

The Corporation of the
CITY OF WHITE ROCK



Public Hearing
AGENDA

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

City Hall Council Chambers

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

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

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

T. Arthur, Director of Corporate Administration

	Pages
1. CALL HEARING/ MEETING TO ORDER	
2. DEPUTY CORPORATE OFFICER READS A STATMENT REGARDING THE PROCEDURE TO BE FOLLOWED FOR THE PUBLIC HEARINGS/MEETING FOR THE EVENING	8
3. PUBLIC HEARING #1 - BYLAW 2371 - ACCESSIBLE PARKING STANDARDS	10
BYLAW NO 2371: <i>White Rock Zoning Bylaw, 2012, No. 2000, Amendment (Accessible Parking Standards) Bylaw, 2020, No. 2371</i>	
PURPOSE: Bylaw 2371 proposes to amend the White Rock Zoning Bylaw in regard to accessible parking. A text amendment is being proposed to determine the dimensions and layout of accessible parking spaces in private developments.	
4. THIS PUBLIC HEARING HAS BEEN PUBLICIZED AS FOLLOWS:	
<ul style="list-style-type: none">• Notice was published in the February 18 and 25 editions of the Peace Arch news• A copy of the notice was placed on the public notice posting board on February 15, 2021	

5. **THE CHAIRPERSON INVITES THE DIRECTOR OF PLANNING AND DEVELOPMENT SERVICES TO PRESENT THE PROPOSED BYLAW**
- Note: Corporate report dated January 11, 2021 and minutes extract provided for information.
6. **THE CHAIRPERSON WILL REQUEST THE DIRECTOR OF CORPORATE ADMINISTRATION TO ADVISE OF ANY CORRESPONDENCE OR SUBMISSIONS RECEIVED**
- As of 8:30 a.m. on Wednesday, February 24, 2021 there have been no submissions
- Note:** Submissions received between 8:30 a.m., February 24, 2021 and 12:00 p.m., March 1, 2021 will be presented “On Table” at the Public Hearing.
7. **THE CHAIRPERSON INVITES THOSE IN ATTENDANCE TO PRESENT THEIR COMMENTS**
8. **IF REQUIRED, THE CHAIRPERSON INVITES THE DIRECTOR OR PLANNING AND DEVELOPMENT SERVICES TO SUMMARIZE THE PROPOSED BYLAW**
9. **CONCLUSION OF PUBLIC HEARING #1 - BYLAW 2371 - ACCESSIBLE PARKING STANDARDS**

13

10. **PUBLIC HEARING #2 - BYLAW 2373 - 14401 SUNSET DRIVE**
- BYLAW NO 2373:** *White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-65-14401 Sunset Drive) Bylaw, 2020, No. 2373*
- CIVIC ADDRESS:** 14401 Sunset Drive
- PURPOSE:** Bylaw 2373 proposes to rezone the property from ‘RS-1 One Unit Residential Zone’ to ‘CD – Comprehensive Development’ to permit the subdivision of the 24.99 m wide lot into two (2) 12.49 m wide lots to allow for the construction of two (2) new single family dwellings.
11. **THIS PUBLIC HEARING HAS BEEN PUBLICIZED AS FOLLOWS:**

26

12. THE CHAIRPERSON INVITES THE DIRECTOR OF PLANNING AND DEVELOPMENT SERVICES TO PRESENT THE PROPOSED BYLAW 30

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

13. THE CHAIRPERSON WILL REQUEST THE DIRECTOR OF CORPORATE ADMINISTRATION TO ADVISE OF ANY CORRESPONDENCE OR SUBMISSIONS RECEIVED 73

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

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

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

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

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

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

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

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

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

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

THIS PUBLIC HEARING HAS BEEN PUBLICIZED AS FOLLOWS:

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

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

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

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

246

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

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

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

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

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

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

288

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

CIVIC ADDRESS: 15053 Marine Drive

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

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

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

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

292

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

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

413

As of 8:30 a.m. on Wednesday, February 24, 2021 there have been **nine (9)** submissions

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

Author	Date Received	Civic Address	Status	Item #
T. Hart	Feb 18, 2021	Undisclosed	Support	C-1
M. Catroppa	Feb 18, 2021	2165 123st Surrey 403-1581	Support	C-2
S. Kassam	Feb 20, 2021	Foster Street, White Rock 602-15015	Opposed	C-3
S. Bergen-Henengouwen	Feb 20, 2021	Victoria Ave, White Rock 504-15025	Support	C-4
T. Erwin	Feb 21, 2021	Victoria Ave, White Rock 203-15015	Opposed	C-5
G. Pineau	Feb 22, 2021	Victoria Ave, White Rock	Support	C-6
A. Ronald Davies and Patricia R. Davies	Feb 22, 2021	Undisclosed	Opposed	C-7
D. Castillo	Feb 22, 2021	Owner of Alebirjes Kitchen & Bar – 15077 Marine Drive	Support	C-8
V. Gunda	Feb 22, 2021	1213 Stayte Road	Support	C-9

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

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

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

OPENING STATEMENT OF PUBLIC HEARING PURPOSE AND CONDUCT

The purpose of this evenings public hearings, public meeting shall be to give a reasonable opportunity to be heard or to present written submissions respecting the proposals. Registration for the hearings took place earlier today from 12 p.m. to 4:30 p.m. Those wishing to speak to any of the proposals called into Corporate Administration providing their contact information and an email was provided with instructions on how to participate this evening. Members of the public who did not register to speak will still be given an opportunity to call in at the end of registration list. Individuals will be called in the order that their name appears on the registration list. The speaker will begin by clearly stating their name and address and then providing their comments concerning the proposal. The address of the speaker is permitted to be collected through Section 26c of the *Freedom of Information and Protection of Privacy Act*. If the speaker has any questions regarding the collection of their personal information, please contact Corporate Administration.

If you have a petition with you, please read out the information at the top of the petition and it may be submitted to staff via email directly following the meeting.

Anyone wishing to speak at this meeting must be acknowledged by the Chairperson. Anyone speaking is requested to follow instructions provided by staff:

- 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
- Each speaker will be given a maximum of **five (5) minutes to speak**
- **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

Once all individuals on the registration list have had the opportunity to speak the Chairperson will ask for anyone wishing to speak to call into the meeting and contact information will be provided.

A person speaking an additional time is requested to add additional information from what they said previously.

Members of Council may, if they wish, ask questions of you following your presentation. However, the main function of Council members this evening is to listen to the views of the public. It is not the function of Council at this time to debate the merits of the proposal with individual citizens. It is also not the time for the speaker to be asking questions of staff regarding the application.

Any person who wishes to present a written submission to Council may do so. The submissions will be retained by staff and copies of submissions will be available upon request. Everyone shall be given a reasonable opportunity to be heard at this Public Hearing/meeting. No one will be or should feel discouraged or prevented from making their views heard.

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

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

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

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

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-
- Emailing the Mayor and Council at clerksoffice@whiterockcity.ca with the applicable subject line:
 - **PH 1: BYLAW 2371, Accessible Parking Standards**

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.

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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.**

February 15, 2021



Tracey Arthur
Director of Corporate Administration

THE CORPORATION OF THE CITY OF WHITE ROCK CORPORATE REPORT



DATE: January 11, 2021

TO: Land Use and Planning Committee

FROM: Carl Isaak, Director, Planning and Development Services

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

RECOMMENDATIONS

THAT the Land Use and Planning Committee:

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

EXECUTIVE SUMMARY

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

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

PREVIOUS COUNCIL DIRECTION

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

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

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

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

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

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

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

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

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

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

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

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

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

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

FINANCIAL IMPLICATIONS

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

LEGAL IMPLICATIONS

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

COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS

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

INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS

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

CLIMATE CHANGE IMPLICATIONS

Not applicable.

ALIGNMENT WITH STRATEGIC PRIORITIES

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

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

OPTIONS / RISKS / ALTERNATIVES

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

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

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

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

CONCLUSION

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

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

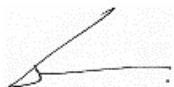
Respectfully submitted,



Carl Isaak
Director, Planning and Development Services

Comments from the Chief Administrative Officer

I concur with the recommendations of this corporate report.



Guillermo Ferrero
Chief Administrative Officer

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

APPENDIX A

Ministry Bulletin - Accessibility in the 2018 British Columbia Building Code



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

No. B18 – 05
August 24, 2018

Accessibility in the 2018 British Columbia Building Code

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

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

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

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

New Definitions in the 2018 BC Building Code

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

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

New Organization and Approach

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

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

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

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

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

Subsection 3.8.5. contains the requirements for adaptable dwelling units.

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



Information Bulletin

Building and Safety Standards Branch

PO Box 9844 Stn Prov Govt

Victoria BC V8W 9T2

Email: building.safety@gov.bc.ca

Website: www.gov.bc.ca/buildingcodes

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

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

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

New Spaces Requiring Access

Some spaces where access was not previously required must now provide access. For example, **apartment and condominium buildings** that only required interior access between the main entrance and the elevator must now provide access throughout all common areas, when the building is served by an elevator (access into and throughout dwelling units is still not required). **Small shops and stores** that had a total retail floor space of less than 50 m² were previously exempted from providing access; however, the 2018 BC Building Code does not contain this exemption.

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

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

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

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

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

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

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New Design Requirements

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

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

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

In assembly occupancies, classrooms and meeting rooms with an area over 100 m², as well as all courthouses, shall be equipped with assistive listening systems.

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

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

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

Links

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

Contact the Building and Safety Standards Branch

- **General** inquiries can be sent to building.safety@gov.bc.ca
- **Technical** Code inquiries can be sent to codequestion@gov.bc.ca

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

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APPENDIX B

Draft Zoning Amendment Bylaw No. 2371 – Accessible Parking Standards

The Corporation of the CITY OF WHITE ROCK BYLAW 2371



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

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

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

"4.14.6 Accessible Parking:

1) Accessible Parking Dimensions:

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

2) Accessible Parking Supply:

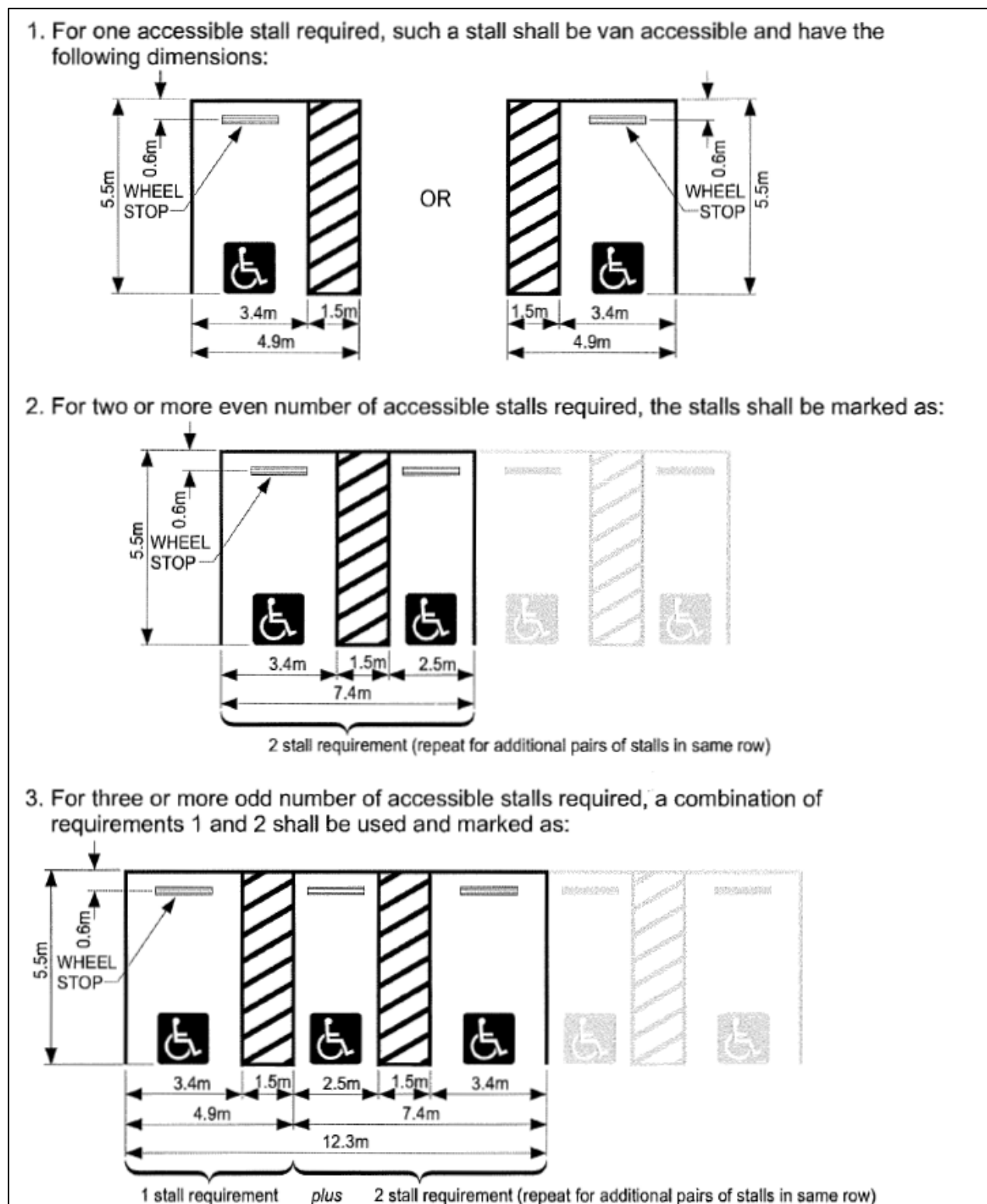
- a) Accessible and van-accessible parking spaces shall be provided in accordance with the following supply requirements:

