importantly, benefiting future residents with the creation of new ownership units.

We value this potential partnership and see this as a positive response in alleviating the pressures faced in the neighbourhood with respect to affordable housing and additional supply for middle income households in White Rock.

Yours truly,



Raymond Kwong  
Provincial Director, HousingHub

**APPENDIX H**  
**Provincial Rental Supply Program Framework**

# *Provincial Rental Supply*



## **PROGRAM FRAMEWORK**

May 2018



## INTRODUCTION

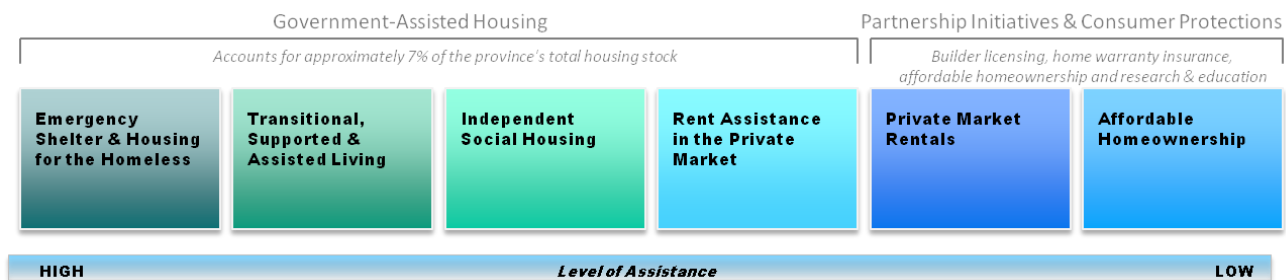
In 2018, the Province of British Columbia announced the creation of the HousingHub, through which BC Housing partners with non-profit and for-profit sectors, faith groups, and other levels of government to identify and advance innovative approaches to locate, use, or repurpose land in communities where affordability is an issue.

The Provincial Rental Supply program is delivered by BC Housing through the HousingHub, with an aim to increase the supply of affordable housing for middle-income households across British Columbia. Units will typically be situated toward the independent range of the Housing Continuum. Increasing the supply and range of affordable housing options can promote self-sufficiency and help households move along the Housing Continuum (Figure 1).

Developments must be able to operate without any ongoing operating subsidies or other funding from BC Housing. Where projects involve supports or services to residents, additional funding from other project partners will be necessary.

This program framework outlines the overall program intent, goal, principles, target populations, core elements, standards and guidelines, monitoring and reporting requirements, and defines the roles and responsibilities of project partners in the delivery and management of the Provincial Rental Supply program.

**Figure 1: Housing Continuum**



## PRINCIPLES

The following principles guide how BC Housing implements and administers the Provincial Rental Supply program, and our relationship with partners and government.

- 1. Affordable housing is established in communities where there is demonstrated need**
- 2. Sustainability**
  - a) Developments will be financially sustainable without additional financial assistance from BC Housing.
  - b) BC Housing considers environmentally sustainable practices a priority and encourages commitments to this end.
- 3. Consistency with regional and community priorities and plans**
  - a) Community and local/regional government support for the project should be evident.
  - b) Projects should be consistent with any Official Community Plans and strategies.
- 4. Project partners are expected to maximize their equity contribution to projects**

## 5. Transparent and accountable operations

- a) BC Housing will employ fair and consistent processes when evaluating and selecting projects.
- b) Project partners will maintain reliable and consistent records and fulfil reporting obligations to BC Housing.

## PROGRAM PURPOSE

**Goal:** Increase the supply and range of affordable and appropriate rental housing options for middle-income households across British Columbia.

**Objective:** Create affordable rental housing in communities with housing need across British Columbia.

### Outputs:

1. Interim construction financing for eligible project partners.
2. Take-out financing for eligible non-profit project partners.
3. New affordable rental units created in communities with housing need.

### Outcomes:

1. More middle-income households living in affordable, appropriate housing.
2. Affordable housing is operated successfully over the expected life of the developments without operating subsidies or supplemental funding from BC Housing.

### Indicators:

1. Number of new units created for eligible households.

## FUNDING

### Partner Contributions

Partnerships are an essential component of the Provincial Rental Supply program. BC Housing will partner with non-profits and private developers, faith groups, property owners, and federal and local governments, to locate, use, develop or redevelop land in communities where affordability is an issue. Partner contributions may include capital funding, land or other equity contributions.

### Financing<sup>1</sup>

BC Housing may provide interim construction financing for the development of affordable housing, including new construction, acquisitions and redevelopments. Interim financing may be approved up to 100% of the cost to complete the project.

BC Housing may also help eligible non-profit housing partners obtain take-out financing. BC Housing will make arrangements with NHA approved lenders to obtain low interest rates and favourable terms through a competitive tender and selection process conducted and approved by BC Housing. All approved BC Housing take-out loans will have Canada Mortgage and Housing Corporation (CMHC) loan insurance.

BC Housing will typically require the following security registered on title:

- Execution and registration of BC Housing's standard mortgage security package, and

<sup>1</sup> Financing is subject to BC Housing's Lending Criteria.

- A Section 219 restrictive covenant.

Security considerations will vary from project to project and will include a long-term operating agreement if CMHC-insured take-out financing is provided.

## PROJECT ELIGIBILITY

BC Housing will consider proposals for funding through an open proposal call for submissions. The evaluation of submissions will be based on proponent and project eligibility, need and demand, lending criteria and available financing. The following minimum eligibility requirements must be met<sup>2</sup>:

1. The site must be suitable for affordable housing.
2. Housing must be for middle-income households. The project partner must own and control a mortgageable interest in the property.
3. The project partner will demonstrate present and future need and demand for affordable rental housing in the target community. Project partners should refer to the Need and Demand Study Document template for the recommended approach (see <https://www.bchousing.org/publications/housing-need-demand-template.pdf>).
4. The project partner must present a clear business case for the project, including demonstrated ability to maintain affordable rents over time, and demonstration that developments will be sustainable without operating subsidies or grants for capital repairs/replacements from BC Housing.
5. Project partners are encouraged to bring equity to the project such as cash, grants, municipal concessions or land.

While all project partners must meet the minimum eligibility requirements, BC Housing may apply additional criteria or prioritize projects based on available equity contributions, financing and other determining factors as indicated below:

- Greater need and demand/community impact
- Greater affordability
- Municipal and community support
- Larger equity contribution
- Geographic location

## KEY PROGRAM ELEMENTS

### Tenant Eligibility

The program targets middle-income households, with income thresholds for eligibility as follows:

- **Units with two or more bedrooms:** Middle-income households are those whose gross household income does not exceed the 75<sup>th</sup> income percentile for families with children, as determined by BC Housing from time to time.<sup>3</sup>
- **Units with less than two bedrooms:** Middle-income households are those whose gross household income does not exceed the 75<sup>th</sup> income percentile for families without children, as determined by BC Housing from time to time.<sup>4</sup>

<sup>2</sup> BC Housing may require additional guarantees or security in certain cases as it deems appropriate.

<sup>3</sup> BC Housing determines this figure using data released by Statistics Canada - Income Statistics Division: *T1 Family File – Custom Tabulation British Columbian Couple Families (With Children)*.

<sup>4</sup> BC Housing determines this figure using data released by Statistics Canada - Income Statistics Division: *T1 Family File – Custom Tabulation British Columbian Couple Families (Without Children)*.



For projects involving a mix of unit sizes, the corresponding income threshold will be applied to each unit.

### **Rents**

Rents must be affordable for eligible tenants, as determined by BC Housing<sup>5</sup>, and remain affordable for a minimum period of ten (10) years<sup>6</sup>.

The rent structure will vary depending on the characteristics of the particular project, the tenant population served, and whether or not funding from other partners is layered into the project.

All units in the development must be rented at or below market, and at rents affordable for eligible households considering the location and average household income for the area.

### **Design Guidelines**

Projects are encouraged to meet or exceed the BC Housing Design and Construction Guidelines (<https://www.bchousing.org/partner-services/asset-management-redevelopment/construction-standards>). Provincially funded units must meet high standards of environmental sustainability, including low greenhouse (GHG) emissions. Certifications may include LEED, R2000, Passive House, BC Energy Step Code or other equivalent.

## **ROLES AND RESPONSIBILITIES**

### **BC Housing**

- Evaluating project proposals.
- Facilitating financing.
- Providing technical assistance and advice.
- Monitoring and evaluating the success of the program.

### **Project Partners**

- Coordinating the design and construction of developments.
- Day to day operations and management of the housing, including the provision of property management services.
- Identification and selection of tenants, including verification of their income.
- Periodic reporting to BC Housing.
- Ensuring the financial viability and long term operating success of the housing.

## **MONITORING AND REPORTING**

Monitoring ensures program compliance and minimizes risk to all stakeholders: residents, project partners and BC Housing.

BC Housing's main interests are:

- Targeted households are being housed.
- Affordable rents are maintained.

<sup>5</sup> Housing is considered affordable for a household when 30% or less of the household's gross income goes towards paying for housing.

<sup>6</sup> Longer-term affordability requirements and operating agreements will apply in the event of take-out financing.

- Construction standards and value for money are met.
- Developments are financially viable with no operating subsidies from BC Housing.
- Buildings are maintained to an appropriate standard for their expected lifespan.
- Project partners meet legal and contractual obligations.

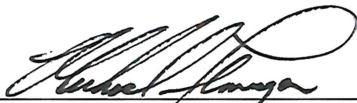
From time to time, the project partner is required to submit a report, using a template provided by BC Housing, addressing key requirements such as:

- Current financial statements.
- Current rent levels.
- Household incomes at move-in.

An on-site visit by BC Housing staff may occur from time to time, particularly where operational or financial issues arise.

## **SIGN-OFF**

The Program Framework requires final sign-off by the Vice-President Development and Asset Strategies, and the Vice-President Corporate Services and Chief Financial Officer.



Vice President Development and  
Asset Strategies



Vice President Corporate Services and  
Chief Financial Officer

**APPENDIX I**

**CTS Technical Memorandum dated November 8, 2019**

## TECHNICAL MEMORANDUM

**TO:** Raghbir Gurm, 1168620 BC Limited  
**FROM:** Gary Vlieg, P.Eng., Creative Transportation Solutions Ltd. (CTS)  
**DATE:** 08 November 2019  
**RE:** Beachway I – Parking Assessment  
**FILE NO:** 5935-01

CTS was retained to conduct a parking assessment regarding the development of a multi-family development at on North Bluff Road between Maple Street and Lee Street, in the City of White Rock, BC.

The primary objectives of this study were as follows:

- To conduct a parking assessment of the proposed multi-family development of Beachway I, in the City of White Rock;
- To document the analysis in a memo that meets the requirements of the City of White Rock

This report documents our analyses and findings.

### 1.0 BACKGROUND

#### 1.1 Proposed Development

It is being proposed to build a multifamily development at the following addresses in the City of White Rock, BC.

- 15654 North Bluff Road
- 15664 North Bluff Road
- 15674 North Bluff Road
- 1593 Lee Street
- 1580 Maple Street
- 1570 Maple Street

The current zoning is RS-1 (One Unit Residential Zone) and the site is located in the east side large-lot infill redevelopment area (Please see **FIGURE 1**). The development area is noted in the City of White Rock OCP as an area for potential affordable market housing.

A section of the property is noted as suitable for Small Lot & Street-Front Townhouse, and the remaining section is noted as suitable for Multi-Unit Residential (Low Density).

**FIGURE 1  
SITE CONTEXT**



The residential development is proposed to be rezoned as a comprehensive development and will have 14 market townhouse units and 49 affordable ownership apartment units, and 25 affordable rental apartment units, for a total of 88 dwelling units.

Of the apartment units, 100% will be affordable housing units through a developer partnership with BC Housing.

Only one vehicle access is proposed, which will provide entry to one level of underground parking. This access will be provided off of Lee Street and is referenced from architectural drawings provided in **APPENDIX A**.

## 1.2 City of White Rock Official Community Plan

The Imagine White Rock 2045 - Official Community Plan is a document that describes the vision of the City and provides policy framework to achieve it. It includes policies on items such as housing, infrastructure, and transportation, and also provides future land uses and development potential.

Part of the City of White Rock's goals is to provide complete communities, which is a community where residents have convenient access to all of their needs.

Part of the strategy for providing complete communities, is encouraging the development of new affordable and market rental housing in transit-accessible locations.

Specifically, Objective 11.2 of the Official Community Plan, notes that new non-market housing be supported by reviewing parking requirements for relaxation, when they are within walking distance of frequent transit service and/or commercial areas. As previously noted, 100% of the proposed apartment units for the proposed development will be affordable units.

This site is specifically noted in the OCP as a potential location for affordable rental housing.

## 2.0 EXISTING CONDITIONS

### 2.1 Existing Road Network

#### North Bluff Road / 16th Avenue

- East-west arterial
- Centerline forms the municipal boundary between City of White Rock and City of Surrey.
- Four lanes.
- Truck Route.
- No Stopping on north side. 'Permit Parking Only' on south side
- Concrete curb and gutter along both sides of the road.
- Street lighting.

#### Russell Avenue

- East / west primary collector
- Two lanes – two through lanes with two parking lanes.
- 'Permit parking Only' on both sides
- Concrete curb and gutter along both sides of the road.
- Street lighting.

#### Lee Street

- North / south neighborhood local road.
- Two lanes.
- 'Permit parking Only' on both sides
- No curb or gutter.
- Street Lighting.

#### Maple Street

- North / south neighborhood local road.
- Two lanes.
- 'Permit parking Only' on both sides
- No curb or gutter.
- Street Lighting.

## 2.2 Alternative Transportation Infrastructure

The proposed development has good connectivity to transit, as well as cycling and pedestrian infrastructure. A summary of these alternative modes of travel is provided:

### Transit Network

The proposed development is well connected to transit with several options for regular busses and community shuttles. The site is serviced by the following routes on North Bluff Road:

- Route #375 White Rock South - Guildford – During peak travel times, this bus operates at half hour intervals. The bus stop is on North Bluff Road.
- Route #321 Surrey Central Station – Newton Exchange/White Rock Centre/White Rock South – During peak travel times, this bus operates at fifteen-minute intervals. The bus stop is on North Bluff Road.

The following route is serviced on Russell Avenue to the south.

- Route #361 White Rock Centre - Ocean Park – During weekday peak travel times, this bus operates at half hour intervals. On the weekend peak travel times, this bus operates at one-hour intervals. The bus stop is on Thrift Avenue.

The above bus routes can be used to connect to the nearby Frequent Transit Network at White Rock Centre, which provides connections to Surrey, Richmond, and Langley. Routes along the Frequent Transit Network have headway times of 15 minutes or better during the peak periods.

The following routes are accessible just west of Finlay Street on either North Bluff Road or Russell Avenue. These bus stops are located adjacent to the Peach Arch Hospital, which is within a 5-minute walking distance of the proposed development.

- Route #360 Ocean Park - Peace Arch Hospital – During weekday peak travel times, this bus operates in half hour intervals. On the weekend peak travel times, this bus operates in one-hour intervals. Bus Stop is on Thrift Avenue, west of Finlay Street.
- Route #363 South Point - Peace Arch Hospital – During peak travel times, this bus operates in half hour intervals. Bus Stop is on Thrift Avenue, west of Finlay Street.

Bus stop locations are illustrated in **FIGURE 2**.

### Bicycle Network

According to the *City of White Rock Strategic Transportation Plan*:

- North Bluff Road is proposed in the future to be designated as a bicycle route;
- Finlay Street is currently designated as a shared use lane; and
- Thrift Avenue is currently designated as a shared use lane.

The proposed development will provide 90 Class I and 18 Class II bicycle parking spaces, which will help to facilitate this mode of travel for residents and visitors.

The bicycle routes within the study area are illustrated in **FIGURE 2**

### Pedestrian Network

It is noted in the *City of White Rock Strategic Transportation Plan*, that walking in the City is the most popular form of transportation aside from the use of motor vehicles. This is attributed to the dense and walkable built form within the City. With the City of White Rock Town Centre and Semiahmoo Town Centre being located within a 12-minute walk of the proposed development, there is significant opportunity for residents to take advantage of the pedestrian infrastructure that is offered.

As noted previously in **FIGURE 1**, the Semiahmoo Shopping Centre is within a 10 – 15 minute walking distance from the proposed development. Also, within a 12-minute walking distance is the City of White Rock Town Centre, which includes a connection to the Frequent Transit Network along 152<sup>nd</sup> Street. The nearby bus stops are located within a 5-minute walking distance of the proposed development.

Other nearby destinations of note include the Peach Arch Hospital, Earl Marriott Secondary School, Peach Arch Elementary School, and the Kent Street Activity Centre in Maccaud Park which is home to the Kent Street Seniors Activity groups.

The study area is well connected with sidewalks. All arterial and collector roads have a sidewalk on at least one side. Some local roads also have sidewalks on one side. Currently, there are no sidewalks on Maple Street or Lee Street.

The proposed development will be including enhanced sidewalks on the frontage and also a greenway through the property.

The existing sidewalks are illustrated in **FIGURE 2**.



**FIGURE 2  
ALTERNATIVE MODES OF TRAVEL**



In consideration of the intended land use and the available nearby amenities and infrastructure to encourage alternative modes of travel, it is expected that there will be a good utilization of alternative modes of travel, particularly walking.

### 3.0 PARKING ANALYSIS

#### 3.1 Parking Requirements

The required parking spaces are summarized in **TABLE 1** with reference to the *City of White Rock Zoning Bylaw Section 4: General Provisions & Regulations*. The unit descriptions and numbers are based on information provided on architectural drawings.

**TABLE 1  
REQUIREMENTS AS PER CITY OF WHITE ROCK ZONING BYLAW**

Land Use Description	Land Use Bylaw Classification	Required Parking Rate	# of Units	Parking Stalls Required
Townhouse	Townhouse	2 per Dwelling Unit	14	28
Apartment	Apartment	1.2 per Dwelling Unit	74	89
	Visitor Parking	0.3 Per Dwelling Unit		22
<b>Total</b>			<b>88.0</b>	<b>139</b>
<b>Small Car Stalls</b>	Maximum of 40% of Total Required Parking			56
<b>Handicapped Stalls</b>	3 Required for Total Required Spaces Between 126-200			3
<b>Class I Bicycle Parking</b>	1 space per dwelling unit			88
<b>Class II Bicycle Parking</b>	0.2 spaces per dwelling unit			18

The total required quantity of vehicle parking for the development is 139 spaces. The proposed development is planned to provide a total of 104 vehicle parking spaces. A parking variance of 25% or 35 parking spaces is requested.

A total of 41 of the vehicle parking stalls will be noted as "Small Car" and 3 of the vehicle parking stalls will be noted as handicapped stalls. The restrictions and requirements for small car and handicapped stalls are satisfied.

The required bicycle parking is noted as 1 Class I bicycle parking space per unit, and 0.2 Class II bicycle parking spaces per unit. The proposed development will be meeting this requirement by providing a total of 90 Class I and 18 Class II bicycle parking spaces.

### 3.2 Average Parking Demand

In order to consider the peak parking demand of the proposed development, the Institute of Transportation Engineers (ITE) Parking Generation Manual 5<sup>th</sup> Edition is referenced.

The parking generation manual contains observed data for common land uses, along with an average peak parking demand based on variables such as gross floor area, number of dwelling units, or number of bedrooms.

Land Use Code 221 – Multi-family Housing (Mid-Rise), provides data that represents multi-family developments, that include apartments, townhouses, and condominiums located within the same building, and are between three and ten levels (floor). This land use describes the proposed three floor townhouse building. This can also be used to describe the six-floor affordable ownership apartment building. Although it does not explicitly consider the affordability of the housing in its data analysis.

Land Use Code 223 – Affordable Housing, provides data that represents all kinds of multifamily housing that is rented at below market rate. The land use best describes the proposed six floor affordable rental apartment building.

For our parking demand analysis, only data in the general urban/sub-urban scenario was considered, and data according to the number of dwelling units.

General urban/sub-urban areas are associated with almost homogenous vehicle centered access. Although the proposed development is located in an area with good alternative transportation infrastructure, this setting is applied as it is more applicable than other settings, and will provide a conservative analysis.

**TABLE 2** summarizes the average peak parking demand for each of the two considered land uses. It is noted that for both of these land uses, the peak period is between 10:00 PM and 5:00 AM, for a weekday.

**TABLE 2  
FORECASTED AVERAGE PEAK PARKING DEMAND**

Land Use Description	Setting/Location	Period	Average Peak Period Parking Demand	Applicable To:	Number of Units	Average Peak Parking Demand
Land Use: 222 Multi Family (Mid-Rise)	General Urban/Suburban	Weekday	1.31 Per Dwelling Unit	Townhome Units, Affordable Ownership Units	63	82.5
Land Use: 223 Affordable Housing (Income Limits)	General Urban/Suburban	Weekday	0.99 Per Dwelling Unit	Affordable Rental Units	25	24.8
Total					88	107

It is noted that the average peak parking demand expected for mid-rise land uses is 1.31 parked vehicles per dwelling unit, and for affordable housing is 0.99 parked vehicles per dwelling unit.

The dataset suggests that the expected average peak parking demand will be lower than the prescribed parking requirements set in the City of White Rock Zoning bylaw, which prescribes 2.0 parking stalls per townhouse, and a combined 1.5 stalls per apartment unit. The average parking demand rates range from 13%-35% lower than the required parking rates, using the assumption of a general urban/suburban setting.

If the average peak parking demand rate is applied to the proposed development, the average peak parking demand is forecasted to be approximately 107 parked vehicles. This does not consider site specific conditions that may reduce parking demand, such local data trends, requirements for non-market rental, available alternative modes of transportation, or transportation demand management measures.

### 3.3 Parking Supply in Metro Vancouver

Data collected as part of the *2018 Regional Parking Study*, is also considered for its representation of local data. The key findings of this report emphasize that generally within the metro Vancouver area, parking is typically oversupplied for strata sites in the range of 32 percent to 58 percent. For rental sites, the oversupply of parking ranges from 24 percent to 44 percent.

This study also provides some data specifically for non-market (affordable) rental units in the region. Data is observed at one site showing that for non-market rental units, a parking demand of 0.14 vehicles per dwelling unit was observed via a parkade facility survey. A household questionnaire style survey was conducted that received 28 responses for non-market rental units, which determined the number of parked vehicles per dwelling unit to be 0.43. Although these sample sizes are low, they are consistent with the expectation for affordable rental units to generally have significantly less parking demand.

### 3.4 Alternative Modes of Transportation

#### *Walking*

The proposed development will benefit significantly from its convenient location. As previously noted, the proposed development site is well positioned within the community, with good connections to transit, nearby town centres, schools, activity, parks, and the Peace Arch Hospital.

The area is intended to become a complete community, and the City of White Rock already encourages walking as a mode of travel, due to its high density and built form.

It is intended that priority for tenants of this development be given to people who work locally. There are many types of employment opportunities accessible by walking, with the hospital nearby, and with the White Rock Town Centre, and Semiahmoo Town Centres nearby by that are undergoing development.

It is expected and encouraged that many users of this development, will be able to utilize the well-connected pedestrian network for their travel and leisure needs.

#### *Transit*

As previously noted, the frequent transit network is within a 10-12-minute walk of the proposed development. This provides several connections throughout Metro Vancouver.

Within the local context, the North Bluff corridor provides transit in 15-30-minute intervals, with access just a couple minutes' walk away. Options for transit are available both on North Bluff Road, and also south on Russell Avenue. These transit options also provide a connection to the White Rock Town Centre where transit users may access the frequent transit network.

Residents who will commute to work outside of the local proximity have a reasonable alternative transportation option through the available transit.

### 3.5 Transportation Demand Management Measures

As mentioned above, the proposed development is surrounded by opportunities for alternative modes of transportation via the existing transportation infrastructure.

To further enhance the utilization of this infrastructure and promote alternative transportation in general, the developer will be providing a number of transportation demand management initiatives, which are intended to mitigate both the vehicle traffic generated and vehicle parking demand.

#### *Public Transit*

For each of the twenty-five (25) units within the affordable rental building, the developer will be providing transit credit, up to the value of a 2-zone monthly transit pass. This will be provided as recommended, for a minimum of period of 2 years. This initiative will encourage residents to make public transit their preferred mode of transport.

Residents who are already inclined to use public transportation will find this development even more desirable.

It is recommended to provide the public transit credit in the form of reimbursement for the purchase of Compass products. Funds for this program shall be appropriately managed by the building management, and any unclaimed credit should continue to be made available for residents of the affordable rental building until depleted. The availability of public transit credits should be made clear with appropriate marketing.

#### *Car Sharing*

For exclusive use of the forty-nine (49) units within the affordable ownership building, the developer will provide and maintain six (6) car share vehicles. The intent of these vehicles is for them to be used by residents as needed, for two-way vehicle trips.

By having this option available within the development residents who only occasionally need a vehicle, will have a reliable alternative to vehicle ownership.

This is ideal for residents who will be using transit or walking for their daily commute, but may need a vehicle for errands or leisure purposes. This allows for some of the convenience of owning a vehicle, but without the cost of maintaining a vehicle all year round.

The provision of car share within the building should be made clear with appropriate marketing to prospective residents, in search of users that will most benefit from this amenity.

The usage of these transportation demand management measures is recommended to be monitored to ensure that the intended benefits are being realized and to determine their local effectiveness. It is in the interest of the developer and the City, to ensure that these provided features are being utilized and make the appropriate adjustments when necessary.

### 3.6 Cost Feasibility

With the provision of affordable housing, the costs of the development are an important consideration. For the success of the project, it must be beneficial for all parties and stakeholders involved

The availability of varying types of housing will be an asset for the community by being able to provide options for all types of individuals and families. It is clear in the City's vision, to encourage these types of developments in order to create a complete community.

