

NOTICE OF PUBLIC HEARING – MARCH 1, 2021

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

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

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

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

WHITE ROCK
My City by the Sea!

Documents:

Author	Document	Item #
Director of Planning and Development Services	Land Use and Planning Committee corporate report dated May 4, 2020	R-1
Director of Planning and Development Services	Land Use and Planning Committee corporate report dated July 27, 2021	R-2
Corporate Administration Department	Minutes – Various Extracts	R-3

Written Submissions:

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

THE CORPORATION OF THE
CITY OF WHITE ROCK

15322 BUENA VISTA AVENUE, WHITE ROCK, B.C. V4B 1Y6

NOTICE OF PUBLIC HEARING
MONDAY, MARCH 1, 2021

NOTICE is hereby given that the Council of the City of White Rock will hold an opportunity for public participation for a Public Hearing on **MONDAY, MARCH 1, 2021** at **6:00 P.M.** in accordance with the *Local Government Act*. All persons who deem their interest in property is affected by the proposed bylaw/application shall be afforded an opportunity to be heard **via a telephone-in process** or by forwarding written submissions reflecting matters contained in the proposed bylaw/application that is the subject of the Public Hearing. At the Public Hearing, Council will hear and receive submissions from the interested persons in regard to the bylaw/application listed below:

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

CIVIC ADDRESS: 15654/64/74 North Bluff Road/ 1570/80 Maple Street and 1593 Lee Street (See Site Map Attached)

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

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

Further details regarding the subject of the Public Hearings/Public Meetings may be obtained from the City’s Planning and Development Services Department at City Hall by contacting 604-541-2136 | planning@whiterockcity.ca.

Electronic Meeting: The Provincial Health Officer has issued orders related to gatherings and events in the province of BC. As such, Public Hearings will be held virtually and will also be live streamed on the City website. To participate in a Public Hearing, please review the options below.

1. Submit written comments to Council:

You can provide your submission (comments or concerns) by email to clerksoffice@whiterockcity.ca or by mail to Mayor and Council, 15322 Buena Vista Avenue, White Rock, BC, V4B 1Y6. The deadline to receive submissions is by **12:00 p.m. on the date of the Public Hearing/Meeting, March 1, 2021.**

You may forward your submissions by:

- Mailing to White Rock City Hall, 15322 Buena Vista Avenue, White Rock, BC V4B 1Y6, or hand delivery by leaving it in the “City Hall Drop Box” to the left outside the front door; or
- Emailing the Mayor and Council at clerksoffice@whiterockcity.ca with the applicable subject line:
 - **PH 3: BYLAW 2351, 15654/64/74 North Bluff Road/ 1570/80 Maple Street and 1593 Lee Street**

2. If you do not wish to speak or write in but would still like to convey that you are in support or that you are not in support of the Public Hearing/ Meeting item:

You may phone 604-541-2127 to register your support / or that you are not in support of the Public Hearing/ Meeting item. If the call is not answered please leave a voicemail with the call-in information noted below (all four (4) bullet points must be noted).

When you call-in, please be prepared to provide the following information:

- The public hearing item
- Your first and last name
- Civic address
- Whether you are in support of or not in support of the item

3. You may register to speak to a Public Hearing/ Meeting item via telephone:

Registration will be open from 12:00 p.m. to 4:30 p.m. on the date of the Public Hearing/ Meeting, March 1, 2021. Registration will only be available during this time. Once you register, you will be sent an email with further instructions.

Register to speak by emailing clerksoffice@whiterockcity.ca or calling 604-541-2127.

Please note the following instructions when you call in:

- You will be put on hold in a queue for the respective item, and you will be connected when it is your turn to speak. **If you hang up during this time, you will lose your place in the queue.** You may watch the Council meeting through the City's Live Stream while you are on hold.
- Your comments must be relevant to the application (bylaw and permit) being considered at the Public Hearing/ Meeting
- You will have 5 minutes to speak
- **While speaking turn off all audio of the meeting. Note:** There is a **1-minute delay** in the live stream so please listen to the cues given over the phone
- **Do not put your phone on speaker phone**
- Once you make your comments to Council, the call will end quickly so that the next speaker can join the meeting

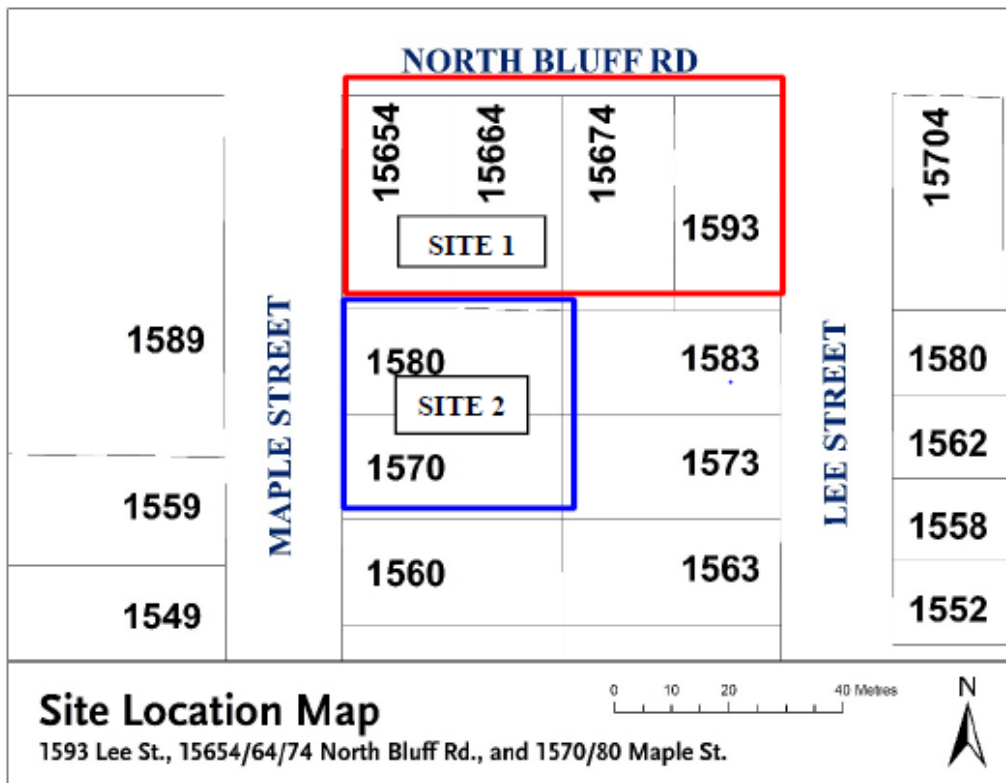
If you miss the noted registration period, please watch the live meeting at the following link: <https://www.whiterockcity.ca/894/Agendas-Minutes> as there will be an opportunity for you to call in for a limited period of time.

Please Note: Correspondence that is the subject of a Public Hearing, Public Meeting, or other public processes will be included, in its entirety, in the public information package and will form part of the public record. Council shall not receive further submissions from the public or interested persons concerning the bylaws/applications after the Public Hearing has been concluded.

The meeting will be streamed live and archived through the City's web-streaming service.

The proposed bylaws / applications and associated reports can be viewed online on the agenda and minutes page of the City website, www.whiterockcity.ca, under Council Agendas from February 15, 2021, until March 1, 2021. **If you are unable to access the information online, please contact the Corporate Administration department at 604-541-2212, between the hours of 8:30 a.m. and 4:30 p.m., or leave a voicemail and staff will ensure you have the information made available to you.**

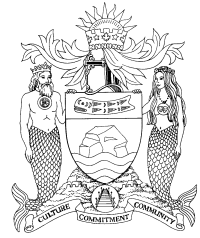
SITE MAP FOR BYLAW 2351- 15654/64/74 North Bluff Road/ 1570/80 Maple Street and 1593 Lee Street



February 15, 2021

Tracey Arthur
Director of Corporate Administration

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
Total		139	104	35

*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.

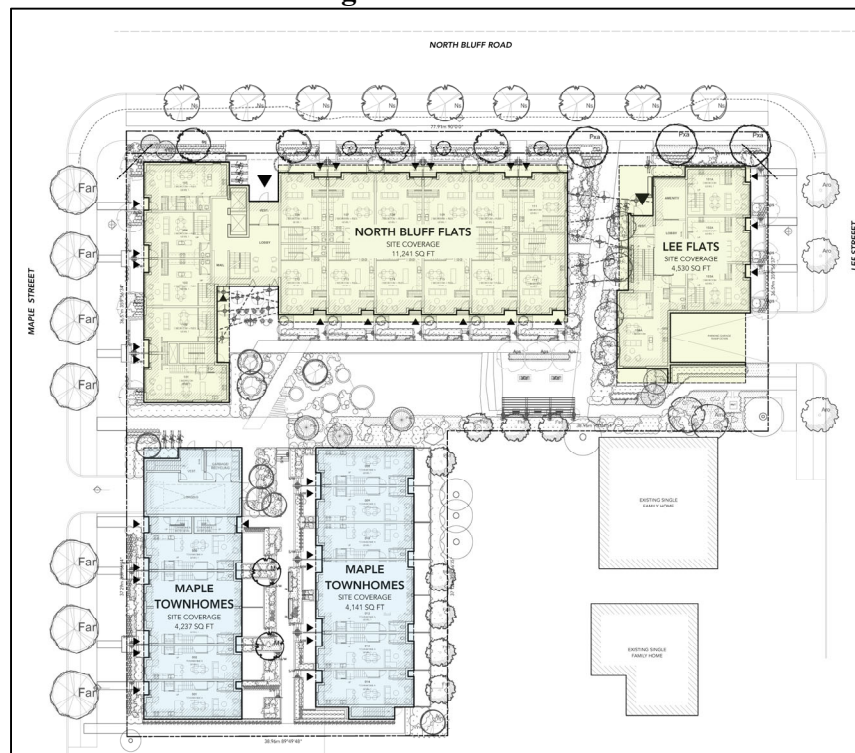
Current Proposal

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 16th 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, 5th 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.

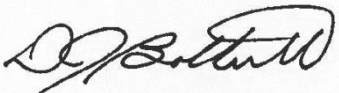
Respectfully submitted,



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.

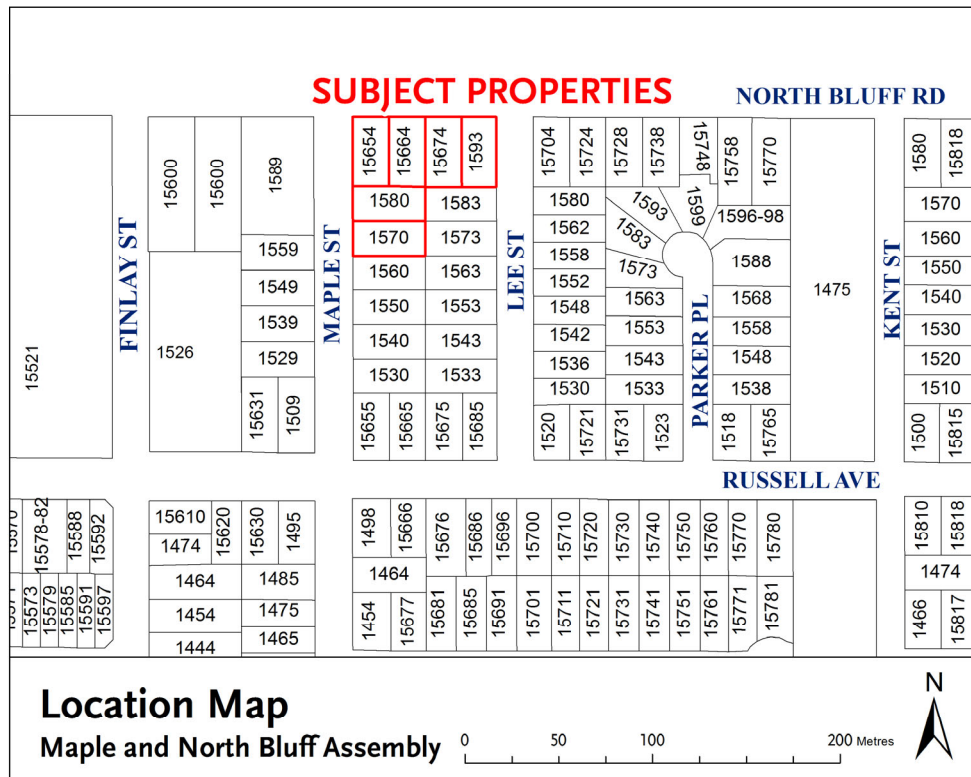


Dan Bottrill
Chief Administrative Officer

- 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

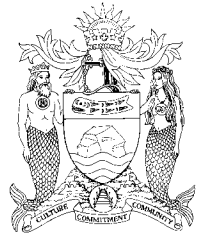
Location and Ortho Photo Maps



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)

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)

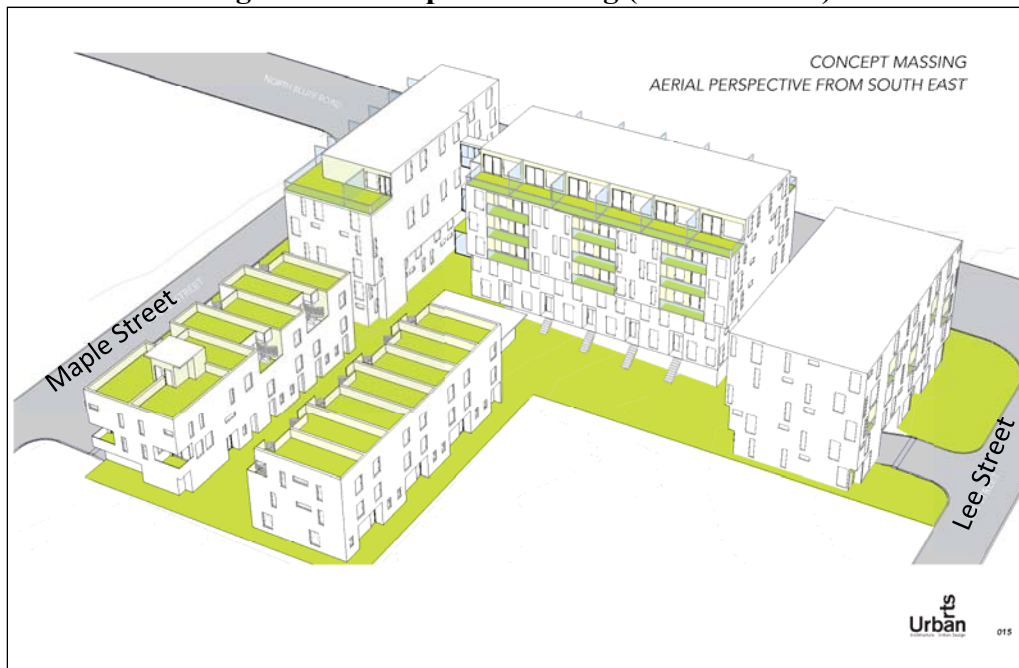
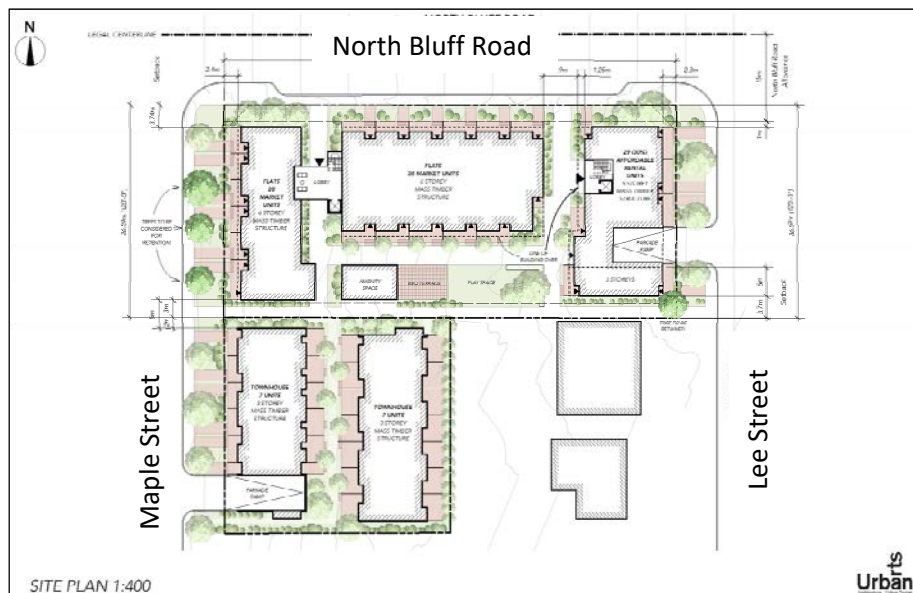


Figure 2: Proposed Site Plan



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.

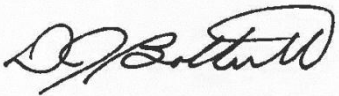
Respectfully submitted,



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.

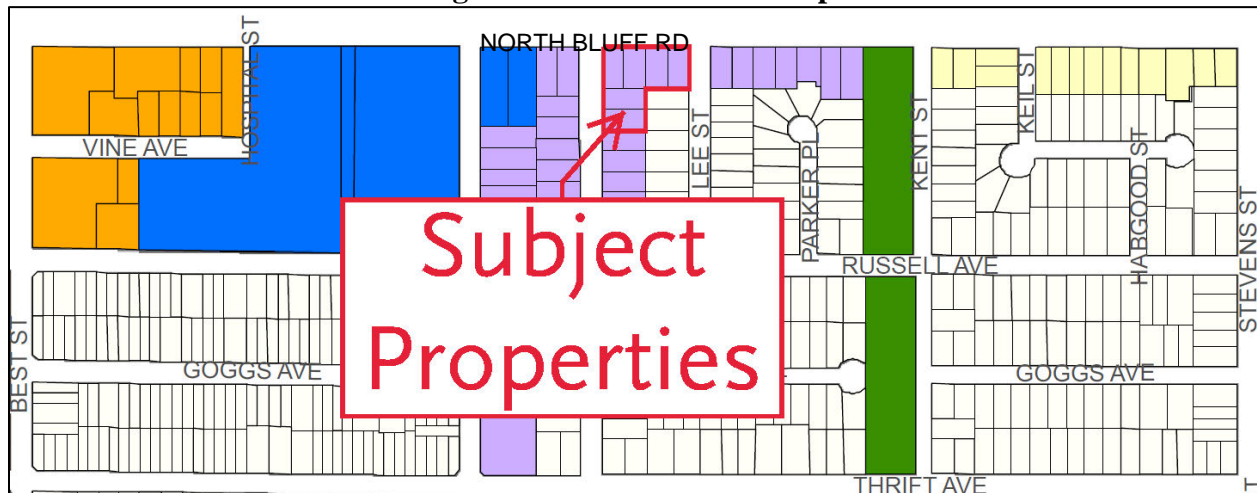
ANALYSIS

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 1st and 2nd Development Proposal Statistics

Table 1: Apartment Site

	New Proposal	2 nd Proposal	1 st Proposal
Number of Units	74 (25 below market rental, 49 strata)	74 (25 below market rental, 49 strata)	84 (29 below market rental, 55 strata)
Gross Floor Area	7,116.5 m² (76,601 ft²)	7,125.4 m ² (76,697 ft ²)	7,887 m ² (84,897 ft ²)
Floor Area Ratio (Gross)	2.496	2.5	2.76
Lot Coverage	51.4%	51%	52.9%
Height (to top of roof)	Six storeys (~18 m)	Six storeys (~18 m)	Six storeys (~18 m)
Parking Spaces	76	99	112

Table 2: Townhouse Site

	New Proposal	2 nd Proposal	1 st Proposal
Number of Units	14	14	14
Gross Floor Area	2,044.2 m² (22,004 ft²)	2,174.3 m ² (23,404 ft ²)	2,236.2 m ² (24,070 ft ²)
Floor Area Ratio (Gross)	1.41	1.5	1.54
Lot Coverage	53.7%	53%	53%
Height (to top of roof)	Three storeys (~12 metres)	Three storeys (~12 metres)	Three storeys (~12 metres)
Parking Spaces	28	14	14

APPENDIX E

Renderings and Landscape Site Plan

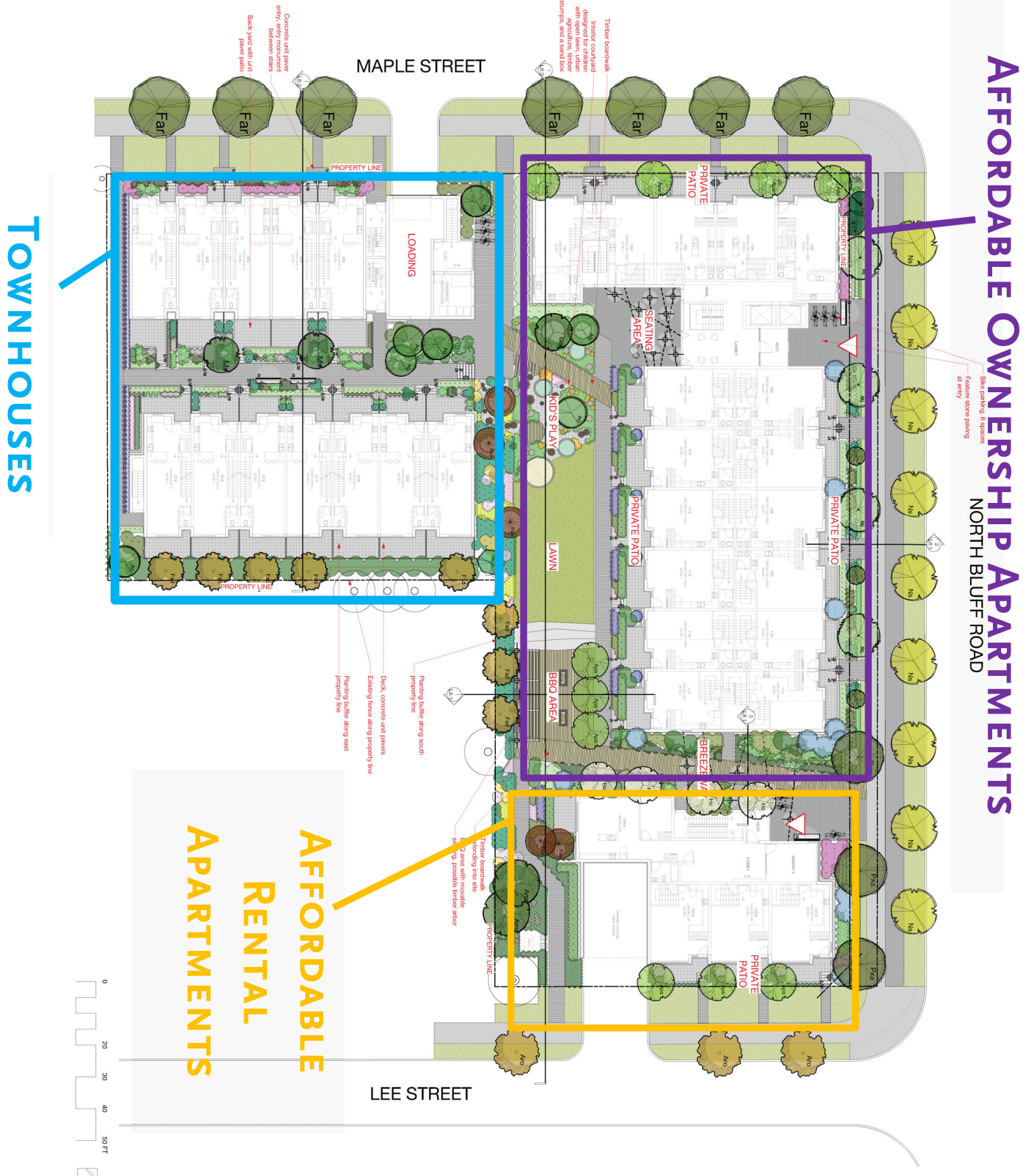
View Southwest from North Bluff and Lee (Sunset)



View Southeast from North Bluff and Maple (Night)



Landscape Site Plan



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

MOU

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 developers¹ 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 households² 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.