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

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

3) Accessible Parking Dimensions and Layout

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



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

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

Mayor

Director of Corporate Administration

MINUTE EXTRACTS REGARDING BYLAW 2371: White Rock Zoning Bylaw, 2012, No. 2000, Amendment (Accessible Parking Standards) Bylaw, 2020, No. 2371

Land Use and Planning Committee
January 11, 2021

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

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

The Manager of Planning provided a PowerPoint that outlined the process and research that was involved in order to bring forward proposed amendments to the City's zoning bylaw in regard to accessible (barrier-free) parking.

Staff recognized, Ben Tyler, Grade 11 student from Earl Marriott Senior Secondary, who did research work for the project as part of a co-op student program in December 2020.

Motion Number: LU/P-04 It was MOVED and SECONDED

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

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

Motion CARRIED

Motion Number: LU/P-05 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 (Accessible Parking Standards) Bylaw, 2021, No. 2371*" with the noted amendment; and
2. Recommend that Council direct staff to schedule the public hearing for "*White Rock Zoning Bylaw, 2012, No. 2000, Amendment (Accessible Parking Standards) Bylaw, 2021, No. 2371*."

Motion CARRIED

Regular Council Meeting
January 11, 2021

8.1.b BYLAW 2371 - White Rock Zoning Bylaw, 2012, No. 2000, Amendment (Accessible Parking Standards) Bylaw, 2021, No.2371

Bylaw 2371 - A bylaw to amend the White Rock Zoning Bylaw in regard to accessible parking. This item was discussed at the January 11, 2021 Land Use and Planning Committee meeting. The Committee recommended Council give first and second reading as amended (minutes attached to this agenda under Item 7.1).

Motion Number: 2021-038 It was MOVED and SECONDED

THAT Council:

- Give first and second readings to “*White Rock Zoning Bylaw, 2012, No. 2000, Amendment (Accessible Parking Standards) Bylaw, 2021, No.2371*”; and
- *Direct staff to schedule the public hearing for “White Rock Zoning Bylaw, 2012, No. 2000, Amendment (Accessible Parking Standards) Bylaw, 2021, No. 2371.”*

Motion CARRIED

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 2373:** **White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD65-14401 Sunset Drive) Bylaw, 2020, No. 2373**

CIVIC ADDRESS: **14401 Sunset Drive (See Site Map Attached)**

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

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.

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www.whiterockcity.ca

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 2: BYLAW 2373, 14401 Sunset Drive**

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.**

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THE CORPORATION OF THE
CITY OF WHITE ROCK
CORPORATE REPORT



DATE: February 8, 2021

TO: Land Use and Planning Committee

FROM: Carl Isaak, Director, Planning and Development Services

SUBJECT: Application for Zoning Amendment – 14401 Sunset Drive (ZON/SUB 20-001)

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 (CD65 – 14401 Sunset Drive) Bylaw, 2020, No. 2373;*”
 2. Recommend that Council direct staff to schedule the public hearing for “*White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD65 – 14401 Sunset Drive) Bylaw, 2020, No. 2373;*” and
 3. Recommend that Council direct staff to resolve the following issues prior to final adoption, if Bylaw No. 2373 is given third reading after the public hearing:
 - a) ensure that all engineering requirements and issues including servicing agreement completion and dedication of a 2.0 m x 2.0 m corner cut on the corner of Archibald Road and Sunset Drive are addressed to the satisfaction of the Director of Engineering and Municipal Operations; and
 - b) demolish the existing buildings and structures to the satisfaction of the Director of Planning and Development Services; and
 - c) process registration of a Section 219 restrictive covenant to prohibit secondary suites on each of the lots.
-

EXECUTIVE SUMMARY

The City of White Rock has received an application to rezone the property at 14401 Sunset Drive from ‘RS-1 One Unit Residential Zone’ to ‘CD - Comprehensive Development’ to permit the subdivision of the 24.99 m wide lot into two (2) 12.49 m wide lots to allow for the construction of two new single family dwellings. The proposal is consistent with the objectives and policies of the Official Community Plan’s (OCP) Mature Neighbourhood land use designation which applies to the subject properties. OCP Objective 8.8 supports gentle infill to enable moderate residential growth in mature neighbourhoods. The proposed gentle infill will moderately increase housing availability in White Rock without significantly changing the character of the existing single-family neighbourhood and add housing options to the community through the introduction of smaller single-family detached homes. A copy of Draft Zoning Amendment Bylaw No. 2373

is included in this corporate report as Appendix A, location and ortho maps of the property are included in Appendix B, and the preliminary plan of subdivision is included as Appendix C.

PREVIOUS COUNCIL DIRECTION

None.

INTRODUCTION/BACKGROUND

White Rock Official Community Plan 2017, No. 2220 (OCP) designates the subject property as ‘Mature Neighbourhood’, which is characterized by low-scale residential uses, such as single-family dwellings with secondary suites, duplexes, and triplexes. The objective of this land use policy area is to enable single-detached and gentle infill opportunities, support different housing options, and protect the character of existing mature single-family neighbourhoods. The subject property is zoned ‘RS-1 One Unit Residential Zone’. The intent of this zone is to accommodate one-unit residential buildings on lots of 464 m² (4,995 ft²) or larger. The proposed ‘CD – Comprehensive Development Zone’ would be a site-specific zone created to accommodate a one-unit residential building on lots with a minimum lot width of 12.49 m (40.9 ft) and lots 447 m² (4,816 ft²) or larger. This CD zone would be similar to the RS-4 One Unit (12.1 m Lot width) Residential Zone, as both the lot width and area would exceed the minimum requirements but would not meet the minimum lot depth for this zone. Uses permitted in the current RS-1 zoning and the proposed CD zoning are both consistent with the OCP land use designation.

ANALYSIS

Site Context

The subject properties are located on the north side of Sunset Drive between Archibald Road and Magdalen Crescent. A single-family home currently resides on the irregularly shaped property, with an overall size of 895 m² and dimensions of 24.9 m wide by an average of 25.8 m deep. The property does not have lane access. The surrounding neighbourhood to the north, south, east and west is comprised largely of single-family dwellings. As shown in Figure 1, the immediate area is predominantly zoned RS-1 (shaded white). Two blocks east of the subject property on High Street, there are four residential lots zoned RS-4 which accommodates a narrower lot (12.1m) width, one property zoned for a duplex (RT-1), and several “small lot, hillside” properties zoned RS-3 (cross hatched grey), fronting onto High Street and Marine Drive. The irregular parcel fabric of properties in the neighbourhood, and the associated mix of zones, is reflective of the variability in the form and character of lower profile housing in the area to the east of the subject properties, while the immediate area and to the north and west the zoning is predominantly RS-1.

Zoning Comparison

The rezoning of the subject property from RS-1 to a site specific Comprehensive Development (CD) Zone will allow for the creation of two lots approximately 20m² less than the minimum lot area required in the RS-1 zone. Table 1 on the following page compares the requirements of the RS-1 Zone and the proposed CD Zone. The primary difference between the proposed CD Zone and the RS-1 Zone, and any of the other one-unit residential zones, relates to lot depth. Specifically, the depth of the west lot would be 27.02m and the east lot would have depth of 24.61m whereas the RS-1 Zone requires a minimum lot depth of 27.4m. The setbacks proposed in the CD Zone align with those of the RS-1 zone and both lot area and frontage align with that enabled by the infill zoning standards of the standard RS-4 zone; this latter point is noted as the configuration of the lots as contemplated in the site specific CD Zone largely respect what is established within the RS-4 Zone, save for the noted deviation tied to lot depth. Building height

in the proposed CD Zone (4.88 m) would be less than the maximum permitted height of the RS-1 Zone (7.7m). The maximum lot coverage of 35% is less than the RS-1 maximum of 45%.

Figure 1: Zoning Map – 14401 Sunset Drive

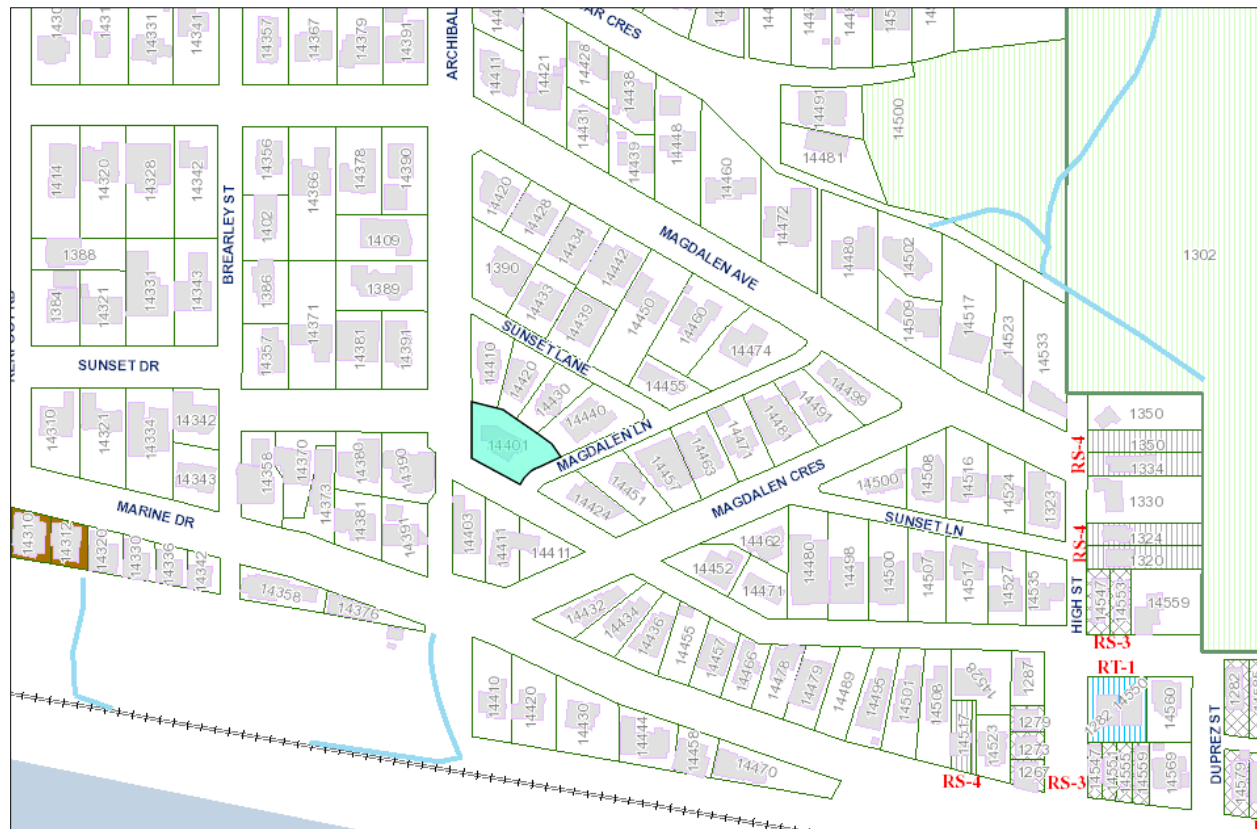


Table 1: Comparison of Zoning Requirements

	RS-1 Zone	CD Zone
Minimum Lot Area	464.0 m ² / 4,994.6 ft ²	445.0 m ² / 4,789 ft ²
Minimum Lot Width	15.0 m / 49.2 ft	12.49 m / 40.9 ft
Minimum Lot Depth	27.4 m / 89.9 ft	West Lot: 27.02m / 88.64 ft East Lot: 24.61 m / 80.74 ft
Maximum Lot Coverage	40% for lots with greater than 696 m ² lot area	35%
Maximum Residential Gross Floor Area	0.5	0.5
Maximum Building Height	7.7 m / 25.26 ft	4.88 m / 16 ft
Minimum Setbacks:		
Front	7.5 m / 24.61 ft	7.5 m / 24.61 ft
Interior	1.5 m / 4.92 ft	1.5 m / 4.92 ft
Rear	7.5 m / 24.61 ft	7.5 m / 24.61 ft
Off Street Parking	2 per one unit residential; 1 additional for a secondary suite	2 per one unit residential
<i>* Exact dimensions to be determined at time of building design; dimensions may not exceed the indicated maximum and minimum requirements</i>		

Both the existing RS-1 zoning and proposed CD zoning allow for one single family dwelling per lot. Additional permitted “accessory” uses in both zones include a childcare centre, boarding use, bed and breakfast, or home occupation. An accessory registered secondary suite or short term rental would not be permitted in the CD zone.