Currently, additional parking stalls can only be achieved with the development of a second level of parking. Although the requested variance is 25%, 139 parking stalls to 104 parking stalls, based on information provided by the developer, the cost to provide the parking will more than double. The average cost for each stall with one level of parking is \$30,000 per stall, and becomes \$62,000 per stall when a second level is considered,

In the scenario of providing 100% affordable housing in the apartment buildings, the creation of a second level of parking will make this option cost prohibitive.

### 3.7 Parking Considerations

For the proposed development, 14 units will be market townhouse, 49 units will be affordable ownership apartment units, and 25 units will be affordable rental apartment units. 104 vehicle parking stalls are proposed to be provided. In order to more efficiently manage the expected parking demand, the following assignment of stalls is recommended.

#### *Market Townhouse*

The townhouses are of a larger size, and will be intended for market use. For this reason, it is recommended to provide the prescribed parking requirements for the townhouses as noted in the Zoning Bylaw, of 2 vehicle parking stalls per unit, for a total of 28 parking stalls.

#### *Affordable Housing*

A variance should be considered for the affordable ownership apartment units, and affordable rental apartment units, in consideration of the expected lower parking demand, available alternative modes of travel, intended use of the units, and the feasibility of providing this variety of housing for the community.

Allocating 1 parking stall per affordable ownership apartment unit should be considered, for a total of 49 parking stalls. Of these 49 parking stalls, 6 can be designated and used for the proposed car share program.

The purchase of affordable ownership apartment units is income restricted, and it is required that the buyers make this address their principal address. There are alternative modes of travel available, and the convenience of a dense and complete community nearby and further developing, will help reduce the necessity of owning a vehicle. The provision of exclusive car share usage for these units is expected to further reduce vehicle ownership.

Allocating 1 parking stall for every two (2) affordable rental apartment unit should be considered, for a total of 13 parking stalls. This is consistent with the findings in the *Regional Parking Study*, and considers the available alternative modes of transportation and intent of the building.

The tenants of the affordable rental apartment units have specific income requirements. It is expected that rental apartment unit users that desire to live in this development will be residents who work and primarily travel within the City of White Rock/South Surrey. It is also noted that priority will be given to tenants working locally. The provision of public transit credit will help to incentivise the use of the available transportation infrastructure, and shape the transportation modal demand for these residents.

In general, for affordable rental apartment units, vehicle ownership is expected to be low. With employment opportunities in close proximity with the City of White Rock Town Centre, it is expected and encouraged that the majority of the users of this housing, will be taking advantage of the walking and transit convenience available.

#### *Visitor Parking*

As availability of visitor parking is often a concern, it is recommended that the remaining 14 vehicle parking stalls be designated as visitor parking. Of the 74 affordable apartment units, this represents a provision of 0.19 visitor parking stalls per unit. This is a variance from the 0.30 that is required by the City of White Rock Zoning Bylaw, but is comparable to the 0.20 visitor parking rate used by other municipalities in the region.

There may be consideration for conversion of visitor stalls to residential in the future, if site specific data supports it.

A summary of the proposed vehicle parking stall distribution is as follows:

- Market Townhouses – 28 Vehicle Parking Stalls (2 Per Dwelling Unit)
- Affordable Ownership Apartment Unit – 49 Vehicle Parking Stalls (6 to be used for Car Share Program)
- Affordable Rental Apartment Unit – 13 Vehicle Parking Stalls (1 Per 2 Dwelling Units)
- Visitor Parking – 14 Vehicle Parking Stalls (0.19 Per Apartment Dwelling Unit)

#### 4.0 PARKADE ACCESS CONFIGURATION

It is being proposed that the loading zone and parkade access share an access point.

In order to accommodate this configuration, the access crossing distance at the property line will be larger than then 7 meters maximum requested by the City of White Rock

If the access for the parkade and loading are separated, the result will be two crossings that will have a combined crossing width in excess of 7.0 meters.

The loading access requires a larger access in order to provide sufficient maneuvering to minimize impact on Lee Street. By sharing the maneuvering space with the parkade access, a more efficient configuration is achieved, that will minimise pedestrian conflicts.

It has been forecasted that the site trip generation will be approximately 33 vehicle trips in the morning peak hour (slightly more than one vehicle every 2 minutes), and 40 trips in the afternoon peak hour (1 vehicle movement every 1.5 minutes). Given that the loading zone is anticipated to be used once or possibly twice per day, the interaction between vehicles using the parkade and vehicles using the loading zone is anticipated to be very small.

It is recommended that the parkade and loading access remain as a single driveway.

It is recommended that a dashed line be painted to clearly delineate the two areas.

REVISED DRAFT



## 5.0 SUMMARY & RECOMMENDATIONS

### 5.1 Summary

In support of a parking variance in the supply of required on-site parking spaces, the following was assessed and considered:

- An analysis of parking demand based on the ITE Parking Generation Manual that determined that the average peak parking demand for the proposed land uses is 13-35% lower than the required parking rates;
- Local data in the *2018 Regional Parking Study* supports that generally, parking is over supplied throughout the region. Data supports expectations that non-market (affordable) rental apartment units will have significantly less parking demand;
- The City of White Rock experiences a high modal split towards walking. With the development being within a short walking distance of White Rock Town centre, its many commercial areas, and the adjacent schools and parks, it is expected that the option of walking will be heavily utilized by residents of this development;
- The proposed development location is in a reasonable distance to the frequent transit network, and also has several options for buses and community shuttles within a 5-minute walking distance, on both North Bluff Road and Russell Avenue;
- The developer will be providing transportation demand management measures in the form of public transit credit for the affordable rental units, and car sharing for the affordable ownership units.
- The provision of additional parking levels will economically make the project cost prohibitive.

CTS assessed the proposed parkade access configuration, and considered the crossing distance, observed vehicle volumes, and loading vehicle maneuverability to determine that a combined access is appropriate for the proposed development.

## 5.2 Recommendations

Based on the findings of this Parking Assessment, CTS recommends the following:

1. That the City of White Rock consider a variance in the requirement of vehicle parking stalls prescribed by the Zoning Bylaw for the proposed development of 35 parking stalls or 25%.
2. That the developer provides the transportation demand management measures outlined in this memo, and monitor their usage.
3. That the developer considers assigning the provided parking stalls for the development as outlined in this memo, in order to better manage the parking demand.
4. That the parkade and loading access remain as a single driveway.
5. It is recommended that a dashed line be painted, separating the parkade entrance and the loading stall as separate lanes.

We would like to take this opportunity to thank you for this unique project and we look forward to working with you again in the future. Please call the undersigned should you have any questions or comments.

Yours truly,

**CREATIVE TRANSPORTATION SOLUTIONS LTD.**

*Reviewed by:*

*Prepared by:*

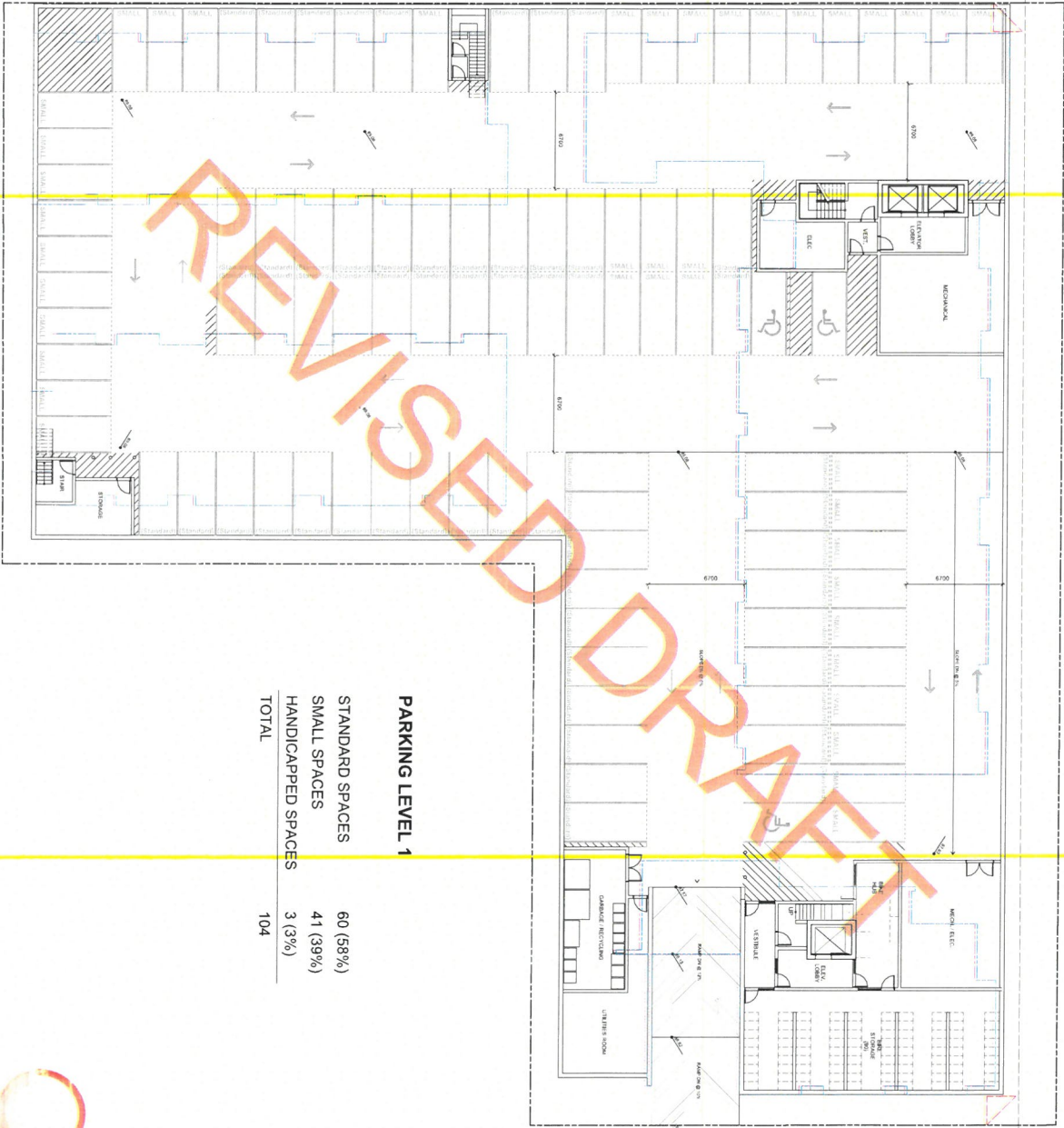
**Gary Vlieg, P.Eng.**  
Engineering Group Manager

**Dominique Bram Guevarra, EIT**  
Junior Traffic Engineer

Attachment

**Appendix A  
Architectural Drawings**

REVISED DRAFT



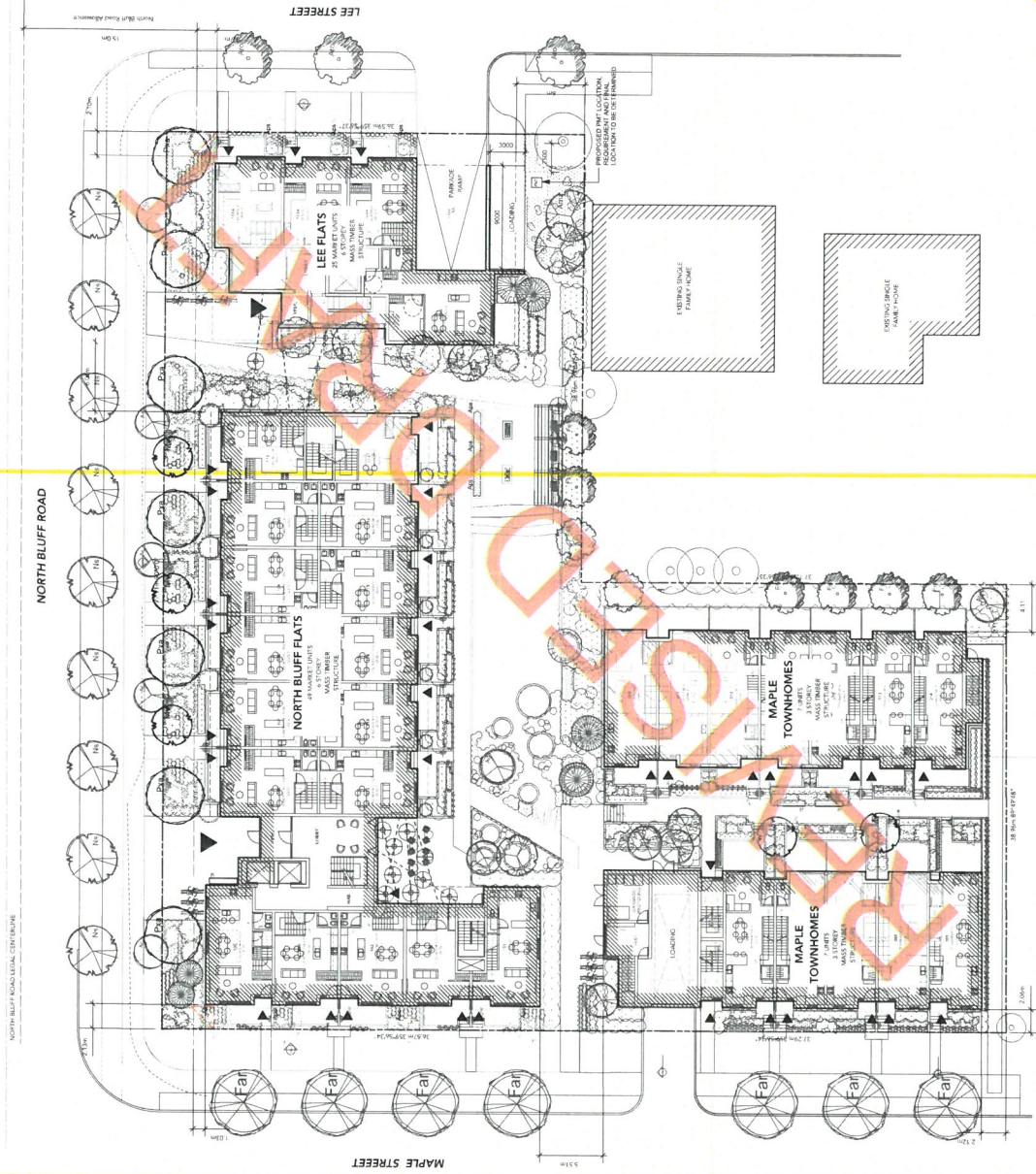
**PARKING LEVEL 1**

STANDARD SPACES	60 (58%)
SMALL SPACES	41 (39%)
HANDICAPPED SPACES	3 (3%)
<b>TOTAL</b>	<b>104</b>



**Urban**  
 Architecture  
 100-111 Street  
 Vancouver, BC V6P 1A7  
 Tel: 604-271-1111  
 Fax: 604-271-1112

sheet for: GP REV  
 2019.09.04  
 Beachway  
 White Rock, BC  
**PARKING LEVEL 1**  
**A100**

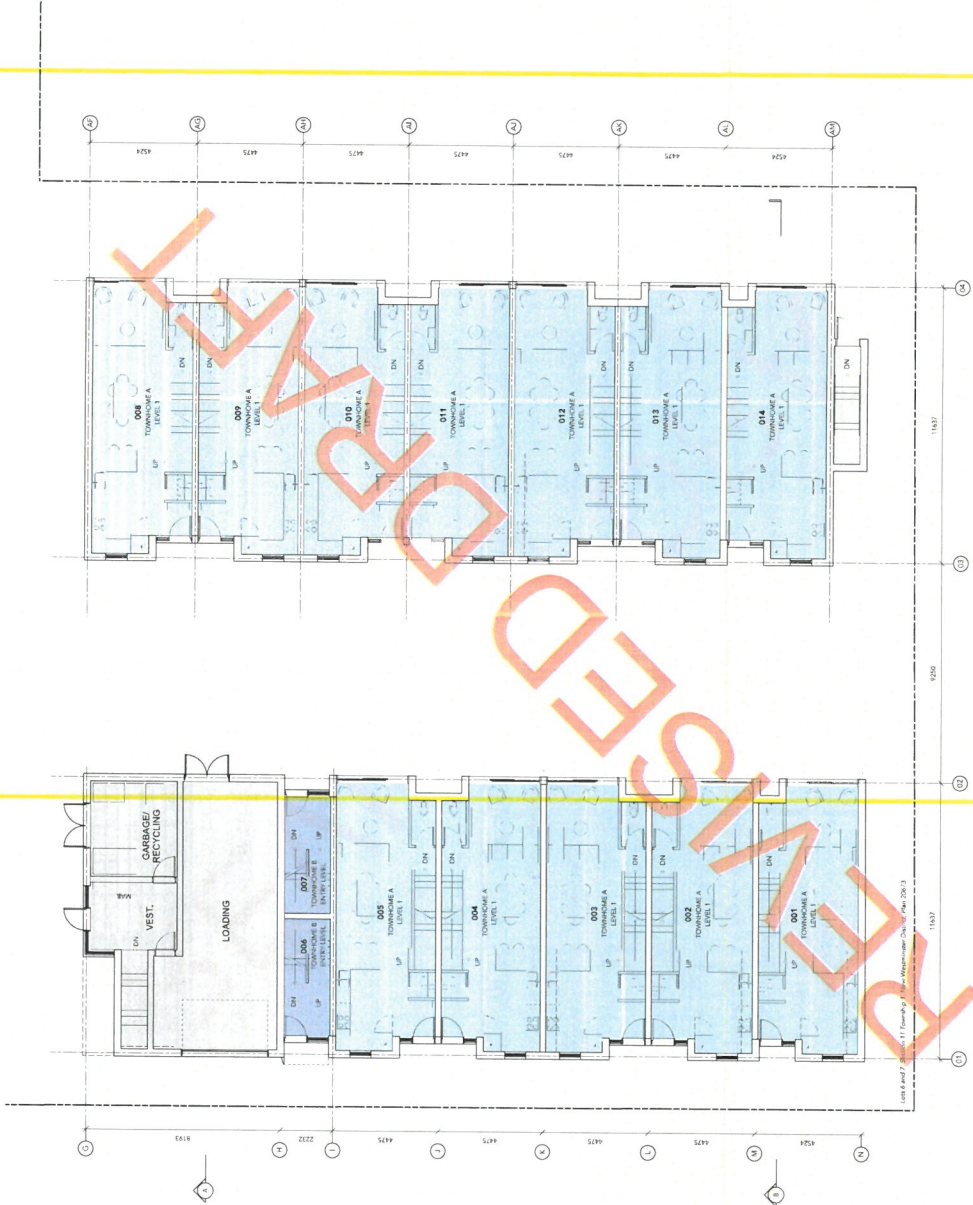


BEACHWAY

**Urban**  
Arts  
Architecture + Urban Design  
1000 West 10th Street  
Vancouver, BC, Canada V6E 1P7  
Tel: 604.681.1111  
www.urbanarts.ca

Based on DPR REV.  
2014.05.04  
Beachway  
White Rock, BC  
**SITE PLAN**  
**A010**





**LEGEND**  
 2 BEDROOM TOWNHOUSE MODEL A  
 3 BEDROOM TOWNHOUSE MODEL B  
 STORAGE / SERVICE



**BEACHWAY**

**Urban**  
 Architecture + Urban Design  
 Vancouver, BC, Canada, V6B 4J7  
 604.683.2006  
 info@urbans.com

Issued for DP Rev  
 2019.07.04  
 Beachway  
 White Rock, BC  
**FLOOR PLAN**  
**TOWNHOUSE L1**  
**A111**

ON TABLE - May 4, 2020  
Land Use and Planning  
Re: Item 4

# 'Beachway 1' Application Update"

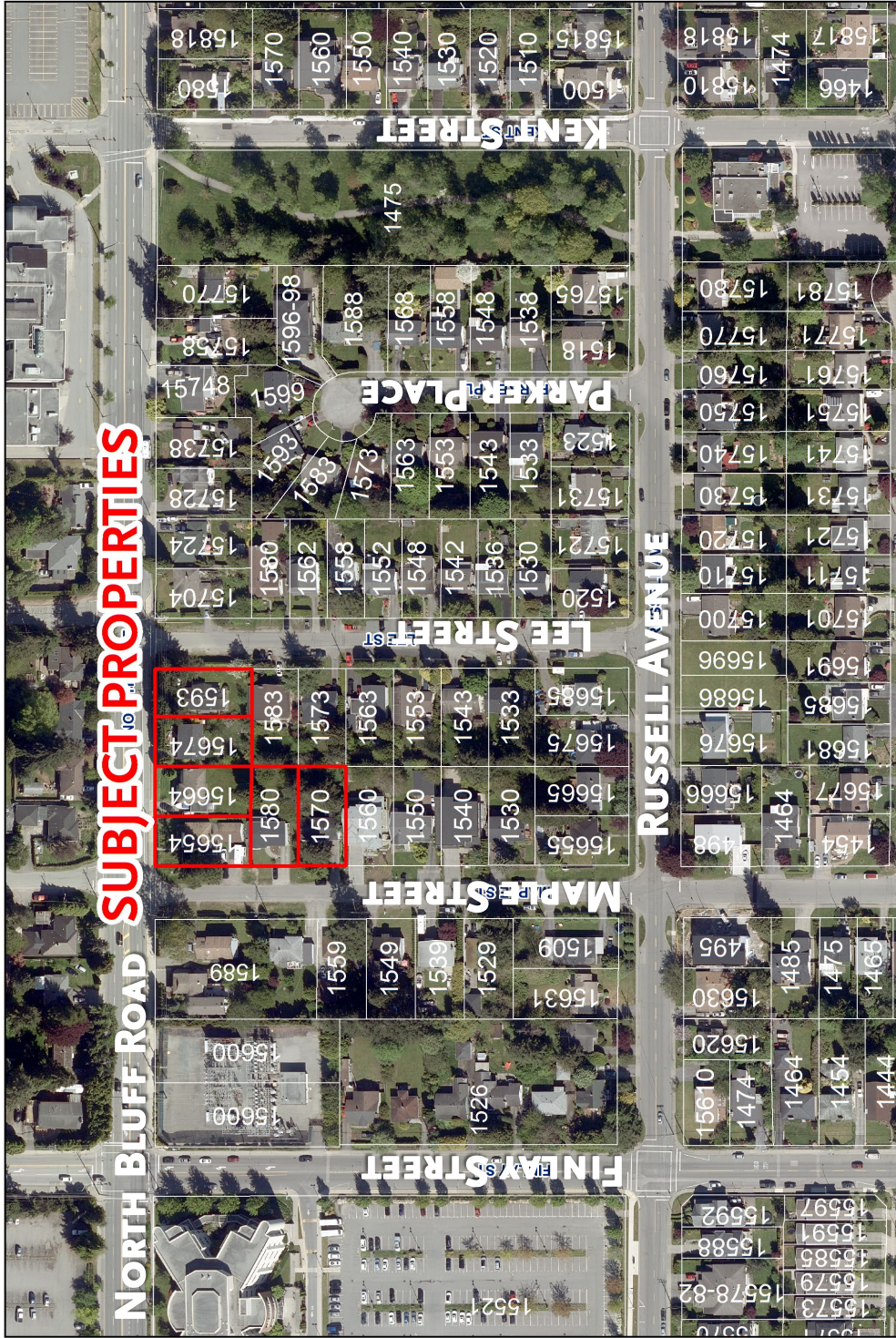
**Zoning Amendment / Development Permit Application**  
**Parking Variance and Affordable Housing**