¹ Developers may be for-profit or non-profit entities.

² 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 due³ 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.

³ 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

Signature

Date Signed

Print Name and Title

Signature

Date Signed

Print Name and Title

BRITISH COLUMBIA HOUSING MANAGEMENT COMMISSION

Per its authorized signatories

Signature

Date Signed

Print Name and Title

Signature

Date Signed

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

British Columbia Housing Management Commission

APPENDIX H

Provincial Rental Supply Program Framework

Provincial Rental Supply



PROGRAM FRAMEWORK

May 2018



INTRODUCTION

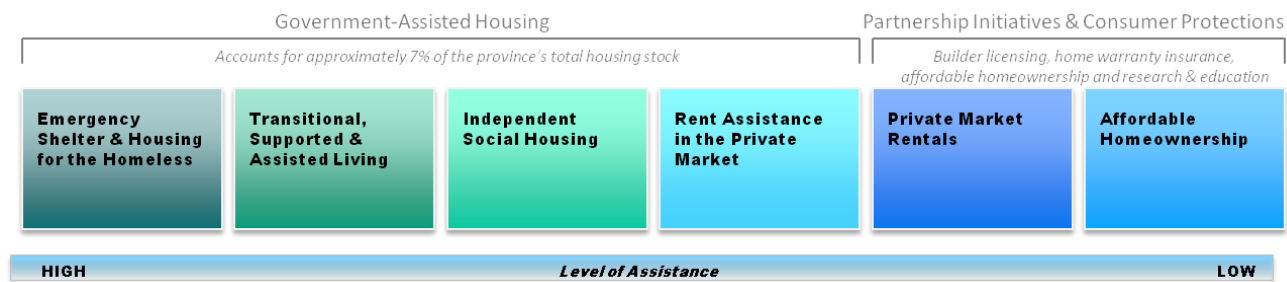
In 2018, the Province of British Columbia announced the creation of the HousingHub, through which BC Housing partners with non-profit and for-profit sectors, faith groups, and other levels of government to identify and advance innovative approaches to locate, use, or repurpose land in communities where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

Financing¹

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

¹ 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 met²:

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

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

³ 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)*.

⁴ 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 Housing⁵, and remain affordable for a minimum period of ten (10) years⁶.

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.

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

⁶ 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.

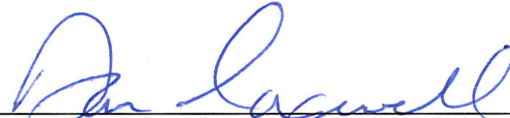
An on-site visit by BC Housing staff may occur from time to time, particularly where operational or financial issues arise.

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 152nd 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
Total			88.0	139
Small Car Stalls	Maximum of 40% of Total Required Parking			56
Handicapped Stalls	3 Required for Total Required Spaces Between 126-200			3
Class I Bicycle Parking	1 space per dwelling unit			88
Class II Bicycle Parking	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 5th 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.

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:

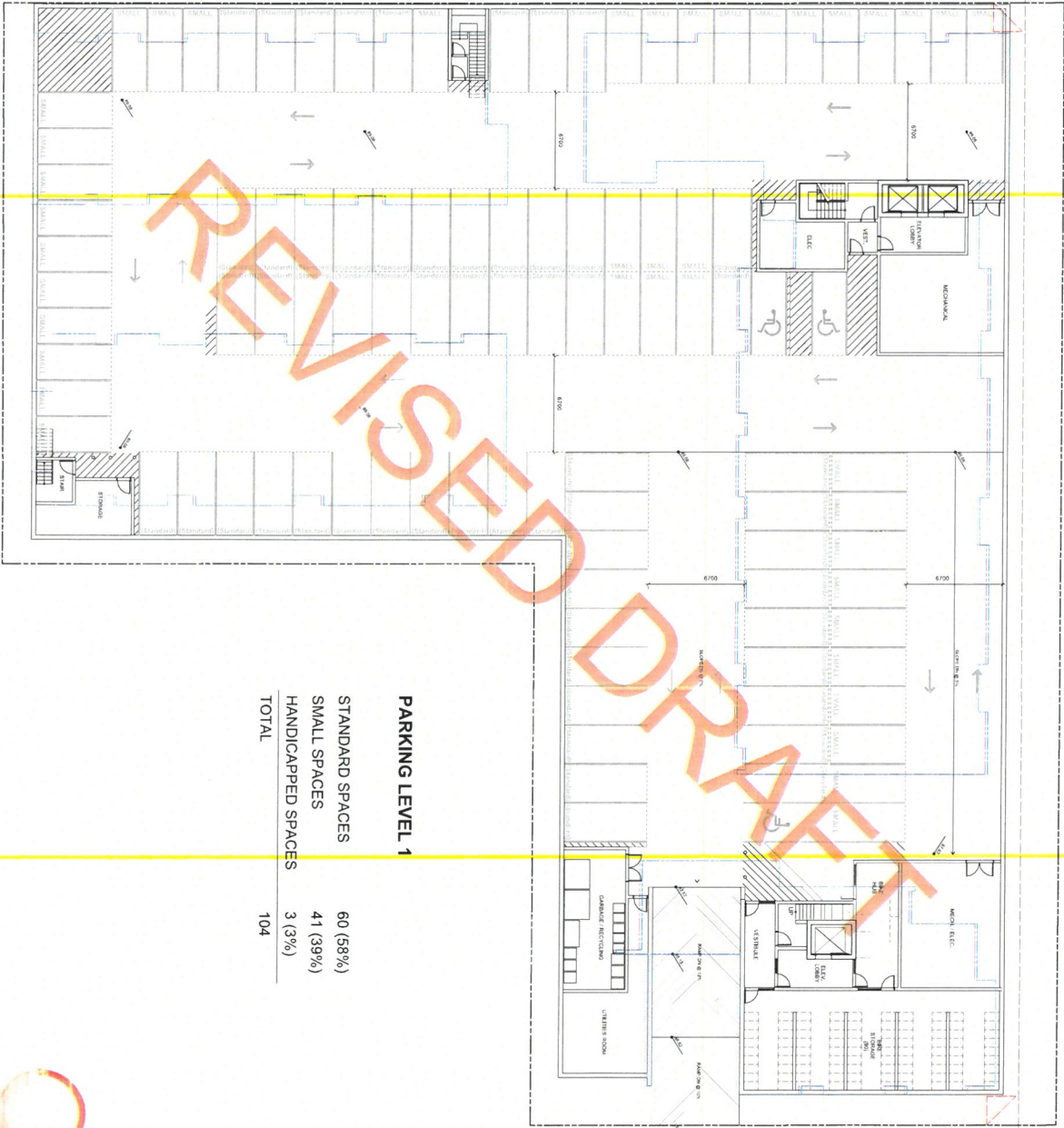
Gary Vlieg, P.Eng.
Engineering Group Manager

Dominique Bram Guevarra, EIT
Junior Traffic Engineer

Attachment

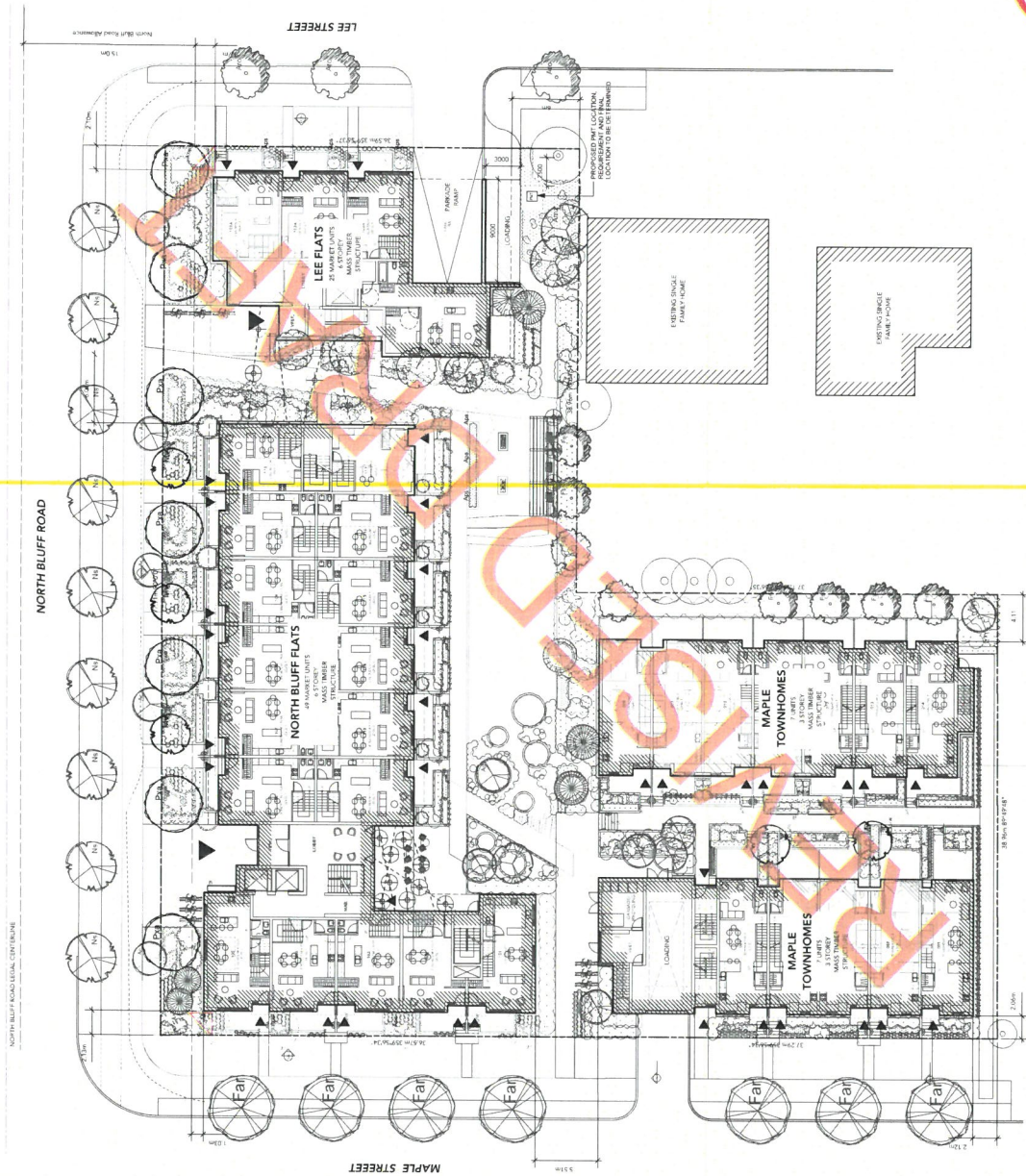
Appendix A Architectural Drawings

REVISED DRAFT



PARKING LEVEL 1

STANDARD SPACES	60 (58%)
SMALL SPACES	41 (39%)
HANDICAPPED SPACES	3 (3%)
TOTAL	104



Issued for DP REV.
2017.05.04

Beachway
White Rock, BC

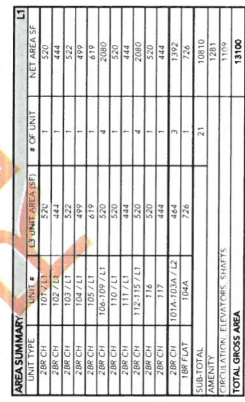
SITE PLAN

A010



Urban
Architecture + Urban Design
1000 West Broadway
Vancouver BC, Canada V6E 1V7
Tel: 604.681.1111
info@urbanits.com

BEACHWAY



LU & P AGENDA
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LEGEND

- 3 BEDROOM TOWNHOUSE MODEL A
- 3 BEDROOM TOWNHOUSE MODEL B
- STORAGE / SERVICE



Urban
Architecture * Urban Design
302 - 111 Water Street
Vancouver, BC, Canada V6B 1A7
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Issued for DP Rev.
2019.09.04

Beachway
White Rock, BC

FLOOR PLAN
TOWNHOUSE L1

A111

'Beachway 1' Application Update"

Zoning Amendment / Development Permit Application

Parking Variance and Affordable Housing

WHITE ROCK
My City by the Sea!

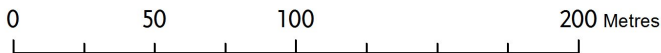
May 4, 2020

Location



Orthophoto

Maple and North Bluff Assembly



LU & P AGENDA
PAGE 73

Project Location



Orthophoto

Maple and North Bluff Assembly

0 50 100 200 Metres



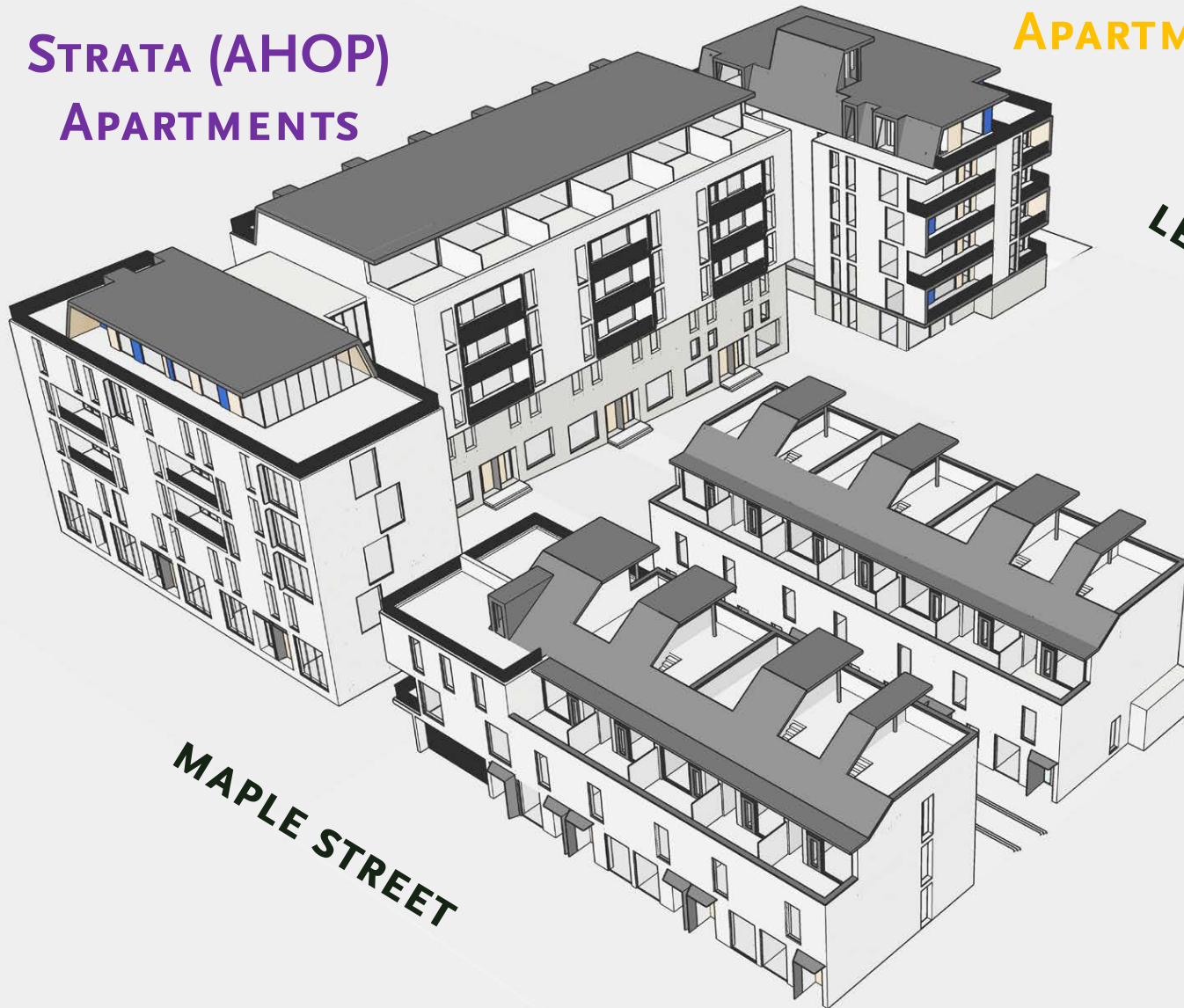
Landscape Site Plan



Aerial View

AFFORDABLE
RENTAL
APARTMENTS

STRATA (AHOP)
APARTMENTS



TOWNHOUSES (MARKET STRATA) LU & P AGENDA
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Building Elevations in Context

AFFORDABLE RENTAL APARTMENTS



LEE STREET

AFFORDABLE RENTAL APARTMENTS

STRATA (AHOP) APARTMENTS



NORTH BLUFF ROAD

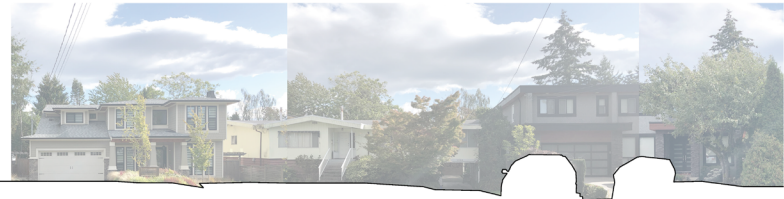


MAPLE STREET

STRATA (AHOP) APARTMENTS



TOWNHOUSES (MARKET STRATA)



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 ² (76,697 ft ²)	7,116 m ² (76,601 ft ²)
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 ² (23,404 ft ²)	2,044.2 m ² (22,004 ft ²)
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
Total		139	104	35

*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



Revision
No. Date Revision Notes

Issue No. Date Issue Notes
A 2018-10-17 Issued for DP
B 2018-10-17 Re-issued for DP
C 2018-10-17 Re-issued for DP
D 2018-10-17 Re-issued for DP
E 2018-10-17 Re-issued for DP

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Project

Breachway Development

North Bluff Road
White Rock, BC

Drawing Title

Landscape Site Plan

Legend

100% 1:1000 1:2000 1:5000 1:10000

Project Manager: MJO
Scale: 2:1000
Drawn By: MJO
Date: 2018-10-17
Reviewed By: DT
Date: 2018-10-17
Project No. 14

L3.0

0 20 30 40 50 FT

LU & PAGENDA

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Next Steps

- If Council willing to consider proposed parking variance, Zoning Bylaw drafted, Council consider 1st/2nd readings
- Staff discuss MOU and PPA with BC Housing
- Public Hearing for Zoning Amendment
- Council Decision (Zoning Bylaw 3rd 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

WHITE ROCK

My City by the Sea!

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
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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(16th) / 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.

**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)

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

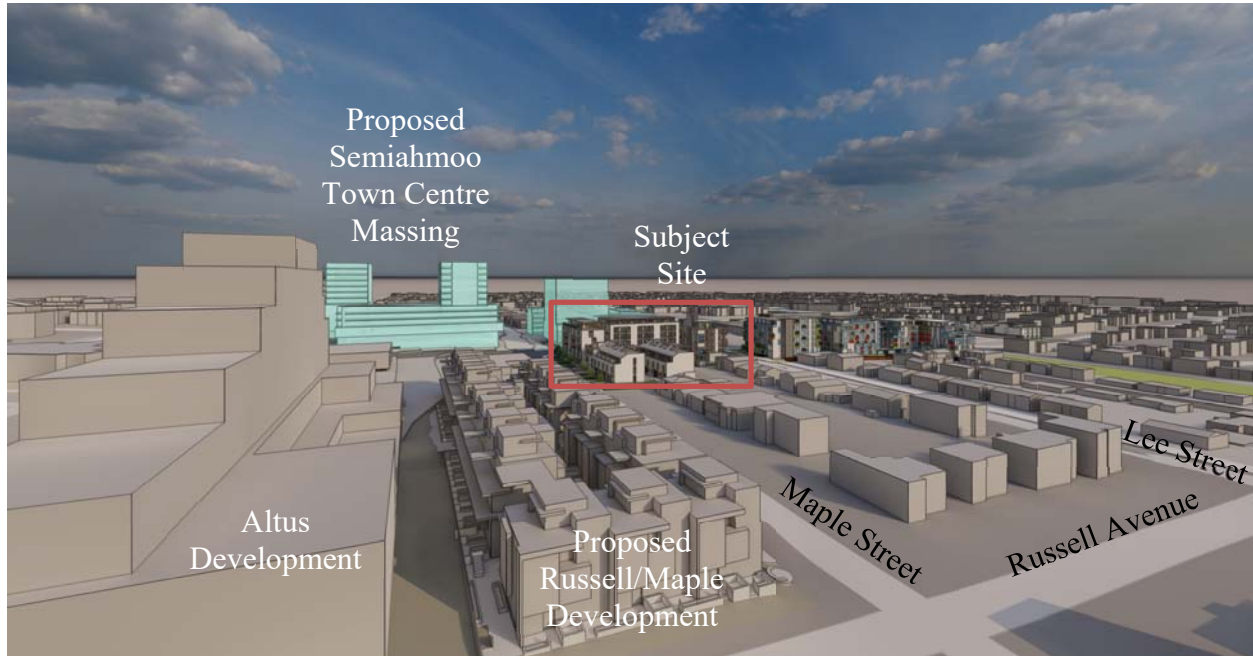
Resolution # and Date	Resolution Details
LUPC July 23, 2018 2018-LUP-042	THAT the Land Use and Planning Committee recommend that the OCP amendment application be referred back to staff, and direct staff to work with the applicant on a revised rezoning and Major Development Permit application, for an 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.