Council’s approval of the proposed rezoning, and subsequent subdivision approval by the City’s Approving Officer would allow for a maximum of two (2) units (two principal homes), which is a

net increase of one (1) unit from what is currently permitted at the site under the RS-1 Zone. A rendering of the proposed homes on the properties is included below as Figure 2.

Figure 2: Rendering of Proposed Two Homes in Context (viewed from south)



Note: The proposed access for the east (right) lot has been revised to be on the east property line (off of Madgalen Crescent Lane), as shown in the site plan attached as Appendix C

Restrictive Covenant

There is an existing covenant registered on the property. The covenant (H112799) states: “That no structure will be erected to exceed 16 (sixteen) feet in height at the apex of the roof taken vertically from the general contour of the land, from 25 (twenty-five) feet from the northerly boundary lot line to within 25 (twenty-five) feet of the southerly boundary lot line, and from the east boundary lot line and from within 12.5 (twelve and one-half) feet of the west boundary lot line, which shall be defined as the buildable area.” While the City is not a signatory to the covenant and its terms are not binding on the regulations established by the municipality, staff believe the standards to be established in the CD Zone conform with the height limits and general intent of the siting requirements of the covenant.

Required Parking

Two (2) parking spaces are needed to service each principal residence. Under the existing RS-1 zoning a minimum three (3) spaces would be required if the lot were to have a principal dwelling and secondary suite. If the subdivision proceeds for an additional (second) lot, a minimum of four (4) spaces would be required. The recommendations in this report would, if approved, require the registration of a covenant on title which prohibits the establishment of a secondary suite.

Tree Management

An arborist report prepared by Froggers Creek Tree Consultants Ltd. identifies one Japanese maple (1) tree on the property. This tree is a protected tree as defined by the *White Rock Tree Management Bylaw, 2008 No. 1831* and is proposed to be removed to accommodate the subdivision. Several mature shrubs are located on City property, which would also be removed as part of the proposal, subject to the receipt of compensation in the amount of \$6,000. The compensation would be used to replant trees on City property. As part of the rezoning and newly created CD zone, a minimum of one tree will be required to be planted on each lot to provide contribution to the overall tree canopy within the City.

Public Information Meeting and Public Feedback

The applicant held a digital public information meeting (PIM) on October 15, 2020. Sixty-three (63) letters were delivered to White Rock property owners and occupants within 100 metres of the subject property. The meeting was also advertised in the October 9 and October 16 issues of the Peace Arch News. A total of ten (10) attendees were present during the PIM who noted the following concerns:

1. The blind corner at Archibald Road;
2. The driveway location in relation exiting onto a steep, narrow, busy road;
3. Parking and congestion; and
4. Secondary suites.

A total of six emails were received regarding the application, noting the following concerns:

1. Increased traffic;
2. The bottleneck of Sunset Drive serving all traffic moving south to Marine Drive from Archibald, Brearly, and Kerfoot;
3. Narrow road width and lack of sidewalks for pedestrians;
4. Decrease in property values due to smaller lot sizes;
5. Dangerous nature of the hedges along the property lines creating blind corners;
6. Encroachment on surrounding properties and lack of greenspace;
7. Application of the restrictive covenant governing the development of the lot.

As noted earlier, the project would result in one additional dwelling unit and the need for one net new parking space; secondary suites and short term rentals would not be permitted and this would be secured through a covenant registered on title of the property, in addition to the restrictions in the Zoning Bylaw. Staff do not believe the net increase of one dwelling unit will result in negative traffic impacts warranting improvements to the neighbouring road network. Further, the City's Engineering and Municipal Operations Department has commented on the design and the applicant has accordingly addressed matters pertaining to: the location of new driveways relative to intersections (i.e., the design now being compliant with the requirements of the City of White Rock Street and Traffic Bylaw, 2000, No. 1529); the need to remove hedges and vegetation near intersections to improve motorist and pedestrian visibility; and, the need for a dedication of land to support the construction of a sidewalk extending along the length of the property on Archibald Road and down Sunset Drive. These improvements will help to address public concerns regarding the potential for vehicle conflict, or bottlenecks, blind corners, and pedestrian safety.

The rezoning, if approved, would allow for the subdivision of the property into two, smaller lots. Each of the new lots would presumably be lower in value than a lot twice their size. Similarly, it

is assumed the homes on each of the lots would be lower in value (cost) when compared with a larger home built on the existing lot. Moderate variability in the size of lots within established neighbourhoods can help create interest through variability in the scale and design of single family dwellings.

The proposed CD-65 Zone has been scoped to limit the amount of land that can be covered with buildings and structures. Specifically, the new zone would limit lot coverage to a maximum of 35% of the area of the subject property; this would apply to each lot if a future subdivision is approved. The existing RS-1 Zone permits 40% lot coverage when lot area exceeds 696 square metres and 45% on lots being less than 696 square metres (which would apply to this lot under the current zoning). Introducing a lower lot coverage standard given an intention to subdivide the subject property into two lots being no greater than 443 square metres, demonstrates an effort to enable greater landscaping of the property through building constraint.

Finally, there is an existing covenant registered on title of the property. The covenant prohibits the construction of a building being taller than 16 feet (4.87m). While the City is not a signatory to this covenant, efforts have been made to respect this height limit. To this end, the CD-65 Zone includes a maximum height limit of 4.87 metres (15.97 feet), applicable to principal building, and a maximum height of 4.0 metres (12.12 feet) applicable to ancillary buildings and structures.

Planning Review

The proposal is consistent with the objectives and policies of the OCP ‘Mature Neighbourhood’ land use designation. As the ‘Mature Neighbourhood’ is characterized by low-scale residential uses, such as single-family dwellings with secondary suites, duplexes, and triplexes, the proposed rezoning and subdivision application meets the intent of the OCP.

The proposed rezoning from RS-1 to CD to accommodate the proposed two-lot subdivision would create further single-detached and gentle infill opportunities, support different housing options, while maintaining the character of the existing mature single-family neighbourhood.

FINANCIAL IMPLICATIONS

Approval of the subdivision following final approval of the rezoning would result in \$19,294.76 in municipal development cost charges as a result of the net increase of one (1) new single-family residential lot.

LEGAL IMPLICATIONS

As noted in the background above, there is a restrictive covenant registered on title between the subject property and adjacent properties regarding the height of buildings on the subject property. The City is not a party to the covenant, and therefore its terms are not binding on the regulations established by the municipality. While the City is not bound by the terms of the covenant, staff believe the standards to be established in the CD Zone conform with the height limits and general intent of the siting requirements of the covenant.

COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS

The applicant held a digital public information meeting (PIM) on October 15, 2020, and if Council provides first and second readings of the Zoning Amendment Bylaw, a Public Hearing would offer an opportunity for direct written and verbal comments to be provided to Council.

INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS

The rezoning application was circulated to internal City departments and comments requiring a response / resolution by the proponent have been addressed.

CLIMATE CHANGE IMPLICATIONS

The application will enable modest intensification in an existing neighbourhood, lessening the demand for outward sprawl otherwise necessary to accommodate growth in the region.

ALIGNMENT WITH STRATEGIC PRIORITIES

An overall review of Single Family Home zones is currently in the 2021-2022 Council Strategic Priorities, scheduled for December 2021.

OPTIONS / RISKS / ALTERNATIVES

The following options are available for Council's consideration:

1. Reject "*White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD65 – 14401 Sunset Drive) Bylaw, 2020, No. 2373;*" or
2. Defer consideration of "*White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD65 – 14401 Sunset Drive) Bylaw, 2020, No. 2373*" and refer the application to staff to address any issues identified by Council.

CONCLUSION

The City of White Rock has received an application to rezone 14401 Sunset Drive from 'RS-1 One Unit Residential Zone' to 'CD - Comprehensive Development Zone' to allow the subdivision of the lot into two (2) new lots. The proposal is consistent with the objectives and policies of the 'Mature Family' OCP land use designation intended for the subject property, and the proposed infill, while reducing the maximum lot coverage from 45% to 35% for smaller building footprints than currently permitted. This would add to White Rock's housing stock without significantly changing the character of the existing single-family neighbourhood. Staff recommend Council give first and second readings and authorize staff to schedule a Public Hearing for this application.

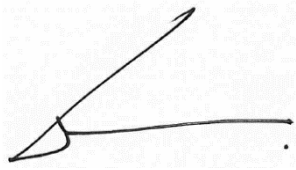
Respectfully submitted,



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

Comments from the Chief Administrative Officer

I concur with the recommendation of this corporate report.

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

Guillermo Ferrero
Chief Administrative Officer

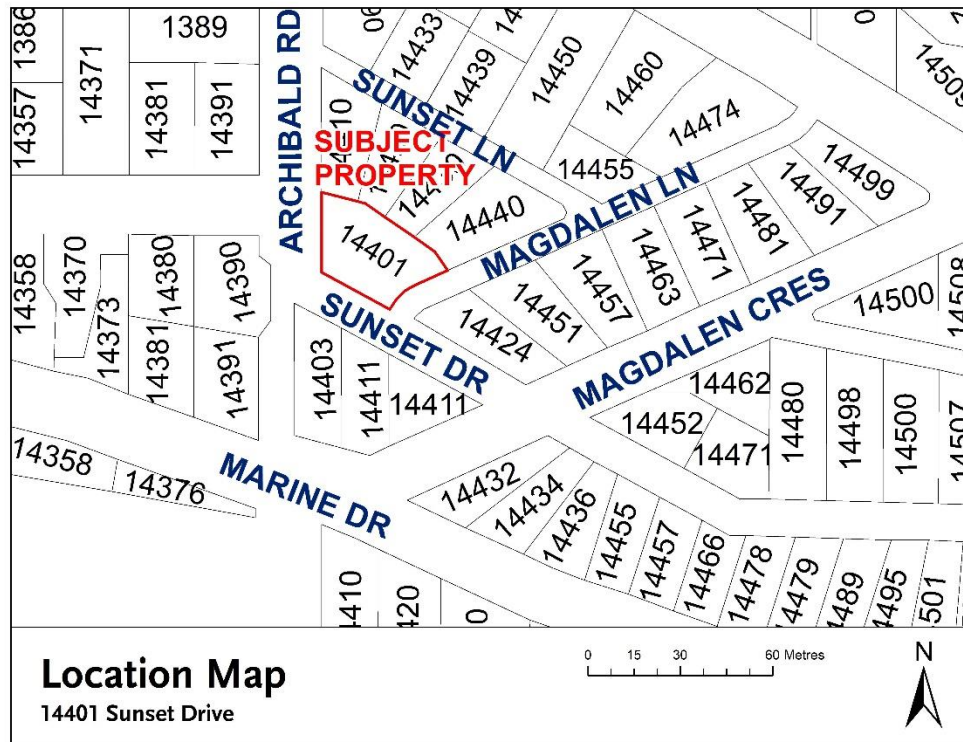
Appendix A: Draft Zoning Amendment Bylaw No. 2373
Appendix B: Location and Ortho Photo Maps
Appendix C: Preliminary Subdivision Plan
Appendix D: Public Information Meeting Attendance Sheet
Appendix E: Arborist Report and Tree Replacement Plan