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





# Location



**SUBJECT TO PROPERTIES**

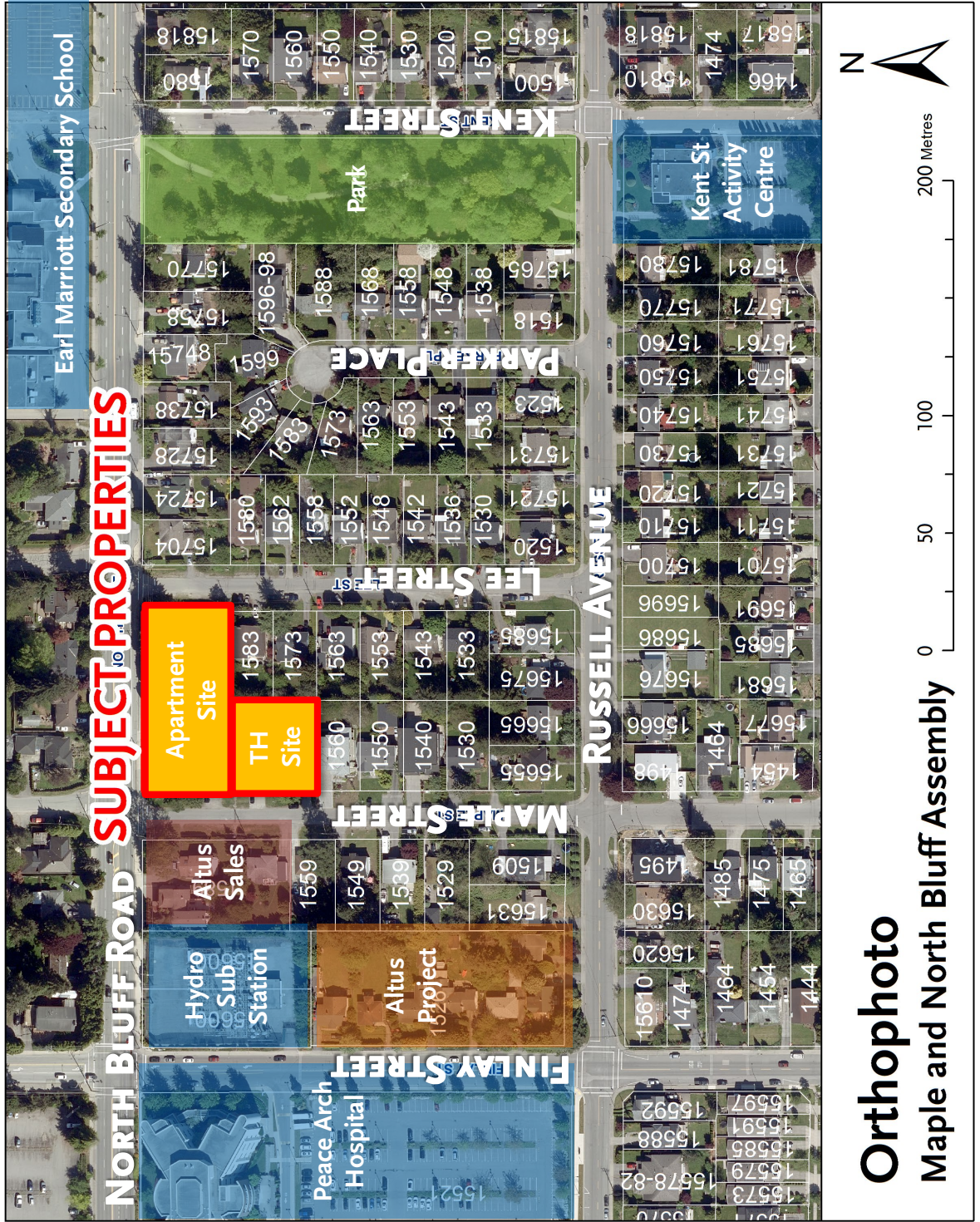
**Orthophoto**

Maple and North Bluff Assembly

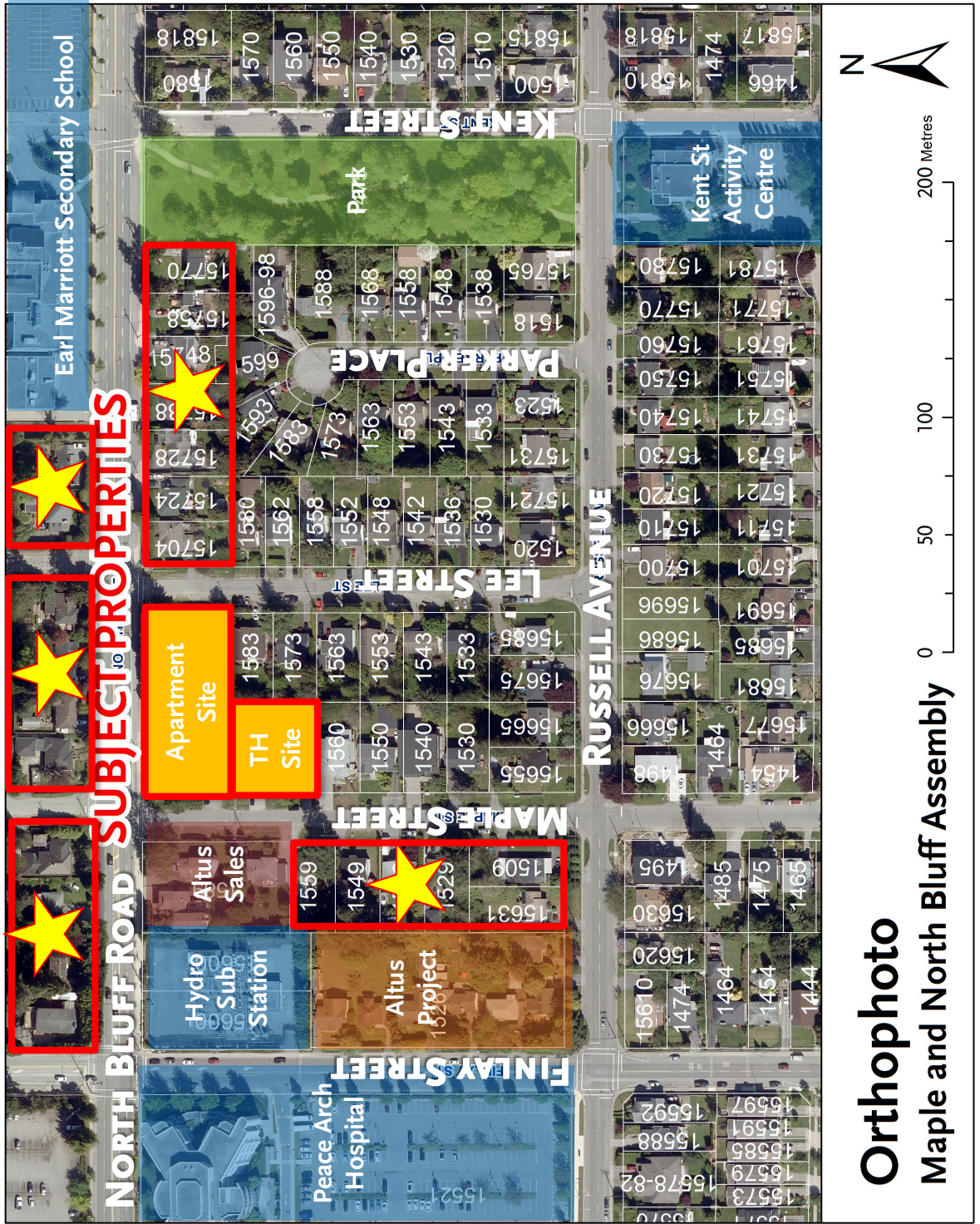
200 Metres



# Project Location



# Context – Related Applications



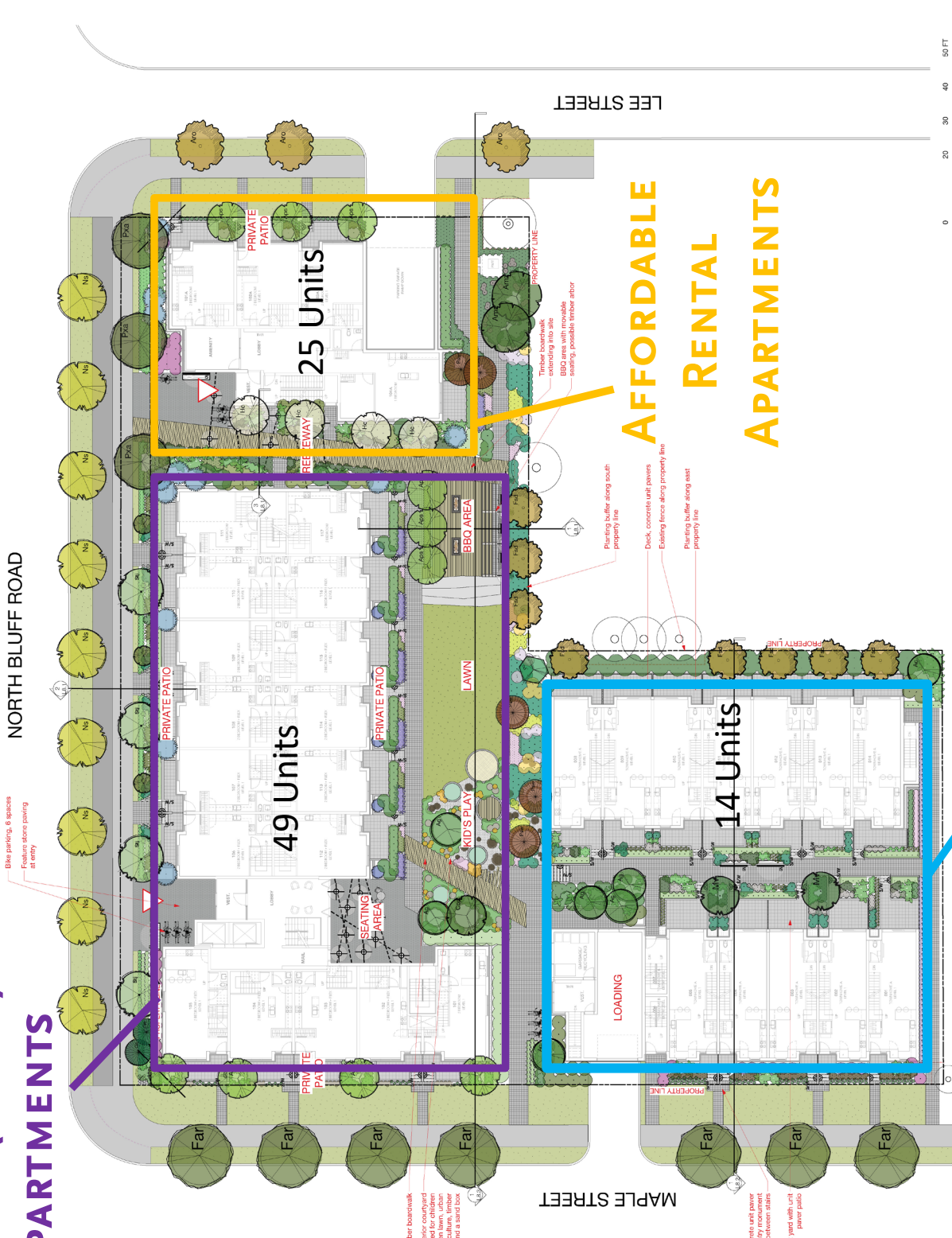
**Orthophoto**

Maple and North Bluff Assembly

# Landscape Site Plan

## STRATA (AHOP)

## APARTMENTS



NORTH BLUFF ROAD

LEE STREET

MAPLE STREET



Bike parking, 6 spaces  
Features stone paving at entry

PRIVATE PATIO  
25 Units

PRIVATE PATIO  
49 Units

LOADING  
PRIVATE PATIO  
LAWN  
KID'S PLAY  
BBQ AREA  
14 Units

**AFFORDABLE RENTAL APARTMENTS**

**TOWNHOUSES (MARKET STRATA)**

Revision	Date	Revised By
A	07/26/17	David J. P.
B	08/01/17	David J. P.
C	08/01/17	David J. P.
D	08/01/17	David J. P.
E	08/01/17	David J. P.

Rev	Date	Revised By
A	07/26/17	David J. P.
B	08/01/17	David J. P.
C	08/01/17	David J. P.
D	08/01/17	David J. P.
E	08/01/17	David J. P.

Prepared By:



180 West 2nd Avenue  
Wilmington, NC 28401, NC 194

1 (843) 638-1438  
www.eta.com

Beachway Development  
North Bluff Road  
White Hook, NC

Project:  
Landscape Site Plan

Client:  
180 West 2nd Avenue

Scale:  
1" = 20'-0"

Sheet:  
L3.0  
of 14

Rev	Date	Revised By
A	07/26/17	David J. P.
B	08/01/17	David J. P.
C	08/01/17	David J. P.
D	08/01/17	David J. P.
E	08/01/17	David J. P.

**AFFORDABLE  
RENTAL  
APARTMENTS**

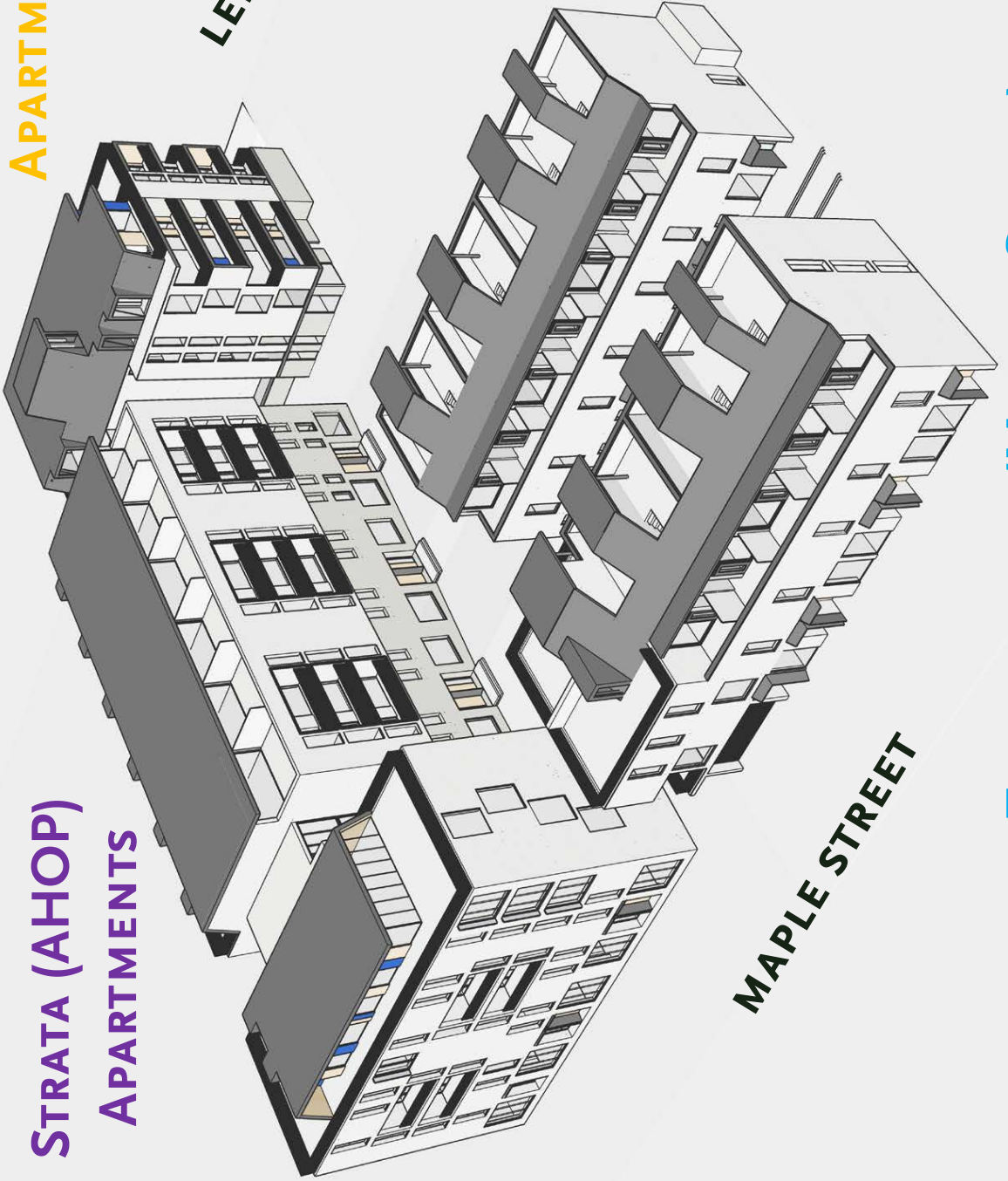
# **Aerial View**

**APARTMENTS**

**STRATA (AHOP)**

**APARTMENTS**

**LEE STREET**



**MAPLE STREET**

**TOWNHOUSES (MARKET STRATA)**

# Building Elevations in Context

## AFFORDABLE RENTAL APARTMENTS



LEE STREET

## AFFORDABLE RENTAL APARTMENTS STRATA (AHOP) APARTMENTS



MAPLE STREET

NORTH BLUFF ROAD



MAPLE STREET

## STRATA (AHOP) APARTMENTS

## TOWNHOUSES (MARKET STRATA)



BEACHWAY

**Urban**  
Architectural & Urban Design  
1000 W. 10th Street, Suite 117  
Beachway, NC 28520  
info@urbannc.com

Issued for DR  
Beachway  
Wright Road, NC  
ELEVATION  
CONTEXT  
A200

# Rendering (looking southwest at Lee)



# Development Statistics Comparison

## Apartment Site

	Previous (Jan 2019) Proposal	Current Proposal
Number of Units	74 (25 below market rental, 49 strata)	74 (25 below market rental, 49* strata/AHOP)
Gross Floor Area	7,125.4 m <sup>2</sup> (76,697 ft <sup>2</sup> )	7,116 m <sup>2</sup> (76,601 ft <sup>2</sup> )
Floor Area Ratio (Gross)	2.5	2.49
Lot Coverage	51%	51.4%
Height (to top of roof)	Six storeys (~18 metres)	Six storeys (~18 metres)
Parking Spaces	99	76

\*includes 6 three-bedroom units

## Townhouse Site

	Previous (Jan 2019) Proposal	Current Proposal
Number of Units	14	14*
Gross Floor Area	2,174.3 m <sup>2</sup> (23,404 ft <sup>2</sup> )	2,044.2 m <sup>2</sup> (22,004 ft <sup>2</sup> )
Floor Area Ratio (Gross)	1.5	1.41
Lot Coverage	53%	53%
Height (to top of roof)	Three storeys (~12 metres)	Three storeys (~12 metres)
Parking Spaces	28 (14 'tandem' rows)	28 (non-tandem)

\*all 14 units have three or four bedrooms



# Parking Variance Proposal

Project Component	Units	Typical Parking Requirements	Proposed Parking Spaces	Variance
Strata Townhouses	14	28 (2.0 per unit)	28 (2.0 per unit)	0
Strata (AHOP) Apartments	49	59 (1.2 per unit)	49* (1.0 per unit)	10
Rental Apartments	25	30 (1.2 per unit)	13 (0.5 per unit)	17
Apartment Visitor Parking		22 (0.3 per unit)	14 (0.2 per unit)	8
<b>Total</b>		139	104	<b>35</b>

\*6 of the proposed 49 spaces for the strata apartment units are proposed as car share and would not be assigned to individual units

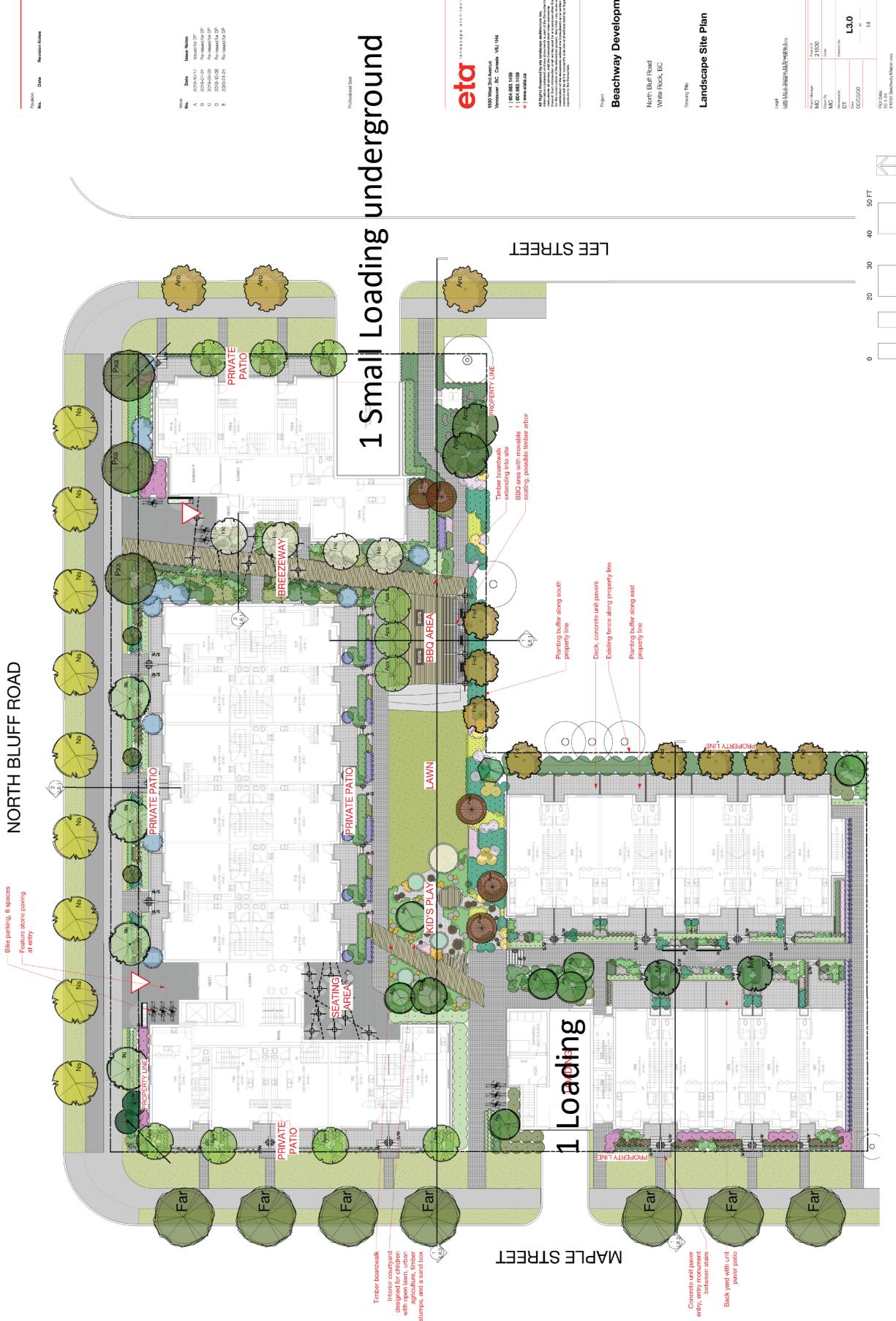
# Parking Variance Rationale (Applicant)

- Average Peak Parking Demand estimated as 107
- Convenient location (walking & transit)
- Affordable units expected to have lower vehicle ownership than typical strata housing
- Applicant to provide 25 rental units with transit credit for a minimum period of 2 years
- Car share for 49 AHOP units to encourage 0/1 car households
- Cost of additional parking would make affordable component of project not financially feasible (up to ~\$2.2M construction cost for 35 additional spaces)

## Parking Variance Comments (Staff)

- Parking demand rates may be optimistic, given unknown impact of COVID-19 on transit, evolving market for car-sharing and ride-hailing
- Residents (tenants and buyers) should be made aware of limited availability of parking and not expect on-street parking for personal use
- 0.5 spaces/unit for rental building more supportable if units set aside for tenants confirmed not to require personal vehicles (i.e., non-drivers)
- *Requiring additional parking may make project not feasible as affordable (low end of market) rental or with BC Housing AHOP program.*

# Off-Street Loading Spaces



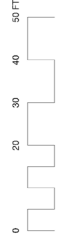
1 Small Loading underground

1 Loading

LEE STREET

MAPLE STREET

NORTH BLUFF ROAD



Revision	Date	Description
A	07/24/17	ISSUED FOR PERMIT
B	08/15/17	REVISED FOR PERMIT
C	09/08/17	REVISED FOR PERMIT
D	09/20/17	REVISED FOR PERMIT
E	02/01/18	REVISED FOR PERMIT

**eta** ENGINEERING TECHNOLOGISTS ARCHITECTS

180 West 2nd Avenue  
 Vancouver, BC, Canada, V6J 1M4

TEL: 604-683-1458  
 FAX: 604-683-1459  
 WWW.ETAA.COM

Site Plan and Landscape Architecture prepared by eta Engineering Technologists Architects. The information contained herein is for the project and site identified and is not to be used for any other project or site without the written consent of eta Engineering Technologists Architects. eta Engineering Technologists Architects is not responsible for the accuracy or completeness of the information provided by the client.

**Beachway Development**

Project: North Bluff Road  
 White Rock, BC

Drawn By: [Name]

**Landscape Site Plan**

Client: [Name]  
 188 West Fraser Street, White Rock

Project No.	21010
Client No.	
Scale	1:1
Sheet No.	18

**L3.0**

21010 Beachway Development

## Next Steps

- If Council willing to consider proposed parking variance, Zoning Bylaw drafted, Council consider 1<sup>st</sup>/2<sup>nd</sup> readings
- Staff discuss MOU and PPA with BC Housing
- Public Hearing for Zoning Amendment
- Council Decision (Zoning Bylaw 3<sup>rd</sup> reading)
  - *Completion of development pre-requisites (if approved)*
- Adoption of Housing Agreement / Zoning Bylaw
- Consideration/Issuance of Development Permit

# Options

1. Direct staff to prepare Zoning Amendment Bylaw and discuss MOU and PPA with BC Housing
2. Reject the proposal
3. Defer consideration and refer application to staff

**Stephanie Lam**

---

**Subject:** Written submissions from applicant re: LUPC report  
**Attachments:** Memorandum -CoW Beachway ZON MJD 19-02.pdf

Submitted from the Applicant's Architect:

#### ARCHITECTURE

- "Appreciate how much thought has been put into design on every level from the architecture to the landscape plan!"
- "Very happy with the new design layout. Nice development, novel ideas, and a convenient location."
- "The sustainable design is forward thinking and affordable housing gives the average person a housing option in a high value market."
- "I like the vision of the project. Wood for construction is extremely safe."
- "Very innovative construction methods. The floor plans are thoughtful and flexible, and I really love the brick!"

#### REVITALIZATION / ECONOMIC / DENSITY

Revitalization, Economic Benefits and Density were all closely connected in the comments.

Comments included:

- "Enhancing the public space and good sized units will benefit the community."
- "Great ideas to create a community feel for people to enjoy the architecture and landscape."
- "Beautiful development, the developer has considered the needs of the residents in the area with ample amount of green space and affordable housing."
- "In support of higher density on North Bluff Road, and creating an arterial route to the highway."
- "The design is attractive and a six storey development is very accommodative."

#### PUBLIC REALM

Positive comments regarding the public realm were received from citizens who both supported and did not support the project.

Comments included:

- "Enhancing the public space and good sized units will benefit the community."
- "Walk-ability is really important and an increase in amenities would be welcomed to reduce the need for cars."
- "It appears the setbacks and landscaping will enhance the community street scape and enable 'eyes on the street' safety."