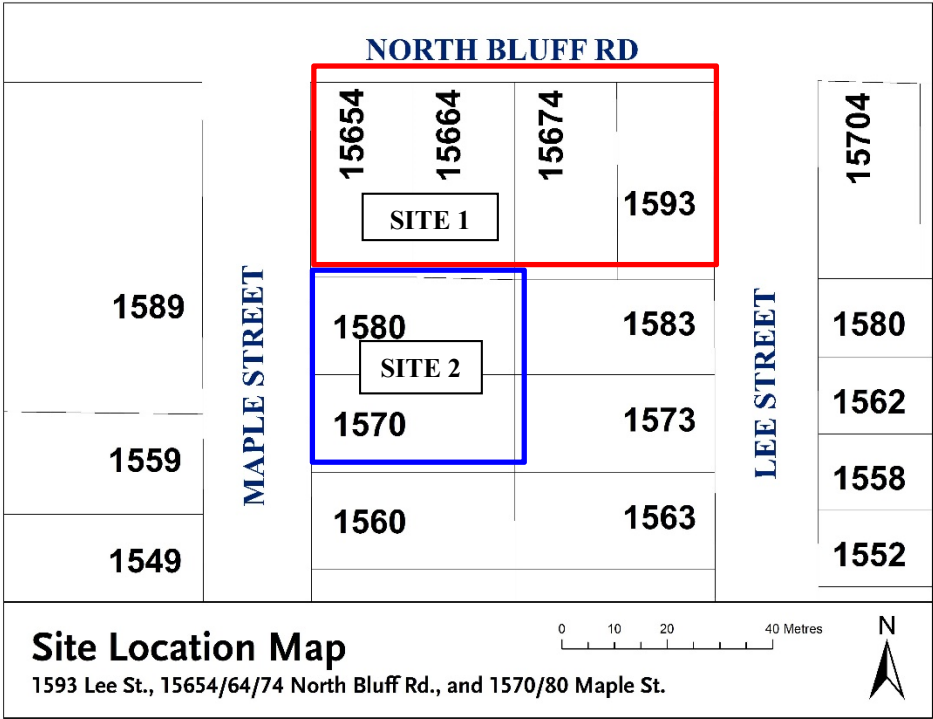
Table 1: Proposed Parking Supply Summary

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
Total		139	140	1

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.

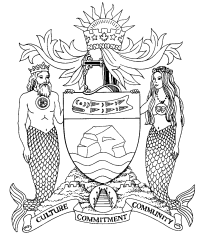
Appendix D: ADP Minutes dated April 23, 2019

Appendix E: Draft Development Permit No. 428

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)”

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
Total		139	104	35

*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.

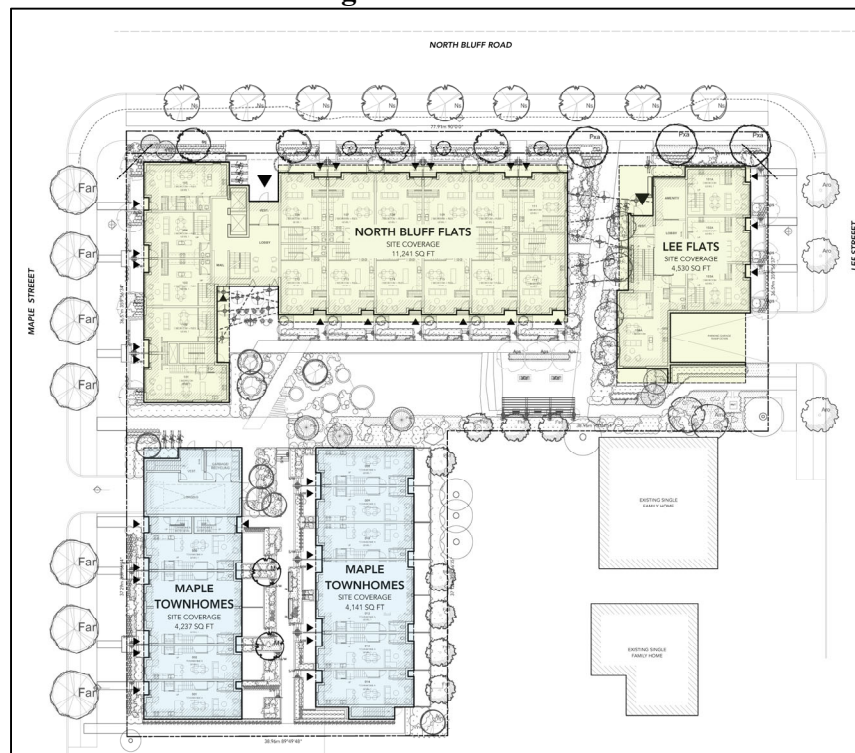
Current Proposal

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 16th 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, 5th 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.

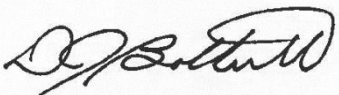
Respectfully submitted,



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

Comments from the Chief Administrative Officer

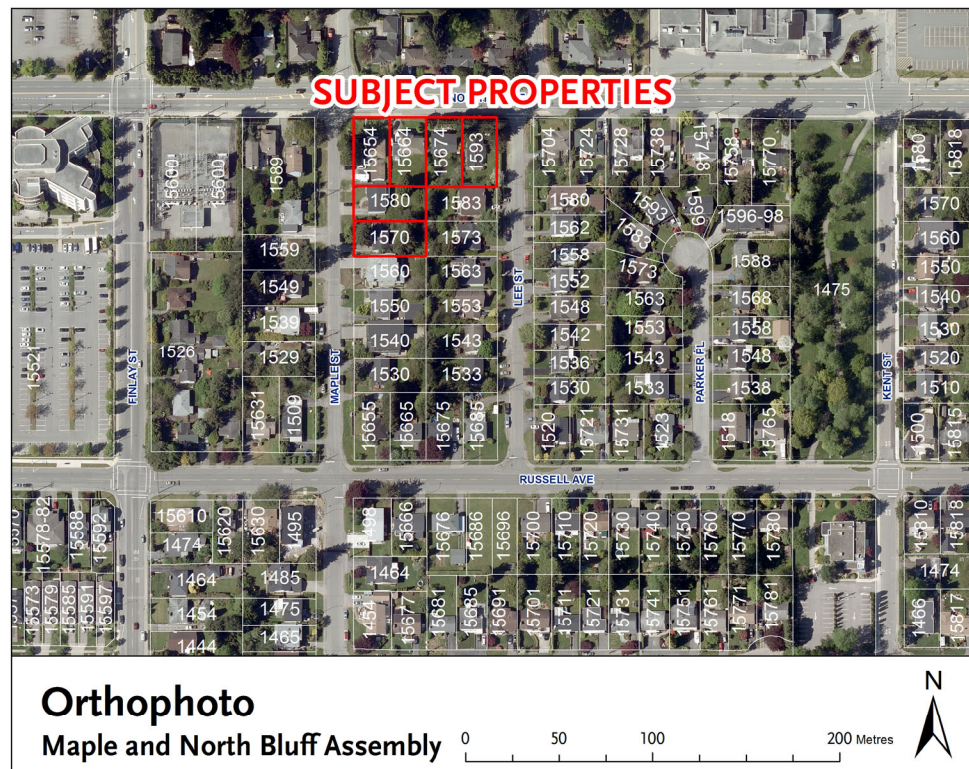
The revised proposal includes a significant variance to the parking requirements stipulated within the City of White Rock zoning bylaw. There is a concern that the requested zoning relief to off-street parking will create challenges for properties sharing available parking spaces on the street.



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

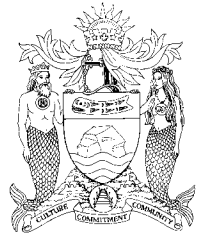
Location and Ortho Photo Maps



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)

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

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.

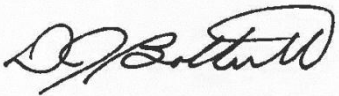
Respectfully submitted,



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.

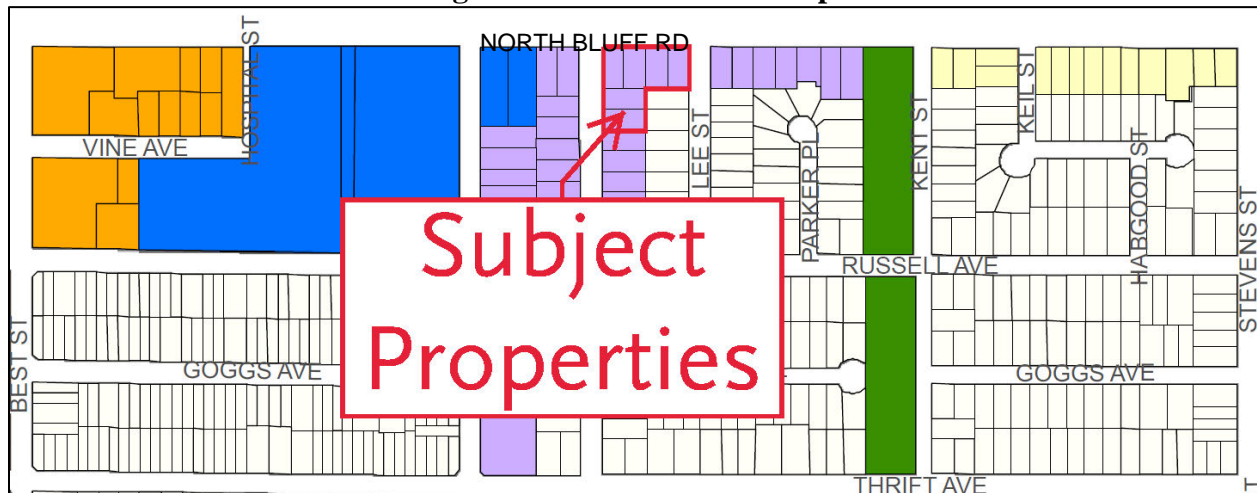
ANALYSIS

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 1st and 2nd Development Proposal Statistics

Table 1: Apartment Site

	New Proposal	2 nd Proposal	1 st Proposal
Number of Units	74 (25 below market rental, 49 strata)	74 (25 below market rental, 49 strata)	84 (29 below market rental, 55 strata)
Gross Floor Area	7,116.5 m² (76,601 ft²)	7,125.4 m ² (76,697 ft ²)	7,887 m ² (84,897 ft ²)
Floor Area Ratio (Gross)	2.496	2.5	2.76
Lot Coverage	51.4%	51%	52.9%
Height (to top of roof)	Six storeys (~18 m)	Six storeys (~18 m)	Six storeys (~18 m)
Parking Spaces	76	99	112

Table 2: Townhouse Site

	New Proposal	2 nd Proposal	1 st Proposal
Number of Units	14	14	14
Gross Floor Area	2,044.2 m² (22,004 ft²)	2,174.3 m ² (23,404 ft ²)	2,236.2 m ² (24,070 ft ²)
Floor Area Ratio (Gross)	1.41	1.5	1.54
Lot Coverage	53.7%	53%	53%
Height (to top of roof)	Three storeys (~12 metres)	Three storeys (~12 metres)	Three storeys (~12 metres)
Parking Spaces	28	14	14

APPENDIX E

Renderings and Landscape Site Plan

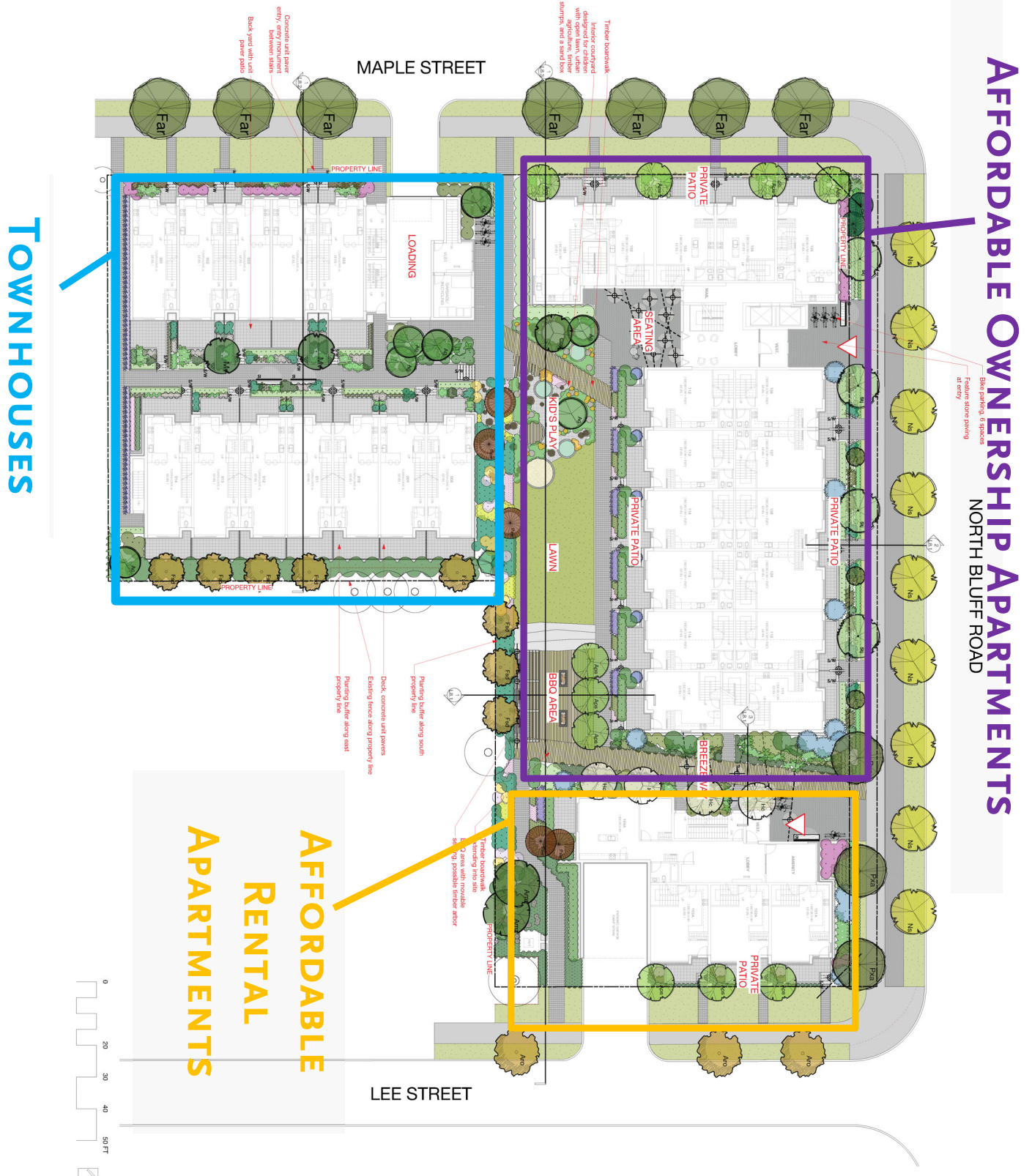
View Southwest from North Bluff and Lee (Sunset)



View Southeast from North Bluff and Maple (Night)



Landscape Site Plan



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

MOU

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 developers¹ 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 households² 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.

¹ Developers may be for-profit or non-profit entities.

² 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 due³ 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.

³ 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

Signature	Date Signed
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Print Name and Title

Signature	Date Signed
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Print Name and Title

BRITISH COLUMBIA HOUSING MANAGEMENT COMMISSION

Per its authorized signatories

Signature	Date Signed
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Print Name and Title

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

British Columbia Housing Management Commission

APPENDIX H

Provincial Rental Supply Program Framework

Provincial Rental Supply



PROGRAM FRAMEWORK

May 2018



INTRODUCTION

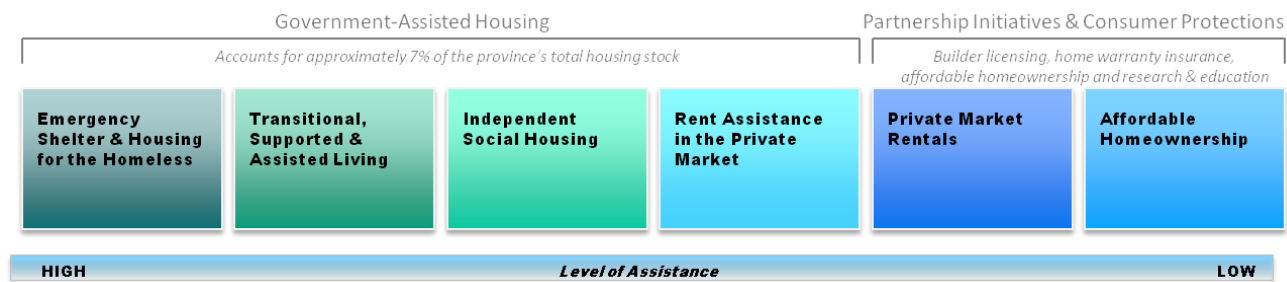
In 2018, the Province of British Columbia announced the creation of the HousingHub, through which BC Housing partners with non-profit and for-profit sectors, faith groups, and other levels of government to identify and advance innovative approaches to locate, use, or repurpose land in communities where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

Financing¹

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

¹ 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 met²:

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

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

³ 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)*.

⁴ 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 Housing⁵, and remain affordable for a minimum period of ten (10) years⁶.

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.

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

⁶ 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.

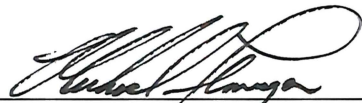
From time to time, the project partner is required to submit a report, using a template provided by BC Housing, addressing key requirements such as:

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

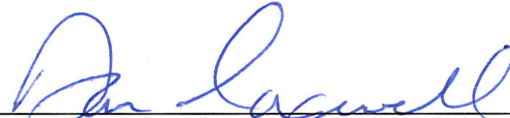
An on-site visit by BC Housing staff may occur from time to time, particularly where operational or financial issues arise.

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 152nd 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
Total			88.0	139
Small Car Stalls	Maximum of 40% of Total Required Parking			56
Handicapped Stalls	3 Required for Total Required Spaces Between 126-200			3
Class I Bicycle Parking	1 space per dwelling unit			88
Class II Bicycle Parking	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 5th 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 the 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 minimize 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.

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:

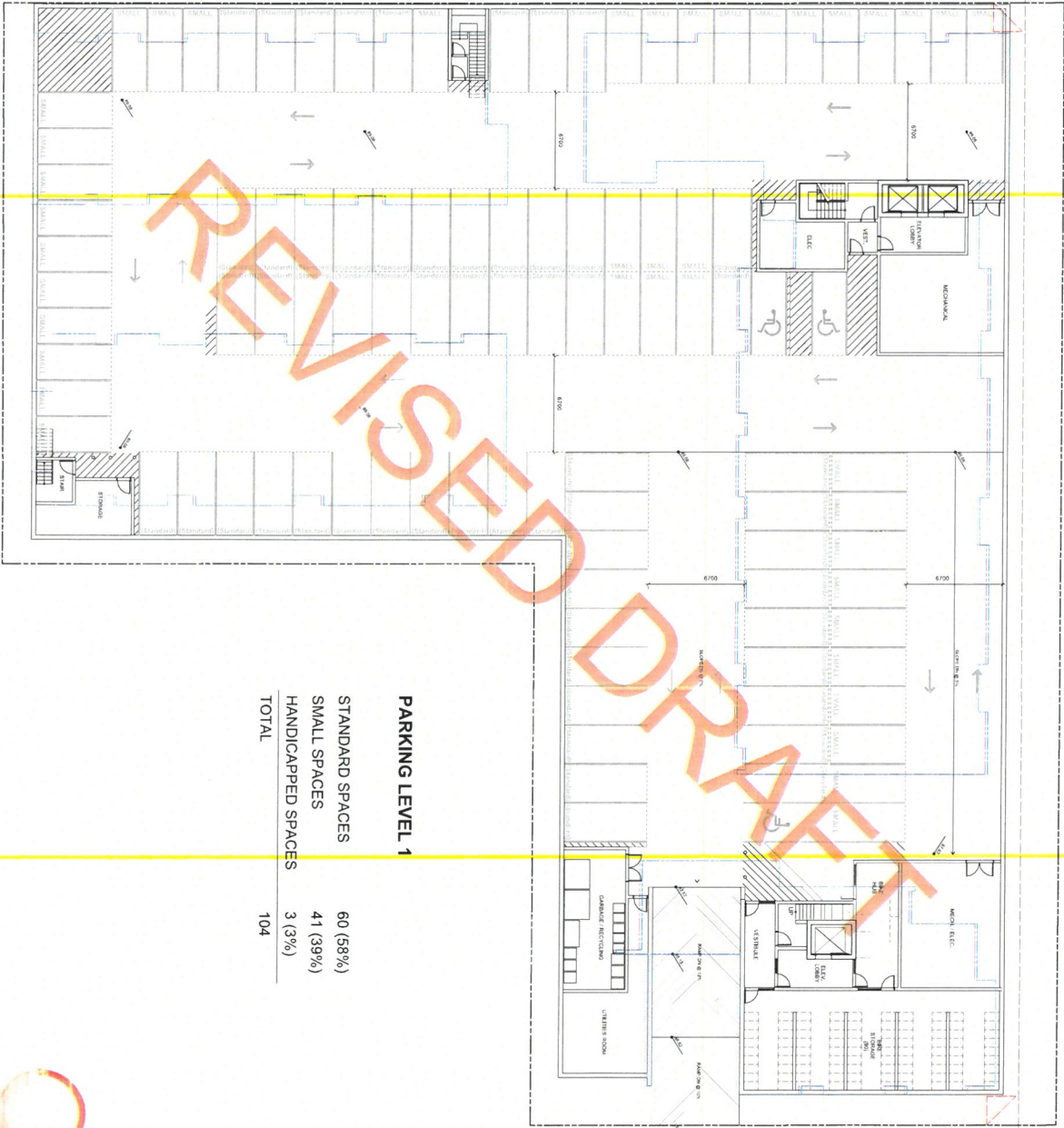
Gary Vlieg, P.Eng.
Engineering Group Manager