APPENDIX A
Draft Zoning Amendment Bylaw No. 2373

(Attached Separately)

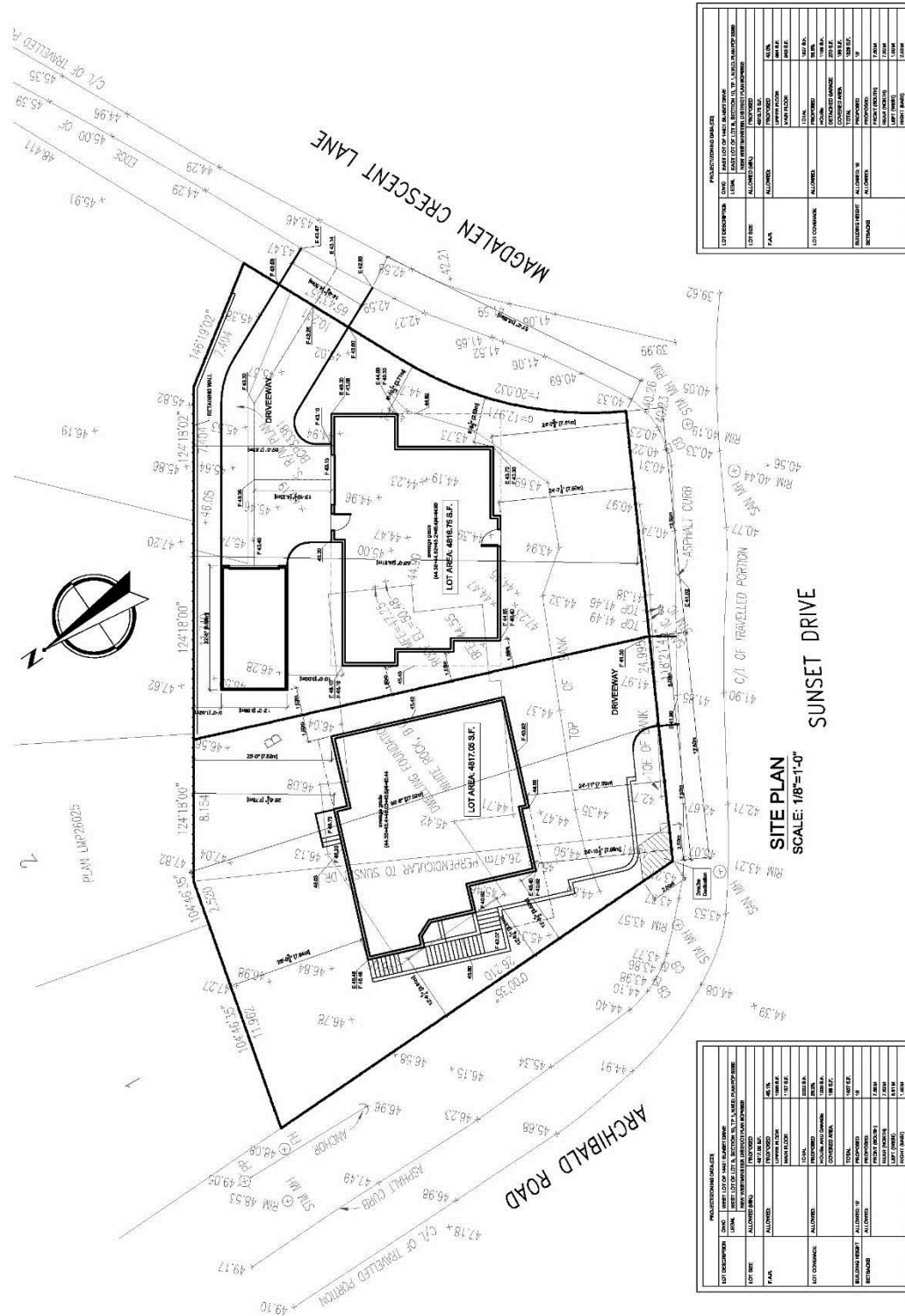
APPENDIX B

Location and Ortho Photo Maps



APPENDIX C

Preliminary Subdivision Plan



APPENDIX D

Public Information Meeting Attendance Sheet

(Attached Separately)

APPENDIX E
Public Feedback

(Attached Separately)

APPENDIX F

Arborist Report and Tree Replacement Plan

(Attached Separately)

**The Corporation of the
CITY OF WHITE ROCK
BYLAW No. 2373**



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

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

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

Lot B Section 10 Township 1 New Westminster District Plan BCP33380
PID: 027-321-690
(14401 Sunset Drive)

as shown on Schedule "1" attached hereto, from the 'RS-1 One Unit Residential Zone' to 'CD-65 Comprehensive Development Zone (14401 Sunset Drive).'

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

(1) by adding to the Table of Contents for 'Schedule B (Comprehensive Development Zones)', Section 7.65 CD-65 Comprehensive Development Zone';

(2) by adding the attached Schedule "2" to 'Schedule B (Comprehensive Development Zones)' Section 7.65 CD-65 Comprehensive Development Zone'.

3. This bylaw may be cited for all purposes as "*White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-65 – 14401 Sunset Drive) Bylaw, 2020, No. 2373*".

Public Information Meeting held this	20 th day of	October , 2020
Read a first time this	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

7.65 CD-65 COMPREHENSIVE DEVELOPMENT ZONE

INTENT

The intent of this zone is to accommodate the subdivision of the subject properties in order to create two single family lots on smaller, irregularly shaped lots with a minimum lot size of 443 m² (4,766 ft²).

1. Permitted Uses:

- 1) a one-unit residential use in conjunction with not more than one (1) of the following accessory uses:
 - (a) an *accessory child care centre* in accordance with the provisions of Section 5.1.
 - (b) an *accessory boarding use* in accordance with the provisions of Section 5.4.
 - (c) an *accessory bed and breakfast use* in accordance with the provisions of Section 5.7.
- 2) an accessory home occupation in conjunction with a one-unit residential use and in accordance with the provisions of Section 5.3;
- 3) a care facility in accordance with the provisions of Section 5.1.

2. Lot Size:

- 1) The minimum lot width, lot depth and lot area in the CD-65 zone are as follows:

Lot width	12.49 m (40.9 ft)
Lot Depth	West Lot: 27m (88.6 ft) East Lot: 24m (78.8 ft)
Lot Area	443m ² (4,766 ft ²)

3. Lot Coverage:

- (a) The maximum *lot coverage* in the CD-65 zone is 35%.

4. Floor Area:

- 1) maximum residential gross floor area shall not exceed 0.47 times the *lot area*.
- 2) notwithstanding any other provision in this bylaw, only one basement storey is permitted.

5. Building Height:

- 1) *principal buildings* shall not exceed a height of 4.87m (15.97ft) from *average natural grade*.
- 2) *ancillary buildings and structures* shall not exceed a height of 4.0m (13.12ft) from *average natural grade*.

6. Minimum Setback Requirements:

- 1) principal buildings and ancillary buildings and structures in the CD-65 zone shall be sited in accordance with the following minimum setback requirements:

Setback	Principal Building	Ancillary Buildings and Structures
Front lot line	7.5m (24.61ft)	Not permitted
Rear lot line	7.5m (24.61ft)	1.5m (4.92ft)
Interior side lot line	1.5m (4.92ft)	1.5m (4.92ft)
Exterior side lot line	3.8m (12.47ft)	3.8m (12.47ft)
Exterior side lot line (abutting a lane)	2.4m (7.87ft)	2.4m (7.87ft)

7. Ancillary Buildings and Structures:

Except as otherwise provided in Section 4.13 and in addition to the provisions of sub-sections 5. 2) and 6. 1) above, the following standards also apply:

- (a) there shall be not more than one ancillary building per lot.
- (b) ancillary buildings and structures shall not be located in any required front yard area.

8. Parking:

Accessory off-street parking shall be provided in accordance with the provisions of Section 4.14.

9. Trees:

A minimum of one tree is to be planted per lot.



December 2, 2020

Via E-Mail to avonhausen@whiterockcity.ca and Mail

CITY OF WHITE ROCK

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

Our File: 154395

White Rock Project: ZON 20-001

Attention: Ms. Athena Von Hausen, Area Planner

Dear Athena:

RE: PROPOSED 2-LOT SUBDIVISION LOCATED AT 14401 SUNSET DRIVE, WHITE ROCK, BC

We are pleased to provide you with the following information and comments regarding the Digital Public Information Meeting (PIM) that took place on Wednesday, October 15th, 2020, from 5:30 to 6:30 p.m. As per comments provided by yourself on October 28th, 2020, a total of ten (10) participants attended the PIM. The PIM consisted of a presentation of the project details and renderings followed by a question and answer period. We received a total of twenty-five (25) comments throughout the PIM proceedings, of these comments three (3) were received prior to the PIM, twenty (20) were received during the PIM and two (2) were received after the PIM. Please see the attached for all of the comments recieved.

The most significant concern expressed prior to, during and after the PIM pertains to the Restrictive Covenant registered on title which limits the height of any building to sixteen (16) feet from the average natural elevation. We believe these concerns have been addressed through designing each of the proposed buildings to be less than sixteen (16) feet in height from the average natural elevation, as required in the Restrictive Covenant.

Another concern brought forward during the PIM related to the proposed shared driveway location and the potential impacts on traffic and safety within the surrounding area. Residents expressed concerns specifically with regards to the proposed shared driveway leading onto the narrowing Sunset Drive and possibly causing additional traffic and safety concerns to the intersection. Residents advised that intersection of Sunset Drive with Archibald Road and Magdalen Crescent Lane is busy and unsafe as Sunset Drive narrows when intersecting with Archibald Road and Magdalen Crescent Lane. It was stated that the narrowing of Sunset Drive, in combination with the blind corners created by hedges on the parent parcel, and the lack of pedestrian infrastructure makes the area unsafe and traffic prone, thus, the addition of a shared driveway may exacerbate these issues. The City clarified that the shared driveway was requested by the City's Engineering Department and that they do not anticipate traffic or safety concerns associated with the development. However, after the PIM, the Engineering Department has asked for the proposed driveways to be separated for each of the new lots from Sunset Drive and Magdalen Lane respectively. They have also indicated the requirement of new sidewalks on Archibald Road and Sunset Drive. We believe that providing seperate driveways and sidewalks address these neighbourhoods' concerns.

Also related to traffic, residents were concerned with the possible implications that the proposed development may have on the local parking supply. Residents mentioned that the area already deals with parking issues and that the additional lots may add to the existing problem. To address these parking supply concerns, each of the proposed lots will include a double car garage with an additional parking space within the driveway portions

of each respective lot. Because the development proposes on-site parking, we believe the proposed development will not negatively impact the existing parking conditions.

Lastly, residents expressed concern with the possibility of secondary suites being created as part of the proposed development. In order to address this concern, the owner/developer has designed the future homes in a manner that would make it difficult to create secondary suites in the future, and has also agreed to register a Restrictive Covenant on title to restrict this type of use. Furthermore, throughout the inspection process during house construction, the City inspectors will ensure that no additional electrical wiring is provided which could potentially be used to install additional appliances to be used for secondary suites in the future. As such, we believe a Restrictive Covenant registered on title which prohibits secondary suites, a condition of the rezoning, will address any secondary suite concerns.

We believe the information and recommendations listed above addresses the concerns raised at the PIM, and that demonstrates that the owner is more willing to work with both City and neighborhood residents to mitigate any impacts brought forth by the proposed development.

Please review the above and attached, and if you have any questions or if you require additional information, please do not hesitate to contact the undersigned.

Sincerely,

H.Y. ENGINEERING LTD.



Fahad Abrahani, RPP, MCIP, CPT
Planner

H.Y. ENGINEERING LTD.



Daniel Hanhausen Legorreta
Junior Planner

FXA/DHL/pl

Attachments

cc: Mr. Marlon Carlson

..\154395 PIM Comments

Pre-PIM - Comment #1:

Thank you for returning my telephone enquire and hearing my concerns about the proposed rezoning and subdivision of 14401 Sunset Drive from RS1 to CD. I assume that the purpose of the rezoning to CD is to allow the proposed lots to be smaller than the surrounding RS1 neighbourhood as the property does not appear to satisfy the subdivision standards under the current zoning.

I wish to emphasize that we do not object to the subdivision of this property but are very concerned that adding traffic to this short stretch of Sunset Drive is very dangerous. This is a very busy section of road that many people drive, cycle and walk here to access Marine Drive and the destinations along the waterfront and beach. Those of us who live along Marine drive frequently travel this route to get to and from our homes. Contemplating adding any driveways, even for a rebuilt single home, onto Sunset is very dangerous and will make a bad situation even worse.