Regards,

Shelley

**Shelley Craig**, BES, AADipl., AIBC, FRAIC  
Principal

#### **Urban Arts Architecture Inc.**

#300 – 111 Water Street  
Vancouver, BC, V6B 1A7  
c. 604.727.1280  
o. 604.683.5060  
w. [urban-arts.ca](http://urban-arts.ca)

## Memorandum

To: Carl Isaak  
Director of Planning and Development Services  
City of White Rock

From: Raghbir Gurm  
Bridgewater Development Corporation

Dated: April 29, 2020

Re: Beachway ZON/MJF 19-02

---

### BEACHWAY 1 VISION AND GUIDING PRINCIPLES

I would like to take this opportunity to review the innovative design philosophy and project vision. The key principles of the project include the following:

1. Creating affordability through a mixture of tenure models for the middle income demographic in accordance with the City's vision of facilitating "growing up and growing old" in Whiterock.
2. Supporting health and well-being through social connectivity, creating community, and physical wellness. Three specific elements to support wellness include:
  - a. Supporting the neighbourhood community by adding a variety of units within a 3 minute walk of the Peace Arch Hospital and 10 minute walk to the Semiahmoo Town Centre;
  - b. Creating places to gather within the project, including outdoor garden, patio, and play areas; and interior amenity spaces.
  - c. Providing opportunities to encourage physical fitness and social connectivity through the inclusion of the active stair and outdoor amenity areas; and
  - d. Creating a sustainable project that demonstrates greenhouse gas reduction measures:
    - i. Provision of zero emissions share vehicles and EV charging infrastructure;
    - ii. Reduced parking space demand because of shared vehicles (and the concomitant reduction in spoil being transported); and
    - iii. The use of a pre-fabricated wood structure.

### BEACHWAY 1 PARKING STRATEGY

Further I would like to take this opportunity to address staff comments regarding the parking variance, and set it in context of research work that has been recently undertaken in the Lower Mainland, as follows:

1. Metro Vancouver Regional Parking ( source: <http://www.metrovancouver.org/services/regional-planning/PlanningPublications/RegionalParkingStudies-StaffReport.pdf> ). Key findings that speak directly to the Beachway 1 project, include:
  - a. Apartment parking supply and use is lower for buildings closer to frequent transit:



- i. For strata apartment buildings, parking supply exceeds utilization by 42 percent;
      - ii. For market rental apartment buildings, parking supply exceeds utilization by 35 percent; and
      - iii. Parking supply exceeds utilization in strata and rental apartment buildings across the region.
    - b. Apartment parking supply and use is lower for buildings closer to frequent transit.  
Supporting information:
      - i. For strata apartment buildings, parking utilization near frequent transit (bus or SkyTrain) ranges 0.86 – 0.97 vehicles per unit, compared to 1.09 for buildings further away;
      - ii. For market rental sites, parking utilization near transit (bus or SkyTrain) ranges 0.35 – 0.72 vehicles per unit, compared to 0.99 for sites further away from the FTN;
      - iii. Parking supply is lower in buildings close to frequent transit; and
      - iv. Small strata or rental units (0 or 1 bedroom units) tend to be most responsive to proximity to frequent transit, followed by 2 bedroom units.
    - c. Transit use is generally higher where apartment parking use is lower, especially for rental buildings:
      - i. Transit boardings (bus boardings within 400 meters of the apartments).
2. The following includes relevant Lower Mainland references regarding the provision of shared used:
- a. The ratio of shared vehicles and parking reduction is 1:6. In the regional context the ratio is line with City of Surrey and several other municipalities (*source pages 17 and 19 <http://www.metrovancouver.org/services/regional-planning/PlanningPublications/MetroVancouverCarShareStudyTechnicalReport.pdf>*)
  - b. Metro Vancouver recommendation on car share is: “ **Encourage Expansion of Car Share Programs where Feasible:** Municipalities and developers should encourage car share providers to expand beyond current operating boundaries to such places as emerging Urban Centre’s and Frequent Transit Development Areas in suburban areas wherever practical and feasible.” (*Source <http://www.metrovancouver.org/services/regional-planning/PlanningPublications/RegionalParkingStudy-TechnicalReport.pdf>*);
  - c. Within the project, all the shared vehicles proposed are 100% electric and zero emissions; and
  - d. Each of the parking stalls for the shared vehicle is accompanied EV charging stations and will serve as a resource for all the Beachway residents.
3. The provision of 6 shared zero emissions vehicles has the potential of removing 30 to 60 internal combustion engine vehicle (“.....each car share vehicle is estimated to have removed 5-11 private personal vehicles from the use of current car share households.” *Source page 22, <http://www.metrovancouver.org/services/regional-planning/PlanningPublications/MetroVancouverCarShareStudyTechnicalReport.pdf>*)
4. Demand for parking space need/utilization will further decrease when the rapid bus with terminus point at North Bluff(16<sup>th</sup>) / 156 Street starts operations.

## **CONCLUSION**

The two neighboring municipal governments (Surrey and Langley) have made declarations of climate emergency and now in the process of creating a framework to reach zero emissions by 2050. The City of White Rock Environment Action Committee has been charged with task of achieving the same. Beachway 1 will demonstrate the City's commitment to achieving zero emissions through sustainable building practices and the reduction in emissions through innovative parking strategies. Most importantly, the project facilitates and supports a walkable neighbourhood creating community connections that we have all come to realize are so important in this time of COVID-19 social isolation.

**APPENDIX B**

Draft White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-63 – 15654/64/74 North  
Bluff Road, 1570/80 Maple Street, and 1593 Lee Street) Bylaw, 2020, No. 2351

**The Corporation of the  
CITY OF WHITE ROCK  
BYLAW No. 2351**



A Bylaw to amend the  
"White Rock Zoning Bylaw, 2012, No. 2000" as amended

---

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

1. THAT Schedule C of the *White Rock Zoning Bylaw, 2012, No. 2000* as amended is further amended by rezoning the following lands:

Lot 1 Section 11 Township 1 New Westminster District Plan 20673  
PID: 009-452-265  
(15654 North Bluff Road)

Lot 2 Section 11 Township 1 New Westminster District Plan 20673  
PID: 009-452-273  
(15664 North Bluff Road)

Lot 3 Section 11 Township 1 New Westminster District Plan 20673  
PID: 009-452-290  
(15674 North Bluff Road)

Lot 4 Section 11 Township 1 New Westminster District Plan 20673  
PID: 009-452-303  
(1593 Lee Street)

Lot 6 Section 11 Township 1 New Westminster District Plan 20673  
PID: 009-452-320  
(1580 Maple Street)

Lot 7 Section 11 Township 1 New Westminster District Plan 20673  
PID: 009-452-338  
(1570 Maple Street)

as shown on Schedule “1” attached hereto, from the ‘RS-1 One Unit Residential Zone’ to the ‘CD-63 Comprehensive Development Zone (Maple/North Bluff Road).’

2. THAT *White Rock Zoning Bylaw, 2012, No. 2000* as amended is further amended:

(1) by adding to the Table of Contents for ‘Schedule B (Comprehensive Development Zones)’, Section 7.63 CD-63 Comprehensive Development Zone’;

(2) by adding the attached Schedule “2” to ‘Schedule B (Comprehensive Development Zones)’ Section 7.63 CD-63 Comprehensive Development Zone’.

3. This bylaw may be cited for all purposes as “*White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-63 – 15654/64/74 North Bluff Road, 1570/80 Maple Street, and 1593 Lee Street) Bylaw, 2020, No. 2351*”.

Public Information Meeting held this 6<sup>th</sup> day of March, 2019

Second Public Information Meeting held this 28<sup>th</sup> day of March, 2019

Read a first time this day of , 2020

Read a second time this day of , 2020

Considered at a Public Hearing this day of , 2020

Read a third time this day of , 2020

Adopted this day of , 2020

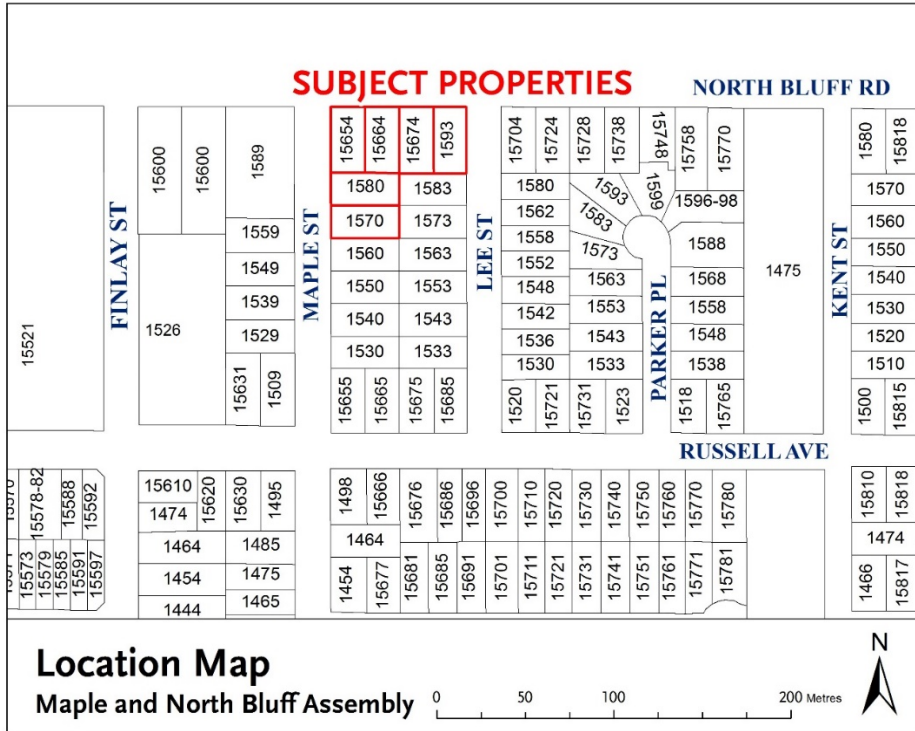
---

Mayor

---

Director of Corporate Administration

Schedule "1"



DRAFT

## 7.63 CD-63 COMPREHENSIVE DEVELOPMENT ZONE

### INTENT

The intent of this zone is to accommodate the development of multi-unit residential buildings on two adjacent sites of approximately 2,850 square metres (Site 1) and 1,465 square metres (Site 2), with the provision of affordable housing and a housing agreement bylaw in accordance with section 482 of the *Local Government Act*, or alternately to permit the development of one-unit residential uses on six lots.

1. Permitted Uses:

- (1) *multi-unit residential use*
- (2) *accessory home occupation* use in accordance with the provisions of section 5.3 and that does not involve clients directly accessing the *principal building*
- (3) a *one-unit residential use* in conjunction with not more than one (1) of the following accessory uses:
  - a) an *accessory child care centre* in accordance with the provisions of Section 5.1.
  - b) an *accessory boarding use* in accordance with the provisions of Section 5.4.
  - c) an *accessory registered secondary suite* in accordance with the provisions of Section 5.5.
  - d) an *accessory bed & breakfast use* in accordance with the provisions of Section 5.7.
  - e) an accessory vacation rental in accordance with the provisions of Section 5.8.

2. Lot Coverage:

- (a) For *one-unit residential uses*, lot coverage shall not exceed 40%
- (b) For *multi-unit residential uses*, lot coverage shall not exceed 52% (Site 1) and 54% (Site 2)

3. Maximum Base Density:

The following base density regulation applies generally for the zone:

Maximum *residential gross floor area* shall not exceed 0.5 times the lot area, and one (1) *one-unit residential unit* and one (1) *accessory registered secondary suite* per lot.

4. Maximum Increased Density:

Despite section 7.63.3, the reference to the maximum *residential gross floor area* of “0.5 times the lot area” is increased to a higher density of a maximum of 7,117 m<sup>2</sup> (76,606 ft<sup>2</sup>) of *gross floor area* and 74 apartment dwelling units for Site 1, and a maximum of 2,045 m<sup>2</sup> (22,012 square ft<sup>2</sup>) and 14 dwelling units for Site 2; where and a housing agreement has been entered into and filed with the Land Title Office on the subject real property to secure twenty-five (25) dwelling units in Site 1 as rental tenure for the life of the building, owned

or managed by a non-profit group and designed to be affordable for low and moderate income households.

5. Building Height:

- (a) The *principal buildings* for *one-unit residential uses* shall not exceed a *height* of 7.7 metres, and ancillary buildings and structures for one-unit residential uses shall not exceed a *height* of 5.0 metres.
- (b) The *principal buildings* for *multi-unit residential uses* on Site 1, inclusive of elevator shafts, stair housing, and all mechanical equipment, shall not exceed a *height* of 111.0 metres geodetic
- (c) The *principal buildings* for *multi-unit residential uses* on Site 2, inclusive of elevator shafts, stair housing, and all mechanical equipment, shall not exceed a *height* of 105.1 metres geodetic
- (d) *Ancillary buildings* and *structures* for *multi-unit residential uses* shall not exceed a height of 5.0 metres from *finished grade*

6. Siting Requirements:

- (a) Minimum setbacks for *one-unit residential uses* shall be in accordance with the minimum setbacks in the RS-1 zone
- (b) Minimum setbacks for *multi-unit residential uses* are as follows:
  - (i) Setback from north lot line = 1.0 metres
  - (ii) Setback from south lot line = 2.1 metres
  - (iii) Setback from west lot line = 2.0 metres
  - (iv) Setback from east lot line = 2.0 metres
  - (v) *Ancillary structures* may be located on the subject property in accordance with the Plans prepared by Urban Arts Architecture dated January 24, 2020 that are attached hereto and on file at the City of White Rock, with the exception that no *ancillary buildings* or *structures* are permitted within a 1.0 metre distance from a lot line

7. Parking:

Accessory off-street parking for *one-unit residential uses* shall be provided in accordance with the provisions of Section 4.14.

Parking for *multi-unit residential uses* shall be provided in accordance with Sections 4.14 and 4.17, with the minimum number of spaces required as follows:

- (a) A minimum of eighty-nine (89) spaces shall be provided for the *multi-unit residential use*
- (b) A minimum of twenty-two (22) spaces shall be provided for visitors and marked as “visitor”
- (c) A minimum of five (5) of the required one hundred and thirty nine (139) spaces shall be provided as accessible parking spaces and shall be clearly marked, and shall have a minimum length of 5.5 metres. Of the five accessible parking spaces, one space shall be provided as a van-accessible loading space with a minimum width of 2.8



metres, and the other four spaces shall have a minimum width of 2.5 metres, provided that the four parking spaces have a shared or non-shared access aisle with a minimum width of 1.5 metres.

- (d) The minimum height clearance at the accessible parking spaces and along the vehicle access and egress routes from the accessible parking spaces must be at least 2.3 metres to accommodate over-height vehicles equipped with a wheelchair lift or ramp.

8. Bicycle Parking:

Bicycle parking shall be provided in accordance with Section 4.16, with the minimum number of spaces required as follows:

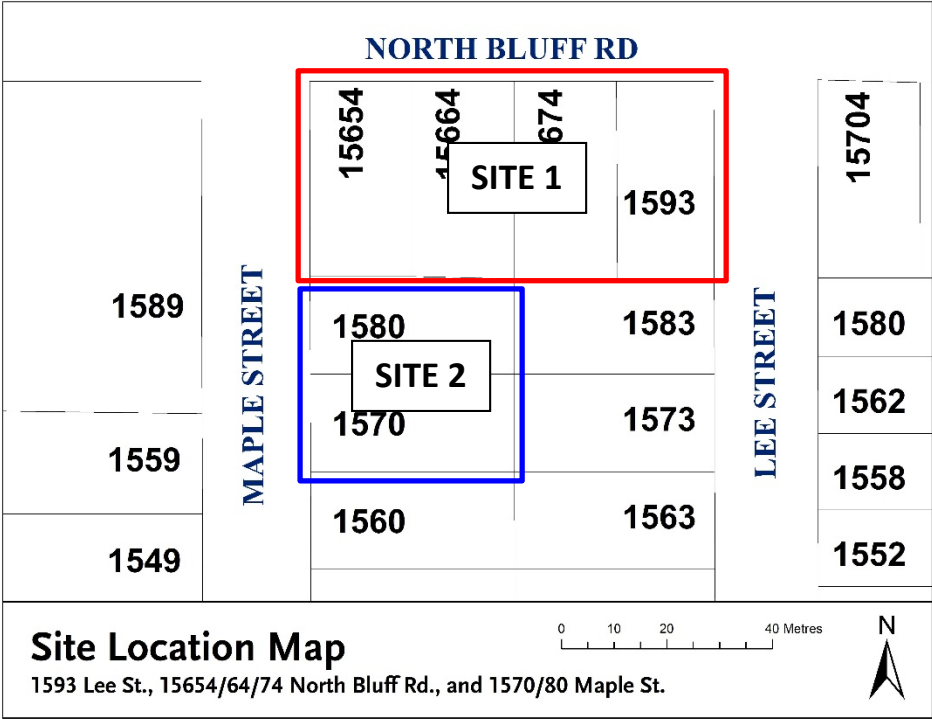
- (a) A minimum of 90 Class I spaces shall be provided
- (b) A minimum of 10 Class II spaces shall be provided

9. Loading:

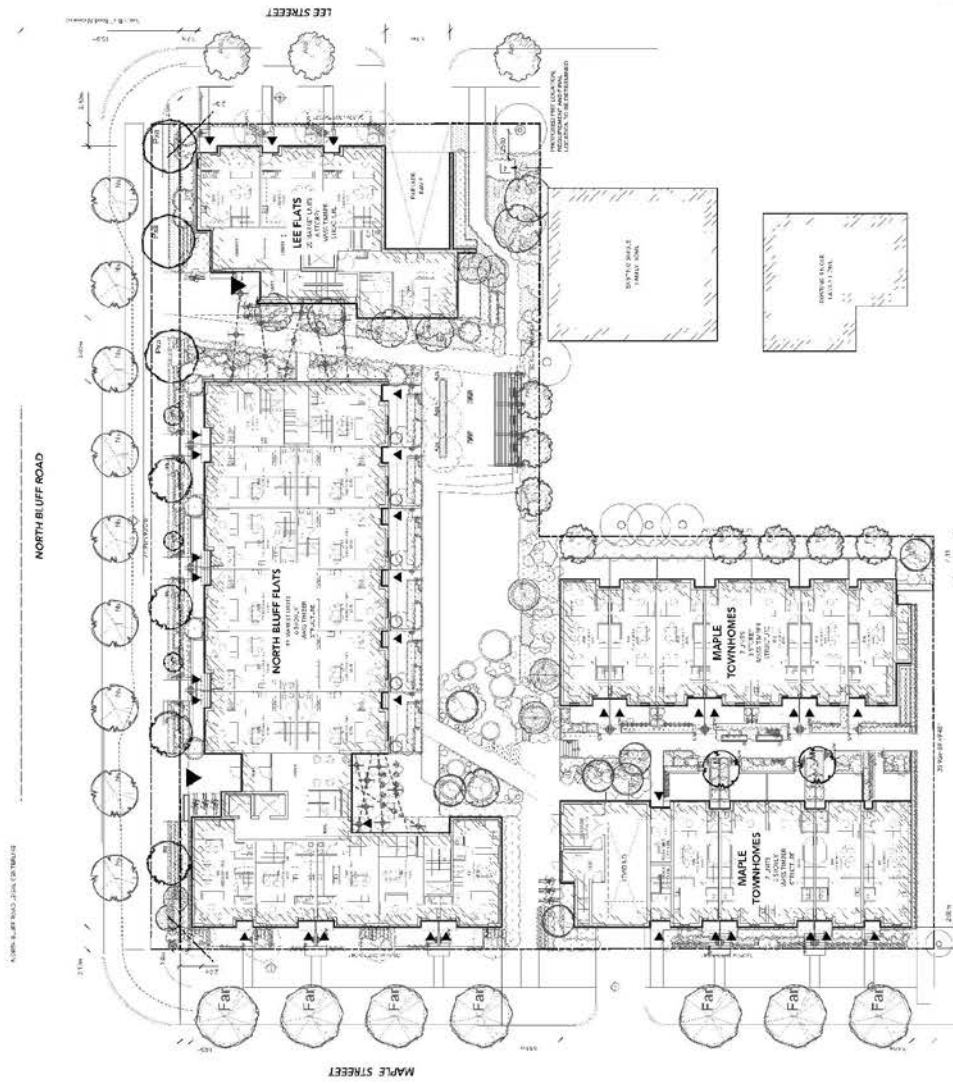
- (a) One loading space shall be provided for a *multi-unit residential use* in accordance with Section 4.15

10. General:

Development in this zone that includes the additional (bonus) density referred to in Section 4 shall substantially conform to the Plans prepared by Urban Arts Architecture dated January 24, 2020 that are attached hereto and on file at the City of White Rock



DRAFT



Revised Per DP  
 REV: 2022-01-24  
 Beachway  
 White River, DC

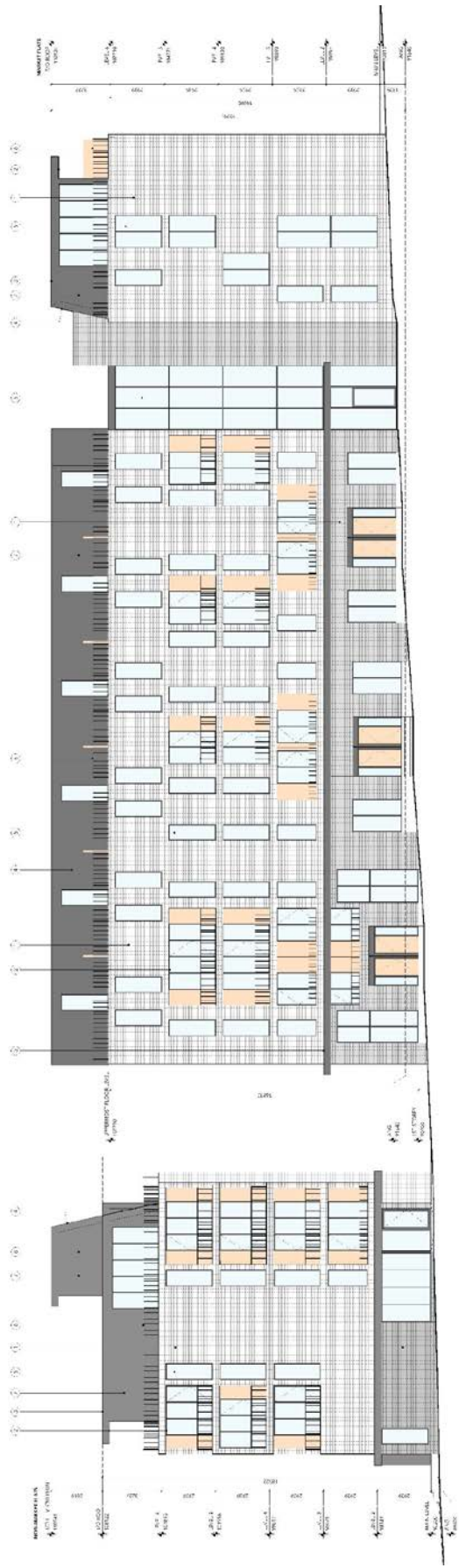
**Urban**  
**Arts**  
 Architecture + Urban Design  
 1100 North 1st Street, Suite 100  
 Washington, DC 20002-4202

**BEACHWAY**



0 10 20





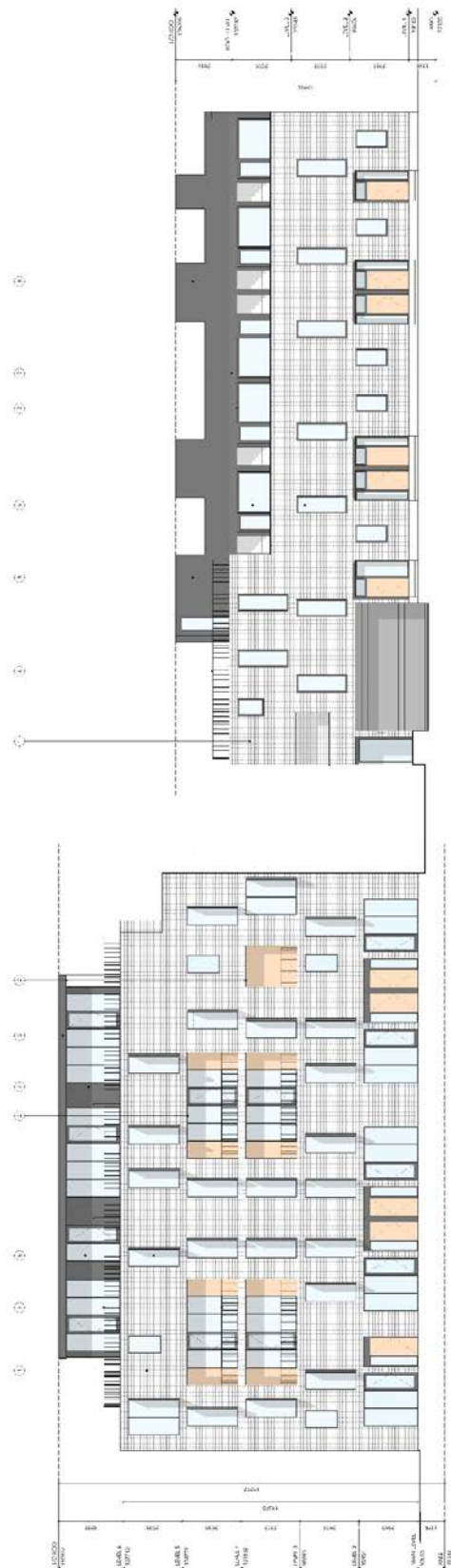
- LEGEND**
- 1. EXTERIOR WALLS
  - 2. WINDOW CASING
  - 3. WINDOW GLASS
  - 4. WINDOW SILL
  - 5. WINDOW HEAD
  - 6. WINDOW FRAME
  - 7. WINDOW PANEL
  - 8. WINDOW TRIM
  - 9. WINDOW STOP
  - 10. WINDOW STOP
  - 11. WINDOW STOP
  - 12. WINDOW STOP