Dominique Bram Guevarra, EIT
Junior Traffic Engineer

Attachment

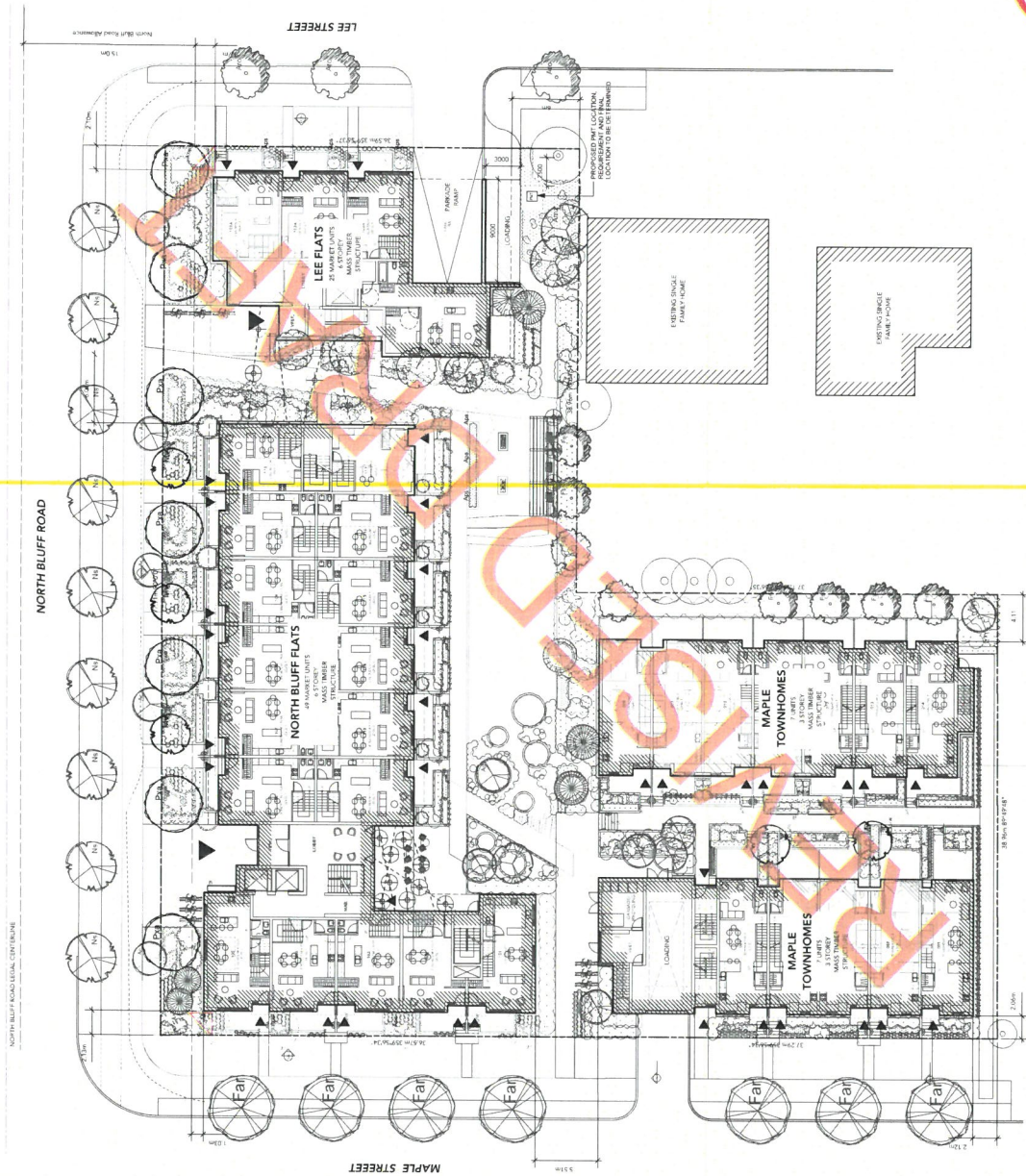
Appendix A Architectural Drawings

REVISED DRAFT



PARKING LEVEL 1

STANDARD SPACES	60 (58%)
SMALL SPACES	41 (39%)
HANDICAPPED SPACES	3 (3%)
TOTAL	104



Issued for D.P. REV.
2017.05.14

Beachway
White Rock, BC

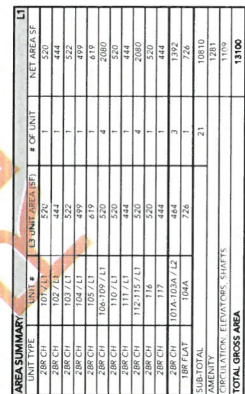
SITE PLAN

A010



Urbanits
Architecture + Urban Design
1000 West Broadway
Vancouver BC, Canada V6H 1A7
Tel: 604.681.1111
info@urbanits.com

BEACHWAY



LU & P AGENDA
PAGE 80



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

'Beachway 1' Application Update"

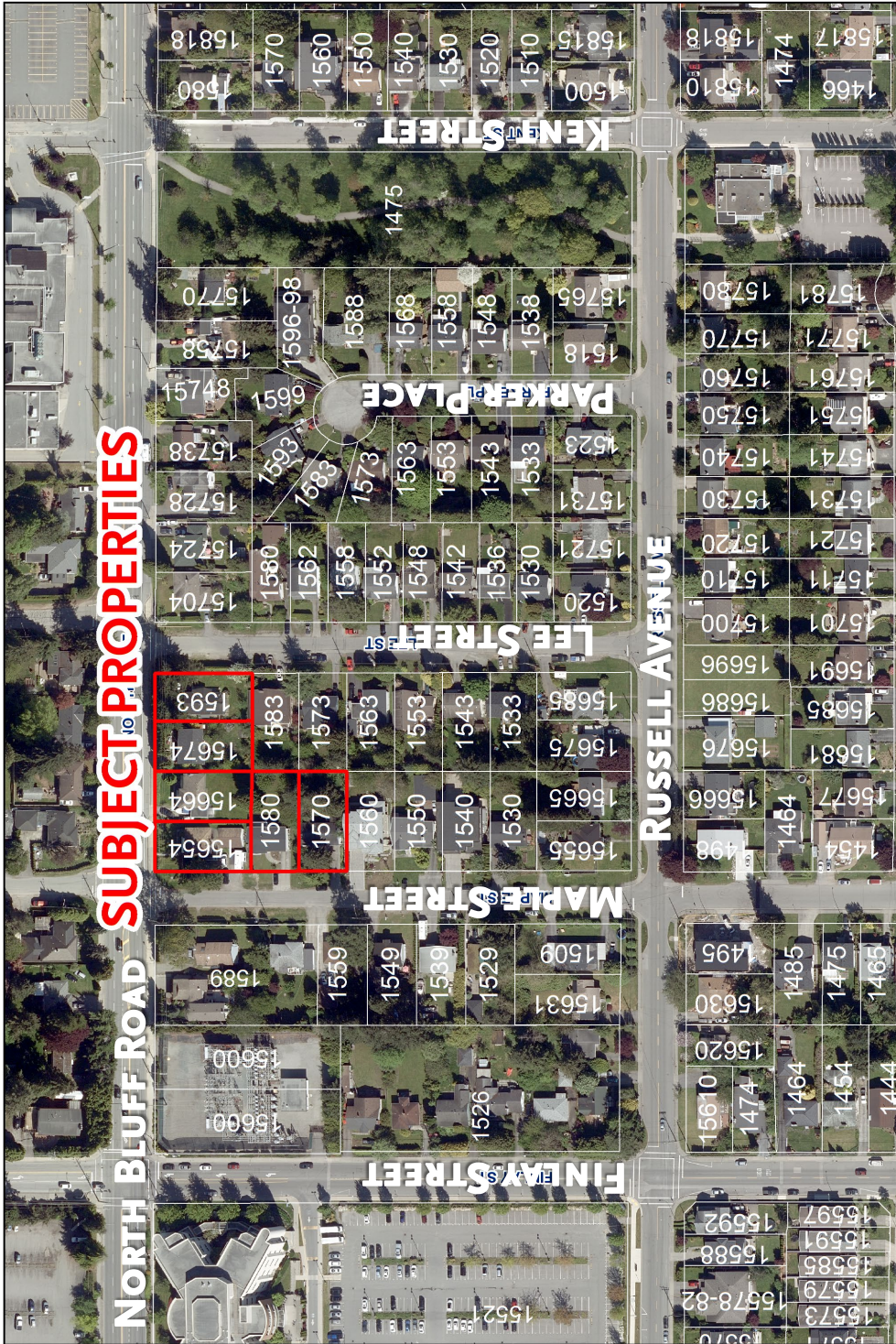
Zoning Amendment / Development Permit Application

Parking Variance and Affordable Housing

WHITE ROCK

My City by the Sea!

Location



200 Metres

100 -

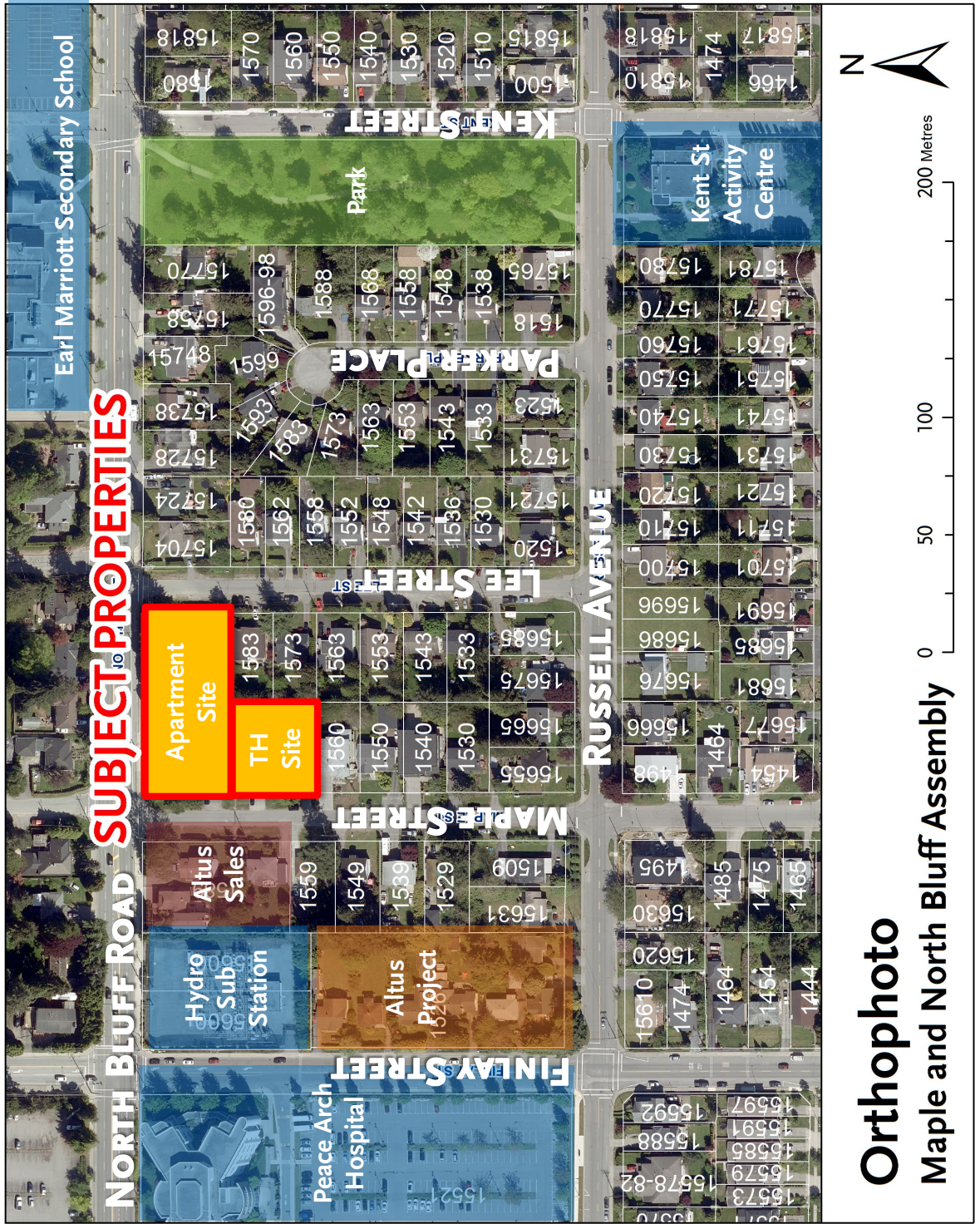
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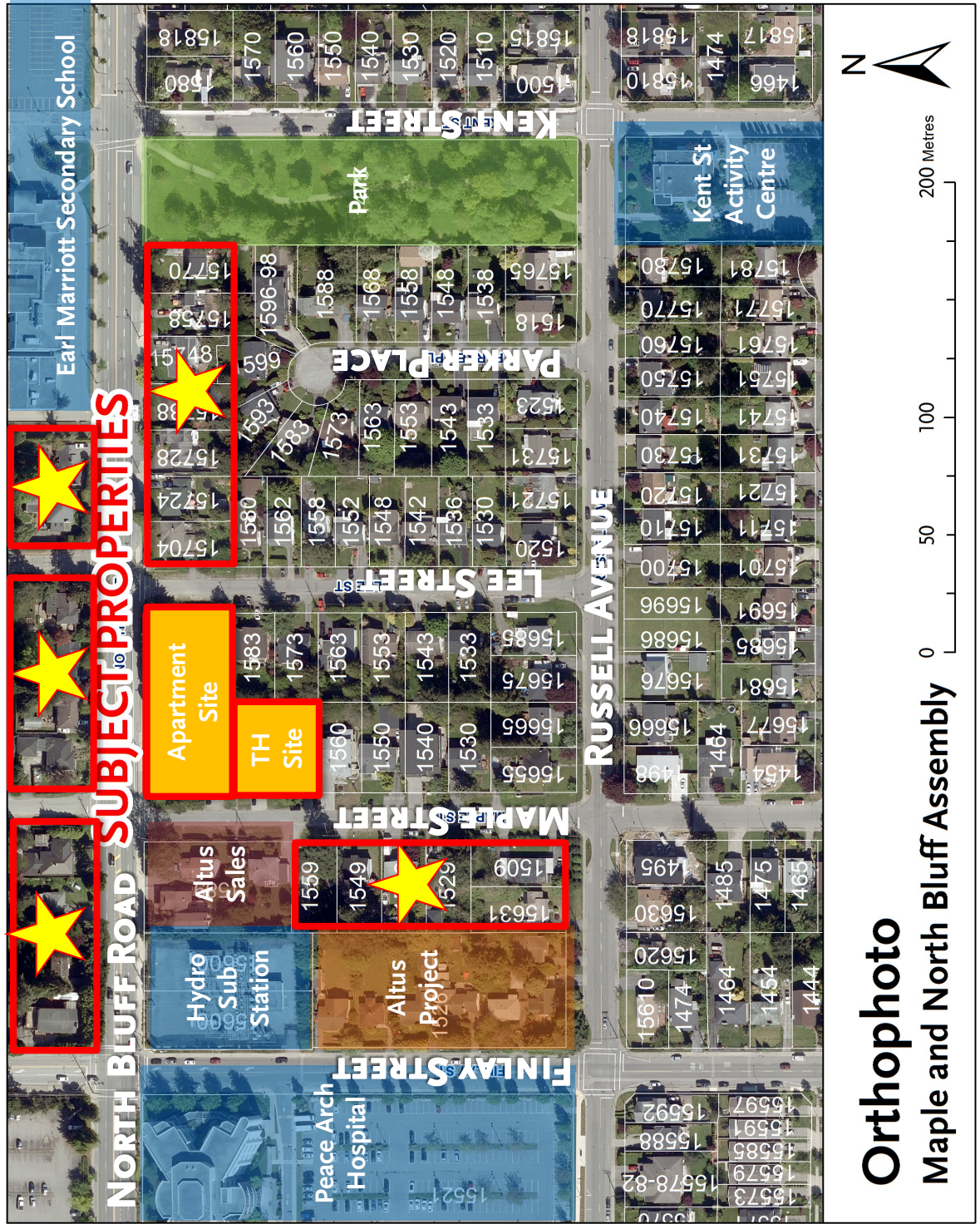
Orthophoto

Maple and North Bluff Assembly

Project Location



Context – Related Applications

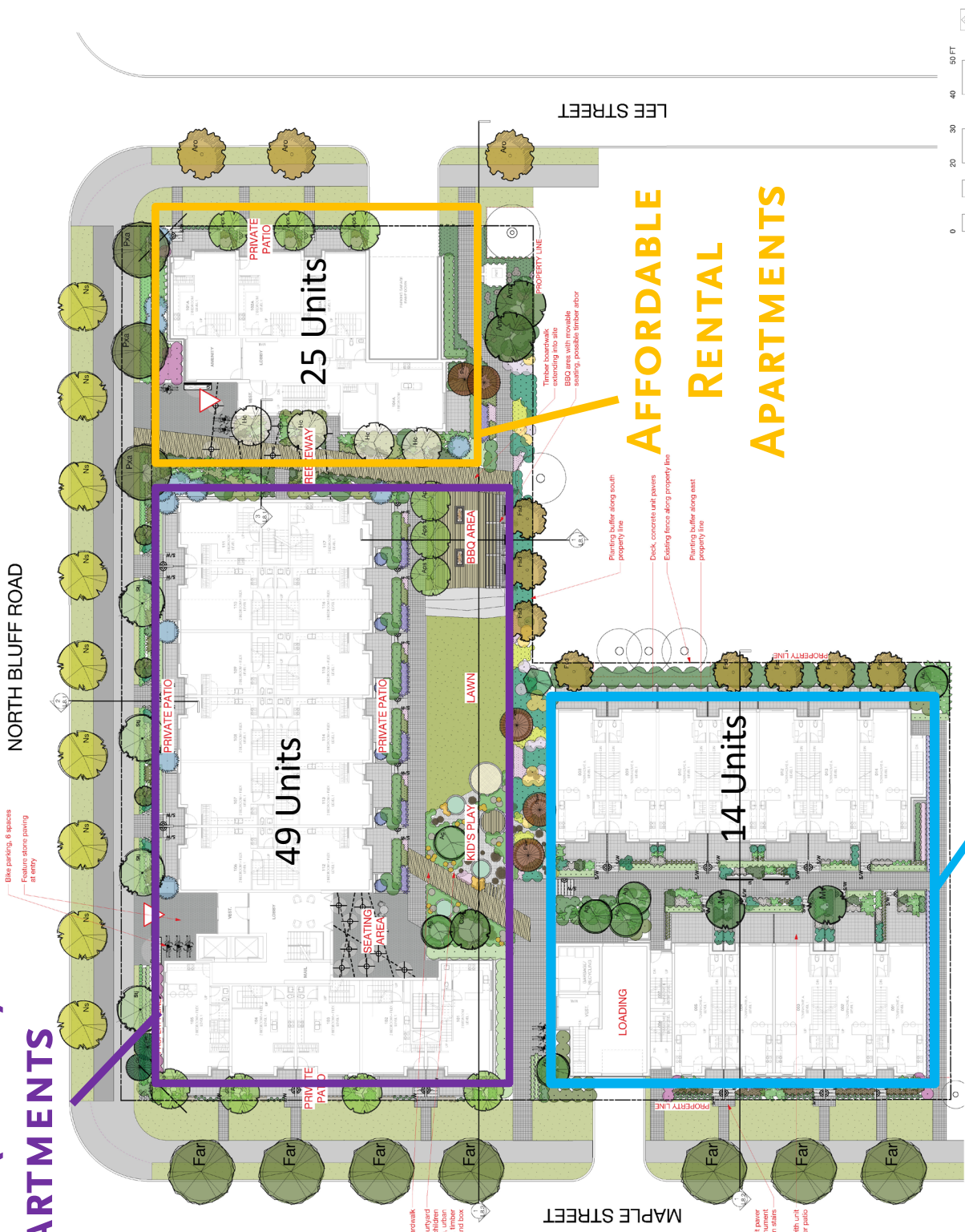


Orthophoto

Maple and North Bluff Assembly

STRATA (AHOP) APARTMENTS

Landscape Site Plan



Revision	Date	Revised Issues
1	07/15/17	Issued for 2P
2	08/15/17	Revised for 3P
3	09/15/17	Revised for 4P
4	10/15/17	Revised for 5P
5	11/15/17	Revised for 6P

No.	Date	Issue Number
A	07/15/17	Issued for 2P
B	08/15/17	Revised for 3P
C	09/15/17	Revised for 4P
D	10/15/17	Revised for 5P
E	11/15/17	Revised for 6P

Professional Seal

eta
1800 West 2nd Avenue
Vancouver, BC Canada, V6L 1M4

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1 (604) 683-1459
1 (604) 683-1460

1800 West 2nd Avenue
Vancouver, BC Canada, V6L 1M4
1 (604) 683-1458
1 (604) 683-1459
1 (604) 683-1460

Project
Beachway Development

North Bluff Road
White Rock, BC

Owner
Landscape Site Plan

Client
Hillier Associates Ltd.

Revision	Date	Revised Issues
1	07/15/17	Issued for 2P
2	08/15/17	Revised for 3P
3	09/15/17	Revised for 4P
4	10/15/17	Revised for 5P
5	11/15/17	Revised for 6P

TOWNHOUSES (MARKET STRATA)

**AFFORDABLE
RENTAL**

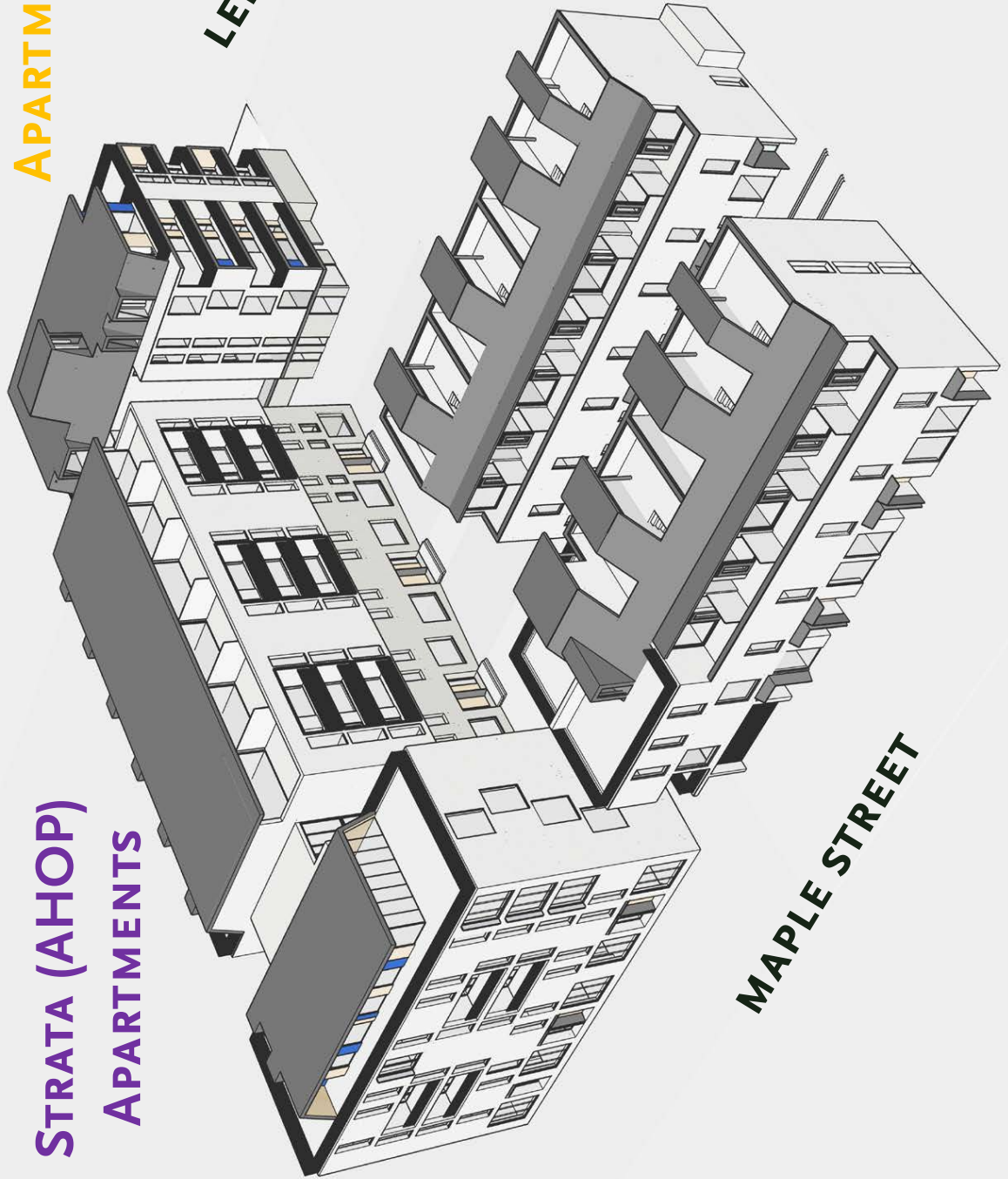
APARTMENTS

Aerial View

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



NORTH BLUFF ROAD



MAPLE STREET

STRATA (AHOP) APARTMENTS

TOWNHOUSES (MARKET STRATA)