I suggest that all driveways from this property be from Archibald and Magdalen lane, if the subdivision is to proceed. I also believe that a sidewalk needs to be built along the entire frontage of Sunset lane and it needs to be extended to Magdalen Crescent. This will at least separate the pedestrian and vehicle traffic and enhance safety. It would appear that a 1.5m sidewalk can be fit into the north side of Sunset Drive, in the area between the back of the existing curb and the property line. If there is not enough room, then I would support a the CD bylaw that makes provision for the additional road widening/dedication of Sunset Drive needed to make this work. It would also appear that it is possible to extend the sidewalk out to Magdalen Cres. It appears that there is some planting in the boulevard area between the back of curb and the flanking side yard of #14424. Removing the dangerous hedge on the boulevard here will improve sightlines and make this busy section of road safer. As the applicant is seeking to rezone the property, because they do not have the area to meet the RS1 subdivision requirements, i believe it is not to much to ask that they do these infrastructure improvements as compensation for the extra lot they will be able to yield. I trust that our comments will be included in your land use report to City Council and we do not need to contact the Mayor and Councillors directly with our comments. We would also appreciate if you could let us know when this application is scheduled to go to Council for consideration.

Pre-PIM - Comment #2:

I was dismayed to see a re-submission of the proposal to subdivide and build two substantial houses at 14401 Sunset Drive. Must the neighbours re-visit this unwanted change to our area again so soon?

On what grounds should this proposal be given variance on lot size?

Why should next door neighbours' space be compromised by a building closer to them than is stipulated in the bylaws?

Most especially, the proposed "shared" driveway of the new buildings opens onto a very narrow, heavily used road i.e., Sunset Drive, right next to its dangerous corner with Archibald Rd.

- Vehicles driving south down Archibald, which is very steep at this point, cannot see traffic coming up the hill from Sunset Drive.
- In icy weather it is difficult to negotiate that hill in a westward direction and it must be done so "at a run" from Magdalen Crescent. It is the only way of reaching many houses on the hillside in treacherous winter conditions.
- Vehicles meeting one another on Sunset Drive in this block must frequently pull aside to allow oncoming traffic through because of the narrowness of the road.
- This bottleneck serves all traffic moving south to Marine Drive from Archibald, Brearly and Kerfoot. It is a busy street.
- There are no sidewalks to protect the many pedestrians who use it on their way to and from the beach.

Rather than allowing densification on this corner, the city should consider widening the road to make it safer for everyone.

Pre-PIM - Comment #3:

We have learned that a development company has applied to rezone and subdivide property at 14401 Sunset Drive. You will be aware that a similar application was made and later withdrawn by the applicant following broad based opposition by homeowners in the area. The present application seeks authorization to construct two buildings, each having three levels, including garage, with a proposed height of 7.7 meters (greater than 25'3") In addition, can you please inform me how I may make arrangements to review and copy the full application that is on file with the Planning and Development Department, There is a restrictive covenant in place on the property at 14401 Sunset Drive. This covenant provides, in the relevant parts:

(2) That no structure will be erected to exceed 16 (sixteen) feet in height at the apex of the roof taken vertically from the General contour of the land, from 25 (Twenty-Five) Feet of the Northerly boundary lot line to within 25 (Twenty-Five) Feet of the Southerly boundary lot line, and from the East boundary lot line and from within 12 ½ (Twelve and One-Half) Feet of the West boundary lot line, which shall be defined as the Buildable area.

(3) The Grantee will not erect any building or other structure on the said lot (108) which shall have a flat roof with a pitch to the said flat roof of less than Three (3) inches in every Twenty (20) Feet.

The developer's proposal would be grossly in violation of the terms of the restrictive covenant, and if allowed would seriously impair the views from the houses located on Sunset Lane and consequently, the homeowners' property values.

I have attached to this letter a copy of the deed made the 27th of October 1972 containing the terms of the restrictive covenant. I am also providing for your assistance a copy of a letter which was sent to the Building Department by Michael Carter of the law firm of Cleveland Doan on behalf of the homeowners at 14410, 14420, 14430, and 14440 Sunset Lane. This letter clearly sets out the intention to seek injunctive relief against the City in the event that any approvals are made that violate the building restrictions in the restrictive covenant, and this is the position I take with respect to the present application. Aside from the proposed egregious violation of the terms of the restrictive covenant, there is no reason aside from the developers' financial interests, why the R1 zoning should be varied in the circumstances of this application. I intend to canvass the homeowners in the area and to provide you with a petition setting out the neighbourhood's opposition to this application.

While I understand that there may be a requirement for a formal process for the City to give consideration to this application, I would ask the City of White Rock to reject this application and to honour the homeowners rights granted through the terms of the restrictive covenant. The homeowners on Sunset Lane have already spent a considerable amount of money hiring legal professionals in relation to their opposition to the earlier application. Given the fact that the previous application was withdrawn before being rejected by the City, it is difficult to understand why this application should even be allowed to proceed. The redundant application would seem to me to be an abuse of process

Post-PIM - Comment #1:

On May 8th of this year, I wrote to the Planning and Development Department to register my objection to the proposed development of property at 14401 Sunset Drive. My objection was principally based on my belief that the height of the proposed buildings would violate the terms of the Restrictive Covenant on the property. On behalf of the Planning and Development Department, you replied, providing me with plans for the proposal, including elevations for the proposed buildings. From my review of these plans it appears that the proposed height of the buildings, taken at the average natural grade, does not violate the Restrictive Covenant. Therefore, at this time, while I do not support the application, neither do I oppose it. Specifically, I take no position. Please disregard my earlier communication expressing opposition. I have every confidence that the Planning and Development Department will come to an appropriate decision on this application taking into account all relevant factors. Having said that, should there be any future applications to amend or otherwise vary the plans for this development in any material form, I would like to be advised in order that I can ensure compliance with the terms of the Restrictive Covenant, and I reserve the right to object, should this occur.

Post-PIM - Comment #2:

A zoning bylaw is a contract between its citizen and the city. It is integral to the purchase of a home. People have chosen to live in this R1-zoned neighborhood because of its green space, trees, and plants that are permitted in these larger lots. My neighbors and I have paid a premium price for the R1-zoned properties because we expect the R1 Zoning Bylaw to protect the environment as well as our investments in these properties. Unless there are urgent matters that absolutely mandate a change in the R1 Zoning Bylaw, it is difficult for me to accept changes to the bylaw. To change the bylaw at the expense of the entire neighborhood for one property owner does not seem rationale. Furthermore, I would like the Planning Department to consider the fact that this application is not very different from the application that was submitted 4 years ago. Since it was repealed last time, I believe that the same decision should be made as there have been no changes in the circumstances.

Every property in this neighborhood not only meets but exceeds the minimum provisions of the R1 Zoning Bylaw. The average lot size of this neighborhood closest to the proposed property is just below 8,000 sq ft. The lot sizes are consistent throughout the neighborhood. If one property begins to not meet the minimum provisions, there will be more properties in the future that will fail to meet the minimum requirement.

This development application fails to meet the R1 Zoning Bylaw on multiple fronts. The application proposes two properties that do not and cannot meet the minimum setbacks, the minimum lot sizes, or the minimum frontage as mandated by the R1 Zoning Bylaw. It encroaches on 4 neighboring properties. It neither conforms to the neighborhood standards nor respects the interests and rights of all the property owners. Furthermore, it jeopardizes the long term environmental, economic, and interests of the neighborhood. If this application passes, it will set an example for future develop who will be encouraged to follow suit and our green space will be gone.

Additionally, this application produces safety concerns. The property is located at the bottom of a very steep hill and is bordered on both sides by exceptionally narrow roads without sidewalks. There are three blind corners. There have been many instances where cars must reverse and move to the side to let another car pass through. Sunset Drive narrows to single-lane width in front of the property and Magdalen Crescent Lane is barely wide enough for one vehicle. Placing two driveways in this narrow lot, on either narrow road, exacerbates an already treacherous situation for both pedestrians and drives. This may cause future accidents in the future and be of high danger especially for younger kids and elderly people.

We would like to point out that this Development Application violates the covenants legally governing this property and imposes substantial legal costs on the Covenant holders. This is unwarranted and unjust as it is using the city as an instrument to violate or abrogate existing legally binding contract. I find it difficult to accept a reason for this Development Application to pass and we strongly oppose this subdivision.

Source	Type	Identity	Timestamp	Content
Attendee	Question	Anonymous (Unverified)	10/16/2020 12:57:26 AM	The proposed driveway for these new homes would exit onto a steep, narrow, fairly busy road, just a few metres from a blind corner i.e., Archibald Road. Residents of the new homes will have to reverse out onto Sunset Drive. Passing pedestrians have no sidewalk to protect them. Is this parlous state not a concern for the City?
Attendee	Question	Anonymous (Unverified)	10/16/2020 12:57:32 AM	The proposed driveway for these new homes would exit onto a steep, narrow, fairly busy road, just a few metres from a blind corner i.e., Archibald Road. Residents of the new homes will have to reverse out onto Sunset Drive. Passing pedestrians have no sidewalk to protect them. Is this parlous state not a concern for the City?
Attendee	Question	Anonymous (Unverified)	10/16/2020 12:57:50 AM	This looks really good to me
Attendee	Question	Anonymous (Unverified)	10/16/2020 12:58:34 AM	Will you be residing in one of the units
Attendee	Question	Anonymous (Unverified)	10/16/2020 12:58:52 AM	There were elevations in the ppt that we skipped. Can we take a quick look.
Attendee	Question	Anonymous (Unverified)	10/16/2020 12:59:18 AM	This looks really good to me
Attendee	Question	Anonymous (Unverified)	10/16/2020 12:59:30 AM	Will you be residing in one of the units
Attendee	Question	Anonymous (Unverified)	10/16/2020 12:59:59 AM	There were elevations in the ppt that we skipped. Can we take a quick look.
Attendee	Question	Anonymous (Unverified)	10/16/2020 1:00:36 AM	What will you do to ensure that having shared driveway with limited space will not increase parking congestion on this narrow lane
Attendee	Question	Anonymous (Unverified)	10/16/2020 1:01:23 AM	Are you cutting into the hill?
Attendee	Question	Anonymous (Unverified)	10/16/2020 1:01:43 AM	I sent a question.
Attendee	Question	Anonymous (Unverified)	10/16/2020 1:01:49 AM	What will you do to ensure that having shared driveway with limited space will not increase parking congestion on this narrow lane
Attendee	Question	Anonymous (Unverified)	10/16/2020 1:04:17 AM	Are you cutting into the hill?
Attendee	Question	Anonymous (Unverified)	10/16/2020 1:04:41 AM	It seems that if a car is parked in the parking space in front of the house, the car in the garage cannot get in or out.
Attendee	Question	Anonymous (Unverified)	10/16/2020 1:05:35 AM	I sent a question.
Attendee	Question	Anonymous (Unverified)	10/16/2020 1:06:12 AM	It seems that if a car is parked in the parking space in front of the house, the car in the garage cannot get in or out.
Attendee	Question	Anonymous (Unverified)	10/16/2020 1:07:07 AM	How can the neighborhood be assured there will not be suites in the future? There is no street parking available on any of the 3 roads surrounding the proposed new house. The proponent suggested parking is available in front of other people's houses on Sunset Drive!
Attendee	Question	Anonymous (Unverified)	10/16/2020 1:07:33 AM	How can the neighborhood be assured there will not be suites in the future? There is no street parking available on any of the 3 roads surrounding the proposed new house. The proponent suggested parking is available in front of other people's houses on Sunset Drive!
Attendee	Question	Anonymous (Unverified)	10/16/2020 1:16:01 AM	Can you ensure that they will not put in place any wiring that would allow for a stove?
Attendee	Question	Anonymous (Unverified)	10/16/2020 1:18:39 AM	Can you ensure that they will not put in place any wiring that would allow for a stove?

April 27, 2020

Dear Ms von Hausen:

I was dismayed to see a re-submission of the proposal to subdivide and build two substantial houses at 14401 Sunset Drive. Must the neighbours re-visit this unwanted change to our area again so soon?

On what grounds should this proposal be given variance on lot size?

Why should next door neighbours' space be compromised by a building closer to them than is stipulated in the bylaws?

Most especially, the proposed "shared" driveway of the new buildings opens onto a very narrow, heavily used road i.e., Sunset Drive, right next to its dangerous corner with Archibald Rd.