**BEACHWAY**  
 ARCHITECTURE  
 1000 W. BEACHWAY  
 SUITE 100  
 BEACHWAY, NC 28520  
 TEL: 919.741.1111  
 FAX: 919.741.1112  
 WWW.BEACHWAYARCHITECTS.COM

**Urban**  
**Arts**  
 ARCHITECTURE  
 1000 W. BEACHWAY  
 SUITE 100  
 BEACHWAY, NC 28520  
 TEL: 919.741.1111  
 FAX: 919.741.1112  
 WWW.URBANARTSARCHITECTS.COM

Revision: 04  
 08/22/19 15: 8  
**Building**  
 1000 W. BEACHWAY  
 SUITE 100  
 BEACHWAY, NC 28520  
**ELEVATION**  
**NORTH BLUFF**  
**A202**



- LEGEND**
- 1. EXISTING CONCRETE FLOOR SLAB
  - 2. EXISTING WALL
  - 3. EXISTING CEILING
  - 4. EXISTING DOOR
  - 5. EXISTING WINDOW
  - 6. EXISTING STAIR
  - 7. EXISTING ELEVATOR
  - 8. EXISTING MECHANICAL
  - 9. EXISTING ELECTRICAL
  - 10. EXISTING PLUMBING
  - 11. EXISTING ROOF
  - 12. EXISTING FOUNDATION
  - 13. EXISTING SITEWORK
  - 14. EXISTING LANDSCAPE
  - 15. EXISTING UTILITIES
  - 16. EXISTING SIGNAGE
  - 17. EXISTING FURNITURE
  - 18. EXISTING EQUIPMENT
  - 19. EXISTING STORAGE
  - 20. EXISTING OTHER




**BEACHWAY**  
 ARCHITECTURAL & INTERIOR DESIGN  
 1000 N. W. 10th Ave., Suite 100  
 Ft. Lauderdale, FL 33304  
 Phone: (954) 561-1111  
 Fax: (954) 561-1112  
 www.beachway.com


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 Ft. Lauderdale, FL 33304  
 Phone: (954) 561-1111  
 Fax: (954) 561-1112  
 www.urbanarts.com

PROJECT NO. 1000-01-01  
 DATE: 01/15/14  
 DRAWING NO. 1000-01-01-01  
 PROJECT: ELEVATION MAPLE STREET  
 SHEET: A203



**APPENDIX C**

Draft White Rock Housing Agreement Bylaw (15654/64/75 North Bluff Road / 1570/80 Maple  
Street and 1593 Lee Street) Bylaw, 2020, No. 2352



**THE CORPORATION OF THE  
CITY OF WHITE ROCK  
BYLAW NO. 2352**



A bylaw to enter into a housing agreement  
Under section 483 of the *local government act*, cited as  
White Rock Housing Agreement (15654/64/75 North Bluff Road / 1570/80 Maple Street and  
1593 Lee Street) Bylaw No. 2352, 2020

---

**GIVEN THAT:**

A. The owner of the lands legally described as:

Lot 1 Section 11 Township 1 New Westminster District Plan 20673  
PID: 009-452-265  
(15654 North Bluff Road)

Lot 2 Section 11 Township 1 New Westminster District Plan 20673  
PID: 009-452-273  
(15664 North Bluff Road)

Lot 3 Section 11 Township 1 New Westminster District Plan 20673  
PID: 009-452-290  
(15674 North Bluff Road)

Lot 4 Section 11 Township 1 New Westminster District Plan 20673  
PID: 009-452-303  
(1593 Lee Street)

Lot 6 Section 11 Township 1 New Westminster District Plan 20673  
PID: 009-452-320  
(1580 Maple Street)

Lot 7 Section 11 Township 1 New Westminster District Plan 20673  
PID: 009-452-338  
(1570 Maple Street)

(the "Lands")

wishes to develop secured affordable rental units on the Lands.

B. The City wishes to enter into a housing agreement in order to secure the use of the  
Lands for secured affordable rental units.

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

1. This Bylaw may be cited for all purposes as “White Rock Housing Agreement (15654/64/75 North Bluff Road / 1570/80 Maple Street and 1593 Lee Street) Bylaw No. 2352, 2020”.
2. Council hereby authorizes the City to enter into the *Local Government Act* section 483 housing agreement attached to this Bylaw as Schedule A (the “Housing Agreement”).
3. The Mayor and the City Clerk of the City are authorized to execute the Housing Agreement and the City Clerk is authorized to sign and file in the Land Title Office a notice of the Housing Agreement, as required by the *Local Government Act*.

RECEIVED FIRST READING on the \_\_\_\_\_ day of \_\_\_\_\_  
RECEIVED SECOND READING on the \_\_\_\_\_ day of \_\_\_\_\_  
RECEIVED THIRD READING on the \_\_\_\_\_ day of \_\_\_\_\_  
RECONSIDERED AND FINALLY ADOPTED on the \_\_\_\_\_ day of \_\_\_\_\_

---

MAYOR

I, HEREBY CERTIFY that this is a true copy of “White Rock Housing Agreement (15654/64/75 North Bluff Road / 1570/80 Maple Street and 1593 Lee Street) Bylaw No. 2352, 2020”

---

DIRECTOR OF CORPORATE ADMINISTRATION

**SCHEDULE 1**  
Housing Agreement

DRAFT

**PART 2 – TERMS OF INSTRUMENT**

**HOUSING AGREEMENT AND COVENANT**  
**(Section 483 Local Government Act and Section 219 Land Title Act)**

THIS AGREEMENT made the \_\_\_\_\_ day of \_\_\_\_\_, 2020,

BETWEEN:

**AARON MATTHEW PAULIUK,**  
residing at 15654 North Bluff Road, White Rock, B.C. V4B 3G4

and

**JUNE AMELIA DORA PAULIUK,**  
residing at 1561 Cory Street, White Rock, B.C. V4B 3J1

As to PID Number 009-452-265, 009-452-273, and 009-452-303;

**AARON MATTHEW PAULIUK,** residing at 15654 North Bluff Road,  
White Rock, B.C. V4B 3G4

As to PID Number 009-452-290;

**GEORGE GUSTAV LOECK,** residing at 1580 Maple Street,  
White Rock, B.C. V4B 4N5

As to PID Number 009-452-320; and

**BALBIR SINGH JHUTTY AND MANJINDER KAUR**  
**JHUTTY,** residing at 15792 108 Avenue, Surrey, B.C. V4N  
4N1

As to PID Number 009-452-338

(the “Owner”)

OF THE FIRST PART

AND:

**THE CORPORATION OF THE CITY OF WHITE ROCK,**  
a municipal corporation under the Community Charter of the

Province of British Columbia, and having its City Offices at  
15332 Buena Vista Avenue, White Rock, BC V4B 1Y6

(the “City”)

## OF THE SECOND PART

### WHEREAS:

- A. Section 483 of the *Local Government Act* permits the City to enter into and note on title to lands, housing agreements which may include, without limitation, conditions in respect to the form of tenure of housing units, availability of housing units to classes of persons, administration of housing units, and rent that may be charged for housing units;
- B. Section 219 of the *Land Title Act* permits the registration of a covenant of a positive or a negative nature in favour of the City in respect of the use of land and construction on land;
- C. The Owner is the owner of the Lands (as hereinafter defined); and
- D. The Owner and the City wish to enter into this Agreement (as hereinafter defined) to provide long-term rental housing on the terms and conditions set out in this Agreement,

In consideration of \$1.00 and other good and valuable consideration (the receipt and sufficiency of which is acknowledged by both parties), and in consideration of the promises exchanged below, the Owner and the City covenant and agree pursuant to section 483 of the *Local Government Act* and section 219 of the *Land Title Act* as follows:

### ARTICLE 1 DEFINITIONS AND INTERPRETATION

#### 1.1 Definitions – In this Agreement, the following words have the following meanings:

- (a) “Agreement” means this agreement together with all Land Title Office forms, schedules, appendices, attachments and priority agreements attached hereto;
- (b) “Affordable housing unit” means a Dwelling Unit that satisfies the definition of Affordable (housing) as provided by BC Housing;
- (c) “CPI” means the All-Items Consumer Price Index for Vancouver, B.C. published from time to time by Statistics Canada, or its successor in function;
- (d) “Daily Amount” means \$100.00 per day as of January 1, 2021 adjusted annually thereafter by adding thereto an amount calculated by multiplying \$100.00 by the percentage change in the CPI since January 1, 2021, to January 1 of the year that a written notice is delivered to the Owner by the City pursuant to section 5.1 of this Agreement. In the absence of obvious error or mistake, any calculation by the City of the Daily Amount in any particular year shall be final and conclusive;
- (e) “Dwelling Unit” means a residential dwelling unit or units located or to be located on the Lands, and includes single family detached dwellings, duplexes, townhouses,

auxiliary residential dwelling units, apartments and condominiums and includes, where the context permits, a Secured Affordable Rental Unit;

- (f) “Eligible Tenant” means a person or persons whose Household has a combined gross annual income that is equal to or less than the Income Threshold;
- (g) “Excess Charges” means any amount of rent charged in respect of a tenancy of an Secured Affordable Rental Unit that is in excess of Permitted Rent, plus any fees or charges of any nature whatsoever that are charged in respect of the tenancy of an Secured Affordable Rental Unit that are not Permitted Tenant Charges, and includes all such amounts charged in respect of any tenancy since the commencement date of the Tenancy Agreement in question, irrespective of when the City renders an invoice in respect of Excess Charges;
- (h) “Income Threshold” means the Moderate Income Limits within the City as defined by and based on data published by BC Housing, or if such data is not currently published, by the Province of British Columbia, or if such data is not currently published, by the CMHC, from time to time;
- (i) “*Interpretation Act*” means the *Interpretation Act*, R.S.B.C. 1996, Chapter 238, together with all amendments thereto and replacements thereof;
- (j) “Lands” means the following lands and premises situate in the City of White Rock and any part, including a building or a portion of a building, into which said land is Subdivided:

Lot 1 Section 11 Township 1 New Westminster District Plan 20673  
PID: 009-452-265  
(15654 North Bluff Road)

Lot 2 Section 11 Township 1 New Westminster District Plan 20673  
PID: 009-452-273  
(15664 North Bluff Road)

Lot 3 Section 11 Township 1 New Westminster District Plan 20673  
PID: 009-452-290  
(15674 North Bluff Road)

Lot 4 Section 11 Township 1 New Westminster District Plan 20673  
PID: 009-452-303  
(1593 Lee Street)

Lot 6 Section 11 Township 1 New Westminster District Plan 20673  
PID: 009-452-320  
(1580 Maple Street)

Lot 7 Section 11 Township 1 New Westminster District Plan 20673  
PID: 009-452-338

(1570 Maple Street)

- (k) “*Land Title Act*” means the *Land Title Act*, R.S.B.C. 1996, Chapter 250, together with all amendments thereto and replacements thereof;
- (l) “*Local Government Act*” means the *Local Government Act*, R.S.B.C. 2015, Chapter 1, together with all amendments thereto and replacements thereof;
- (m) “LTO” means the New Westminster Land Title Office or its successor;
- (n) “Owner” means the party described on page 1 of this Agreement as the Owner and any subsequent owner of the Lands or of any part into which the Lands are Subdivided, and includes any person who is a registered owner in fee simple of a Secured Affordable Rental Unit from time to time;
- (o) “*Real Estate Development Marketing Act*” means the *Real Estate Development Marketing Act*, S.B.C. 2004, Chapter 41, together with all amendments thereto and replacements thereof;
- (p) “Permitted Rent” means the maximum rent set out in Schedule B of this Agreement in respect of the number of bedrooms of the Dwelling Unit in question, provided that the amounts set out in Schedule B of this Agreement may be increased once per year in accordance with any positive change in CPI between January 1, 2020 and the month in which the rent is being increased, and may be further increased with the prior written consent of the City to cover unexpected increases in operating, maintenance and servicing costs.
- (q) “Permitted Tenant Charges” means typical monthly insurance premiums for tenant's household contents and third party liability insurance plus an amount equal to the average monthly charge for electricity supplied to all Dwelling Units on the lands by the B.C. Hydro and Power Authority based on electricity consumption over the previous twelve months only, and excludes without limitation any other amounts charged by the Owner from time to time in respect of any parking, laundry, services or programs provided by or on behalf of the Owner and any other permitted charges as set out in section 3.1(c) whether or not such amounts are charged on a monthly or other basis to the Tenants;
- (r) “*Residential Tenancy Act*” means the *Residential Tenancy Act*, S.B.C. 2002, Chapter 78, together with all amendments thereto and replacements thereof;
- (s) “Secured Affordable Rental Unit” means a Dwelling Unit or Dwelling Units designated as such in accordance with a building permit and/or development permit issued by the City and/or, if applicable, in accordance with any rezoning consideration applicable to the development on the Lands and includes, without limiting the generality of the foregoing, the Dwelling Unit or Dwelling Units charged by this Agreement;
- (t) “*Strata Property Act*” means the *Strata Property Act*, S.B.C. 1998, Chapter 43, together with all amendments thereto and replacements thereof;
- (u) “Subdivide” means to divide, apportion, consolidate or subdivide the Lands or any building on the Lands, or the ownership or right to possession or occupation of the

Lands or any building on the Lands, into two or more lots, strata lots, parcels, parts, portions or shares, whether by plan, descriptive words or otherwise, under the *Land Title Act*, the *Strata Property Act*, or otherwise, and includes the creation, conversion, organization or development of “cooperative interests” or a “shared interest in land” as defined in the *Real Estate Development Marketing Act*;

- (v) “Tenancy Agreement” means a tenancy agreement, lease, license or other agreement granting rights to occupy a Secured Affordable Rental Unit; and
- (x) “Tenant” means an occupant of a Secured Affordable Rental Unit by way of a Tenancy Agreement.

## **1.2 Interpretation** – In this Agreement:

- (a) wherever the singular or masculine is used herein, the same shall be construed as meaning the plural, feminine or body corporate or politic, where the contents or parties so require.
- (b) article and section headings have been inserted for ease of reference only and are not to be used in interpreting this Agreement;
- (c) if a word or expression is defined in this Agreement, other parts of speech and grammatical forms of the same word or expression have corresponding meanings;
- (d) reference to any enactment includes any regulations, orders or directives made under the authority of that enactment;
- (e) reference to any enactment is a reference to that enactment as consolidated, revised, amended, re-enacted or replaced, unless otherwise expressly provided;
- (f) the provisions of section 25 of the *Interpretation Act* with respect to the calculation of time apply;
- (g) time is of the essence;
- (h) all provisions are to be interpreted as always speaking;
- (i) reference to a “party” is a reference to a party to this Agreement and to that party’s respective successors, assigns, trustees, administrators and receivers. Wherever the context so requires, reference to a “party” also includes a Tenant, agent, officer and invitee of the party;
- (j) reference to a “day”, “month”, or “year” is a reference to a calendar day, calendar month, calendar or calendar year, as the case may be, unless otherwise expressly provided; and
- (k) where the word “including” is followed by a list, the contents of the list are not intended to circumscribe the generality of the expression preceding the word “including”.

## **ARTICLE 2 USE AND CONSTRUCTION OF LANDS AND SECURED AFFORDABLE RENTAL UNITS**



**2.1 Use and Construction of Lands** – The Owner covenants and agrees that:

- (a) the Lands will not be developed and no building or structure will be constructed or used on the Lands unless as part of the development, construction, or use of any such building or structure, the Owner also designs and constructs to completion, in accordance with a building permit issued by the City, any development permit issued by the City and, if applicable, any rezoning consideration applicable to the development on the Lands, at least twenty-five (25) Secured Affordable Rental Units; and
- (b) notwithstanding that the Owner may be otherwise entitled, the Owner shall not occupy or permit to be occupied any Dwelling Unit (excluding the Secured Affordable Rental Units) on the Lands unless the Owner has:
  - (i) constructed the Secured Affordable Rental Units in accordance with this Agreement; and
  - (ii) all of the Secured Affordable Rental Units are ready for occupancy in accordance with all applicable laws, regulations and bylaws.

**2.2 Use of Secured Affordable Rental Units** – The Owner agrees that each Secured Affordable Rental Unit may only be used as a permanent residence occupied by a Eligible Tenant, and may not be occupied by the Owner or the Owner’s family members. Notwithstanding the preceding, one (1) of the Secured Affordable Rental Units may be used for a caretaker unit, to be occupied by an employee of the person responsible for the management of the Secured Affordable Rental Units, as described in section 6.3 herein.

**2.3 Operation of Secured Affordable Rental Units** – The Owner agrees to operate the Secured Affordable Rental Units only as Affordable Rental Units subject to the *Residential Tenancy Act*.

**2.4 Short-term Rentals Prohibited** – The Owner agrees that no Secured Affordable Rental Unit may be rented to any person for a term of less than one (1) year.

**2.5 Requirement for Statutory Declaration** – Within thirty (30) days after receiving notice from the City, the Owner must, in respect of each Secured Affordable Rental Unit, provide to the City a statutory declaration, substantially in the form (with, in the City’s discretion, such further amendments or additions as deemed necessary) attached as Schedule A, sworn by the Owner, containing all of the information required to complete the statutory declaration. The City may request such statutory declaration in respect to each Secured Affordable Rental Unit no more than once in any calendar year; provided, however, notwithstanding that the Owner may have already provided such statutory declaration in the particular calendar year, the City may request and the Owner shall provide to the City such further statutory declarations as requested by the City in respect to a Secured Affordable Rental Unit if, in the City’s absolute determination, the City believes that the Owner is in breach of any of its obligations under this Agreement.

- 2.6 No Subdivision to Allow Separate Sale** – The Owner must not without the prior approval of the City Council Stratify or Subdivide a Secured Affordable Rental Unit in a building on the Land or transfer the title to a Secured Affordable Rental Unit to a person unless all Secured Affordable Rental Units in the building are transferred to the same person in accordance with section 3.3. Without limitation, the Owner acknowledges that the City will not support applications for Stratification or Subdivision of any buildings on the Lands in any manner that would allow the Secured Affordable Rental Units to be sold independently of each other.
- 2.7 City Authorized to Make Inquiries** – The Owner hereby irrevocably authorizes the City to make such inquiries as it considers necessary in order to confirm that the Owner is complying with this Agreement.
- 2.8 Expiry of Housing Agreement** – Upon expiry, the Owner may provide to the City a discharge of this Agreement, which the City shall execute and return to the Owner for filing in the Land Title Office.

### **ARTICLE 3 DISPOSITION AND ACQUISITION OF SECURED AFFORDABLE RENTAL UNITS**

- 3.1 Occupancy of Secured Affordable Rental Units** – The Owner must not rent, lease, license or otherwise permit occupancy of any Secured Affordable Rental Unit except in accordance with the following additional conditions:
- (a) the Secured Affordable Rental Unit will be used or occupied only pursuant to a Tenancy Agreement;
  - (b) the monthly rent payable by a Tenant for the right to occupy an Affordable Rental Unit must not exceed the Permitted Rent in respect of the number of bedrooms of the Affordable Rental Unit;
  - (c) the Owner will not require the Tenant or any permitted occupant to pay any extra charges or fees for use of any resident parking, facilities or amenities, or for sanitary sewer, storm sewer, water, other utilities, or property or similar tax;
  - (d) the Owner will attach a copy of this Agreement to every Tenancy Agreement;
  - (e) the Owner will include in the Tenancy Agreement a clause requiring the Tenant and each permitted occupant of the Secured Affordable Rental Unit to comply with this Agreement;
  - (f) the Owner will include in the Tenancy Agreement a clause entitling the Owner to terminate the Tenancy Agreement if:
    - (i) a Secured Affordable Rental Unit is occupied by a person or persons other than the Tenant;
    - (ii) the annual income of an Eligible Tenant rises above the applicable maximum amount specific in section 1.1(h) of this Agreement;

- (iii) the Secured Affordable Rental Unit is occupied by more than the number of people the City's building inspector determines can reside in the Secured Affordable Rental Unit given the number and size of bedrooms in the Secured Affordable Rental Unit and in light of any relevant standards set by the City in any bylaws of the City;
- (iv) the Secured Affordable Rental Unit remains vacant for three (3) consecutive months or longer, notwithstanding the timely payment of rent;
- (v) the Tenant fails to pay rent when due in accordance with the Tenancy Agreement and the *Residential Tenancy Act*; and/or
- (vi) the Landlord is entitled, for any reason, to terminate the Tenancy Agreement in accordance with the Tenancy Agreement and the *Residential Tenancy Act*,

and in the case of each breach, the Owner hereby agrees with the City to forthwith provide to the Tenant a notice of termination. The notice of termination shall provide that the termination of the tenancy shall be effective thirty (30) days following the date of the notice of termination;

- (g) the Tenancy Agreement will identify all occupants of the Secured Affordable Rental Unit and will stipulate that anyone not identified in the Tenancy Agreement will be prohibited from residing at the Secured Affordable Rental Unit for more than thirty (30) consecutive days or more than forty-five (45) days total in any calendar year; and
- (h) the Owner will forthwith deliver a certified true copy of the Tenancy Agreement to the City upon demand subject to the *Residential Tenancy Act*.

**3.2 Tenant to Vacate Rental Unit Upon Termination** – If the Owner has terminated the Tenancy Agreement, then the Owner shall use best efforts to cause the Tenant and all other persons that may be in occupation of the Secured Affordable Rental Unit to vacate the Secured Affordable Rental Unit on or before the effective date of termination subject to the *Residential Tenancy Act*.

**3.3 No Separate Sale** – The Owner covenants with the City that the Owner will not sell or transfer, or agree to sell or transfer, any interest in any building on the Lands (or if the building has been stratified, any strata lot) containing a Secured Affordable Rental Unit on the Lands other than a full interest in the title to all Secured Affordable Rental Units, and to a person that will continue to ensure that all Secured Affordable Rental Units are available for rental in accordance with this Agreement.

**3.4 Rental Tenure** – Rental tenure will be guaranteed for the designated Secured Affordable Rental Units for the life of the building.

#### **ARTICLE 4 DEMOLITION OF SECURED AFFORDABLE RENTAL UNIT**

**4.1 Demolition** – The Owner will not demolish a Secured Affordable Rental Unit unless:

- (a) the Owner has obtained the written opinion of a professional engineer or architect who is at arm's length to the Owner that it is no longer reasonable or practical to repair or replace any structural component of the Secured Affordable Rental Unit, and the Owner has delivered to the City a copy of the engineer's or architect's report; or
- (b) the Secured Affordable Rental Unit is damaged or destroyed, to the extent of 40% or more of its value above its foundations, as determined by the City, in its sole discretion,

and, in each case, a demolition permit for the Secured Affordable Rental Unit has been issued by the City and the Secured Affordable Rental Unit has been demolished under that permit.

Following demolition, the Owner will use and occupy any replacement Dwelling Unit in compliance with this Agreement to the same extent and in the same manner as this Agreement applies to the original Dwelling Unit, and the Dwelling Unit must be approved by the City as a Secured Affordable Rental Unit in accordance with this Agreement.

## **ARTICLE 5 DEFAULT AND REMEDIES**

- 5.1 Payment of Excess Charges** – The Owner agrees that, in addition to any other remedies available to the City under this Agreement or at law or in equity, if a Secured Affordable Rental Unit is used or occupied in breach of this Agreement, if an Affordable Rental Unit is rented at a rate in excess of the Permitted Rent or the Owner imposes in respect of any tenancy of a Secured Affordable Rental Unit any fee or charge of whatsoever nature other than Permitted Tenant Charges, the Owner will pay the Excess Charges to the City. The Excess Charges are due and payable five (5) business days following receipt by the Owner of an invoice from the City for the same.
- 5.2 Payment of Daily Amount** – The Owner agrees that, in addition to any other remedies available to the City under this Agreement or at law or in equity, if a Secured Affordable Rental Unit is used or occupied in breach of this Agreement, or the Owner is otherwise in breach of any of its obligations under this Agreement, the Owner will pay the Daily Amount to the City for every day that the breach continues after forty-five (45) days' written notice from the City to the Owner stating the particulars of the breach. The Daily Amount is due and payable five (5) business days following receipt by the Owner of an invoice from the City for the same.
- 5.3 Rent Charge** – The Owner hereby grants to the City a perpetual rent charge against the Lands securing payment by the Owner to the City of any amount payable by the Owner pursuant to section 5.2 of this Agreement. The Owner agrees that the City, at its option, may enforce payment of such outstanding amount in a court of competent jurisdiction as a contract debt, by an action for and order for sale, by proceedings for the appointment of a receiver, or in any other method available to the City at law or in equity. This rent charge is created both under section 205(2)(b) of the *Land Title Act* as

an integral part of the statutory covenant created by this Agreement and as a fee simple rent charge at common law. Enforcement of this rent charge by the City does not limit, or prevent the City from enforcing, any other remedy or right the City may have against the Owner.