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 ² (76,697 ft ²)	7,116 m ² (76,601 ft ²)
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 ² (23,404 ft ²)	2,044.2 m ² (22,004 ft ²)
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
Total		139	104	35

*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

NORTH BLUFF ROAD

Bike parking, 6 spaces
Feature stone paving
at entry



Revision	Date	Revised Notes
1	07/24/2017	Issued for 2P
2	08/01/2017	Revised for 3P
3	08/01/2017	Revised for 4P
4	08/01/2017	Revised for 5P
5	08/01/2017	Revised for 6P

No.	Date	Name	Notes
A	07/24/2017	Issued for 2P	
B	08/01/2017	Revised for 3P	
C	08/01/2017	Revised for 4P	
D	08/01/2017	Revised for 5P	
E	08/01/2017	Revised for 6P	

Prepared by

1 Small Loading underground

eta

1800 West 2nd Avenue
Vancouver, BC Canada, V6L 1M4

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LEE STREET

1 Loading

MAPLE STREET

Client
H&B Wood-Design Ltd. (H&B)

Project	210100
Location	210100
Scale	1:100
Drawn by	CCO/020
Check by	
Date	
Project	L3.0
Sheet	14



Next Steps

- If Council willing to consider proposed parking variance, Zoning Bylaw drafted, Council consider 1st/2nd readings
- Staff discuss MOU and PPA with BC Housing
- Public Hearing for Zoning Amendment
- Council Decision (Zoning Bylaw 3rd 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

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(16th) / 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 6th day of March, 2019

Second Public Information Meeting held this 28th 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

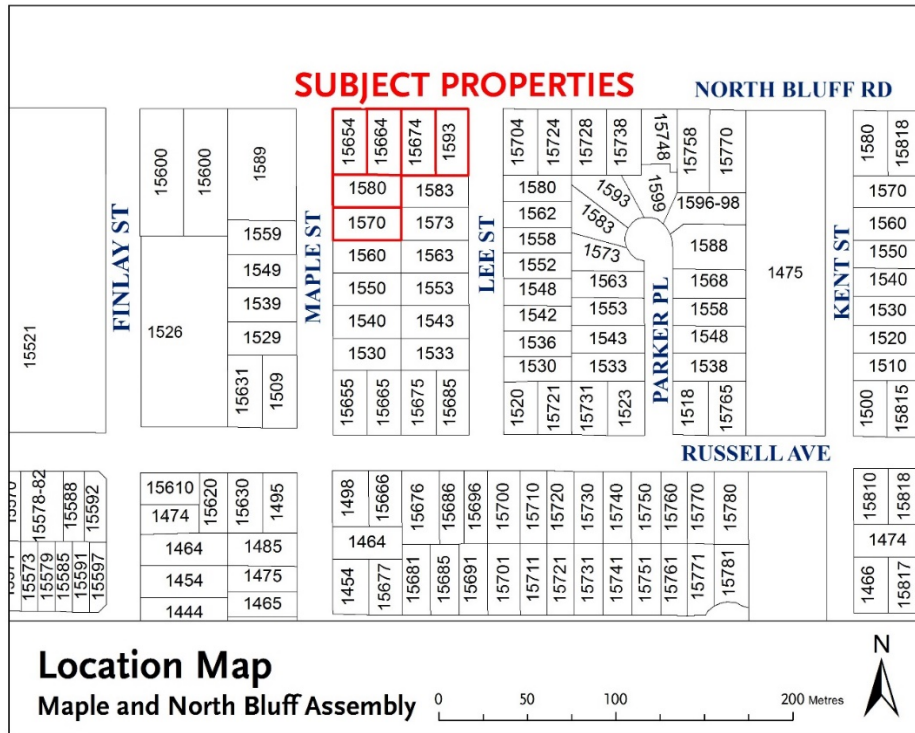
Read a third time this day of , 2020

Adopted this day of , 2020

Mayor

Director of Corporate Administration

Schedule "1"



7.63 CD-63 COMPREHENSIVE DEVELOPMENT ZONE

INTENT

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

1. Permitted Uses:

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

2. Lot Coverage:

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

3. Maximum Base Density:

The following base density regulation applies generally for the zone:

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

4. Maximum Increased Density:

Despite section 7.63.3, the reference to the maximum *residential gross floor area* of “0.5 times the lot area” is increased to a higher density of a maximum of 7,117 m² (76,606 ft²) of *gross floor area* and 74 apartment dwelling units for Site 1, and a maximum of 2,045 m² (22,012 square ft²) and 14 dwelling units for Site 2; where and a housing agreement has been entered into and filed with the Land Title Office on the subject real property to secure twenty-five (25) dwelling units in Site 1 as rental tenure for the life of the building, owned

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

5. Building Height:

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

6. Siting Requirements:

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

7. Parking:

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

Parking for *multi-unit residential uses* shall be provided in accordance with Sections 4.14 and 4.17, with the minimum number of spaces required as follows:

- (a) A minimum of eighty-nine (89) spaces shall be provided for the *multi-unit residential use*
- (b) A minimum of twenty-two (22) spaces shall be provided for visitors and marked as “visitor”
- (c) A minimum of five (5) of the required one hundred and thirty nine (139) spaces shall be provided as accessible parking spaces and shall be clearly marked, and shall have a minimum length of 5.5 metres. Of the five accessible parking spaces, one space shall be provided as a van-accessible loading space with a minimum width of 2.8

metres, and the other four spaces shall have a minimum width of 2.5 metres, provided that the four parking spaces have a shared or non-shared access aisle with a minimum width of 1.5 metres.

- (d) The minimum height clearance at the accessible parking spaces and along the vehicle access and egress routes from the accessible parking spaces must be at least 2.3 metres to accommodate over-height vehicles equipped with a wheelchair lift or ramp.

8. Bicycle Parking:

Bicycle parking shall be provided in accordance with Section 4.16, with the minimum number of spaces required as follows:

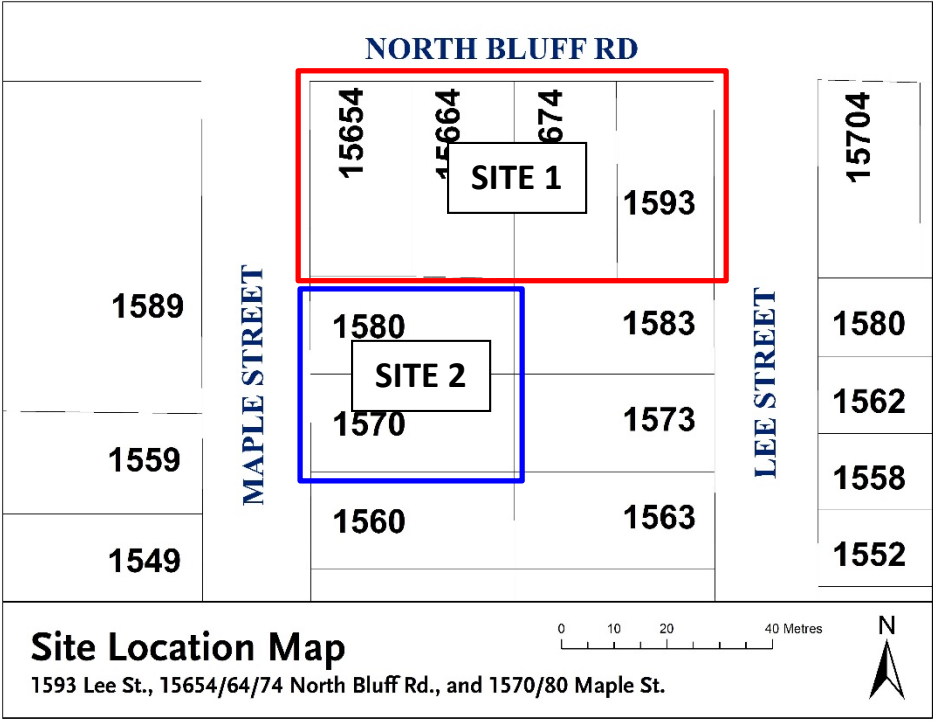
- (a) A minimum of 90 Class I spaces shall be provided
- (b) A minimum of 10 Class II spaces shall be provided

9. Loading:

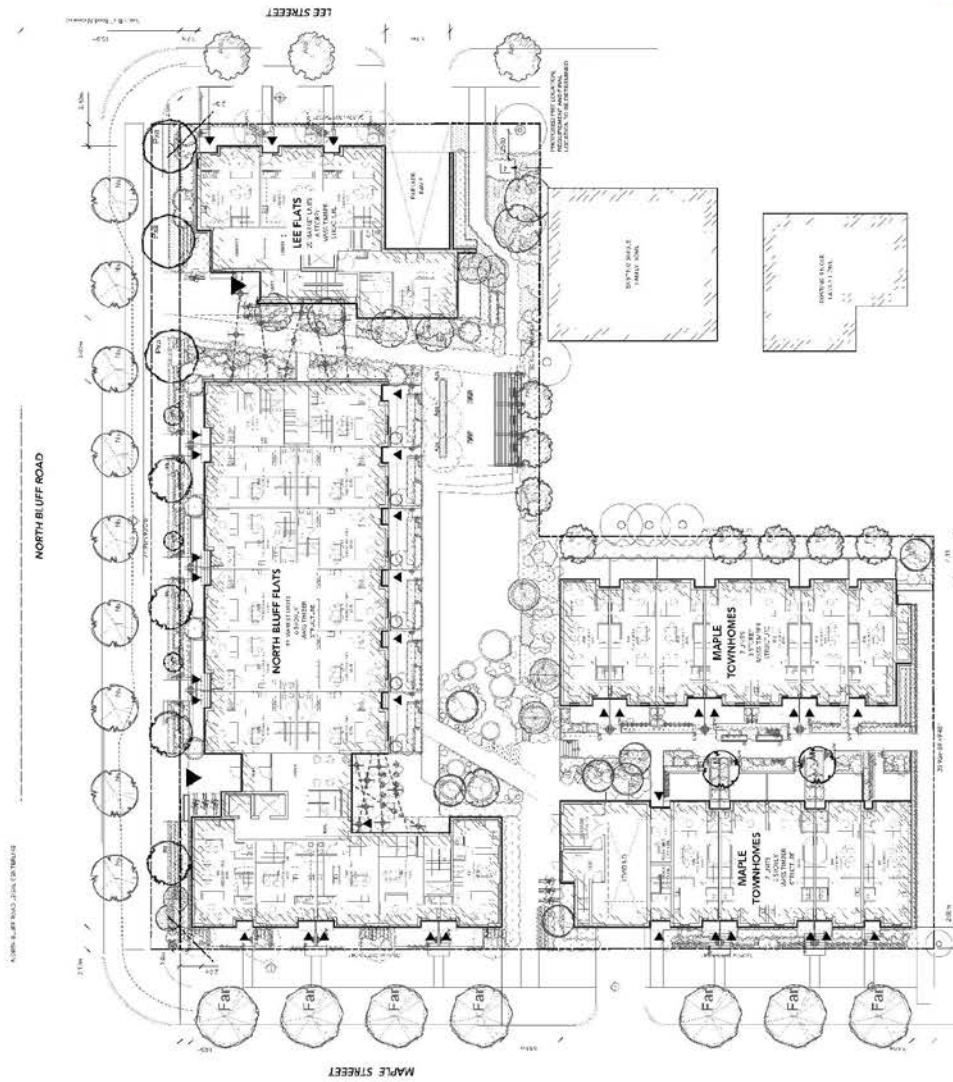
- (a) One loading space shall be provided for a *multi-unit residential use* in accordance with Section 4.15

10. General:

Development in this zone that includes the additional (bonus) density referred to in Section 4 shall substantially conform to the Plans prepared by Urban Arts Architecture dated January 24, 2020 that are attached hereto and on file at the City of White Rock



DRAFT



Revised for DP
FEB 2022 02.24
Beachway
White River, BC
SITE PLAN
A010

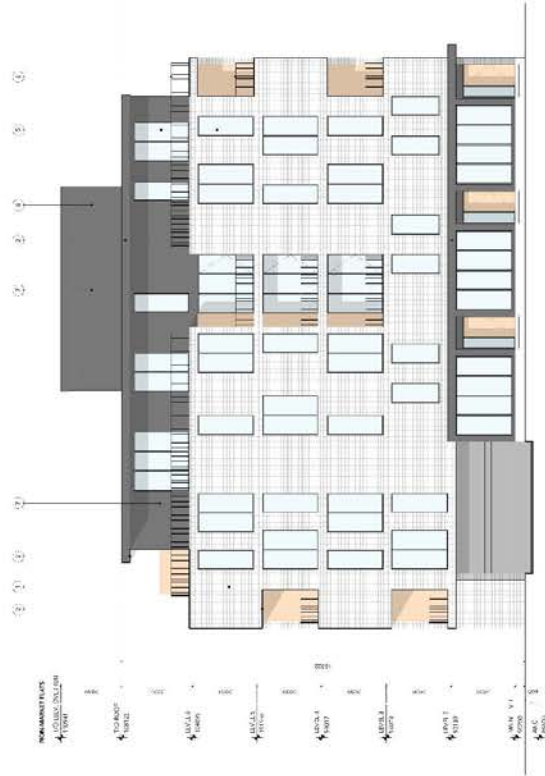
Urban
Architecture + Urban Design
11111 111th Avenue, Suite 101
White River, BC V0A 1T0
403.865.8888

BEACHWAY



LEGEND

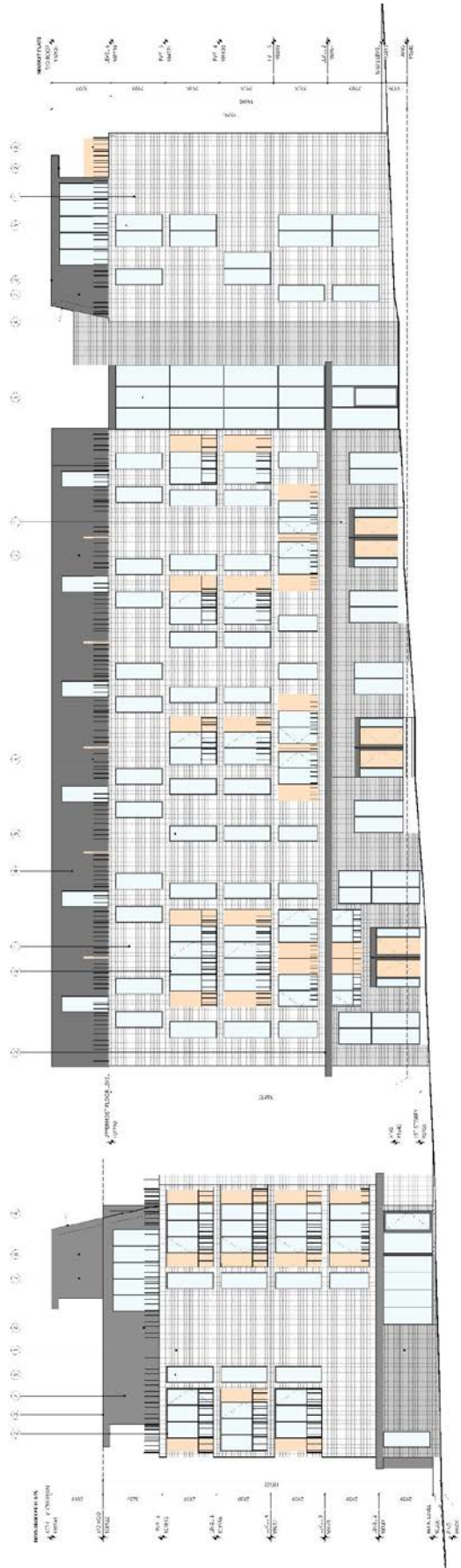
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Hand-drawn
Architectural
Drawing
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Urban
Design
Architecture
LLC
1000 1st Street
San Francisco, CA 94103
415.774.1111
www.urbandesignllc.com





- LEGEND**
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BEACHWAY

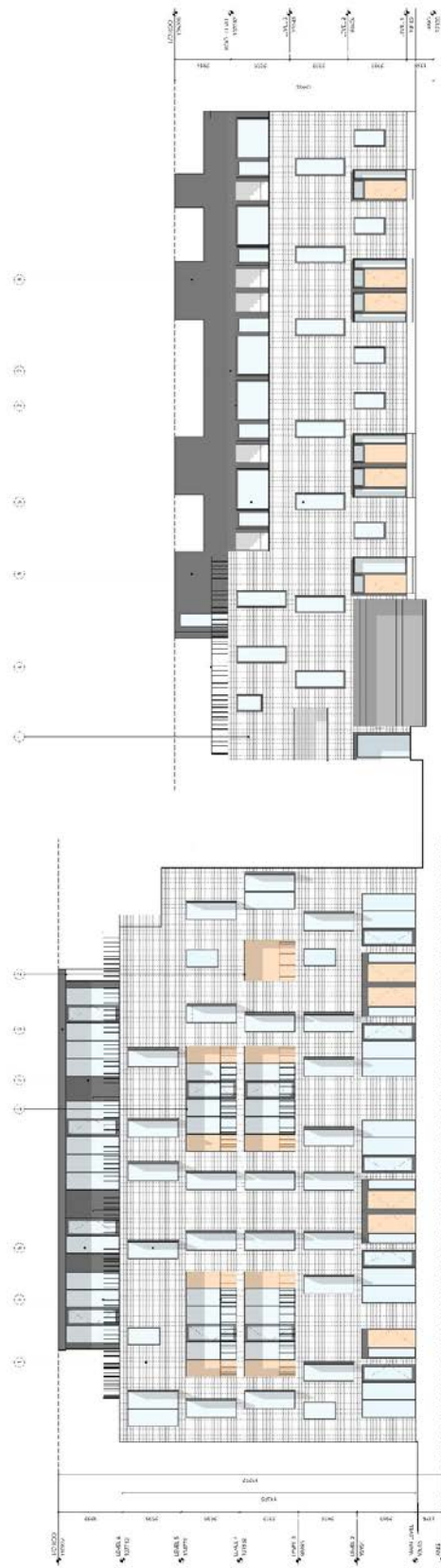
Urban

REVISION

NORTH BLUFF

A202

Revised: 02/20/18
 Drawing: 02/20/18
 Project: 02/20/18
 Title: 02/20/18
 Author: 02/20/18
 Date: 02/20/18



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.

STATUTORY DECLARATION

PROVINCE OF BRITISH COLUMBIA

(“Housing Agreement”)

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

Unit Type	One-Bedroom	Two-Bedroom
Base Rent	\$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

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:

Mayor
Authorized Signatory

Director of Corporate Administration
Authorized Signatory

Location Map
Maple and North Bluff Assembly

The map displays the following streets and property lots:

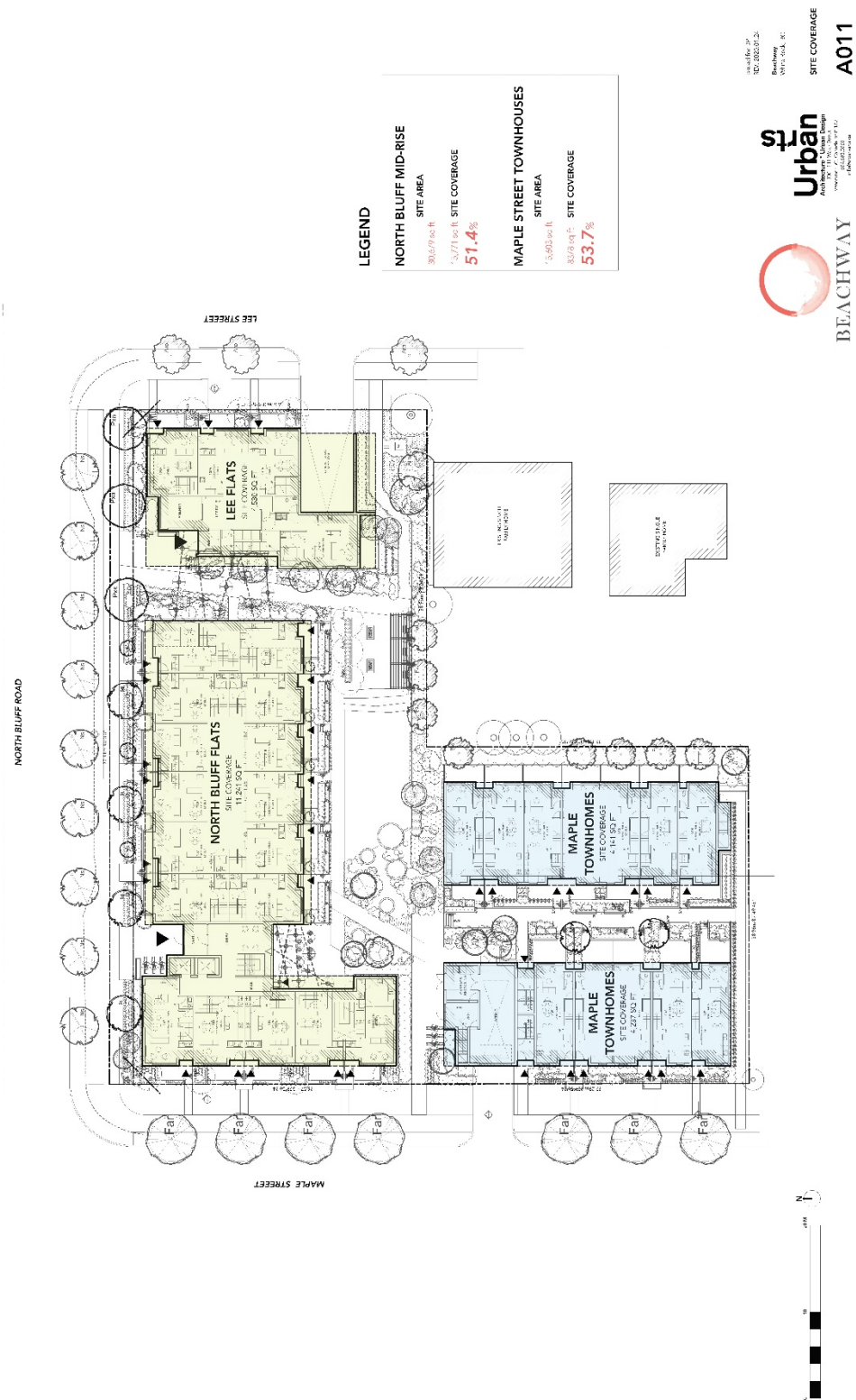
- Streets:** FINLAY ST, MAPLE ST, LEE ST, PARKER PL, KENT ST, NORTH BLUFF RD, RUSSELL AVE.
- Property Lots:**
 - Finlay St:** 15521, 15573, 15578-82, 15579, 15585, 15588, 15591, 15597, 15592.
 - Maple St:** 15600, 15606, 15631, 1509, 1589, 1559, 1549, 1539, 1529, 1475.
 - Lee St:** 15704, 15724, 15728, 15738, 15704, 1580, 1562, 1558, 1552, 1548, 1542, 1536, 1530, 1520, 15721, 15731, 1523.
 - Parker Pl:** 1593, 1583, 1573, 1563, 1553, 1543, 1533, 1538, 1518, 15765.
 - Kent St:** 1580, 15818, 1570, 1560, 1550, 1540, 1530, 1520, 1510, 1500, 15815.
 - North Bluff Rd:** 15654, 15664, 15674, 1593, 1580, 1583, 1570, 1573, 1560, 1563, 1550, 1553, 1540, 1543, 1530, 1533, 15655, 15665, 15675, 15685.
 - Russell Ave:** 15610, 1474, 15620, 15630, 1495, 1464, 1485, 1454, 1475, 1444, 1465, 1498, 15666, 1464, 1454, 15677, 15681, 15676, 15685, 15686, 15691, 15696, 15701, 15700, 15711, 15710, 15721, 15720, 15731, 15730, 15741, 15740, 15751, 15750, 15761, 15760, 15771, 15770, 15781, 15780.