- Vehicles driving south down Archibald, which is very steep at this point, cannot see traffic coming up the hill from Sunset Drive.
- In icy weather it is difficult to negotiate that hill in a westward direction and it must be done so "at a run" from Magdalen Crescent. It is the only way of reaching many houses on the hillside in treacherous winter conditions.
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- This bottleneck serves all traffic moving south to Marine Drive from Archibald, Brearly and Kerfoot. It is a busy street.
- There are no sidewalks to protect the many pedestrians who use it on their way to and from the beach.

Rather than allowing densification on this corner, the city should consider widening the road to make it safer for everyone.

Respectfully submitted,

Mary Ponsford
14371 Sunset Drive

Bryan An & Jenny Lee

14440 Sunset Lane

604-542-5768

Oct 13, 2020

To: Planning Department

City of White Rock

RE: Development Application

14401 Sunset Dr.

I am submitting this statement to state my strong opposition against the development application for 14401 Sunset Dr.

A zoning bylaw is a contract between its citizen and the city. It is integral to the purchase of a home. People have chosen to live in this R1-zoned neighborhood because of its green space, trees, and plants that are permitted in these larger lots. My neighbors and I have paid a premium price for the R1-zoned properties because we expect the R1 Zoning Bylaw to protect the environment as well as our investments in these properties. Unless there are urgent matters that absolutely mandate a change in the R1 Zoning Bylaw, it is difficult for me to accept changes to the bylaw. To change the bylaw at the expense of the entire neighborhood for one property owner does not seem rationale. **Furthermore, I would like the Planning Department to consider the fact that this application is not very different from the application that was submitted 4 years ago. Since it was repealed last time, I believe that the same decision should be made as there have been no changes in the circumstances.**

Every property in this neighborhood not only meets but exceeds the minimum provisions of the R1 Zoning Bylaw. The average lot size of this neighborhood closest to the proposed property is just below 8,000 sq ft. The lot sizes are consistent throughout the neighborhood. If one property begins to not meet the minimum provisions, there will be more properties in the future that will fail to meet the minimum requirement.

This development application fails to meet the R1 Zoning Bylaw on multiple fronts. The application proposes two properties that do not and cannot meet the minimum setbacks, the minimum lot sizes, or the minimum frontage as mandated by the R1 Zoning Bylaw. It encroaches on 4 neighboring properties. It neither conforms to the neighborhood standards nor respects the interests and rights of all the property owners. Furthermore, it jeopardizes the long term environmental, economic, and interests of the neighborhood. If this application passes, it will set an example for future develop who will be encouraged to follow suit and our green space will be gone.

Additionally, this application produces safety concerns. The property is located at the bottom of a very steep hill and is bordered on both sides by exceptionally narrow roads without sidewalks. There are three blind corners. There have been many instances where cars must reverse and move to the side to let another car pass through. Sunset Drive narrows to single-lane width in front of the property and Magdalen Crescent Lane is barely wide enough for one vehicle. Placing two driveways in this narrow lot, on either narrow road, exacerbates an already treacherous situation for both pedestrians and drives. This may cause future accidents in the future and be of high danger especially for younger kids and elderly people.

We would like to point out that this Development Application violates the covenants legally governing this property and imposes substantial legal costs on the Covenant holders. This is unwarranted and unjust as it is using the city as an instrument to violate or abrogate existing legally binding contract. I find it difficult to accept a reason for this Development Application to pass and we strongly oppose this subdivision.

Sincerely,

Bryan An & Jenny Lee

From: [Clarence Arychuk](#)
To: [Athena von Hausen](#)
Cc: [Bea Hadikin](#)
Subject: 14401 Sunset Drive
Date: Saturday, May 30, 2020 4:30:18 PM

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Thank you for returning my telephone enquire and hearing my concerns about the proposed rezoning and subdivision of 14401 Sunset Drive from RS1 to CD. I assume that the purpose of the rezoning to CD is to allow the proposed lots to be smaller than the surrounding RS1 neighbourhood as the property does not appear to satisfy the subdivision standards under the current zoning.

I wish to emphasize that we do not object to the subdivision of this property but are very concerned that adding traffic to this short stretch of Sunset Drive is very dangerous. This is a very busy section of road that many people drive, cycle and walk here to access Marine Drive and the destinations along the waterfront and beach. Those of us who live along Marine drive frequently travel this route to get to and from our homes. Contemplating adding any driveways, even for a rebuilt single home, onto Sunset is very dangerous and will make a bad situation even worse. I suggest that all driveways from this property be from Archibald and Magdalen lane, if the subdivision is to proceed. I also believe that a sidewalk needs to be built along the entire frontage of Sunset lane and it needs to be extended to Magdalen Crescent. This will at least separate the pedestrian and vehicle traffic and enhance safety. It would appear that a 1.5m sidewalk can be fit into the north side of Sunset Drive, in the area between the back of the existing curb and the property line. If there is not enough room, then I would support a the CD bylaw that makes provision for the additional road widening/dedication of Sunset Drive needed to make this work. It would also appear that it is possible to extend the sidewalk out to Magdalen Cres. It appears that there is some planting in the boulevard area between the back of curb and the flanking side yard of #14424. Removing the dangerous hedge on the boulevard here will improve sightlines and make this busy section of road safer. As the applicant is seeking to rezone the property, because they do not have the area to meet the RS1 subdivision requirements, i believe it is not to much to ask that they do these infrastructure improvements as compensation for the extra lot they will be able to yield.

I trust that our comments will be included in your land use report to City Council and we do not need to contact the Mayor and Councillors directly with our comments. We would also appreciate if you could let us know when this application is scheduled to go to Council for consideration.

Sincerely, Bea Hadikin and C. Arychuk
14276 Marine Drive

Planning and Development Department
City of White Rock
Att'n Athena Von Hausen, Planner
October 13, 2020

Dear Ms. Von Hausen

On May 8th of this year, I wrote to the Planning and Development Department to register my objection to the proposed development of property at 14401 Sunset Drive. My objection was principally based on my belief that the height of the proposed buildings would violate the terms of the Restrictive Covenant on the property.

On behalf of the Planning and Development Department, you replied, providing me with plans for the proposal, including elevations for the proposed buildings. From my review of these plans it appears that the proposed height of the buildings, taken at the average natural grade, does not violate the Restrictive Covenant.

Therefore, at this time, while I do not support the application, neither do I oppose it. Specifically, I take no position. Please disregard my earlier communication expressing opposition. I have every confidence that the Planning and Development Department will come to an appropriate decision on this application taking into account all relevant factors.

Having said that, should there be any future applications to amend or otherwise vary the plans for this development in any material form, I would like to be advised in order that I can ensure compliance with the terms of the Restrictive Covenant, and I reserve the right to object, should this occur.

Yours truly

Roger McMeans

From: [Keith Solinsky](#)
To: [Athena von Hausen](#)
Subject: proposal 20-001 14401 Sunset Drive
Date: Monday, December 7, 2020 8:38:05 AM

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I wanted to express our opposition to allowing for 2 homes to be built on this location should the current site rules state the lot was and is for a single family home, on the current lot , not 2 homes or subdividable to 2 lots for 2 homes.

Keith Solinsky

Help preserve our heritage!

Email White Rock City Hall: avonhausen@whiterockcity.ca

Regarding proposal 20-001 14401 Sunset Drive

Our West Beach is the most unique and spectacular area in the entire lower mainland. Beautiful architecturally designed homes on spacious lots coupled with spectacular ocean views are some of the reasons why. One has a sense of wild nature here. As events in the world change our neighborhood is becoming even more of a sought after and precious place to live.

Help me keep it that way.

The development proposal on 14401 Sunset Dr. is to crowd in 2 houses on undersized lots. What a blemish this would be! Not only that, if approved, others will be attempting to do the same thing. The end result...lowering of your property value and loss of community attractiveness.

The time to halt these actions is now. Email City Hall at the above address and let them know your feelings.

Pass this on to your neighbors.

Dave De Camillis



**Froggers Creek
Tree Consultants Ltd.**

**7763 McGregor Avenue Burnaby BC, V5J4H4
Telephone: 604-721-6002 glenn@froggerscreek.ca**

City of White Rock
877 Keil Street
White Rock, BC
V4B 4V6

January 6, 2020

Re: 14401 Sunset Drive, White Rock BC

Revised Tree Preservation Report

I have been asked to revise a Tree Report I provided 3 years ago for this property.

TREE PRESERVATION SUMMARY

1	Number of Protected Trees onsite
0	Protected Trees for retention
0	City trees

INTRODUCTION

I have been provided with a tree survey of the property and a proposed site plan. A new house is being proposed to be built on the property. All surveyed trees have been assessed and information recorded concerning their type, dbh¹, crown radius, health and structural condition.

OBSERVATIONS

Site Conditions:

I visited the site on December 14, 2015 and again on January 3, 2020 to assess the trees. 14401 Sunset Drive is a corner lot on a sloped property. There is 1 tree that qualifies as protected on the property. I have plotted out its approximate location on the attached drawing. There are hedges that appear to be shared or are completely on the properties to the north. Two of the hedges are larger trees. The eastern most hedge is smaller. Hedges are not protected according to City of White Rocks requirements.

TREE INVENTORY

ON-SITE TREES

#	Type	DBH	MPZ	Ht	CR	Health	Structural Condition
1	Japanese Maple	13/13/13cm	2.2m	4m	2m	Good	No apparent defects

DBH- trunk diameter, MPZ is Minimum Protection Zone, Ht is approximate height, CR Crown radius

DISCUSSION

To help determine the protection area required for each tree I have calculated out their Minimum Protection Zones (MPZ). In an effort to retain more trees during development most municipalities in

¹ DBH- diameter of trunk at chest height.



Froggers Creek Tree Consultants Ltd.

the Lower Mainland have accepted a Minimum Protection Zone (MPZ) of 6 times the diameter of the trunk. A tree that requires excavation inside of the MPZ is usually not considered a good candidate for retention. The MPZ's are included in the inventory above and shown on the drawing, as a dashed circle) in the Appendix.

Tree Retention

No onsite trees will be retained. The required grade changes make the retention of this tree not possible.

Neighbouring trees

There are hedges along the rear property line of this property. These hedges appear to be on the neighbouring properties. The required grade changes will critically impact the trees. I am recommending the hedges be removed. The owner of the hedges will need to agree to their removal.

City Trees

There are no trees on city property. There are numerous mugo pines, rhodos and other shrubs planted on City property. These will all need to be removed do to grade changes.


Drawings

A Tree Plan drawing is attached. The drawing plots the one maple and the approximate locations of the hedges in relation to the proposed layout.

End Report.

Certification:

This report and the opinions expressed within it have been prepared in good faith and to accepted arboricultural standards within the scope afforded by its terms of reference and the resources made available to the consultant.