## ARTICLE 6 MISCELLANEOUS

- 6.1 Housing Agreement** – The Owner acknowledges and agrees that:
- (a) this Agreement includes a housing agreement entered into under section 483 of the *Local Government Act* and a covenant under section 219 of the *Land Title Act*;
  - (b) the Owner will, at its sole cost, and register, this Agreement in the LTO pursuant to section 483 of the *Local Government Act* against the title to the Lands.
- 6.2 Modification** – this Agreement may be modified or amended from time to time, by consent of the Owner and a bylaw duly passed by the Council of the City and thereafter if it is signed by the City and the Owner.
- 6.3 Management** – The Owner covenants and agrees that it will furnish good and efficient management of the Secured Affordable Rental Units on a non-profit basis, that all Secured Affordable Rental Units will be managed by the same manager and that the Owner will permit representatives of the City to inspect the Secured Affordable Rental Units at any reasonable time, subject to the notice provisions in the *Residential Tenancy Act*. The Owner further covenants and agrees that it will maintain the Secured Affordable Rental Units in a good state of repair and fit for habitation and will comply with all laws, including health and safety standards applicable to the Lands. Notwithstanding the foregoing, the Owner acknowledges and agrees that the City, acting reasonably, may require the Owner, at the Owner's expense, to hire a person or company with the skill and expertise to manage the Secured Affordable Rental Units.
- 6.4 Indemnity** – The Owner will indemnify and save harmless the City and each of its elected officials, officers, directors, and agents, and their heirs, executors, administrators, personal representatives, successors and assigns, from and against all claims, demands, actions, loss, damage, costs and liabilities, which all or any of them will or may be liable for or suffer or incur or be put to by reason of or arising out of:
- (a) any negligent act or omission of the Owner, or its officers, directors, agents, contractors or other persons for whom at law the Owner is responsible relating to this Agreement;
  - (b) the construction, maintenance, repair, ownership, lease, license, operation, management or financing of the Lands or any Secured Affordable Rental Unit or the enforcement of any Tenancy Agreement; or
  - (c) without limitation, any legal or equitable wrong on the part of the Owner or any

breach of this Agreement by the Owner.

**6.5 Release** – The Owner hereby releases and forever discharges the City and each of its elected officials, officers, directors, and agents, and its and their heirs, executors, administrators, personal representatives, successors and assigns, from and against all claims, demands, damages, actions, or causes of action by reason of or arising out of or which would or could not occur but for the:

- (a) construction, maintenance, repair, ownership, lease, license, operation or management of the Lands or any Secured Affordable Rental Unit under this Agreement; or
- (b) the exercise by the City of any of its rights under this Agreement.

**6.6 Survival** – The indemnity and release set out in this Agreement will survive termination or discharge of this Agreement.

**6.7 Priority** – The Owner will do everything necessary, at the Owner's expense, to ensure that this Agreement will be noted and registered against title to the Lands in priority to all financial charges and financial encumbrances which may have been registered or are pending registration against title to the Lands save and except those specifically approved in advance in writing by the City or in favour of the City, and that a notice under section 483(5) of the *Local Government Act* will be filed on the title to the Lands.

**6.8 City's Powers Unaffected** – This Agreement does not:

- (a) affect, fetter or limit the discretion, rights, duties or powers of the City under any enactment or at common law, including in relation to the use or subdivision of the Lands;
- (b) impose on the City any legal duty or obligation, including any duty of care or contractual or other legal duty or obligation, to enforce this Agreement;
- (c) affect or limit any enactment relating to the use or subdivision of the Lands; or
- (d) relieve the Owner from complying with any enactment, including in relation to the use or subdivision of the Lands.

**6.9 Agreement for Benefit of City Only** – The Owner and the City agree that:

- (a) this Agreement is entered into only for the benefit of the City;
- (b) this Agreement is not intended to protect the interests of the Owner, any Tenant, or any future owner, lessee, occupier or user of the Lands or the building or any portion thereof, including any Secured Affordable Rental Unit; and
- (c) the City may at any time execute a release and discharge of this Agreement,

without liability to anyone for doing so, and without obtaining the consent of the Owner.

**6.10 No Public Law Duty** – Where the City is required or permitted by this Agreement to form an opinion, exercise a discretion, express satisfaction, make a determination or give its consent, the Owner agrees that the City is under no public law duty of fairness or natural justice in that regard and agrees that the City may do any of those things in the same manner as if it were a private party and not a public body.

**6.11 Notice** – Any notice required to be served or given to a party herein pursuant to this Agreement will be sufficiently served or given if delivered, to the postal address of the Owner set out in the records at the LTO, and in the case of the City addressed to:

City of White Rock  
15322 Buena Vista Avenue  
White Rock, BC V4B 1Y6  
Attention: City Clerk

or to the most recent postal address provided in a written notice given by each of the parties to the other. Any notice which is delivered is to be considered to have been given on the first day after it is dispatched for delivery.

**6.12 Enuring Effect** – This Agreement will extend to and be binding upon and enure to the benefit of the parties hereto and their respective successors and permitted assigns.

**6.13 Severability** – If any provision of this Agreement is found to be invalid or unenforceable, such provision or any part thereof will be severed from this Agreement and the resultant remainder of this Agreement will remain in full force and effect.

**6.14 Waiver** – All remedies of the City will be cumulative and may be exercised by the City in any order or concurrently in case of any breach and each remedy may be exercised any number of times with respect to each breach. Waiver of or delay in the City exercising any or all remedies will not prevent the later exercise of any remedy for the same breach or any similar or different breach.

**6.15 Whole Agreement** – This Agreement, and any documents signed by the Owner contemplated by this Agreement, represent the whole agreement between the City and the Owner respecting the use and occupation of the Secured Affordable Rental Unit, and there are no warranties, representations, conditions or collateral agreements made by the City except as set forth in or contemplated by this Agreement.

**6.16 Further Assurance** – Upon request by the City the Owner will forthwith do such acts and execute such documents as may be reasonably necessary in the opinion of the City to give effect to this Agreement.

**6.17 Agreement Runs with Lands** – This Agreement burdens and runs with the Lands and every parcel into which it is Subdivided in perpetuity. All of the covenants and agreements contained in this Agreement are made by the Owner for itself, its personal

administrators, successors and assigns, and all persons who after the date of this Agreement acquire an interest in the Lands.

- 6.18 Equitable Remedies** – The Owner acknowledges and agrees that damages would be an inadequate remedy for the City for any breach of this Agreement and that the public interest strongly favours specific performance, injunctive relief (mandatory or otherwise), or other equitable relief, as the only adequate remedy for a default under this Agreement.
- 6.19 No Joint Venture** – Nothing in this Agreement will constitute the Owner as the agent, joint venturer, or partner of the City or give the Owner any authority to bind the City in any way.
- 6.20 Applicable Law** – The laws of British Columbia (including, without limitation, the *Residential Tenancy Act*) will apply to this Agreement and all statutes referred to herein are enactments of the Province of British Columbia.
- 6.21 Deed and Contract** – By executing and delivering this Agreement the Owner intends to create both a contract and a deed executed and delivered under seal.
- 6.22 Joint and Several** – If the Owner is comprised of more than one person, firm or body corporate, then the covenants, agreements and obligations of the Owner shall be joint and several.
- 6.23 Limitation on Owner's Obligations** – The Owner is only liable for breaches of this Agreement that occur while the Owner is the registered owner of the Lands provided however that notwithstanding that the Owner is no longer the registered owner of the Lands, the Owner will remain liable for breaches of this Agreement that occurred while the Owner was the registered owner of the Lands.

IN WITNESS WHEREOF the parties hereto have executed this Agreement on the *Land Title Act* Form C and D which is attached to and forms part of this Agreement.



Schedule A

**STATUTORY DECLARATION**

CANADA	)	<b>IN THE MATTER OF A HOUSING</b>
	)	<b>AGREEMENT WITH THE</b>
	)	<b>CORPORATION OF THE</b>
PROVINCE OF BRITISH COLUMBIA	)	<b>CITY OF WHITE ROCK</b>
	)	<b>(“Housing Agreement”)</b>

TO WIT:

I, \_\_\_\_\_ of \_\_\_\_\_, British Columbia, do solemnly declare that:

1. I am the owner or authorized signatory of the owner of \_\_\_\_\_ (the “**Secured Affordable Rental Unit**”), and make this declaration to the best of my personal knowledge.
2. This declaration is made pursuant to the Housing Agreement in respect of the Secured Affordable Rental Unit.
3. For the period from \_\_\_\_\_ to \_\_\_\_\_ the Secured Affordable Rental Unit was occupied only by the tenant(s) whose names and current addresses and whose current addresses appear below:

[Names, addresses, telephone number of Tenant(s)]

4. I acknowledge and agree to comply with the Owner’s obligations under the Housing Agreement, and other charges in favour of the City noted or registered in the Land Title Office against the land on which the Secured Affordable Rental Unit is situated and confirm that the Owner has complied with the Owner’s obligations under the Housing Agreement.
5. I make this solemn declaration, conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath and pursuant to the *Canada Evidence Act*.

DECLARED BEFORE ME at the City of \_\_\_\_\_ )  
\_\_\_\_\_, in the Province of British Columbia. )  
this \_\_\_\_\_ day of \_\_\_\_\_, 2020 )  
 )  
 )  
 )  
 )

\_\_\_\_\_  
A Commissioner for Taking Affidavits in the Province of  
British Columbia

\_\_\_\_\_  
Declarant

DRAFT

**Schedule B**

**PERMITTED RENT**

<b>Unit Type</b>	One-Bedroom	Two-Bedroom
<b>Base Rent</b>	\$1,400	\$2,000

DRAFT

**APPENDIX D**

ADP Minutes dated April 23, 2019

**PRESENT:** P. Rust, Chairperson  
K. Hammersley, Vice Chairperson  
K. Park (arrived 4:15pm)  
N. Waissbluth

**ABSENT:** F. Gharaei  
P. Byer

**NON-VOTING MEMBERS:** S. Greysen, BIA Representative

**GUESTS:** A. Kulla, Arborist / Landscape Designer  
P. Dhaliwal, Architect  
J. Saluja, Agent  
K. Saluja, Agent  
  
S. Craig, Architect  
J. Edmonds, Architect  
D. Tyacke, Landscape Architect  
R. Gurm, Agent

One member of the public attended.

**STAFF:** C. Isaak, Manager of Planning

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**1. CALL TO ORDER**

The Chairperson called the meeting to order at 4:15 pm.

It was noted that prior to quorum being achieved at 4:15 pm, the panel members had introduced themselves, the Manager of Planning provided an overview of the procedures and options for the panel to make a resolution regarding an application, and the applicants for item 4.1 had provided a presentation of their project to the members of the panel present.

The applicant's discussion of the proposal, prior to the meeting being called to order, included the following commentary from the architect (S. Craig) and the landscape architect (D. Tyacke)

- This site is in a five minute walking distance of key civic amenities including Peace Arch Hospital, Earl Marriott Secondary School, Kent Street Activity Centre, and local parks. It is also within a ten minute walk of shopping and services available in the Town Centre on Johnston Road. Proximity to these areas makes the site appropriate for new housing.
- The overall project contains a wide range of housing types and sizes with different designs to meet different family needs, including townhouses with front doors at the street level and flats above, accommodating a population of approximately 200 residents. Over 30% of the units on the apartment site are in a building that will be operated by a non-profit at below market rents.

- The central courtyard, including a play area and BBQ patio, provides a common area for all residents to connect, and amenity spaces within buildings provide further opportunities for social interaction.
- The building is designed to be constructed of mass timber (CLT), manufactured off site and assembled on site in a faster process than traditional wood-frame construction, which is intended to minimize construction activity in the neighbourhood as well as utilizing a local and environmentally sustainable material.
- The overall form of the building does not include extended balconies or fins that create heat loss, rather a streamlined form is proposed, using masonry cladding. Other material elements in the simple palette include wood soffits and charcoal metal flashing.
- The pathway through the site beside the central courtyard is an accessible path despite an overall change in grade and a flat lawn for the play area.

The panel's discussion of the proposal included questions with the applicant and the following comments:

- The loading bay on Maple Street may not be conducive for serving the number of residents in the development.
- The appearance of the building is appreciated but in a marine environment the openings that do not have protection from the rain containing salt from the ocean may be improved with a small overhang.
- An apparent error on the drawings indicating no windows in bedrooms on two levels of the townhouse plans was brought to the attention of the Architects.

## 2. **ADOPTION OF AGENDA**

It was **MOVED** and **SECONDED**

**THAT** the Advisory Design Panel adopts the April 23, 2019 agenda as circulated.

**CARRIED**

## 3. **ADOPTION OF MINUTES**

It was **MOVED** and **SECONDED**

**THAT** the Advisory Design Panel adopts the minutes from the November 20, 2018 meeting as circulated.

**CARRIED**

## 4. **SUBMISSION TO THE ADVISORY DESIGN PANEL**

**Comments received from the Chief Fire Official.**

No comments.

**Comments received from the Engineering and Municipal Operations Department.**

No comments.

**Comments received from RCMP-CPTED.**

No comments.

### **4.1 – Agent, Urban Arts Architecture – 15654 North Bluff Road et al. (S. Craig and D. Tyake)**

As noted above, the applicant had provided a presentation of their development proposal prior to meeting quorum being achieved, using a digital presentation and poster boards. Upon the arrival of K. Park, the meeting was called to order and after item 4.1 on the agenda was reached, the following comments were provided further to the discussion provided before the meeting:

- The landscape architect stated that he was pleased with the overall design and distribution of landscaping, however there were some technical issues that have to be solved. These were identified as:
  - o The tree protection zone sizes shown are not consistent and it would be helpful to have the arborist report to review with the landscape plans.
  - o The underground parkade walls extend under portions of the tree protection area, and some of the hardscaping shown in the tree protection area is not appropriate.
  - o The planting shown beside the townhouses against the Maple Street property line on sheet L8.2 will not be practical due to the steep slope of the soil, and should be reconsidered.
  - o There is a new tree planting shown on L2.0 and L3.0 planted in the protection zone of tree marked OS5, which should not be in the protection zone.
  - o The planting buffer on sheet L7.0 appears to be less than one metre in width and should be widened to provide a better buffer with viable soil volumes for plantings.

**It was MOVED and SECONDED**

THAT the Advisory Design Panel recommends that the application for the development proposal at 15654 North Bluff Road proceed to Council.

**CARRIED**

**4.2 – Owner – 15894 Roper Avenue (P. Dhaliwal, A. Kulla, and J. Saluja)**

The applicant provided the following overview of the updates to their development proposal (two single-family homes with a secondary suite each) since the previous ADP review on November 20, 2018, using poster boards:

- Responding to previous concern that the eventual building heights may project beyond what has been proposed in the plans in order to accommodate features to meet BC Building Code requirements that were not accounted for in the drawings, the applicant confirmed they have designed the building to be within the maximum height as measured from average natural grade.
- Responding to previous concern that the ‘mirroring’ of interior room layout of the two houses and aligned window placement may result in a loss of privacy between the two homes, the applicant illustrated how the windows have been staggered where they previously aligned directly, and also converted to clerestory (above eye level) in one of the units where they are still aligned.
- Responding to previous concern regarding the accessibility and light access for both secondary suites, the applicant noted that the basement wells in the back of the homes have been widened.
- Responding to previous concern regarding the entrances of the homes being visually ‘secondary’ to the overheight garages, the applicant noted they have lowered the garage height of the homes.
- Responding to previous concern regarding the proposal soil volumes for plantings and excavation and landscaping within the tree protection zones on the property, the landscape designed noted they have addressed the soil depths and simplified the proposed plantings, including converting the rear yards to regular lawn from turf.

The Advisory Design Panel then discussed the application, including the following comments:

- The Panel commended the applicant for their changes, while requiring further clarification on the mirroring of the homes and noting that despite the off-centered location of the windows that it will be possible to view into the other home when looking through the windows at an angle.
- The Panel also noted that the driveway for one of the units appears to have a City street light in the boulevard which may be an obstacle for the driveway access.
- The Panel requested that on the shared property line between the two units that dense planting be provided on either side of the driveway to prevent the entire front area from being hardscaped.
- It was suggested that the applicant may need to consider providing continuous pavers on the sideyard walkway to the secondary suite for firefighter and resident access.

**It was MOVED and SECONDED**

THAT the Advisory Design Panel recommends that the application for the development proposal at 15894 Roper Avenue proceed to Council subject to the applicant giving further consideration to the following revisions:

1. Consider the revising the driveway configuration to account for the impact of the existing City street light in the boulevard, or the potential requirement to relocate the street light;  
and
2. Consider adding dense planting between the units adjacent to the driveways.

**CARRIED**

**5. CONCLUSION OF THE MEETING**

There being no further business, the Chairperson declared the meeting concluded at 4:50 pm.

---

Karen Hammersley  
Chairperson, Advisory Design Panel

---

Greg Newman  
ADP, Committee Secretary



**APPENDIX E**

Draft Development Permit No. 428

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



**DEVELOPMENT PERMIT NO. 428**

1. This Development Permit No. 428 is issued to Bridgewater Development Corporation as the prospective owner and shall apply only to ALL AND SINGULAR those certain parcels or tracts 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 1 Section 11 Township 1 New Westminster District Plan 20673  
PID: 009-452-265  
(15654 North Bluff Road)

Lot 2 Section 11 Township 1 New Westminster District Plan 20673  
PID: 009-452-273  
(15664 North Bluff Road)

Lot 3 Section 11 Township 1 New Westminster District Plan 20673  
PID: 009-452-290  
(15674 North Bluff Road)

Lot 4 Section 11 Township 1 New Westminster District Plan 20673  
PID: 009-452-303  
(1593 Lee Street)

Lot 6 Section 11 Township 1 New Westminster District Plan 20673  
PID: 009-452-320  
(1580 Maple Street)

Lot 7 Section 11 Township 1 New Westminster District Plan 20673  
PID: 009-452-338  
(1570 Maple Street)

As indicated on Schedule A

2. This Development Permit No. 428 is issued pursuant to the authority of Sections 490 and 491 of the *Local Government Act, R.S.B.C. 2015, Chapter 1* as amended, the "White Rock Official Community Plan Bylaw, 2017, No. 2220" as amended, and in conformity with the procedures prescribed by the "City of White Rock Planning Procedures Bylaw, 2017, No. 2234" as amended.

3. The terms, conditions and guidelines as set out in "White Rock Official Community Plan Bylaw, 2017, No. 2220" as amended, that relate to the "East Side Large Lot Development Permit Area" shall apply to the area of land and premises hereinbefore described and which are covered by this Development Permit.

4. Permitted Uses of Land, Buildings and Structures

Land, buildings, and structures shall only be used in accordance with the provisions of the "CD-63 Comprehensive Development Zone" of the "White Rock Zoning Bylaw, 2012, No. 2000" as amended.

5. Dimensions and Siting of Buildings and Structures on the Land

All buildings and structures to be constructed, repaired, renovated, or sited on said lands shall be in substantial compliance with the Plans prepared by Urban Arts Architecture Inc. and eta Landscape Architecture hereto in accordance with the provisions of Section 491 of the *Local Government Act*:

Schedule B	Site Plan
Schedule C	Building Elevations
Schedule D	Renderings
Schedule E	Landscaping Plans

These Plans form part of this development permit.

6. Terms and Conditions:

- a) The applicant shall enter into a Servicing Agreement to provide frontage improvements and on-site works and services in accordance with Section 506 of the *Local Government Act* and to the acceptance of the Director of Engineering and Municipal Operations;
- b) The applicant shall provide landscaping for the development in substantial compliance with the Landscape Plans (Schedule E) to the acceptance of the Director of Planning and Development Services and the Director of Engineering and Municipal Operations;
- c) The permittee must also submit an estimate for the cost of landscaping, along with securities in the amount of \$410,000.00 (125% of the cost of landscaping) to the City prior to the issuance of a building permit.
- d) Rooftop mechanical equipment shall be screened from view to the acceptance of the Director of Planning and Development Services;
- e) The hydro kiosk is to be located on site to the acceptance of the Director of Planning and Development Services.

7. In the interpretation of the Development Permit all definitions of words and phrases contained in Sections 490 and 491 of the *Local Government Act, R.S.B.C. 2015, Chapter 1* as amended, and the "White Rock Official Community Plan Bylaw, 2017, No. 2220", as amended, shall apply to this Development Permit and attachments.

8. Where the holder of this Permit does not obtain the required building permits and commence construction of the development as outlined in this Development Permit within two years after the date this Permit was authorized by Council, the Permit shall lapse, unless the Council, prior to the date the Permit is scheduled to lapse, has authorized further time extension of the Permit.
9. This permit does not constitute a subdivision approval, a tree management permit, a demolition permit, or a building permit.

Authorizing Resolution passed by the Council for the City of White Rock on the \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_.

This development permit has been executed at White Rock, British Columbia on the \_\_\_\_\_ day of \_\_\_\_\_ 20\_\_.

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

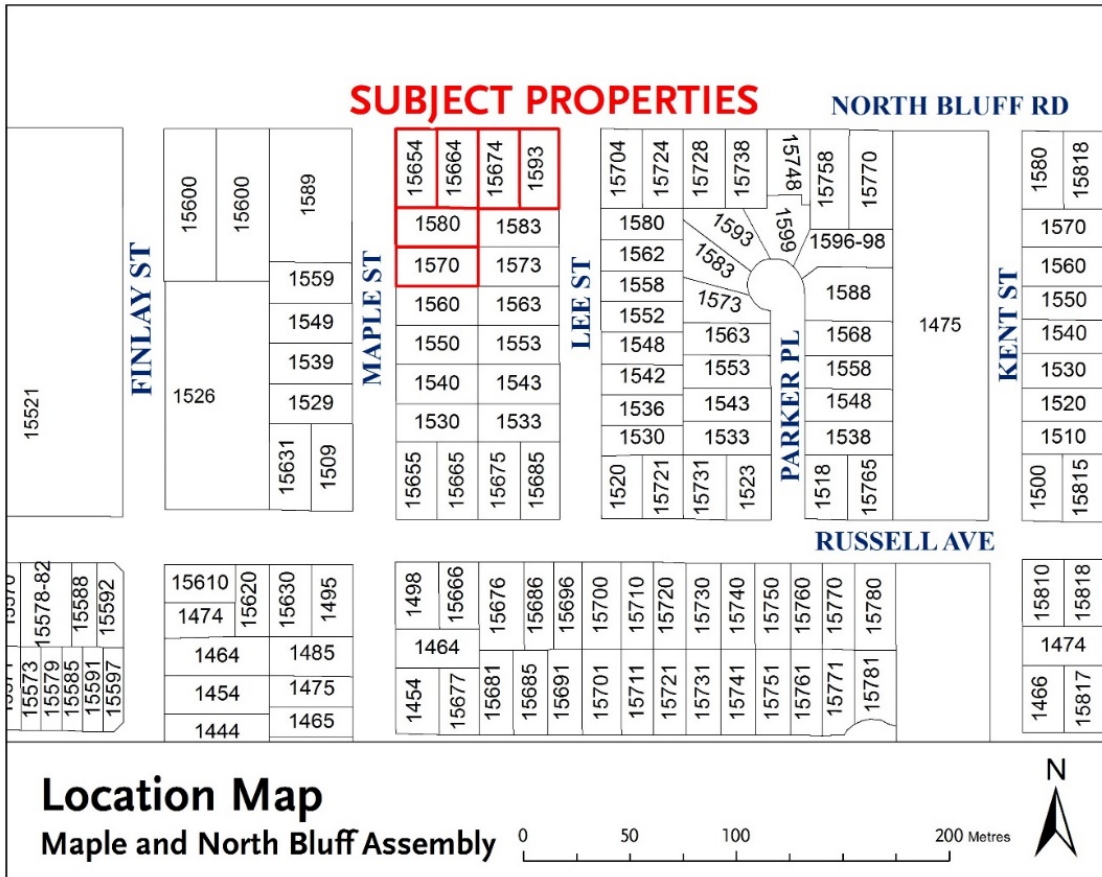
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Mayor  
Authorized Signatory