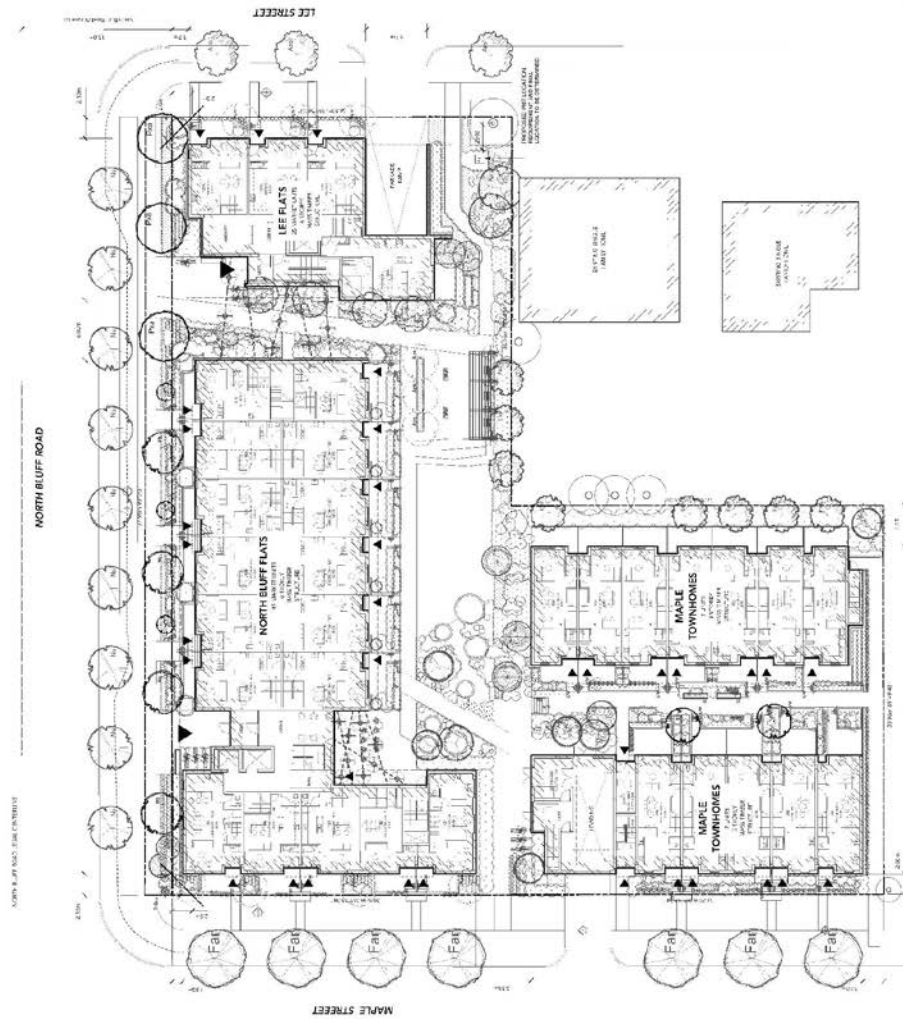
Maple and North Bluff Assembly

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Location Map
Maple and North Bluff Assembly

Schedule B – Site Plan





Schedule C –Elevations



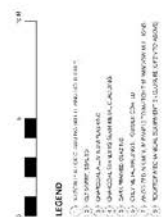
- LEGEND
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BEACHWAY
 ARCHITECTURAL
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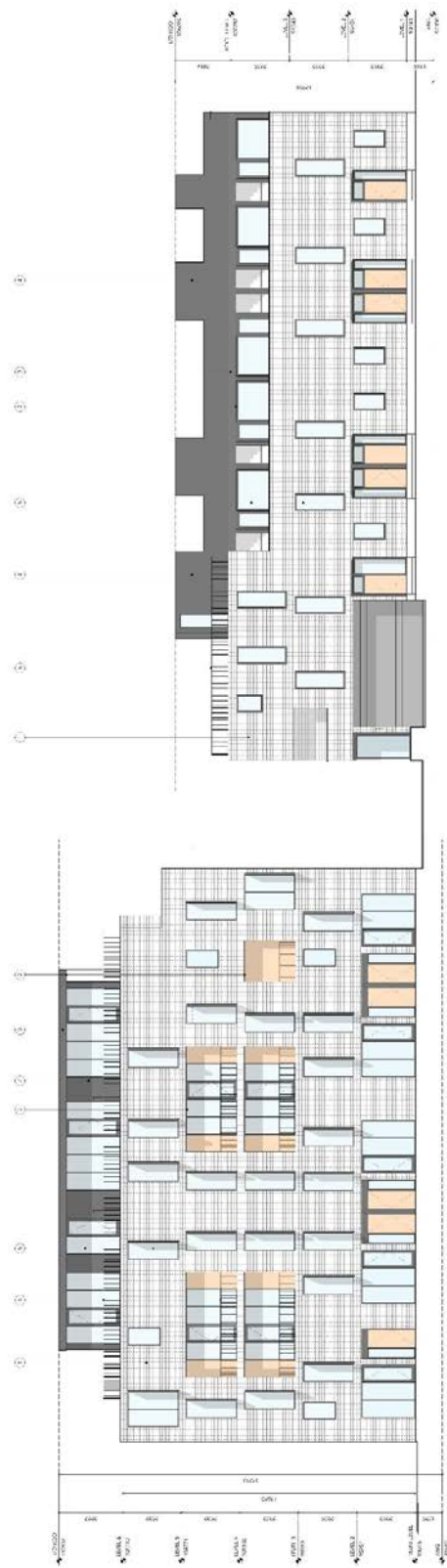
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ELEVATION
 LEE STREET
 A201




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 Tel: 212.691.1000
 Fax: 212.691.1001
 www.urbanrts.com



- LEGEND**
- 1. EXISTING BUILDING (AS SHOWN IN PLAN)
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BEACHWAY



Urban Arts

1000 10th Street, NW
 Washington, DC 20004
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 www.urbanartsdc.org

ELEVATION
PAVILION STREET
A203

LU & P AGENDA
PAGE 150



PROJECT TEAM

[illegible]





Urban
Architecture Inc

VIEW LOOKING SOUTHEAST FROM NORTH BLUFF ROAD AND MAPLE STREET

Beachway Development

Off-Site Landscaping Plan

Legend:

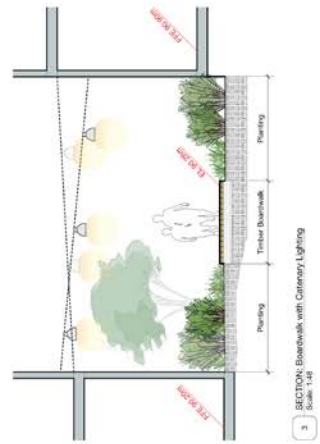
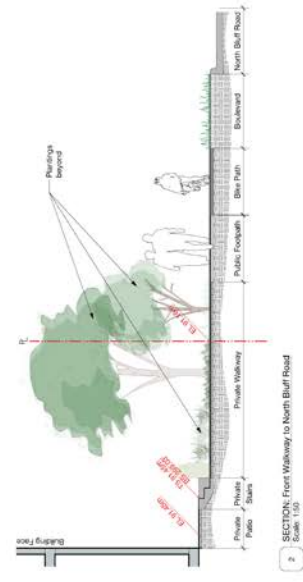
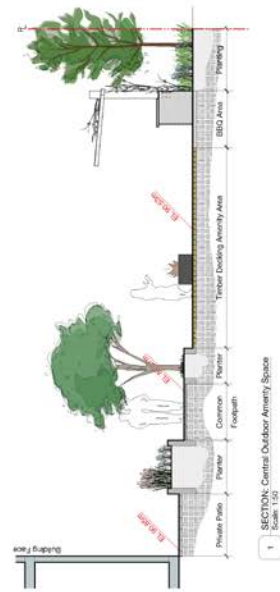
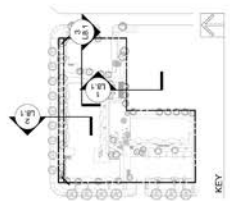
- Plant Species
- Quantity
- Notes

QTY	LATIN NAME	COMMON NAME	SCHEDULED SIZE NOTES
2	Quercus alba	White Oak	20' standard
2	Quercus prinus	Prickly Pear	20' standard
2	Quercus laevis	Swamp White Oak	20' standard
2	Quercus macrocarpa	Big Leaf Oak	20' standard
2	Quercus coccinea	Scarlet Oak	20' standard
2	Quercus rubra	Red Oak	20' standard
2	Quercus falcata	Chickasaw Oak	20' standard
2	Quercus lyrata	Live Oak	20' standard
2	Quercus nigra	Black Oak	20' standard
2	Quercus sp.	Quercus	20' standard

NOTES:

1. ALL LANDSCAPING TO BE COMPLETED BY THE END OF 2024.
2. LANDSCAPING TO INCLUDE: WHITE OAK, PRICKLY PEAR, SWAMP WHITE OAK, BIG LEAF OAK, SCARLET OAK, RED OAK, CHICKASAW OAK, LIVE OAK, BLACK OAK, AND QUERCUS.
3. LANDSCAPING TO INCLUDE: WHITE OAK, PRICKLY PEAR, SWAMP WHITE OAK, BIG LEAF OAK, SCARLET OAK, RED OAK, CHICKASAW OAK, LIVE OAK, BLACK OAK, AND QUERCUS.

Revision	Date	Revised By
1	08/11/2015	08/11/2015



08/11/2015

eta

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Denver, CO 80202
Tel: 303.733.1000
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www.eta.com

ETA is a leading provider of architectural and engineering services. We have a proven track record of delivering high-quality, cost-effective solutions for our clients. Our team of experienced professionals is dedicated to providing exceptional service and ensuring the success of every project.

Beachway Development

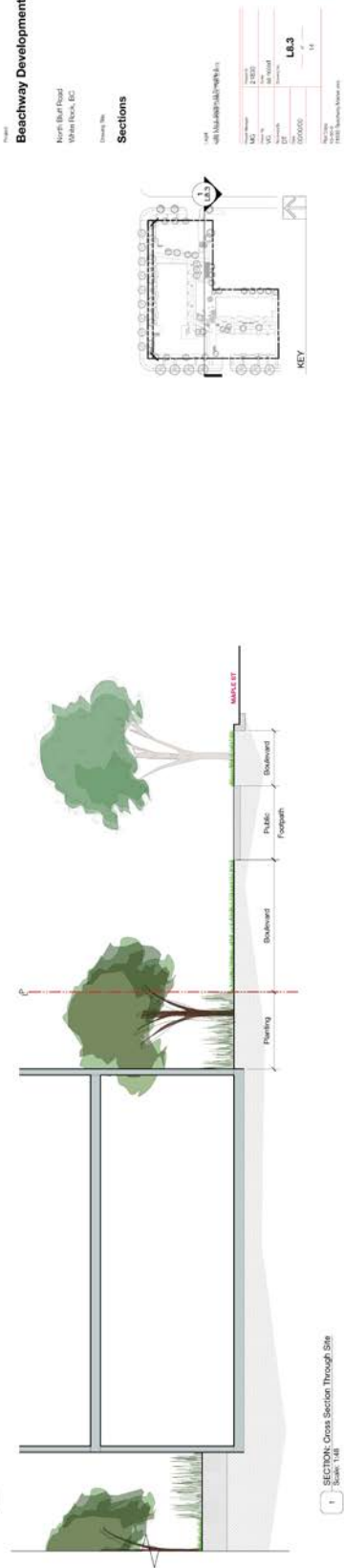
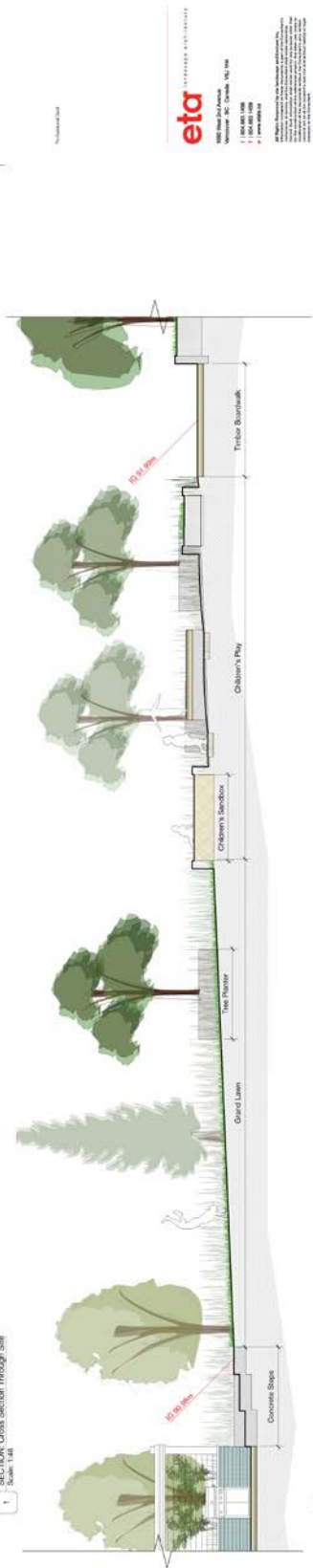
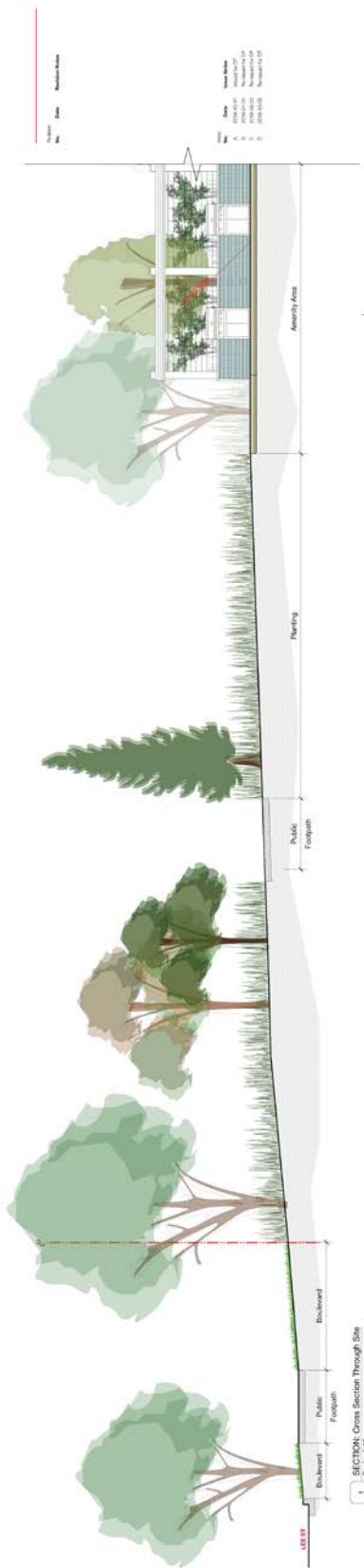
North Buff Road
White House, NC

Beachway Development

Sections

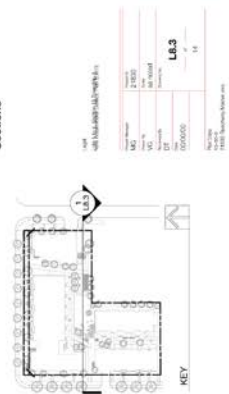
Section	Scale	Notes
1	1/2" = 1'-0"	Central Outdoor Amenity Space
2	1/2" = 1'-0"	Front Walkway to North Buff Road
3	1/4" = 1'-0"	Boardwalk with Canopy Lighting

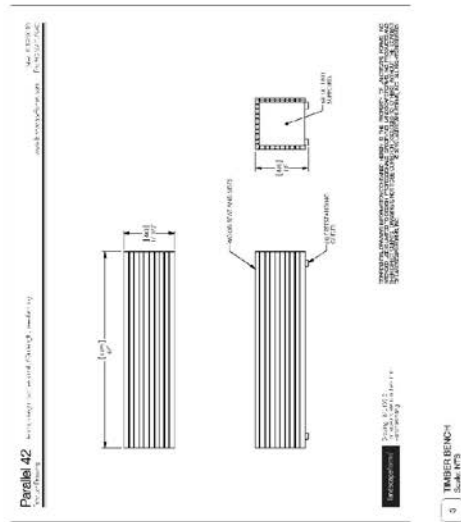
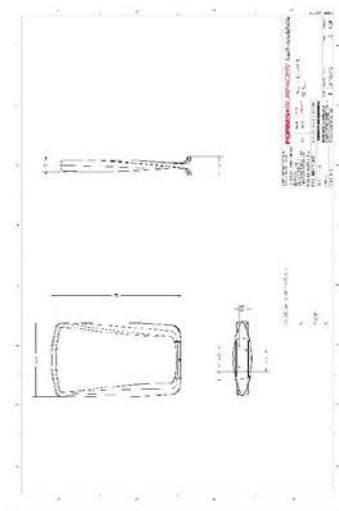
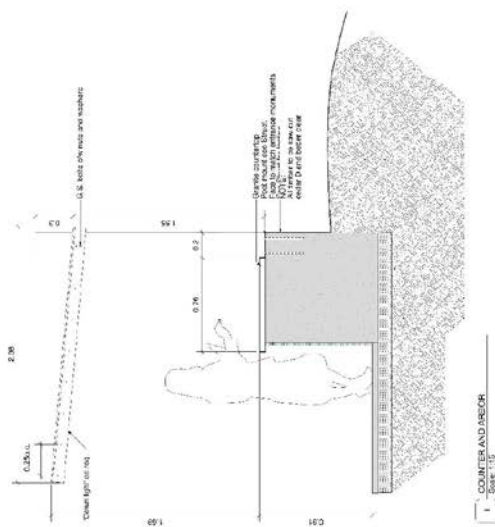
08/11/2015



eta
1000 West 2nd Avenue
Tampa, FL 33605
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Fax: 813.251.1001
www.etafl.com

Beachway Development
North Beach Road
Miami Beach, FL 33139
Tel: 305.673.1234
Fax: 305.673.1235
www.beachwaydevelopment.com





Student No.	Group	Reflexions/Comments
1	1	
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4	1 st - 4 th A	See appendix 7
5	1 st - 4 th A	See appendix 7
6	1 st - 4 th A	See appendix 7
7	1 st - 4 th A	See appendix 7
8	1 st - 4 th A	See appendix 7

Author's address:

eta INTEGRATED SOLUTIONS

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environment.

Figure Beachway Development

North Dartmouth
Village Hall, 200

Details

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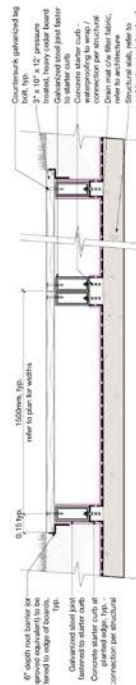
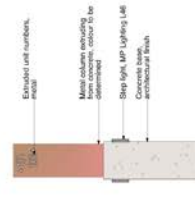
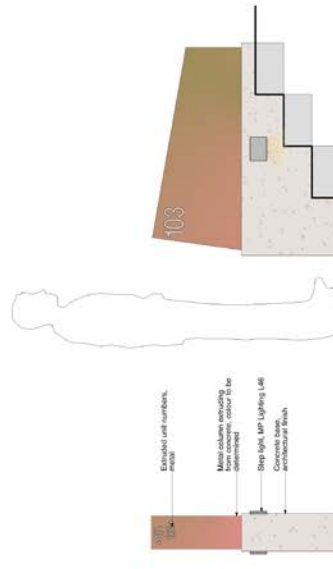
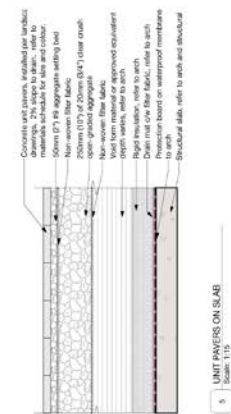
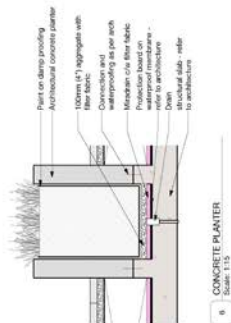
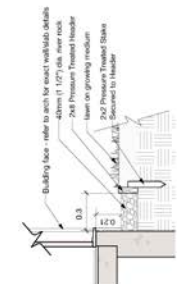
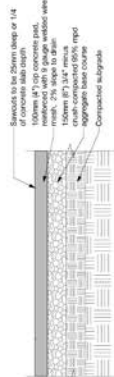
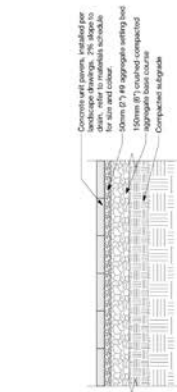


Figure 1: Schematic diagram of the experimental setup. The diagram shows a participant's hand reaching for a target on a table. A computer monitor displays a 3D visualization of the hand and target. The target is marked with a red dot. The hand is shown in two positions: one reaching for the target and another after movement. The monitor also shows a 'L9.3' label and a '1.0' scale bar. The participant is seated at a table, and the hand is positioned over a grid on the table surface.

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

Land Use and Planning Committee
May 4, 2020

4. **‘BEACHWAY’ APPLICATION UPDATE – 15654/64/74 NORTH BLUFF ROAD
1570/80 MAPLE STREET AND 1593 LEE STREET (ZON/MJP 19-002) Page 5**
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)”.

The following discussion points were noted:

- Concern with the parking projections and further that it could impact the neighbourhood, the permit parking requirements may need to be revisited for this area
- Would like to see at minimum a completed main floor parkade, as well as half of the next level
- Concerns expressed with regard to the “L-Shape” on Maple Street, suggesting that it could impose pressure on the rest of that street
- Suggested that 3D modeling within the context of the neighbourhood would be helpful to see
- Support expressed for the townhouse component
- Appreciates the affordable housing component; however, 10-15% below market price is not affordable
- Like many buildings downtown, parking could be bundled with the purchase of a unit / suggested that the ability to purchase additional parking could be attractive to a buyer
- Concern with the loss of trees, would like to see information as to why

2020-LU/P-012 **It was MOVED and SECONDED**
THAT the Land Use and Planning Committee receives 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)”.

2020-LU/P-013 **It was MOVED and SECONDED**
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

CARRIED

Committee at the
May 4, 2020 meeting.