Froggers Creek Tree Consultants Ltd.
Glenn Murray – Board Certified Master Arborist
I.S.A. Certification # PN-0795B
Certified Tree Risk Assessor # 0049

Dated: January 6, 2020



Hedges on Neighbouring property



Mugo pines on City land





Onsite Japanese Maple and mugo pines



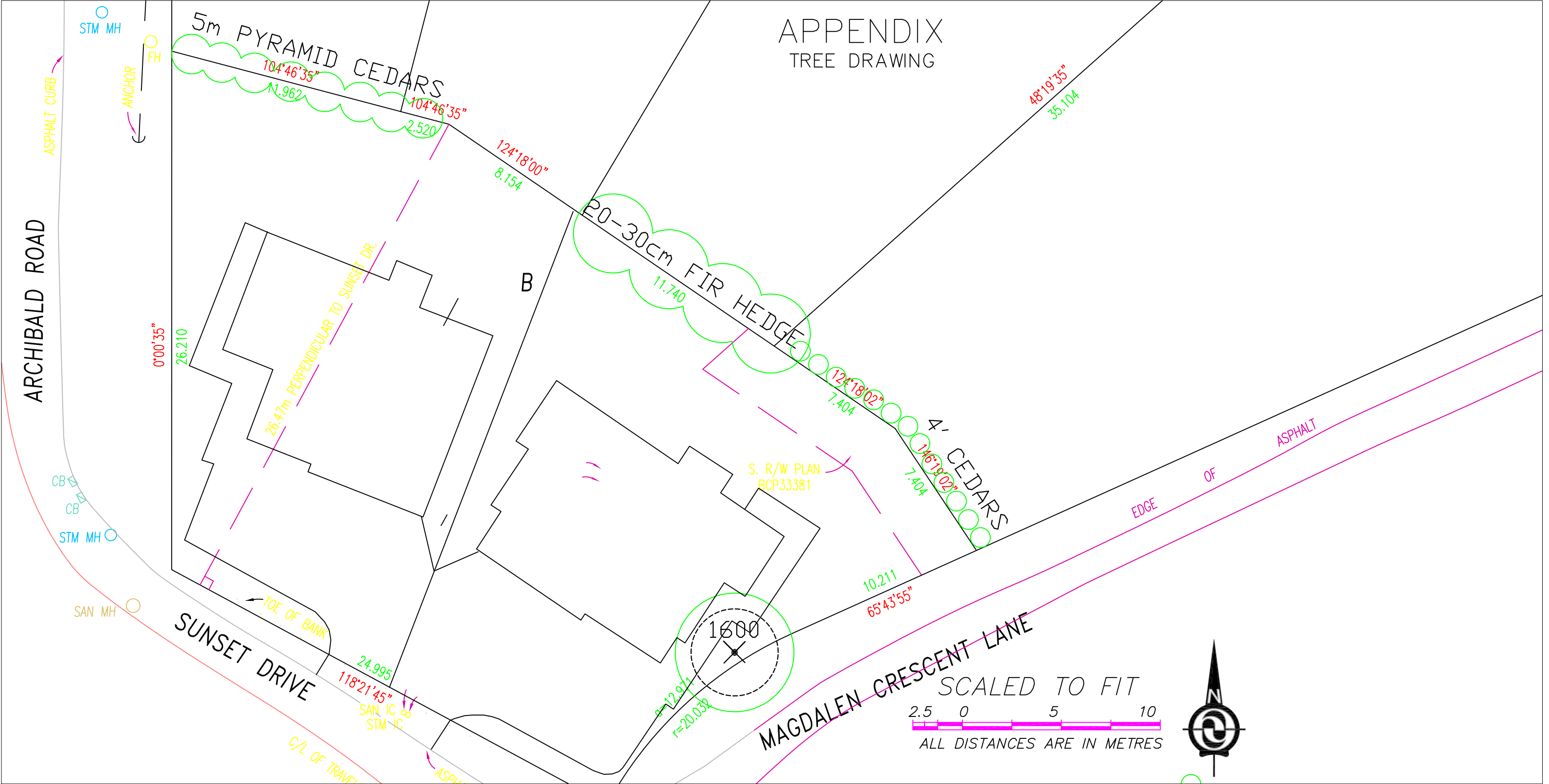
Undersized trees and shrubs on property





ASSUMPTIONS AND LIMITING CONDITIONS

1. This report and the opinions expressed within it have been prepared in good faith and to accepted arboricultural standards within the scope afforded by its terms of reference and the resources made available to the consultant. The report provides no undertakings regarding the future condition or behavior of the trees reviewed within it. Tree hazard and condition assessments are not an exact science. Both qualities can and do change over time and should be reappraised periodically.
2. This assessment was limited to a visual tree evaluation only. No core samples were taken. No tissue samples have been cultured or analyzed by plant pathologists. No root or root crown excavations were undertaken. No aerial reconnaissance was attempted, beyond that made possible by binoculars.
3. Any legal description provided to the consultant/appraiser is assumed to be correct. No responsibility is assumed for matters legal in character. Any and all property is appraised or evaluated as though free and clear, under responsible ownership and competent management.
4. It is assumed that any property is not in violation of any applicable codes, ordinances, statutes, or other governmental regulations.
5. Care has been taken to obtain all information from reliable sources. All data has been verified insofar as possible; however, the consultant/appraiser can neither guarantee nor be responsible for the information provided by others.
6. The consultant/appraiser shall not be required to give testimony or to attend court by reason of this report unless subsequent contractual arrangements are made, including payment of an additional fee for such services as described in the fee schedule and contract of engagement.
7. Loss or alteration of any part of this report invalidates the entire report.
8. Possession of this report or a copy thereof does not imply right of publication or use for any purpose by any other than the person to whom it is addressed, without the prior expressed written or verbal consent of the consultant/appraiser.
9. Neither all nor any part of the contents of this report, nor copy thereof, shall be conveyed by anyone, including the client, to the public through advertising, public relations, news, sales or other media, without the prior expressed written or verbal consent of the consultant/appraiser—particularly as to value conclusions, identity of the consultant/appraiser, or any reference to any professional society or institute or to any initiated designation conferred upon the consultant/appraiser as stated in his qualification.



TREE INVENTORY				
#	Type	Action	DBH	MPZ
1	Japanese Maple	Remove	13/13/13cm	2.2m
DBH- trunk diameter, MPZ- protection zone				

MINUTE EXTRACTS REGARDING BYLAW 2373: White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD65-14401 Sunset Drive) Bylaw, 2020, No. 2373 CIVIC ADDRESS: 14401 Sunset Drive

Land Use and Planning Committee
February 8, 2021 (DRAFT)

CORPORATE REPORTS

4.1 Application for Zoning Amendment – 14401 Sunset Drive (ZON/SUB 20-001)

Corporate report dated February 8, 2021 from the Director of Planning and Development Services titled "Application for Zoning Amendment - 14401 Sunset Drive".

Councillor Kristjanson arrived at the meeting at 5:09 p.m.

The Manager of Planning provided a PowerPoint regarding the application including a planning analysis.

The following discussion points were noted:

- Revised access confirmed: East building access is off Magdalen Crescent Lane / West building is off Sunset Drive
- Noted restrictive covenant (RC) is limited as to how it would be applied to the lands (not a RC with the City)
- No encroachments: removal of the existing buildings is required

Motion Number: LU/P-015 It was MOVED and SECONDED

THAT the Land Use and Planning Committee recommend that Council give first and second readings to "*White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD65 – 14401 Sunset Drive) Bylaw, 2020, No. 2373*".

Motion CARRIED

Councillors Johanson and Kristjanson voted in the negative

Motion Number: LU/P-016 It was MOVED and SECONDED

THAT the Land Use and Planning Committee recommend Council direct staff to schedule the public hearing for "*White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD65-14401 Sunset Drive) Bylaw, 2020, No. 2373*".

Motion CARRIED

Councillors Johanson and Kristjanson voted in the negative

Motion Number: LU/P-017 It was MOVED and SECONDED

THAT the Land Use and Planning Committee recommend Council direct staff to resolve the following issues prior to final adoption, if Bylaw No. 2373 is given third reading after the public hearing:

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

Motion CARRIED

Regular Council meeting
February 8, 2021 (DRAFT)

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

Bylaw 2373 - A bylaw to amend the Zoning Bylaw by adding to the Table of Contents for Schedule B (Comprehensive Development Zones CD-65) and by adding to Schedule "2" Schedule B (Comprehensive Development Zones CD-65), 14401 Sunset Drive. This item was introduced earlier at the February 8 Land Use and Planning Committee meeting. The bylaw was presented for consideration of first and second reading at this time.

Motion Number: 2021-057

THAT Council give first and second readings to "*White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD65 – 14401 Sunset Drive) Bylaw, 2020, No. 2373*"

Motion CARRIED

Councillors Johanson and Kristjanson voted in the negative

Motion Number: 2021-058

THAT Council:

1. Direct staff to schedule the public hearing for “*White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD65 – 14401 Sunset Drive) Bylaw, 2020, No. 2373*”; and
2. Direct staff to resolve the following issues prior to final adoption, if Bylaw No. 2373 is given third reading after the public hearing:
3. Recommend that Council direct staff to resolve the following issues prior to final adoption, if Bylaw No. 2373 is given third reading after the public hearing:
 - a. ensure that all engineering requirements and issues including servicing agreement completion and dedication of a 2.0 m x 2.0 m corner cut on the corner of Archibald Road and Sunset Drive are addressed to the satisfaction of the Director of Engineering and Municipal Operations; and
 - b. demolish the existing buildings and structures to the satisfaction of the Director of Planning and Development Services; and
 - c. process registration of a Section 219 restrictive covenant to prohibit secondary suites on each of the lots.

Motion CARRIED

Marlon and Linda Carlson
 14401 Sunset Drive
 White Rock, BC V4B 2V6

Feb 11, 2021

RE: 14401 Sunset Drive (ZON/SUB 20-001)

To the White Rock City Council:

On Feb 8 our project received first and second reading. During the discussions that evening several questions came up that were left unanswered. I'm sending this letter to offer clarity to the questions that were raised.

14401 Sunset Drive is my wife Linda's and my home where we live. We are only the second owners of the property. We purchased it from Art and Florence Wall in 2007. Mr. Wall was the Mayor of White Rock back in the early 1970's. He also setup the restrictive covenant that is registered on title, of which council has a copy.

The intent of the covenant is to protect the views of the immediate neighbors to the North of our property primarily by restricting the height of buildings on our property. With our proposed development fully adhering to the requirements of the covenant, the height calculations of the proposed homes work out to be that the west home would be approximately 6" lower than the existing home and the east home would be approximately 27" lower than our existing home.

We have discussed our proposal openly with our neighbors, shown that our proposal adheres to the requirements of the covenant and protects their views, and stated our ongoing commitment to those requirements. We have a good relationship with our neighbors and they are not opposed to our proposal.

Please keep in mind that this covenant was done approximately 50 years ago and some of points in it are moot or changed. For example, there is a part in the covenant pertaining to the slope of the roof, however today's building code requirements exceed that requirement. There also used to be an additional and separate covenant that pertained to the eastern part of the property, but that covenant was removed prior to our ownership when another property was developed.

The homes in our proposal also comply with the setback requirements of the covenant, which also complies with the setback requirements for RS-1 zoning. We did have a prior application back in 2016 in which the homes that were proposed did adhere to the covenant height but not on the setbacks. That proposal was not well received by our neighborhood and we decided to suspend it. It is noteworthy to point out that both of the homes in this current proposal would fit within the current existing building envelope of our property.

I trust that this letter offers further clarity to the questions that we raised on Feb 8th. Thank you.

Marlon Carlson

From: [Debbie Johnstone](#)
To: [Debbie Johnstone](#)
Subject: FW: 14401 Sunset Drive (ZON/SUB 20-001)
Date: February 17, 2021 9:43:06 AM
Attachments: [2020 02 27 Survey \(20-001\) 14401 Sunset Drive.pdf](#)

From: Marlon Carlson <marlon.carlson@me.com>
Sent: February 16, 2021 5:03 PM
To: Greg Newman <GNewman@whiterockcity.ca>
Subject: Re: 14401 Sunset Drive (ZON/SUB 20-001)

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Hi Mr. Newman,

Yes I can confirm that this is the basis for the differences and the elevations were calculated by our designer Tiger Wu. This information was shared at the virtual PIM.

Marlon Carlson

On Feb 16, 2021, at 4:33 PM, Greg Newman <GNewman@whiterockcity.ca> wrote:

Mr. Carlson,

Thank you for this feedback. It looks as though the height differentials referenced in your letter come from the attached survey and the drawings prepared by your designers. Could you confirm that this is the basis for the differences so that staff can communicate such to Council. We think the point you raise is a good one and want to ensure Council has the information used to generate the numbers (see my summary below) from the survey and attached drawings.

- East – 49.78m ROOF TOP (difference of 0.7m or 27.6 inches)
- West – 50.32m ROOF TOP (difference of 0.16m or 6.3 inches)

Thank you,

Greg

Greg Newman, MCIP, RPP
Manager of Planning, City of White Rock
15322 Buena Vista Avenue, White Rock, BC V4B 1Y6
Tel: 604.541.2142 | www.whiterockcity.ca
<image001.jpg>

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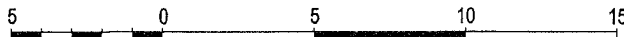
From: Marlon Carlson <marlon.carlson@me.com>
Sent: February 11, 2021 11:22 AM
To: Clerk's Office <ClerksOffice@whiterockcity.ca>
Cc: Greg Newman <GNewman@whiterockcity.ca>
Subject: 14401 Sunset Drive (ZON/SUB 20-001)

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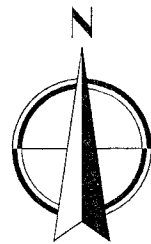
Please pass the attached letter to the White Rock City Council. Also please ad this letter to the agenda package for March 1. Let me know if you need anything else. Thank you.