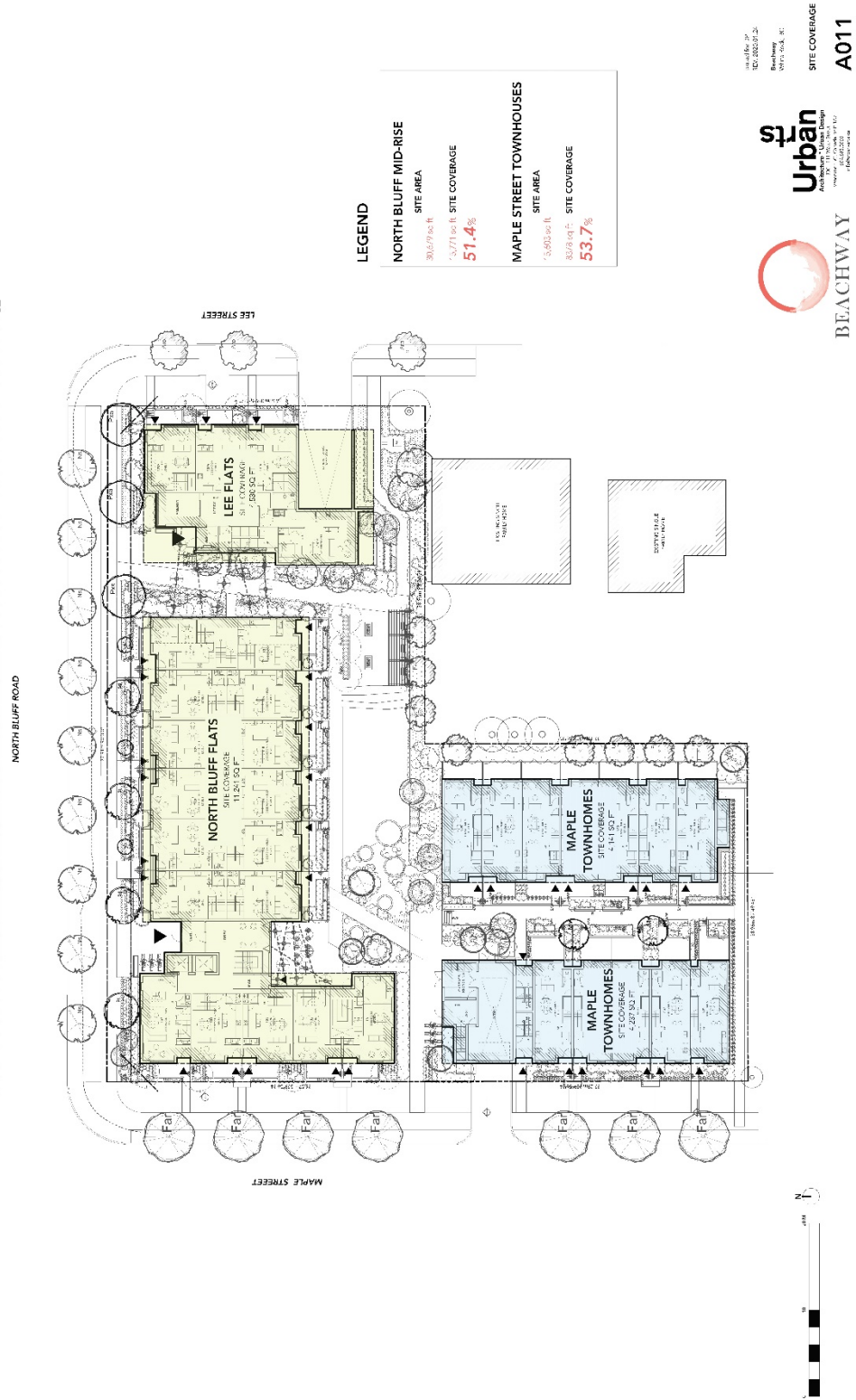
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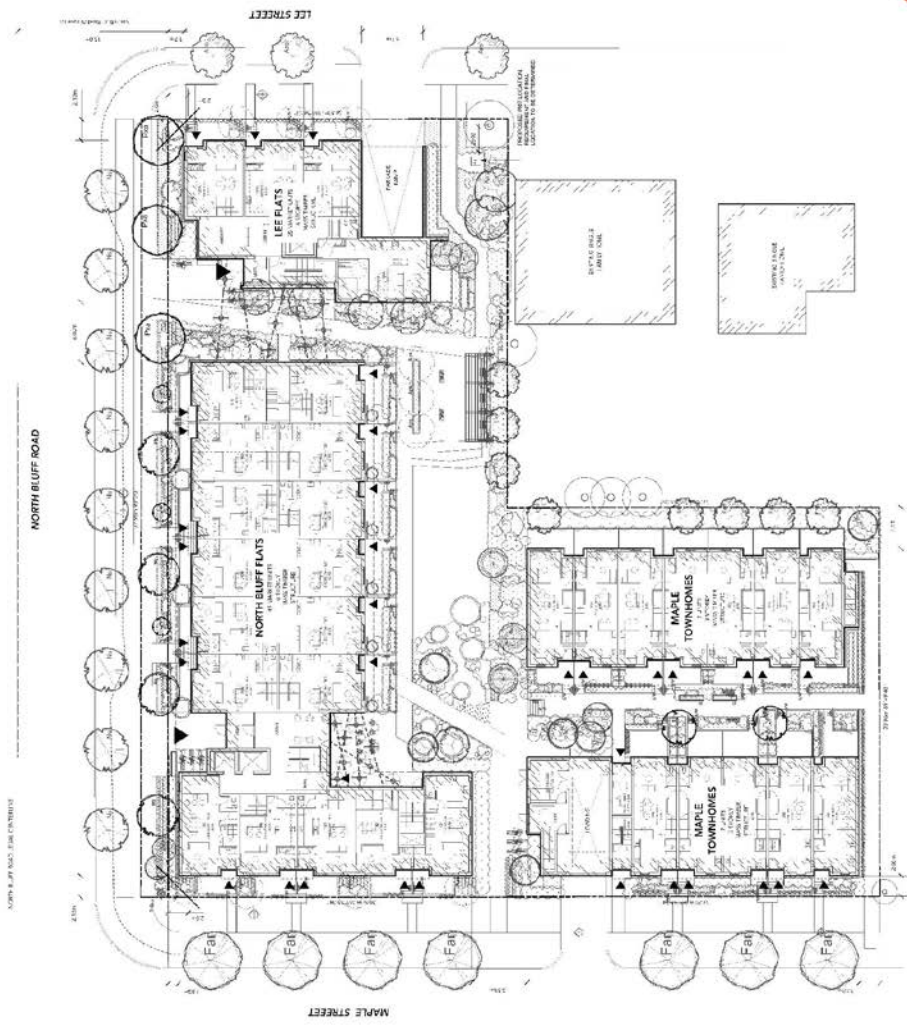
Director of Corporate Administration  
Authorized Signatory

Schedule A – Location Map



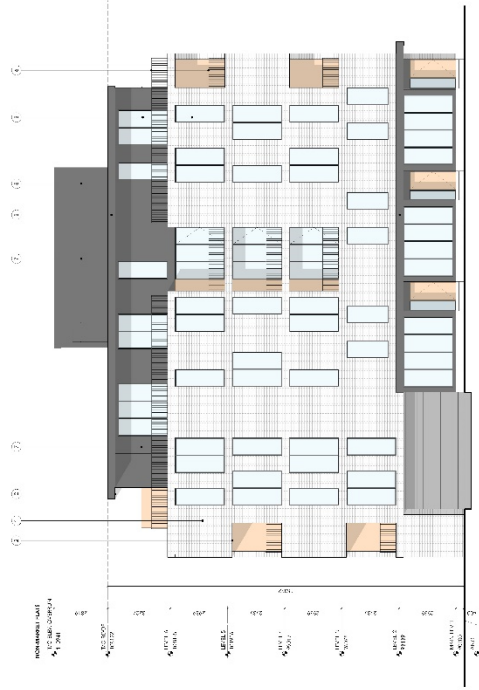
# Schedule B – Site Plan







# Schedule C – Elevations

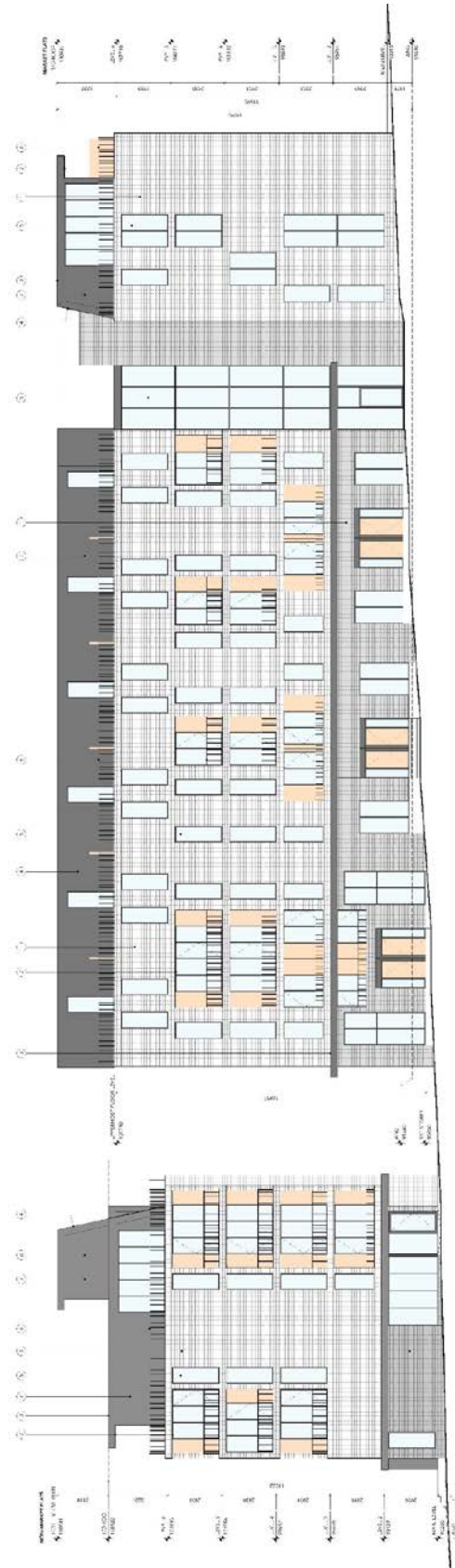


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**Urban Arts**  
 Architecture, Urban Design  
 1000 North Orange Avenue, Suite 1000  
 Atlanta, Georgia 30309  
 Phone: 404.525.1111  
 Fax: 404.525.1112


  
**BEACHWAY**  
 REAL ESTATE

PROJECT NO. 2017-232-24  
 DRAWING NO. ELEVATION  
 LEE STREET  
**A201**



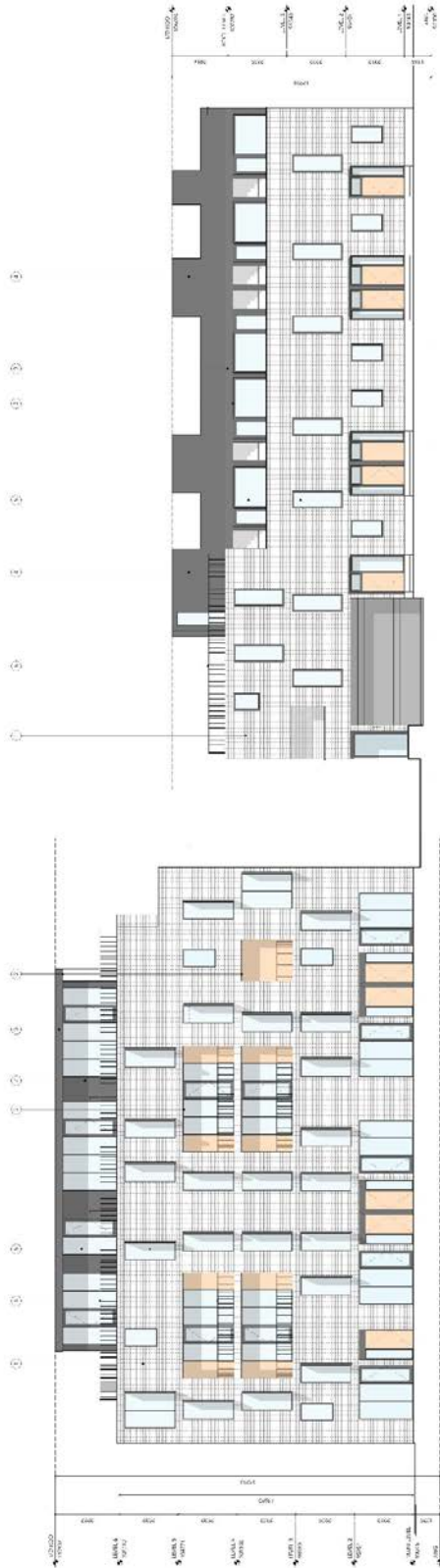
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  - 5. EXTERIOR TERRACE FINISH
  - 6. EXTERIOR STAIR FINISH
  - 7. EXTERIOR ELEVATOR FINISH
  - 8. EXTERIOR SIGNAGE FINISH




**BEACHWAY**  
 1500 N. BEACHWAY  
 SUITE 100  
 BEACHWAY, FLORIDA 33434


**Urban Elevations**  
 ARCHITECTS  
 1500 N. BEACHWAY  
 SUITE 100  
 BEACHWAY, FLORIDA 33434

November 01, 2017  
 1570/80 MAPLE ST. S  
 BEACHWAY  
 BEACHWAY, FLORIDA 33434  
**ELEVATION**  
**NORTH BLUFF**  
**A202**



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  - 5. CEILING FINISHES
  - 6. WALL FINISHES
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  - 16. SOUND FINISHES
  - 17. SECURITY FINISHES
  - 18. SIGNAGE FINISHES
  - 19. LANDSCAPE FINISHES
  - 20. SITE FINISHES




**BEACHWAY**  
 ARCHITECTURE & INTERIORS  
 1500 N. BEACHWAY  
 WASHINGTON, DC 20004-4400  
 TEL: 202.462.1000  
 WWW.BEACHWAY.COM


**UrbanArts**  
 ARCHITECTURE & INTERIORS  
 1500 N. BEACHWAY  
 WASHINGTON, DC 20004-4400  
 TEL: 202.462.1000  
 WWW.URBANARTS.COM

**ELEVATION**  
 MAPLE STREET  
**A203**





**Urban**  
Architecture Inc

VIEW LOOKING SOUTH TOWARDS NORTH BLUFF ROAD AND MAPLE STREET



**Urban**  
Architecture Inc.

**VIEW LOOKING SOUTHEAST FROM NORTH BLUFF ROAD AND MAPLE STREET**





Sheet	Date	Revised/Notes
1	10/15/18	Initial Design

Symbol	Notes
(Symbol)	Planting
(Symbol)	Structure
(Symbol)	Material
(Symbol)	Utility

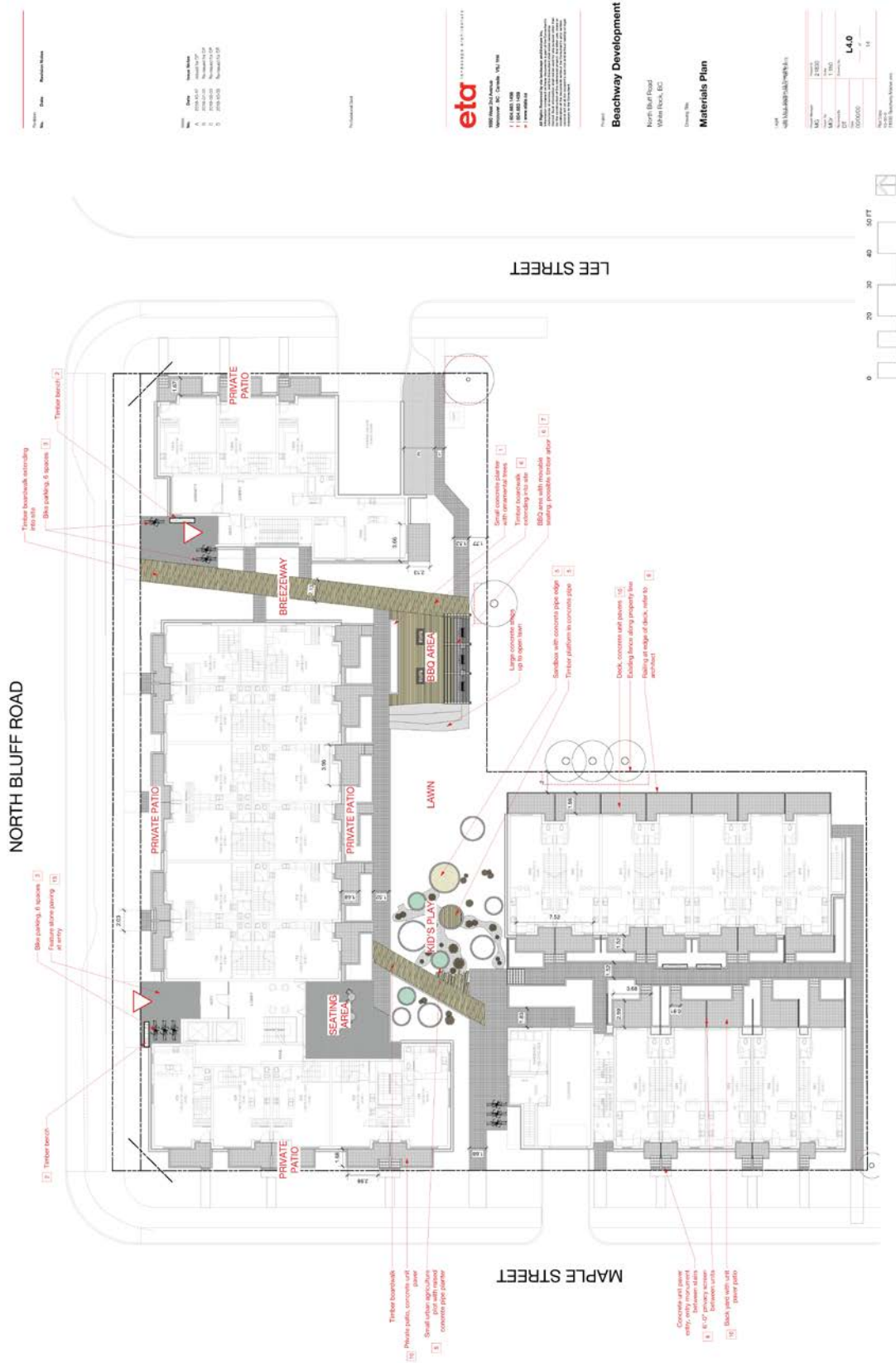
**eta**  
 1800 West Park Avenue, 100 West  
 Wilmington, NC 28403  
 Phone: 910.343.1000  
 Fax: 910.343.1001  
 Email: info@eta.com

**Beachway Development**  
 North Bluff Road  
 White House, NC  
 Drawing No.  
**Landscape Site Plan**

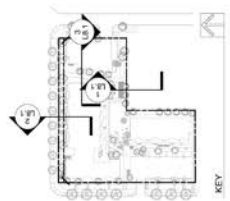
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3rd	1/8" = 1'-0"	10/15/18
4th	1/8" = 1'-0"	10/15/18
5th	1/8" = 1'-0"	10/15/18

**L3.0**  
 14'





Symbol	Notes	Reference Markers
(Symbol)	(Notes)	(Reference Markers)



**eta** CONSULTANTS & ARCHITECTS

1800 West 10th Avenue  
 Vancouver, BC, V6H 2Y6, CANADA  
 T: 604.273.1000  
 F: 604.273.1001  
 E: info@eta.ca

Project: Beachway Development  
 Location: North Bluff Road, White Rock, BC  
 Drawing No: Sections

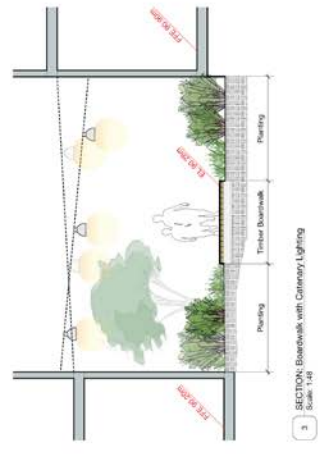
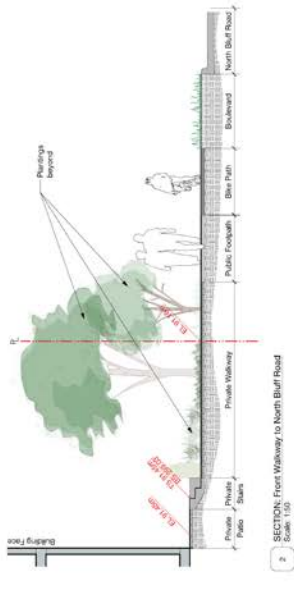
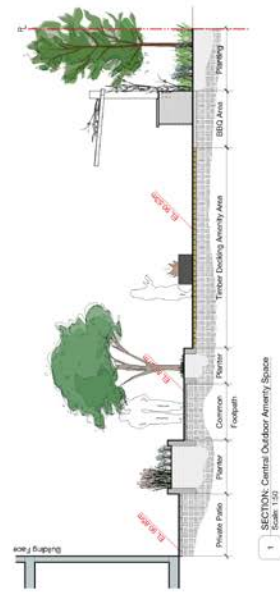
**Beachway Development**

North Bluff Road  
 White Rock, BC

Drawing No:  
**Sections**

Sheet No.	Scale	Date
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 1570/80 Maple St  
 1593 Lee St  
 White Rock, BC  
 11/11/2010



Sheet No.	Date	Revised/Revised By
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2	08/15/2018	08/15/2018 - [Name]
3	08/15/2018	08/15/2018 - [Name]
4	08/15/2018	08/15/2018 - [Name]
5	08/15/2018	08/15/2018 - [Name]

**eta** ENGINEERING & ARCHITECTURE

1800 North Post Avenue, 1st Floor  
 Wilmington, NC 28405  
 Phone: 910.343.1800  
 Fax: 910.343.1801

Project: Beachway Development  
 Location: North Bluff Road, White House, NC

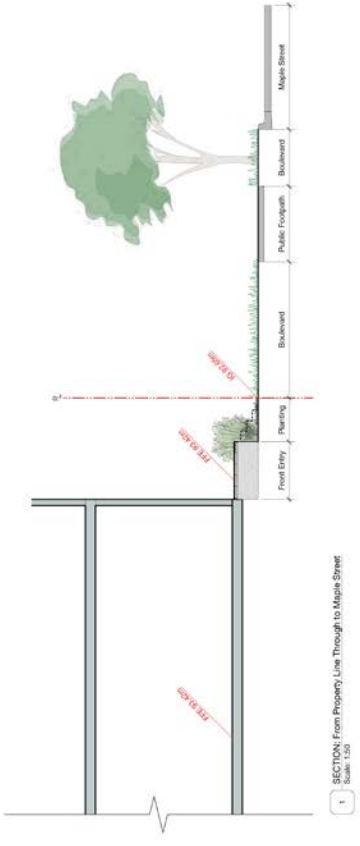
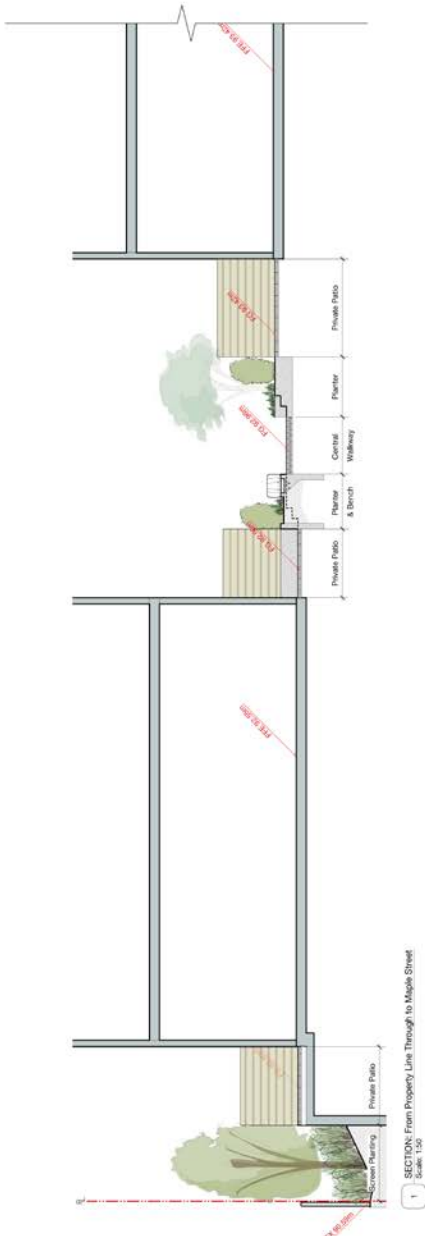
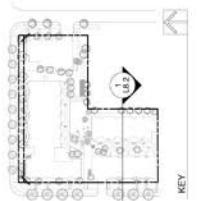
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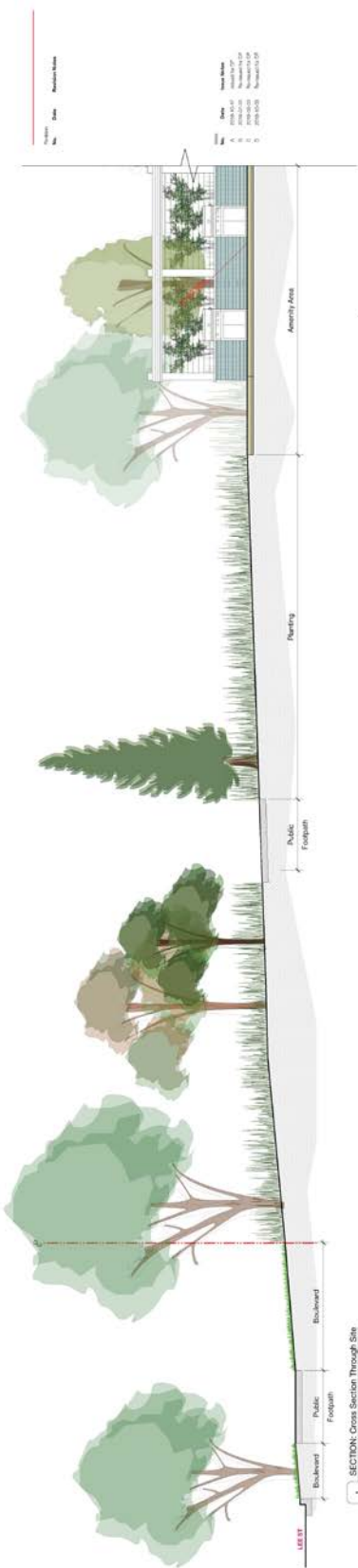
North Bluff Road  
 White House, NC