CARRIED

Land Use and Planning Committee
July 27, 2020

4. **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)**

Corporate report dated July 27, 2020 from the Director of Planning and Development Services titled “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)”.

The following discussion points were noted:

- Previously noted parking concerns were addressed: 22 visitor spots that are available on the additional level of the parkade
- Concerned with density and six (6) storey height the area lends itself to sub-division / townhomes for families

2020-LU/P-017

It was MOVED and SECONDED

THAT the Land Use and Planning Committee recommends 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 directs staff to schedule the required Public Hearing.

DEFEATED

Councillors Johanson, Kristjanson and Trevelyan voted in the negative

Due to motion 2020-LU/P-017 no further discussion on this topic was required.

1. *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*
2. *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.*

Land Use and Planning Committee

January 11, 2021

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)

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.

The Manager of Planning gave a PowerPoint giving an overview of the application and the process it has been through.

The following discussion points were noted:

1. Good to see changes made in regard to parking however, six (6) stories is too high / four (4) stories would work
2. Not what the nearby residents want
3. Official Community Plan (OCP) review still not complete
4. Concern with removal of trees
5. Need to establish definition of affordable housing
6. See the future in this area as townhomes / single family
7. Affordable housing with 2/3 bedroom units is needed, this is a primary opportunity for the community
8. Appreciate the development notes quality which is practical / not luxury

Motion Number: LU/P-010 It was MOVED and SECONDED

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.

Motion CARRIED

Councillors Johanson, Kristjanson and Trevelyan voted in the negative

Regular Council meeting

January 11, 2021

8.1.d BYLAW 2351 - WHITE ROCK ZONING BYLAW, 2012, NO. 2000, AMENDMENT (CD-63-15654/64/74 NORTH BLUFF ROAD/ 1570/80 MAPLE STREET AND 1593 LEE STREET) BYLAW, 2020, NO. 2351

Bylaw 2351 proposed multi-building development at 15654/64/74 North Bluff Road / 1570/80 Maple Street and 1593 Lee Street (Beachway). This bylaw is presented for consideration of first and second reading.

Note: This Bylaw for the Beachway application was the subject of a Land Use and Planning Committee meeting held earlier in the evening.

Motion Number: 2021-017

THAT Council:

1) 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*”; and

2) Direct staff:

9. To schedule the required Public Hearing regarding “*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*”; and

10. 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.

Motion CARRIED

Councillors Johanson, Kristjanson, and Trevelyan voted in the negative

From: [Aaron Pauliuk](#)
To: [Tracey Arthur](#)
Cc: [Debbie Johnstone](#)
Subject: Re: Beachway Public Hearing March 1st
Date: February 22, 2021 11:54:35 AM
Attachments: [2017 Petition.pdf](#)

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.

Hi Tracey

Thank you for your reply and sorry for the delay in getting back to you.

I would like the 2017 petition to be included in the supporting documents you circulate to council.

I would also like the context to be brought to the attention of the council. Specifically that this petition was a part of the Vision 2020 public process. This illustrates that the residents in East Side Large lot infill area overwhelmingly supported the ultimate OCP designation for the subject properties.

I have first hand knowledge of the origins and purpose of the petition I was actively involved in reaching out to the neighbors to ask their support for density by adding their name to the petition.

Thanks,

Aaron Pauliuk

From: Tracey Arthur
Sent: Thursday, January 21, 2021 6:10 PM
To: 'apauliuk@telus.net'
Cc: Debbie Johnstone
Subject: FW: Beachway Public Hearing March 1st

Hello Mr. Pauliuk thank you for your inquiry. If you state you want this as a submission for the Beachway public hearing I will put it on the agenda with a note that the information was collected three (3) years prior. It would be up to Council to make the determination as to how they will consider the information due to the time that has passed since the petition was signed.

Please confirm this is a submission and let me know if you have any questions. Have a nice evening.
Tracey

From: Aaron Pauliuk <apauliuk@telus.net>
Sent: Thursday, January 21, 2021 12:10 PM
To: Tracey Arthur <TArthur@whiterockcity.ca>

Subject: Beachway Public Hearing March 1st

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.

Hi Tracey

Its Aaron Pauliuk here we emailed back and forth about 3 years ago when previous council was redoing the OCP we have the 4 properties on North Bluff between Maple and Lee.

At that time myself and another group that owned the next block down from Lee to Kent St Park did a door to door canvas of the area to get signatures of support for higher density in the area. We presented this petition to council during the OCP public hearing it is on record with the city of W.R.

My question is can we present it again to current council during the public hearing for Beachway March 1st.

Please see attached 204 signatures of support for higher density in our area for your reference.

Thanks,

Aaron Pauliuk

15654 North Bluff Road
White Rock

Official Community Plan – Phase 4

Petition

1 of 10

Dear Mayor and Council and Planning Department

As a member of the White Rock community, I would like you to know that I am in full support of a higher density (4-6 stories) market or non-market oriented buildings being created on North Bluff Road. This area is adjacent to Peace Arch Hospital from the 15400 to 15800 block of North Bluff (Part of the East Side Large Lot Infill Development Area). This area of North Bluff is an arterial route to the Highway 99 interchange. Furthermore, it allows the city to achieve higher density without blocking the cherished views of the mature neighbourhoods south of Russell Avenue. A transient grade can also be obtained from North Bluff running south to Russell Avenue as planned in the OCP areas defined as Town Centre and Lower Town Centre areas.

	Name	Address
1	E. Moylan	15465 Thrift Ave White Rock V4B 2L8
2	Harry Block	15469 - Thrift Ave White Rock V4B 2L8
3	C. Looney	151418. Best Ave. White Rock V4B 2E6
4	Heather Leary	1418 Best Street White Rock V4B 2E6
5	Natalie Solodchenko	15405 Goggs Ave W R V4B 2N5
6	Kristen Caw	15444 Goggs Ave W R V4B 2N6
7	LES HAINES	PH8-1333 WINTER ST V4B 3Y2.
8	Ann Stein	154309 Goggs Ave V4B 2N5
9	Sheri Adamson	15457 Goggs Ave V4B 2N5
10	WALTER FRENCH	15475 GOGGS AV.
11	KARONAILS MAYER	15487 GOGGS AVE.
12	LINOR ZIMMERMAN	15483 Goggs Ave
13	Kylene Heggen	15561 Goggs Ave
14	Yo MIYAZAKI	15491 GOGGS AVE W.R. V4B 2N5.
15	Sachie Miyazaki	15591 Goggs Ave White Rock V4B 2N5
16	ELIZABETH O'DONNELL	15476 Russell Ave White-Rock
17	Christina Fast	15444 Russell Ave, White Rock, V4B 2R3
18	Sheldon Glionna	15430 Russell Ave, White Rock, V4B 2R3
19	Mattea Shima	15406 Russell Ave, White Rock V4B 2R3
20	LOBBRAINE WILCOX	1481 Best St. White Rock
21	GURM SETHI	15728 North Bluff Road (PROPERTY OWNER)

Official Community Plan – Phase 4

Petition

2 of 10

Dear Mayor and Council and Planning Department

As a member of the White Rock community, I would like you to know that I am in full support of a higher density (4-6 stories) market or non-market oriented buildings being created on North Bluff Road. This area is adjacent to Peace Arch Hospital from the 15400 to 15800 block of North Bluff (Part of the East Side Large Lot Infill Development Area). This area of North Bluff is an arterial route to the Highway 99 interchange. Furthermore, it allows the city to achieve higher density without blocking the cherished views of the mature neighbourhoods south of Russell Avenue. A transient grade can also be obtained from North Bluff running south to Russell Avenue as planned in the OCP areas defined as Town Centre and Lower Town Centre areas.

	Name	Address
22	Keenan Brown	1588 Parker Pl. White Rock
23	Kate Erendehina	1558 Parker Pl. White Rock
24	Alan Froome	15780 Russell Ave, White Rock
25	Gresham	15750 Russell Ave, White Rock
26	Hamid Jat	1583 LEE STREET
27	Tahir Jat	1583 LEE STREET
28	HARLEEN BRAR	1573 LEE ST.
29	Harsh Kumar	1503 Lee St. W. Rock.
30	Naal Kaur	1533 LEE ST WR.
31	Gurpreet & Dnyx	15728 N Bluff Road (Tenant)
32	Shirley Wiggins	15710 Russell Ave. W.R. V4B2S1.
33	Lesley Gifford	15720 Russell Ave WR V4B2S1
34	Colleen Lachance	15724 North bluff (tenant)
35	RNO	15748 North Bluff (tenant)
36	Bill Shultz	15748 North Bluff (tenant)
37	Susan & Michael Precious	15770 North Bluff Road
38	SUREN SLOW	13741 MALABAR AVE
39	Kirk Brader	15827 GOGGS AVE
40	KAMAL GILL	15668 GOGGS AVE.
41	Marsha Koush	15721 Goggs Ave White Rock BC
42	Brenda M.G. Bbbs	15721 Goggs Ave White Rock

Official Community Plan – Phase 4

Petition

3 of 10

Dear Mayor and Council and Planning Department

As a member of the White Rock community, I would like you to know that I am in full support of a higher density (4-6 stories) market or non-market oriented buildings being created on North Bluff Road. This area is adjacent to Peace Arch Hospital from the 15400 to 15800 block of North Bluff (Part of the East Side Large Lot Infill Development Area). This area of North Bluff is an arterial route to the Highway 99 interchange. Furthermore, it allows the city to achieve higher density without blocking the cherished views of the mature neighbourhoods south of Russell Avenue. A transient grade can also be obtained from North Bluff running south to Russell Avenue as planned in the OCP areas defined as Town Centre and Lower Town Centre areas.

	Name	Address
43	Prosper John Corral de	15610 Russell street, White Rock B.C.
44	Tom Pangalia	15610 Russell
45	Billy Fee	152620 Russell Rd.
46	Kory Cleave	1485 Maple Street
47	Alexander	51426 Finlay St.
48	St. Lafrance	#4-1426 Finlay St.
49	Conor Dick	15596 Goggs Ave.
50	Michelle Bicknell	15597 Goggs Ave
51	Vicky Zambas	15590 Thrift ave.
52	Oliver	15578 Thrift
53	S. Vega	15728 N. Bluff Rd. (PROPERTY OWNER)
54	Theresa Steward	15340 Thrift Ave
55	Steward	15520. Thrift ave
56	Mark Yon	15468 Thrift, Ave.
57	Wendy Kay	15438 Thrift
58	Andrea Johnson	15415 Thrift Ave.
59	Eric Upton	15435 Thrift ave.
60	Sam Nair	15439 THRIFT AVE
61	Doreen Mayman	15445 Thrift Ave.
62	MIKE & TRACY ALLEN	15449 THRIFT AVE
63	Lama Alsaad	15453 Thrift Ave

Archives

Official Community Plan – Phase 4

Petition

4 of 10

Dear Mayor and Council and Planning Department

As a member of the White Rock community, I would like you to know that I am in full support of a higher density (4-6 stories) market or non-market oriented buildings being created on North Bluff Road. This area is adjacent to Peace Arch Hospital from the 15400 to 15800 block of North Bluff (Part of the East Side Large Lot Infill Development Area). This area of North Bluff is an arterial route to the Highway 99 interchange. Furthermore, it allows the city to achieve higher density without blocking the cherished views of the mature neighbourhoods south of Russell Avenue. A transient grade can also be obtained from North Bluff running south to Russell Avenue as planned in the OCP areas defined as Town Centre and Lower Town Centre areas.

	Name	Address
64	Rowan Harker J	1520 Kent St
65	Josh Harvester	1540 Kent St
66	Austin Raponi	1530 Lee Street
67	Ken Boyle	1520 Lee St.
68	Georgia Hale	15675 Russell St.
69	Boyd Residence	15655 Russell Ave.
70	Ann Leeks	15676 Russell Ave
71	Donald B. Eves	15836 Russell Ave.
72	Donald Fleming	15858 Russell Ave
73	Allen Gustafson	15872 Russell Ave.
74	Dr. Stephen	15980 Russell Ave.
75	George Gunn	15952 Russell Ave
76	Dean Goughie	1500 Stevens
77	W. K. Eves	1530 Stevens St.
78	P. Pittman	15846 Goggs Ave
79	Richard Moran	15838 Goggs Ave.
80	Phillip McKay	15848 Goggs Ave
81	Phil Marziliam	15848 Goggs Ave.
82	Tim Miller	15870 Goggs Ave
83	Kristen Emery	15910 Goggs Ave
84	Ann D.	15872 Goggs Ave

Official Community Plan – Phase 4

Petition

5 of 10

Dear Mayor and Council and Planning Department

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	Name	Address
85	Wayne Hu	1498 Maple Street. White Rock
86	Dawna Kistriz	1445 MAPLE ST WHITE ROCK
87	Leslie Faber	15622 Thrift ave, WR
88	Elizabeth Tilley	1-1426 Finlay St. White Rock
89	Diana Talarico	8-1426 Finlay St White Rock.
90	Era Hancock	10-1426 Finlay St White Rock
91	Donna Shultz	9-1426 " " " "
92	Patricia Hagerdon	1454 Finlay " "
93	Rae Brown	15557 Thrift Ave WR
94	Morgan MacDonald	15553 Thrift Ave
95	Brian Stevenson	15549 Thrift Ave. WR
96	Bill Bo	15539 Thrift Ave. WR
97	Jan Neumann	15533 Thrift Ave. WR
98	Gary Dhaese	15523 Thrift Ave, WR
99	GLEN SKIDMORE	15501 THRIFT AVE WR
100	DAVE WILTS	15497 THRIFT AVE WR
101	Kristina Thomas	15495 Thrift Ave W Rock.
102	VAL WALDRON	15489 THRIFT AVE W. ROCK
103	DAVID LCHAT	15481 THRIFT AVE VAB2L8
104	Sara O'Shaughnessy	15432 Goss Ave V4B 2N6
105	Debbie Dunn	15434 Goss Ave V4B 2N6

Official Community Plan - Phase 4

Petition

6 of 10

Dear Mayor and Council and Planning Department

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	Name	Address
106	S. Vollmer	14477 Sunset Drive, White Rock V4B 2V7
107	M. Loock	1580 Maple St White Rock V4B 4N5
108	T. Lagos	1570 maple st V4B 4N5
109	m. Christiansen	1593 Leo St White Rock V4B 9R1
110	A Pauliuk	15654 North Bluff Rd w.r. V4B 3G4
111	T. Pauliuk	15654 North Bluff Rd. W.R. V4B 3G4
112	Katie Coffey	15674 North Bluff Rd. W.R. V4B 3G4
113	Ney Getzlaf	15674 North Bluff Rd W.R. 11 11
114	Pat Hezler	15664 North Bluff Rd V4B 3G4
115	KURT MAYER	1539 Maple Street V4B 4N4
116	Shannon Westphal	1529 Maple Street V4B 4N4
117	JASON MOULD	1529 MAPLE STREET V4B 4N4
118	BEN ROBERTS	15630 NORTH BLUFF RD V4B 3G3
119	Phil Marziliano	15828 Goss Ave White Rock V4B 2N9
120	Ryan Mackenzie	14476 North Bluff Road
121	B. Ruskowsky	13832 Coldicott Ave V4B 3A9 W. Rock.
122	Denise Cohen	13902 Malabar Ave. V4B 2X9 W. Rock.
123	David Cohen	13902 Malabar Ave V4B 2X9 W. Rock.
124	Baljit Thaliwal	1489 - Steyle Pl. White Rock, B.C. V4B 4Z3
125	MARILEN BISHOP	1589 Maple St. White Rock V4B 4N4

Official Community Plan – Phase 4

Petition

7 of 10

Dear Mayor and Council and Planning Department

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	Name	Address
126	KEN MURRAY	15460 GOGGS AVE White Rock V4B 2N6
127	Rich BRAMALL	15468 GOGGS AVE W.R.
128	Angela Filipovic	15474 Goggs Ave White Rock.
129	Samantha Hagg	15484 Goggs Ave White Rock
130	Suehides Lake	15498 Goggs Ave White Rock
131	Maritess Strauss	15574 Goggs Ave White Rock
132	Peter McBride	15540 Goggs Ave " "
133	Ed Graham	15580 Goggs Ave " "
134	Emma Growls	15544 Russell AV. "
135	GURDEEP SEKHON	15728 NORTH BLUFF (PROPERTY OWNER)
136	JAS GILL	15738 NORTH BLUFF (PROPERTY OWNER)
137	KULWINDER GILL	15778 NORTH BLUFF (PROPERTY OWNER)
138	MANDIEP PRITHI	15748 NORTH BLUFF (PROPERTY OWNER)
139	PAUL GILL	15724 NORTH BLUFF (PROPERTY OWNER)
140	BALDEV BATI	15724 NORTH BLUFF (PROPERTY OWNER)
141	BILL MAST	15704 NORTH BLUFF (PROPERTY OWNER)
142	JERIN Y XU	15770 NORTH BLUFF ROAD (AGENT for corp)
143	STEVE SEXSMITH	15758 NORTH BLUFF RD (PROPERTY OWNER)
144	WENDY POMEROY	15758 NORTH BLUFF (PROPERTY OWNER)
145	DARWIN BROWN	1553 PARKER PL (OWNER)
146	MaryAnne Camaianni	1573 Parker Place. (renter)

8 of 10

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	Name	Address
147	W. K. Green	1553 Cory Road
148	R. Corvill	1560 Cory Road
149	J. Quinn	13940 Coldicutt Av.
150	J. Quinn	13940 COLDICUTT AVE
151	Patricia Hartzell	13970 Coldicutt Ave.
152	R. Corvill	1561 Cory Rd.
153	R. Corvill	1569 Cory Rd
154	Kymber Bank	1545 Cory Road
155	B. B. B. B.	1531 Lancaster St.
156	W. B. B. B.	1550 CORY RD. WHITE ROCK
157	W. B. B. B.	1550 CORY RD. WHITE ROCK
158	J. B. B. B.	1561 Cory Rd. W. R.
159	C. B. B. B.	1561 Cory Rd. White Rock
160	Pat Clares	1579 Cory Rd. White Rock.

9 of 10

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[illegible]

10 of 10

10 of 10

10 of 10

10 of 10

10 of 10



Official Community Plan – Phase 4

Petition

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	Name	Address
1701	Just Lued	1580 Maple St WR V4B 4N5
171	Frank Bishop	1589 Maple St. V4B-4N4
172	Joe Paul	1549 Maple V4B 4N4
173	Donna	1539 Maple St V4B 4N4.
174	Charley Paulink	15654 North bluff
175	John FRASER	1592 STEVENS ST.
176	Babs Hawes	1592 STEVENS ST.
177	ROY JACKSON	14862 Roper Ave
178	Michelle Jackson	1486 Roper Ave
179	Emily Hinson	14863 Hardie ave
180	Stuart Hinson	14863 Hardie Ave
181	Meg Barharts	1550 CORY RD. WR.
182	Anna Reed	1569 CORY Rd. WR.
183	Dana Reed	1569 CORY Rd. WR.
184	Tyler Reed	1569 CORY Rd, WR.
185	Larra Miller	1351 Maple ST WR
186	Jimmy Pearsall	1351 Maple ST WR
187	Val Meyer	#102 14824 N. Bluff Rd
188	Boulet	1593 Lee St
189	Christian	14843 HARDIE AVE WHITE ROCK
FD	Christian	14843 Hardie Ave White Rock V4B 2H6

Petition

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[illegible]

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Name	Address
Monica Ryan	#102-14824 W. F. Drive, W.R. V4B 352
Carol Spila	15578 Roper Ave. W.R. V4B 2G5
Ruth Dunn	15578 Roper Ave. W.R. V4B 2G5
Cliff Hart	15564 Vista Dr. W.A. V4B 5H5
Tom	15564 Vista Dr. W.R. V4B 5H8

Petition

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	Name	Address
201	Jatindopal Singh Gill	15621 - Cliff Ave
202	Kulna Kaur Gill	15621 - Cliff Ave
203	Gurwinder S. Gill	11
204	Rajveer Kaur	15621 - Cliff Ave

From: [Aaron Pauliuk](#)
To: [Darryl Walker](#); [David Chesney](#); [Helen Fathers](#); [Erika Johanson](#); [Scott Kristjanson](#); [Anthony Manning](#); [Christopher Trevelyan](#)
Cc: [Carl Isaak](#); [Tracey Arthur](#); [Debbie Johnstone](#)
Subject: BYLAW 2351: Petition for Beachway - Below Market Rental + Market Condos in White Rock one block from Peace Arch Hospital
Date: February 23, 2021 9:25:05 PM
Attachments: [Beachway Handout.pdf](#)
[Beachway Petition.pdf](#)
[Completed Petitions.pdf](#)

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.

Dear Mayor and Council

Please see below the email and attachments that were sent out starting February 1st inquiring into the support of the Beachway project. White Rock residents stepped up and helped out to gather support as they believe this is a greatly needed project for our city.

As of tonight I have **267** White Rock residents and or land owners in support of the project.

Please see attached Names, addresses and phone numbers on attached "Completed Petitions".

Tracey please add this as a submission to the Public Hearing for March 1st.

Thanks,

Aaron Pauliuk

Subject: Petition for Beachway - Below Market Rental + Market Condos in White Rock one block from Peace Arch Hospital

Hi

I am sending this email to see if you would support this project, in January it received 1st and 2nd reading by White Rock Council, the Public Hearing is scheduled for March 1st.

Due to COVID it is going to be a virtual meeting and probably not a lot of people will attend.

In 2017 we did a door to door petition for signatures in support of higher density in the area by White Rock residents and received **204**.

Beachway is located one block from Peace arch Hospital from Maple to Lee St on North Bluff and 1570 & 1580 Maple St.

This area of North Bluff is an arterial route to the highway 99 interchange and on a major bus route. It also allows the city to achieve higher density without blocking the cherished views of the mature neighborhoods to the South.

Consisting of:

- One six story below market rental building owned and operated by a non-profit on North Bluff containing 25 units.
- One six story market condo building on North Bluff containing 49 units.
- Fourteen three story Town Houses on Maple St.

If you are a White Rock resident or White Rock land owner and support this development please fill it out and email it back, everyone in your house hold can be listed if they are in favor.

If you don't have a scanner you can take a picture and text it to me

I would like to ask that if you have any family or friends in W.R. you forward this email to them.

Aaron Pauliuk
15674 North Bluff Road
White Rock, B.C.

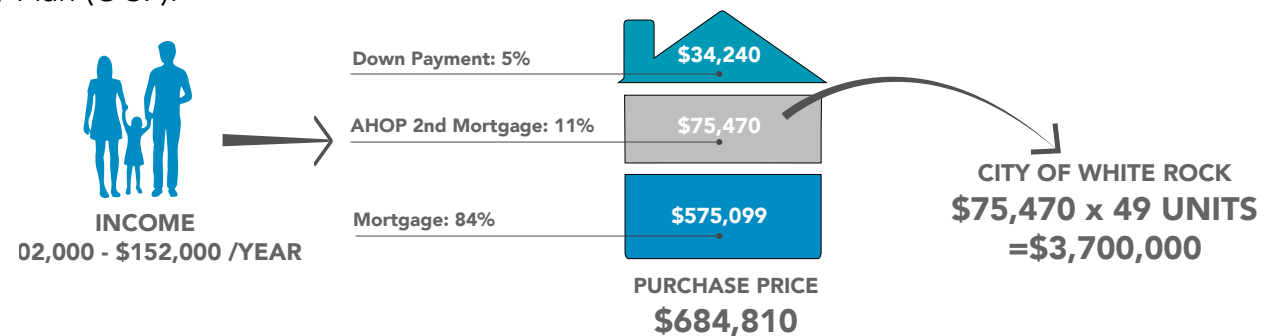


Virus-free. www.avg.com

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.