Project No. 18-0000000000

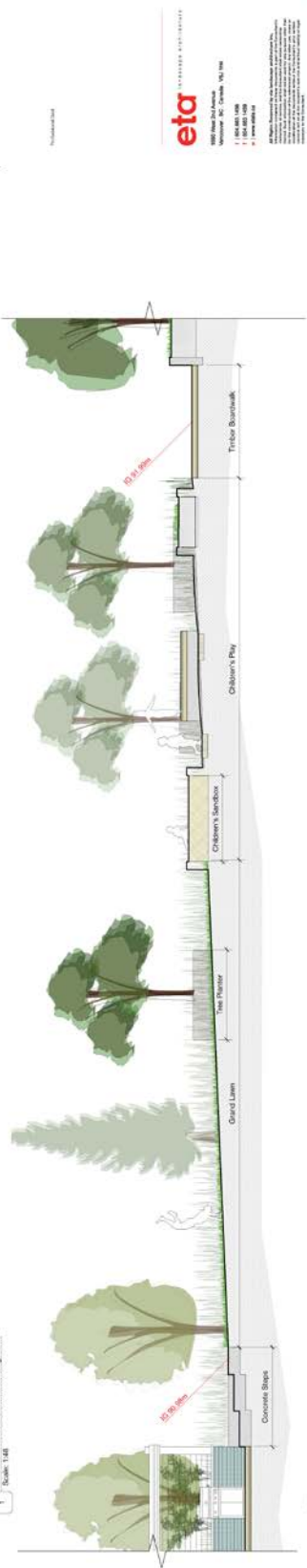
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Sheet: L&2 of 14

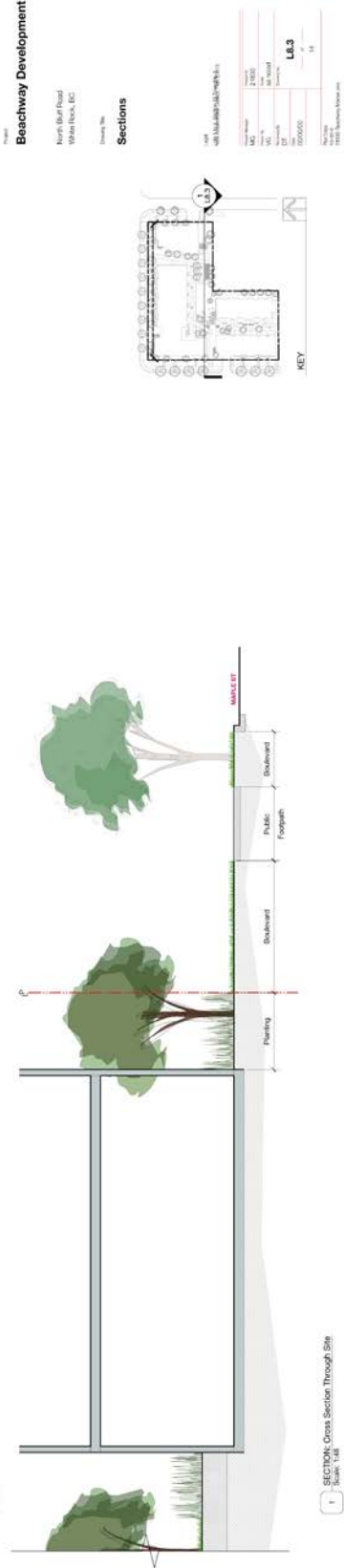




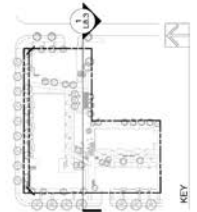
SECTION: Cross Section Through Site  
Scale: 1/8" = 1'-0"



SECTION: Cross Section Through Site  
Scale: 1/8" = 1'-0"



SECTION: Cross Section Through Site  
Scale: 1/8" = 1'-0"



Symbol	Notes	Remarks/Notes
1	10' x 10' x 10'	10' x 10' x 10'
2	10' x 10' x 10'	10' x 10' x 10'
3	10' x 10' x 10'	10' x 10' x 10'
4	10' x 10' x 10'	10' x 10' x 10'

**eta** ENGINEERING & ARCHITECTURE

1000 West 10th Avenue  
 Vancouver, BC, Canada V6H 2G6  
 Tel: (604) 681-1008  
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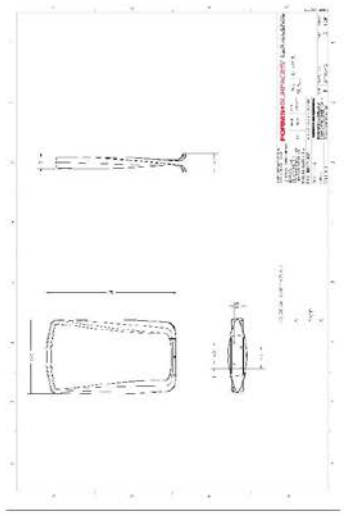
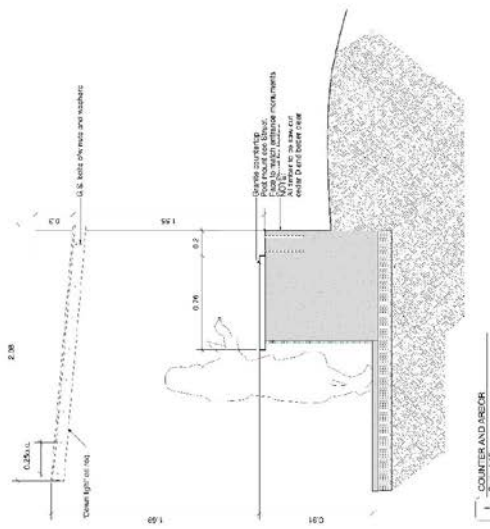
**Beachway Development**

North Bluff Road  
 Whitefish Bay, EC

**Sections**

Section	Scale	Notes
1	1/8" = 1'-0"	Cross Section Through Site
2	1/8" = 1'-0"	Cross Section Through Site
3	1/8" = 1'-0"	Cross Section Through Site





Code	Date	Revisions
1	01/15/15	Initial Design
2	02/10/15	Final Design
3	03/10/15	Final Design
4	04/10/15	Final Design
5	05/10/15	Final Design
6	06/10/15	Final Design
7	07/10/15	Final Design
8	08/10/15	Final Design
9	09/10/15	Final Design
10	10/10/15	Final Design
11	11/10/15	Final Design
12	12/10/15	Final Design

- 1. 01/15/15 Initial Design
- 2. 02/10/15 Final Design
- 3. 03/10/15 Final Design
- 4. 04/10/15 Final Design
- 5. 05/10/15 Final Design
- 6. 06/10/15 Final Design
- 7. 07/10/15 Final Design
- 8. 08/10/15 Final Design
- 9. 09/10/15 Final Design
- 10. 10/10/15 Final Design
- 11. 11/10/15 Final Design
- 12. 12/10/15 Final Design

Permitted Use:

**eta** ENGINEERING & ARCHITECTURE

180 North Main Street  
 Worcester, MA 01608  
 Tel: 508.853.1111  
 Fax: 508.853.1112  
 www.eta-engineering.com

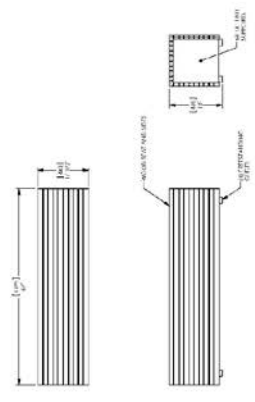
**Batchway Development**

North Bluff Road  
 North Bluff, MA

**Details**

Code	Date	Revisions
1	01/15/15	Initial Design
2	02/10/15	Final Design
3	03/10/15	Final Design
4	04/10/15	Final Design
5	05/10/15	Final Design
6	06/10/15	Final Design
7	07/10/15	Final Design
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12	12/10/15	Final Design

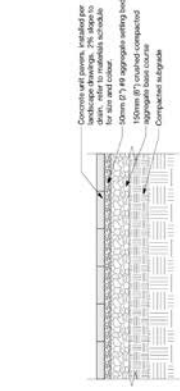
**Parcel 42** North Bluff Road, North Bluff, MA 01608  
 Parcel 42, North Bluff Road, North Bluff, MA 01608



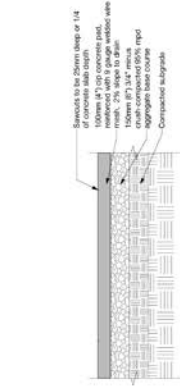
PROPOSED DEVELOPMENT: 1.0' x 0.7' x 0.7' (3' x 2' x 2')

**3** TABLE BENCH  
 1/8" = 1'-0"

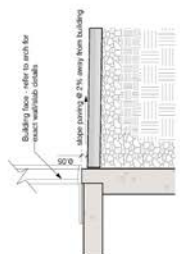
Rev	Date	Revised By
1	08/20/20	W. J. [Name]
2	09/15/20	W. J. [Name]
3	10/10/20	W. J. [Name]
4	11/05/20	W. J. [Name]



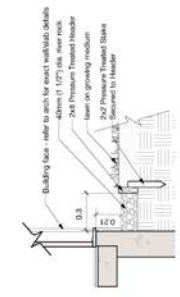
4 UNIT PAVERS ON GRADE  
Scale: 1:15



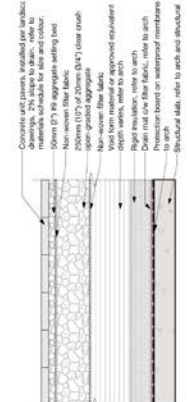
3 PERESTRAIN CONCRETE ON GRADE  
Scale: 1:15



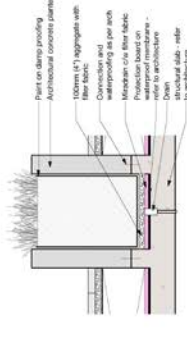
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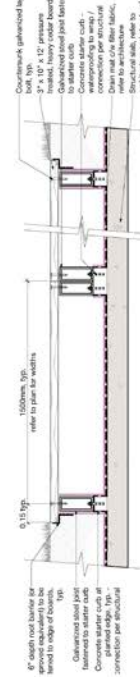
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Scale: 1:15



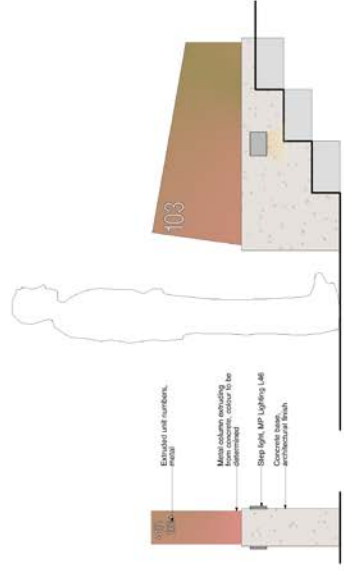
5 UNIT PAVERS ON SLAB  
Scale: 1:15



6 CONCRETE PLANTER  
Scale: 1:15



7 TIMBER BOARDWALK  
Scale: 1:15



8 ENTRY MONUMENT  
Scale: 1:15

**eta** ARCHITECTURE INC. 1000 West 1st Avenue, Vancouver, BC, Canada, V6C 1G4  
Tel: 604.681.1000 Fax: 604.681.1001  
www.eta-architect.com

**Beachway Development**

From Blue Road  
West Beach, BC

**Details**  
**Entry Monument Options**

Code	Description	Quantity	Unit
103	Entry Monument	1	EA
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109	Entry Monument	1	EA
110	Entry Monument	1	EA
111	Entry Monument	1	EA
112	Entry Monument	1	EA
113	Entry Monument	1	EA
114	Entry Monument	1	EA
115	Entry Monument	1	EA
116	Entry Monument	1	EA
117	Entry Monument	1	EA
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129	Entry Monument	1	EA
130	Entry Monument	1	EA



Item	Date	Revisions
1	08/12/2020	Initial Design
2	08/12/2020	Final Design
3	08/12/2020	Final Design
4	08/12/2020	Final Design

eta  
 ENVIRONMENTAL & TERRACE SERVICES  
 1500 North 10th Avenue  
 WILMINGTON, NC 28405  
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**Benchmark Development**

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 W: www.etaservices.com

**Precedent Images**

Item	Date	Revisions
1	08/12/2020	Initial Design
2	08/12/2020	Final Design
3	08/12/2020	Final Design
4	08/12/2020	Final Design





PERENNIALS



SHRUBS



TREES

Project Name: **Beachway Estates**  
 Address: **15654/64/75 North Bluff Road / 1570/80 Maple Street and 1593 Lee Street**  
 City: **San Diego, CA 92128**  
 County: **SAN DIEGO**  
 State: **CALIFORNIA**

**eta** LANDSCAPE ARCHITECTURE  
 15700 Maple Street  
 San Diego, CA 92128  
 Phone: 619.594.1111  
 Fax: 619.594.1112  
 Website: www.eta-landscape.com

**Beachway Development**

Project Name: **Beachway Estates**  
 Address: **15654/64/75 North Bluff Road / 1570/80 Maple Street and 1593 Lee Street**

**Precedent Plant Images**

Project Name	Beachway Estates
Address	15654/64/75 North Bluff Road / 1570/80 Maple Street and 1593 Lee Street
City	San Diego, CA
County	San Diego
State	California
Scale	1" = 10'-0"
Date	11/10/2023
Drawn By	ET
Checked By	ET
Project No.	23-000000
Sheet No.	11
Scale	1" = 10'-0"

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.”

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**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

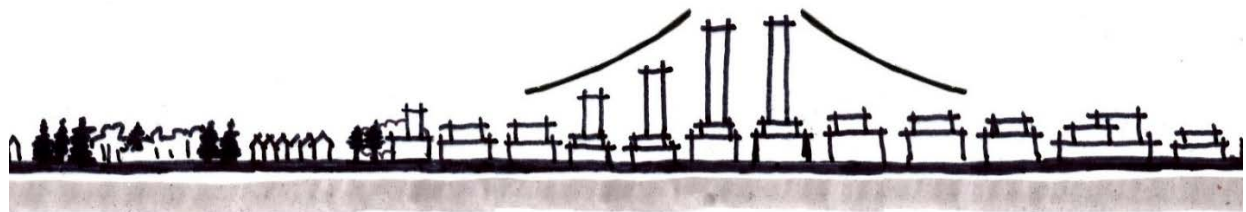
The feedback received on the online survey in Phase 1 regarding building heights in the Town Centre Transition (TCT) areas indicated similar support levels for both mid-rise (5-11 storeys) and low-rise (3-4 storeys) buildings as being appropriate building forms in these areas (approximately half of all 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.

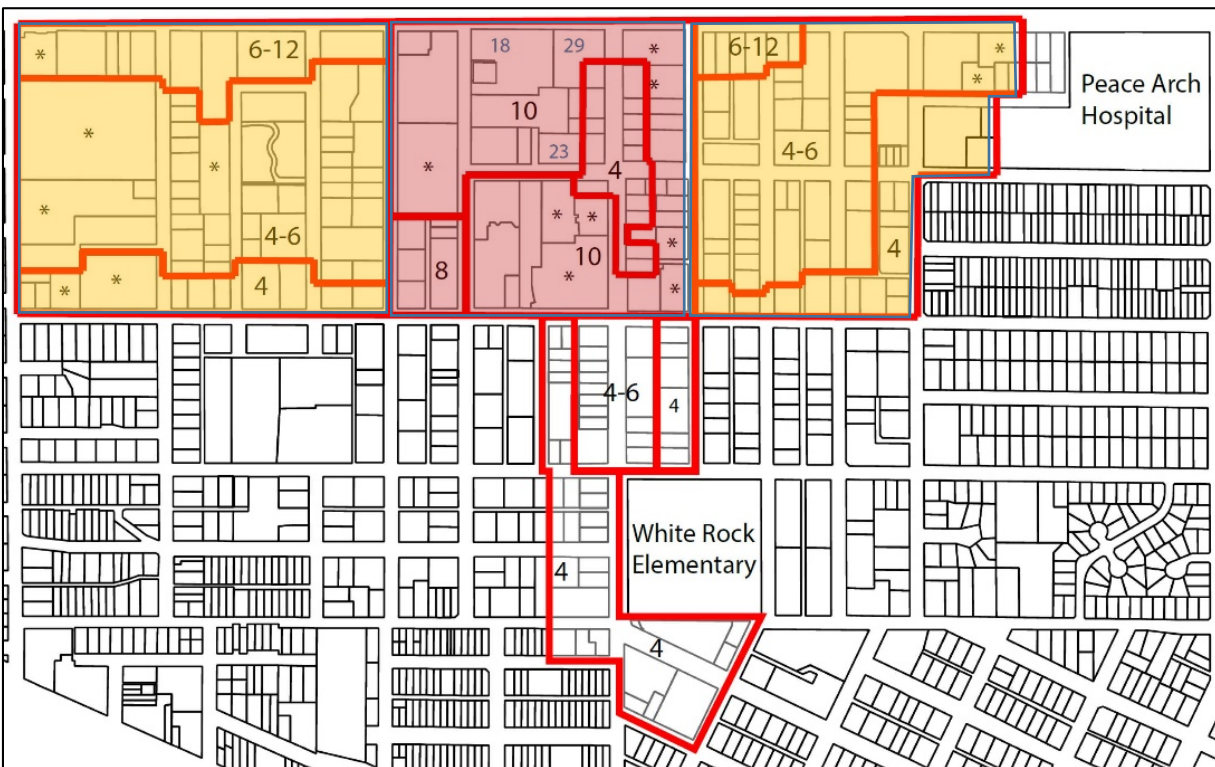


The “potential” heights in the OCP form a guideline such that if they were to be exceeded (e.g., a 13-14 storey building being located where the diagram indicates a 12 storey height), the Plan

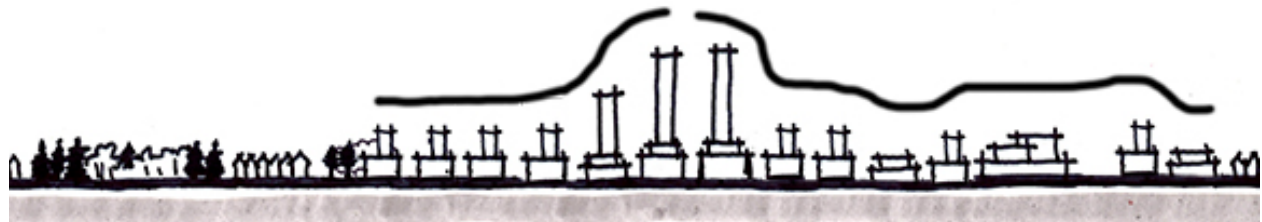
would not require amendment to accommodate the development; only changes to the density, building type or land use, as explicitly outlined in the Plan, would require an OCP amendment.

### 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.



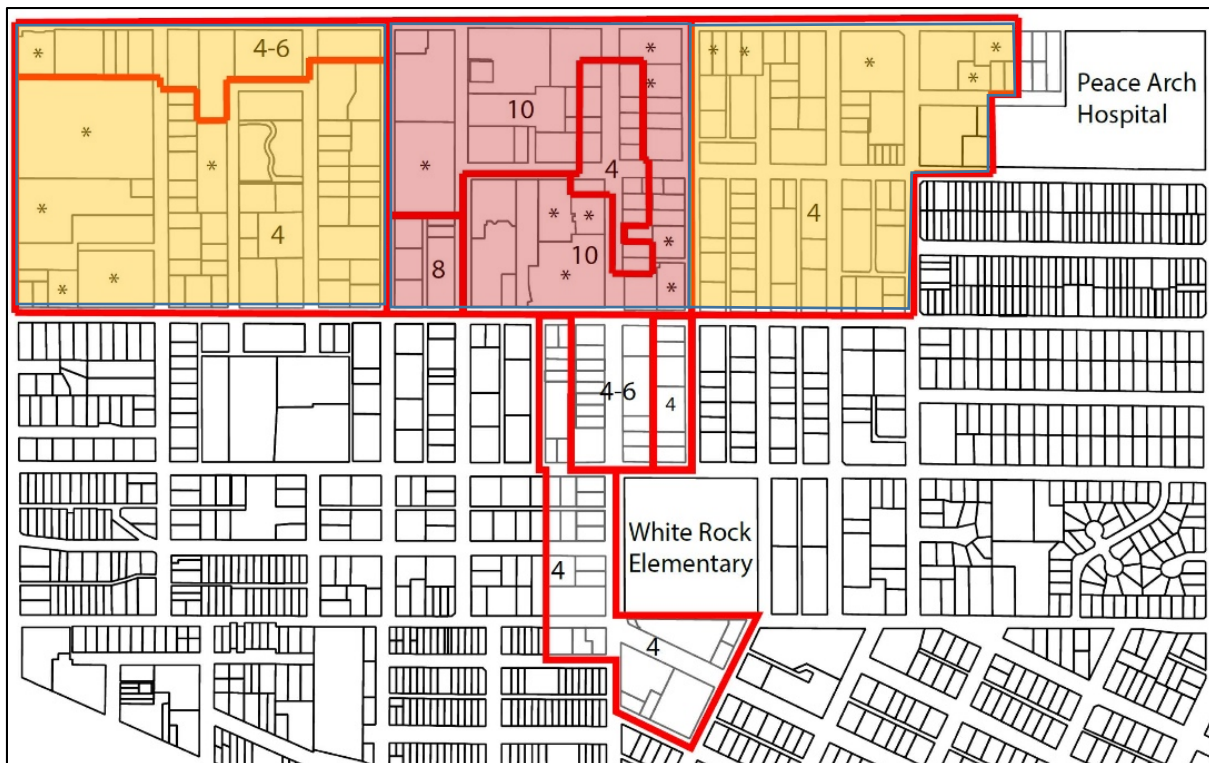
As the transition in this option from the taller buildings in the Town Centre is more sudden than that in Option A, Option B could be conceptually likened to a “dome” type of skyline (viewed at a distance from west to east), with a series of mid-rise buildings bracketing the taller high-rises

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.

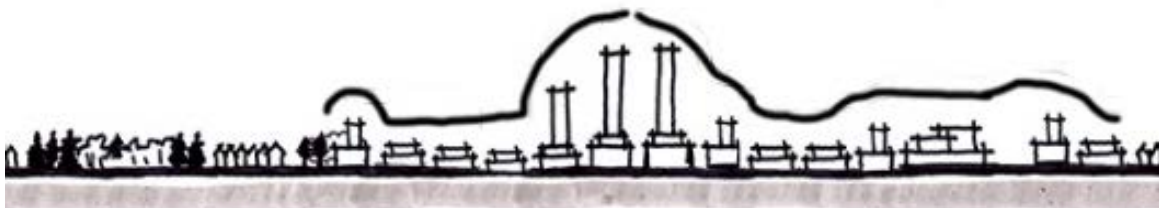
In this option it is proposed that where a range of storeys/density are allowed, that the height and density above the base 4 or base 6 storeys (i.e., up to 6, or up to 12 storeys) be conditional on the new building offering a certain portion of its units as affordable rental housing, in addition to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

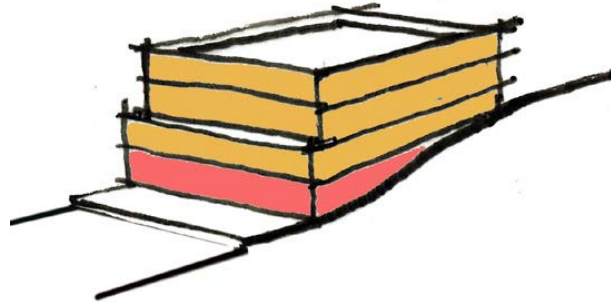
The feedback received on the online survey in Phase 1 regarding building heights in the Waterfront area indicated high levels of support for both low-rise (64% support) and 1-2 storey commercial buildings (61% support) as being appropriate building forms in the waterfront area, with 11% supporting mid-rise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

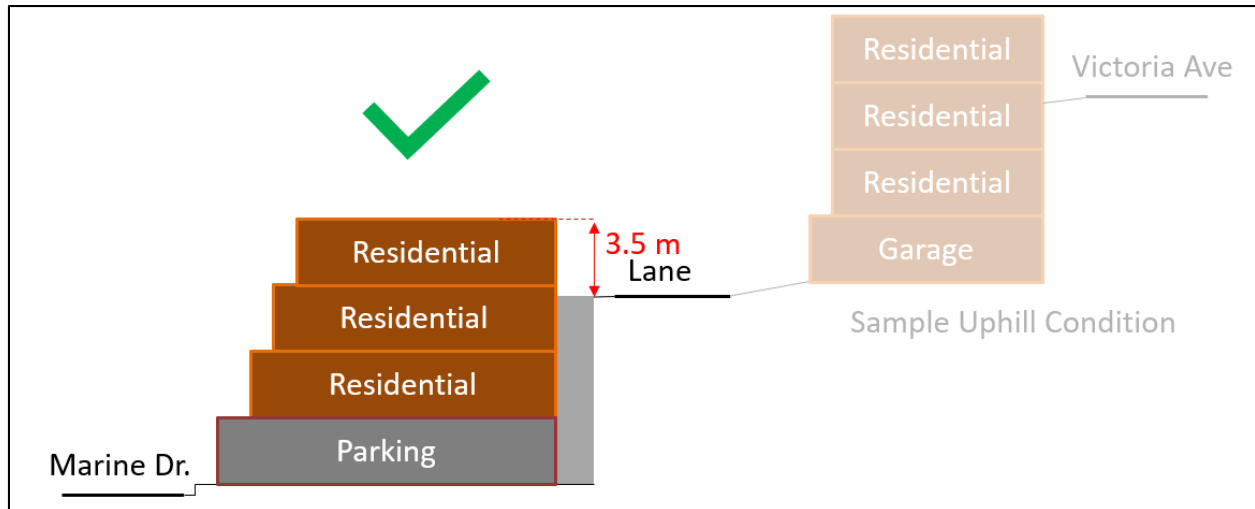
This Option would be to leave the existing policy framework intact. The current height policy in the Waterfront Village land use designation (area) allows buildings “up to 4 storeys in height”. The associated diagrams show buildings constructed on a hillside, with the lowest level typically commercial (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, 2011, 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.

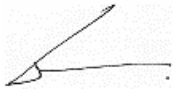
Respectfully submitted,



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**