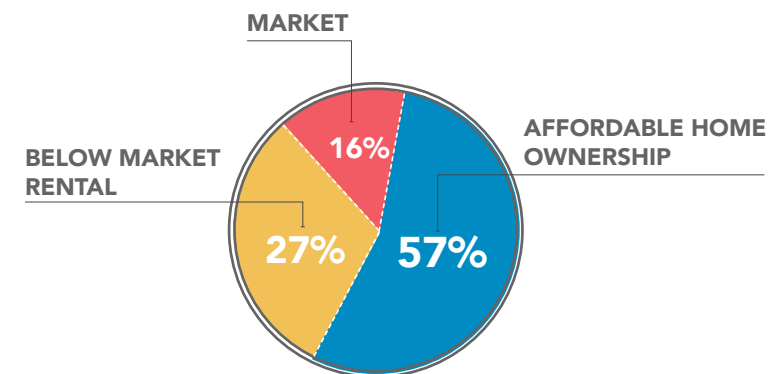
The proposed use, height, and density are consistent with the East Side Large Lot Infill Area designation in the City of White Rock Official Community Plan (OCP).



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

The Affordable Home Ownershop 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.

Unit Mix =
84% affordable units & 16% market



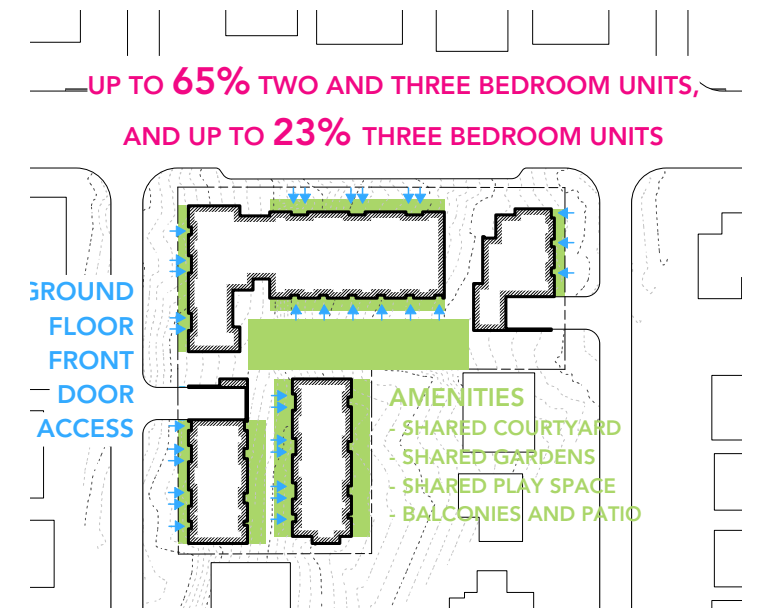
Quick Summary

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



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 (over 55% 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.



BEACHWAY

Petition

Mayor and Council

Beachway is located one block from Peace arch Hospital from Maple to Lee St on North Bluff and 1570 & 1580 Maple St.

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- Fourteen three story Town Houses on Maple St.

As a member of the White Rock Community I would like you to know that I am in full support of this project.

	Name	Address	Phone
①	Andrew Green	14778 Thrift Ave White Rock.	604-866-7062
②	Arielle Green	14778 Thrift Ave White Rock	604-809-2316
③	Nord Crawford	15674 North Bluff Rd White Rock	604-613-1929
④	W. Christiansen	1593 Lee St White Rock	778-991-5052
⑤	P. Christiansen	1593 Lee St White Rock	778-991-5072
⑥	Tamal SARRAF	1570 Maple St	604-700-3848
⑦	Georgette HOURANI	1570 Maple St.	604-200-3848
⑧	Tyler Blackmore	15654 North Bluff Rd.	778-681-8033
⑨	Brad Ovestordick	15654 North Bluff Rd	604-612-0775
⑩	Lynn Sinclair	15490 Columbia Ave W.R.	604-340-2276
⑪	Aaron Pauliuk	15654 North Bluff Rd W.R.	604-813-5335
⑫	Jennifer Boyd	15655 Russell Ave W.R.	604-354-3449
⑬	Bill Mikail	1553 Lee St	604-541-9549
⑭	LAM PADAM	15721 Russell Ave	778-861-0049
⑮	SHAMMA MAMAT	15721 Russell Ave	778-245-4708
⑯	Christine Herb	15750 Russell Ave	778-319-1761
⑰	Karl Pennerogst	15730 Russell Ave	604-366-1857
⑱	Lesley Gifford	15720 Russell Ave	778-772-2597

BEACHWAY

Petition

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	Name	Address	Phone
19	Denise Cohen	13902 Malabar Ave White Rock BC	604-802-2749
20	Roy Jackson	14862 Roper Ave	604-531-8707
21	Les Roper	15161 Roper Ave	" 308-1198
22	David Cohen	13902 Malabar Ave W.B. BC	604-202-2749
23	J. LEES	15676 RUSSELL AVE W/R	604-531-2508
24	J. LEES	" " "	" " "
25	T. Johnstone	983 Kent Street White Rock	604-802-8049
26	C. JOHNSTONE	" " "	604-303-6723
27	VICTORIA BACH	17620 RUSSELL AVE " "	604-525-9120
28	Lynne Gahage	15738 McBeth Rd Surrey	604-868-7579
29	RANJIT D	15288 Royal AVE	604-626-8424
30	BALJIT D	15288 Royal "	604-626-8424
31	Ryan McKenzie	14476 North Bluff RD.	604-536-0510
32	James Rockwell	1434 Oxford St WR	778-231-5021
33	Ludie Klinek	1434 Oxford St WR	778-231-5021
34	Michelle Lope	1580 Maple St WR	604-418-4547
35	Georgeloch	1580 Maple St WR	604-531-2890
X	Cole Brown	2729 158th	604-209-3369

BEACHWAY

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Name	Address	Phone
36 Tolasson	15235 Pacific Ave	604 781 5920
37 D. SMISKO	15158 ROYAL AVE	604 729 2019
38 B. Dressler	15826 Russell Ave	604 445 9168
39 M n 4 m k	15157 - Pleasant	
40 J. GALE	1368 Foster St	
41 J. Danish	Roper Ave. 1489 C. d. s.	
42 D. D. S. K. A. N.	15284 Buena Vista	
43 E. W. T. B. S. N.	(15066) Victoria Ave. (PRIVATE)	236-800-4421
44 P. E. T. E. R. S.	7064 118th St. Ritz BC	778-244-4423
45 R. I. C. H. A. R. M. S. T. R. O. W. E.	1559 COLU M. B. A.	778-837-2259
46 M. A. R. I. N. B. O. Z. I. C.	15862 MCBETH RD SURREY	778 829 5589
X 47 M. A. L. L. A. R. Y. M. A. N. L. E. Y.	5837 Sappers Way	778-846-1625
48 J. E. H. I. O. N. A. T. A. N.	15517 M. A. R. I. N. D. R.	607-533-9320
49 M. I. L. L. I. A. N. E.	15210 PACIFIC AVE.	604-542-2670
50 B. J. O. H. N. S.	1031 Finlay St	
51 S. B. A. U. R. E. S.	1022 E. W. S. T. O. N. S. S. T.	
52 G. W. E. S. T. E. R. S.	4/9 Maple	778 887 2121
X 53 J. P. R. I. N. C. I. P. A. L.		

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BEACHWAY

Petition

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	Name	Address	Phone
X	SKIN DEAN	15355 16TH AVENUE, Surrey, BC	778-302-6379
X	Collin Van Den	6360 Ross Street, Vancouver, BC	778 988 8629
52	Sturmy	1572 North Bluff road	778 575 862
53	any	1572 North Bluff ave White Rock	607-817-8087
X	Brian Cheng	3532 150 Street Surrey BC	778 863 8548
54	Anna Reznik	205 1380 Gorge St White Rock	778 898 5043
55	Nigel Chivers	402-15025 Victoria Ave W.R.	778 228 0380
56	Lindsay Macdon	150 Martin St W.R.	604.674.2172
57	Aiden Duffy	2890 57st	604.987.1391
58	Natalie Dobbs	White rock	604.600.5843
59	Allen Roden	15 White Rock	778-534-9600
60	Robin Mcla	White Rock	250-575-0000
61	Dea Gato	1370 OVERALL ST WR.	778 549-2405
62	Pat Mook	1066 Centre St.	604 866 3589
63	Jeff	302-1225 HERKLEIN	604 887 5274
64	Dore Milwa	223 16989 Road	604 538-2415
65	Alex Gair	White Rock	604.441.441

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	Name	Address	Phone
66	Austin Jorgensen	14832 Buena Vista Ave, White Rock	604-765-5221
67	Lois LePake	15152 Russell Ave	778-411421
68	TREVELLINGER	15170 PROSPER	778-549-0803
69	KEVIN ELLINGSEN	15170 PROSPER	778-840-1079
70	Mary-Lou	White Rock	778-847528
71	DAVE HOMER	WHITE ROCK	778-838-8101
72	M. ROTH F	White Rock	778-549-9931
73	J. DOWNEY	11478 Johnston	416-508-2548
X	Tanya McKay	14582 86 ave	778-316-4946
X	R. Jambour	16280 11 ave	604-538-3761
74	CHRIS SMITH	15251 ROYAL AVE	778-968-7930
75	ANDY KEINE	1225 McLELLIN	604-542-5099
76	G. STAIN	W. 9.11	
77	ANDY CUFAR	WHITE ROCK	604-9104056
78	TRAVIS	White Rock	604-616-1900
79	Lynne Bost	White Rock	604-262-6587
80	Maxwell Ravish	1243 67st Street	604-794-7303
81	LEE K. H. C.	1280 FIR ST	604-818-8395

BEACHWAY

Petition

Mayor and Council

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	Name	Address	Phone
82	Christina Row	302-15158 Royal Ave.	778-988-7836
83	Geoff Ashew	1589 Martin St	778-847-8725
84	Cassie Dekker	1589 Martin St.	
X	Austin Kao	15288 76 Ave Surrey	604-710-2580
85	Michael Fiedler	1558 West Street, White Rock, BC	778-229-5125
X	Marie Annaby	1279 90 St Surrey	978-239-0277
86	Sharon Symes	White Rock	604-90-2227
87	Kam Attiwar	15289 Martin Ave	604-714-1972
88	Jah Lavalley	15449 Martin Dr	604-626-5493
89	James Paxon	15573 GOGGS AVE.	604-368-2413
90	Kimberly Kaurailo	15573 Goggs Ave	604-908-1605
91	J. N. Delane	15365 Pacific	604-812-4491
92	Sean Ahern	206 1544 Fir St	604-377-1253
93	Erin MacCoy	1369 Winter St.	604-314-4217
94	PG McConchie	1365 Fir St	604-388-3251
X	Nicki Sidon	233 124th St. Surrey	604-319-0080
95	JANA NAIR	14756 Gordon Ave	604-925-2544
96	Kevin McFarlane	1473 104th Ave RD	778-326-5652

BEACHWAY

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	Name	Address	Phone
97	Susan Vollmer	104-1250 MARTIN STREET, WHITE ROCK	604-865-2941
98	Wayne Vollmer	104-1250 MARTIN STREET, WHITE ROCK	778-953-6865
99	Harp Sarah	1539 maple St w.R.	604-765-9557
100	Harp Sarah	1529 maple St w.R.	604-765-9557
101	Harp Sarah	1509 maple St. w.R.	604-765-9557
102	Harp Sarah	15631 Russell Ave w.R.	604-765-9557
103	Matt Weber	15704 North Bluff Rd w.R.	604-889-0705
104	Matt Weber	15724 North Bluff Rd w.R.	604-889-0705
105	Matt Weber	15728 North Bluff Rd w.R.	604-889-0705
106	Matt Weber	15738 North Bluff Rd w.R.	604-889-0705
107	Matt Weber	15748 North Bluff Rd w.R.	604-889-0705
108	Matt Weber	15758 North Bluff Rd w.R.	604-889-0705
109	Matt Weber	15770 North Bluff Rd w.R.	604-889-0705
110	Blue Pongitz	2-1426 Finlay St.	604-338-5279
111	Barbara Fraser Tilley	1-1426 Finlay St	604-538-3457
112	Trenor Tilley	1-1426 Finlay St.	"
113	Elizabeth Tilley	1-1426 Finlay St.	"
114	Klondahotville	4-1426 Finlay St.	604-531-4454

Petition

	Name	Address	Phone
115	David Sexsmith	15154 Roper Ave	604-754-7238
116	Stephen Klever	15880 Columbia Ave W.R.	604 314 0620
117	Paul Perkins	14899 Marine Dr	604-765-5578
118	Estrenewood	7450 Dorenda Dr	74 8229 2307
119	Katherine Lyon	31-1415 Lamey, Mill Rd	778 628 8389
120	Budget Perry Fox	1520 Vidal St.	236 9009 39
X	Markus		
121	H. Shaw	1330 Martin St.	604 868 6400
122	CEPARRES	15309 Royal Ave	236 989 1975
123	S Schappert	15484 Victoria Ave	778 953 2160
124	JERRY MILLER	15066 Royal Ave	778 837 5243
125	Chrystal	15010 Prospect	778 976 7914
X	Liz Troy	15325 28th Surrey	604 574 4192
126	Michael	M 15321 Russell	778-23-305
127	Brooke Colly	15066 Victoria	604 617 8478
128	Kelly Turnhouse	15115 Prospect Ave WR. BC	778-855-0878
X	Shawn Wang	-	236 880 5464
129	Victoria Bennett	14022 North Bluff Rd WR BC	604 537 3007

 K^+

BEACHWAY

Petition

Mayor and Council

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	Name	Address	Phone
130	Jasmin Khosay	15839 Cliff Ave White Rock	(604) 725-4076
131	James MacDonald	15839 Cliff Ave White Rock, Bc	(604) 441-1870
132	Paige Read	1569 Corg Rd w.A. V4B3T1	778-883-0063
133	JAN FRASER	1592 STEVENS ST W.R.	604-535-9040
134	Bari McMillen	15291 Victoria Ave w.R.	604-727-8844
135	Wayne McMillen	15291 Victoria Ave w.R.	604-220-2858
136	Kanwar Dhanrait	1265 Stayte Road w.A.	604-355-6789
137	Gurpreet Dhanrait	1265 Stayte Road w.A.	" "
138	Harsimar "	" " " "	" "
139	Jag Hehar	1243 Stayte Road w.A.	Jag1hehar@gmail.com
140	Barb Howes	1592 Stevens St w.A.	604-535-9840
141	Derek Townsend	1570 Maple ST w.A.	604-687-2200
142	Benjamin Curry	1580 Maple ST w.A.	604-687-5325
143	Morgan Brewster	15664 North Bluff Rd w.A.	778-989-2739
144	Derek Townsend	1593 Lee St w.A.	604-687-2200
145	Alexa Brewster	15655 Russell Ave w.A.	604-786-4894
146	Harp Saron	1559 Maple St w.A.	604-765-9557
147	Harp Saron	1549 Maple St w.A.	604-765-9557

BEACHWAY

Petition

HALL

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Name	Address	Phone
<i>Stacy McNamee</i>	<i>12829 - 63B Ave Sura</i>	<i>604-594-1511</i>
<i>Theresa</i>	<i>104-1327 Beatt St White Rock</i>	<i>749-907-4661</i>
<i>R Bachapink</i>	<i>308-1319 MARTIN W.R.</i>	<i>604-307-5054</i>
<i>S. P. J.</i>	<i>106-15210 Pacific Ave</i>	<i>405-616-6511</i>
<i>S. Michael</i>	<i>201-1355 Winter St W.R.</i>	<i>604-536-7513</i>
<i>Trudy Bishop</i>	<i>215-1280 Fir St. White Rock</i>	<i>604-538-3543</i>
<i>Donna</i>	<i>102-15169 Buena Vista Ave</i>	<i>778-388-8662</i>
<i>Traci Antonio</i>	<i>1350 Verall St.</i>	<i>581-777-9927</i>
<i>S. Boock</i>	<i>939 Finlay St. White Rock</i>	<i>718-231-6779</i>
<i>Jonathan Page</i>	<i>14853 Bernista Ave</i>	<i>604-542-1967</i>
<i>M. McKeel</i>	<i>103-1280 FIR ST.</i>	<i>604-881-5401</i>
<i>Darius</i>	<i>15544 Victor Ave</i>	<i>615-5406</i>
<i>T. GARMAN</i>	<i>" "</i>	<i>599-6379</i>
<i>S. Ascel</i>	<i>1160 Oxford ST</i>	<i>250-689-8785</i>
<i>A. KEDONKA</i>	<i>15432 16A Ave.</i>	<i>604-833-9104</i>
<i>E. McGinn</i>	<i>912 Parker St</i>	<i>778-836-4110</i>
<i>Bonnie Low</i>	<i>14881 N Bluff Rd</i>	<i>778-951-2121</i>
<i>D. M. M. M.</i>	<i>14995 Main Rd</i>	<i>604-236-2060</i>

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BEACHWAY

Petition

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	Name	Address	Phone
165	GrandRitz	Marine Dr	604-674-1211
166	Eileen Wiseman	1287 Johnston Rd	604-559-8362
167	W. R. K.	WHITE ROCK	604-800-9021
168	W. R. K.	WHITE ROCK	
169	Anthony L. Sept	White Rock	604-897-0124
170	Andrew McDonald	Wh. Rock	604-230-1895
171	Lance Cameron	W. Rock	604-838-1615
172	Jane Templeton	Winter St White Rock	
173	Doug Westcott	241 White Rock	403-331-5106
174	Kyle Matheson	White Rock	604-308-5357
175	P. Sihota	White Rock	6-782-4776
176	J. VAN STAVEREN	PARKER ST, WHITE ROCK, B.C	604-560-3613
177	E. L. Soper	#1 15156 Victoria Ave	604-531-1814
178	R. STEWART	15393 MARINE DR.	604-570-8076
179	D. Wain	W. R.	604-617-3410
180	Jeanne May	White Rock	
181	G. Whitmarsh	14772 Upper Roper Dr	604-470-1786
182	J. H.	1341 Fern St	604-779-1728

BEACHWAY

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	Name	Address	Phone
183	ASH Kulan	1243 BFs 7 Street	604 327 7773
X 184	Felicia Mena	1938 1528 St	778-384-9481
184	hader C	604 778 954 - 9877	
X 185	CHRISM	1358 ROYAL AVE	604 365 3064
186	Adam Hamby	15085 MARINE DR	604-812-5787
187	S BITZER	15280 Royal ave	604-619-4449
188	Peter Mura	15392 COLUMBIA ave	780 499 0700
X 189	Tracy Mikitt		778 953 4248
190	W. SOCKLE	15154 Kover Ave	778 336-4417
191	S. Renaud	1831 LIZAC DR.	
192	Chris Boff	209-1081 Market St.	604 785-0860
193	Rebecca Sprue	152101 Pacific Ave	555-7755
X 194	Steve	2576 W. 10th	604 440-7465
195	Steve	15417 COONS AVE	604 264-0449
196	Steve	15127 MARINE DR.	778 874-8683
	G. Macdonald	15341 Pacific Ave	778-232-5700

BEACHWAY

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	Name	Address	Phone
197	MIKE HORNAR	1580 LANCASTER ST.	604 614 7526
198	Shawna Hornak	1590 Lancaster Street White Rock	604-218-1008
199	Mike Pearce	#307 1119 Vidal St W.R.	
200	Debra Pearce	#307 1119 Vidal St W.R.	
201	Tracy Pauluk	15674 NORTHBLUFF Rd W.R.	604-783-1563
202	Kate Skinner	1464 Maple St. White Rock.	604-7290630
203	Nath Wilke		
204	Aman Chaur	1440 maple Street, White Rock	778-246-2895
205	Mandeep Chaur	1440 maple Street, White Rock	604-584-2895
206	Conal Jussal	15688 66th AVE White Rock	604-897-8837
207	Josha Habbardville	4-1426 Finlay St. W.R.	604-531-4454
208	Amyle Moya	5-1426 Finlay St White Rock	
209	Elis L	3-1426 Finlay St White Rock	778-998-5319
210		1495 Maple St White Rock	604-835-8007
211		1495 maple Street White Rock	604 649 4645
212	Michelle Jackson	14862 Roper Ave W.R.	604-807-7112
213	Josh Jackson	14862 Roper Ave W.R.	604-807-7112
214	John Korponisky	H104 149134 Thrift Ave W.R.	604-230-4050

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BEACHWAY

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217	GAYE JOHNSON	14495 Blackburn Crescent	778-908-3204
218	GLEN JOHNSON	14495 Blackburn Crescent	604-506-4825
219	CHRISTINE STEWARD	14495 Blackburn Crescent	604-538-3204
220	Morganne Johnson	15437 Oxenham	604-454-8494
221	Brandon Bell	15437 Oxenham	604-818-1034
222	Billie Colton	15377 Pacific Ave.	778-240-7390
223	Dustin Bullinger	15377 Pacific Ave.	778 875 5488

Not Sent

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[illegible]

Petition

[illegible]

Petition

[illegible]

Petition

[illegible]

Petition

[illegible]

Petition

[illegible]

BEACHWAY

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Name	Address	Phone
245 Edgar Quinn	13940 Coldcutt Ave White Rock B.C. V4B3B2	604-531-2531
246 Theresa Karponish	#104 14934 Thrift Ave W.R.	604-230-4050
247 Anne Quinn	13940 Coldcutt Ave, White Rock V4B3B2	604-531-2531
248 Mike Kitchen	15440 Russell Ave W.R.	604-240-0177
249 Lily Kitchen	15440 Russell Ave W.R.	604-240-0177
250 Stewart Peddemors	#305 1360 Martin St W.R.	604-329-6759
251 Lily Peddemors	#305 1360 Martin St W.R.	604-329-6759
252 Catherine Milby	15962 North Bluff Rd W.R.	604-536-7592
253 Andrew Milby	15962 North Bluff Rd W.R.	604-536-7592
254 Helen Ho	1071 Kent St W.R.	778-689-4418
255 Ken Johnson	#202 15097 Marine Dr W.R.	604-240-6660
256 Debbis Johnson	#202 15097 Marine Dr W.R.	604-240-6660
257 Davis Johnson	1308 Stevens St W.R.	604-614-9515
258 Elia Delorme	1308 Stevens St W.R.	604-789-1407
259 Dave Sharpe	#201 15097 Marine Dr W.R.	604-240-6660
260 Gordy Sangha	14181 Whately Ave W.R.	604-763-6450
261 Linda Sangha	14181 Whately Ave W.R.	604-763-6450
262 AL Hipsley	#1502 1473 Johnston W.R.	604-240-0855

Petition

[illegible]