Marlon Carlson
<2020 02 27 Survey (20-001) 14401 Sunset Drive.pdf><2020 02 27 Architectural EAST (20-001) 14401 Sunset Drive.pdf><2020 02 27 Architectural WEST (20-001) 14401 Sunset Drive.pdf>

BC LAND SURVEYORS TOPOGRAPHIC PLAN OF LOTS A AND B, SECTION 10, TOWNSHIP 1, NEW WESTMINSTER DISTRICT, PLAN BCP33380

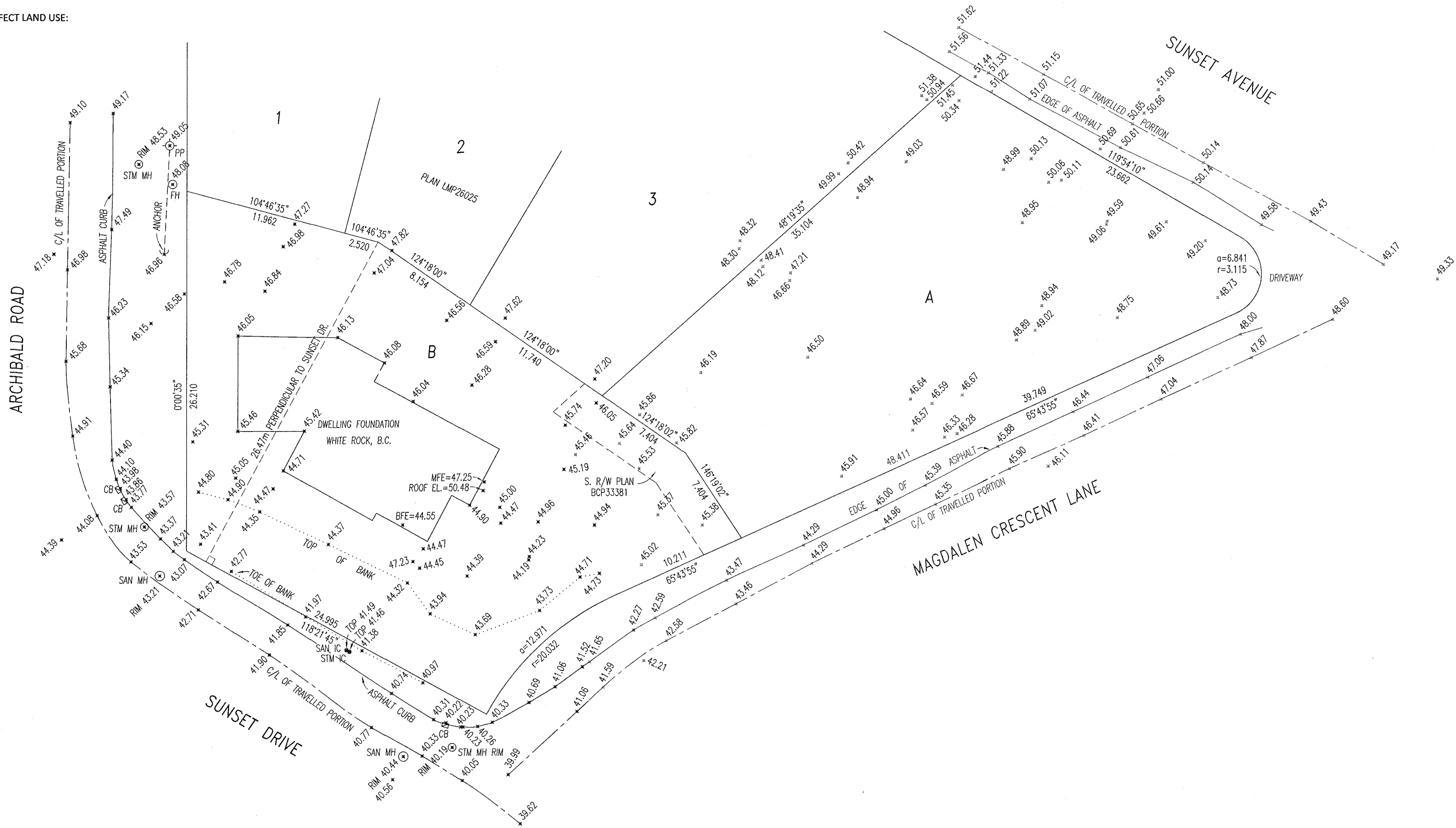


The intended plot size of this plan is 560mm in width
432mm in height (C Size)
when plotted at a scale of 1:250



GROUND ELEVATIONS SHOWN ON THIS PLAN
ARE DEEMED TO BE NATURAL GRADE.

CHARGES AGAINST TITLE WHICH MAY AFFECT LAND USE:
DOCUMENT NO. H112799 (SEE H112798)
DOCUMENT NO. J40673 (SEE J40672)



- LEGEND
- WV " WATER VALVE
 - CB " CATCH BASIN
 - WM " WATER METER
 - STM MH " STORM MANHOLE
 - SAN MH " SANITARY MANHOLE
 - LS " LAMP STANDARD
 - FH " FIRE HYDRANT
 - PP/LS " POWER POLE/LAMP STANDARD

THIS PLAN DOES NOT CONSTITUTE
A RESURVEY OF THE LEGAL BOUNDARIES
OF THE TITLED LOT OR LOTS, IT IS
COMPILED FROM FIELD TIES AND
LAND TITLE OFFICE RECORDS.

NOTE - GROUND ELEVATIONS ON
THIS PLAN ARE NOT TO BE USED FOR
CONSTRUCTION BENCHMARK PURPOSES.
A BENCHMARK MAY BE OBTAINED
FROM THIS OFFICE.

ELEVATIONS ON THIS PLAN ARE DERIVED FROM
OLD CONTROL MONUMENT 88H3899
LOCATED AT ARCHIBALD & MAGDALEN
ELEVATION = 70.794m.

C. Rowbotham
CERTIFIED CORRECT B.C.L.S.
Dated this 25th day of August, 2015
THIS DOCUMENT IS NOT VALID UNLESS
ORIGINALLY SIGNED AND SEALED.

From: [Susan Mueller](#)
To: [Clerk's Office](#)
Cc: [Susan Mueller](#)
Subject: Bylaw 2373. 14401 Sunset Drive
Date: February 20, 2021 11:26:42 AM

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

I wish to comment on this application as a resident of this area. The lots here are of the same approximate size and so allow larger homes with a fair degree of separation to be possible. Allowing two homes to be build on one lot would deviate from this and detract from the reason people choose to live and invest here. I fear if this is passed that a negative precedent will be sent

Susan Mueller

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

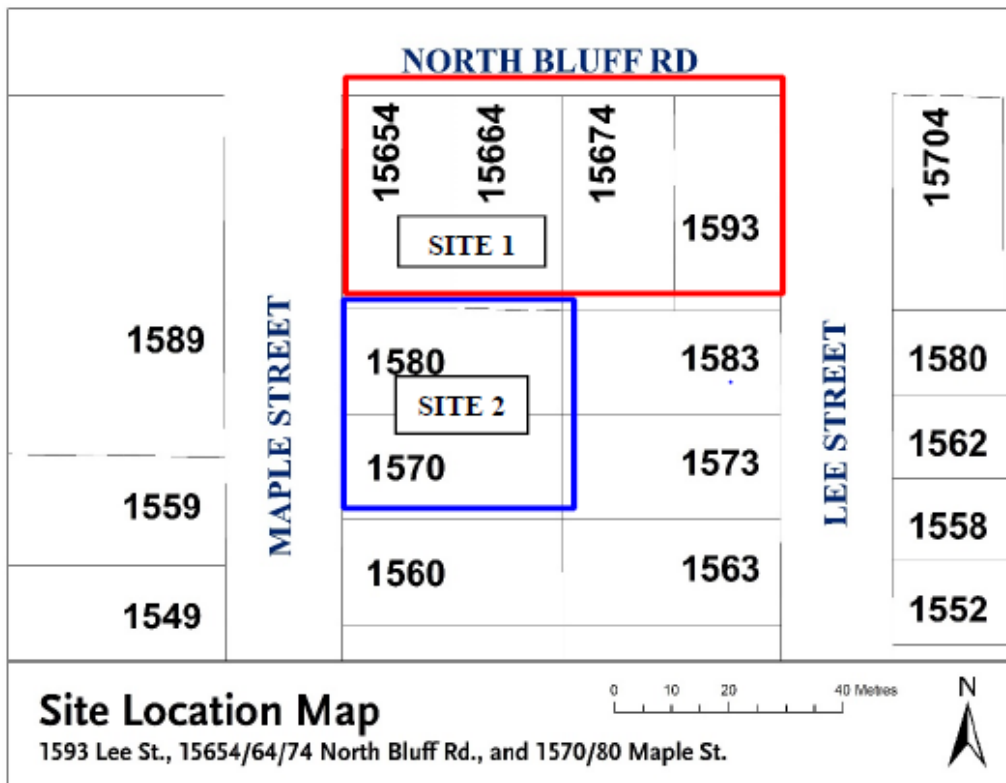
If you miss the noted registration period, please watch the live meeting at the following link: <https://www.whiterockcity.ca/894/Agendas-Minutes> as there will be an opportunity for you to call in for a limited period of time.

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.**

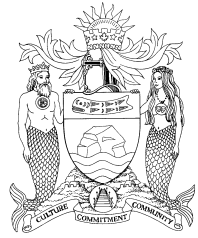
SITE MAP FOR BYLAW 2351- 15654/64/74 North Bluff Road/ 1570/80 Maple Street and 1593 Lee Street



February 15, 2021

Tracey Arthur
Director of Corporate Administration

THE CORPORATION OF THE
CITY OF WHITE ROCK
CORPORATE REPORT



DATE: 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

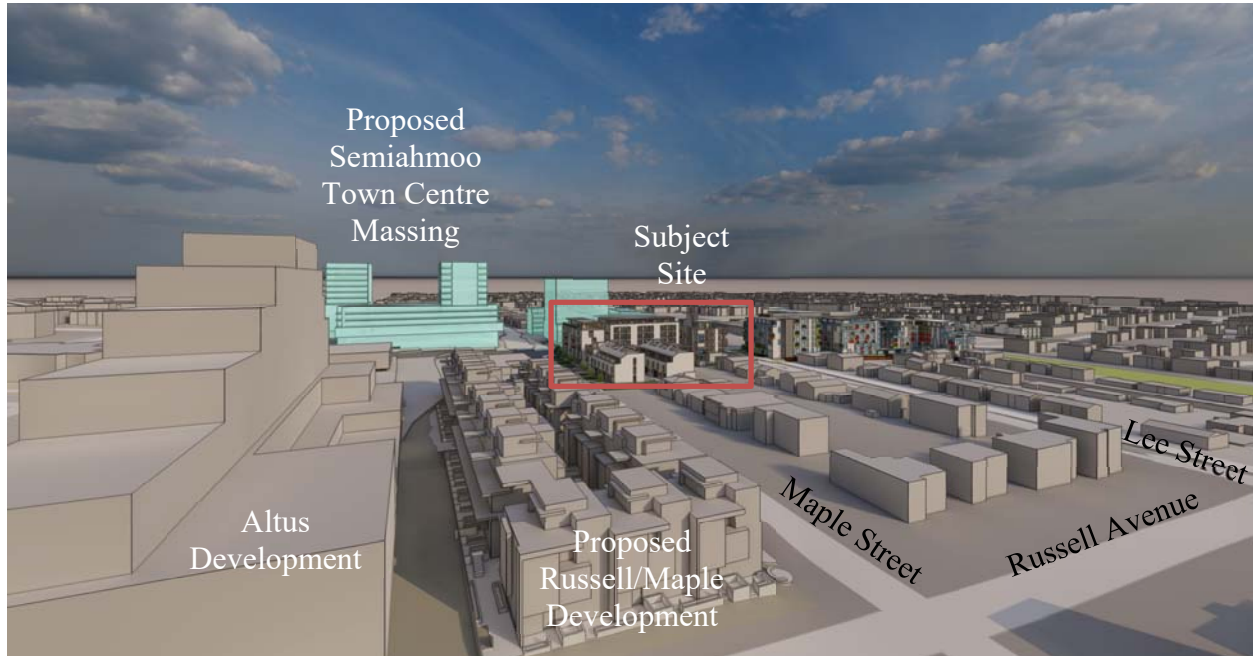
Resolution # and Date	Resolution Details
LUPC July 23, 2018 2018-LUP-042	THAT the Land Use and Planning Committee recommend that the OCP amendment application be referred back to staff, and direct staff to work with the applicant on a revised rezoning and Major Development Permit application, for an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

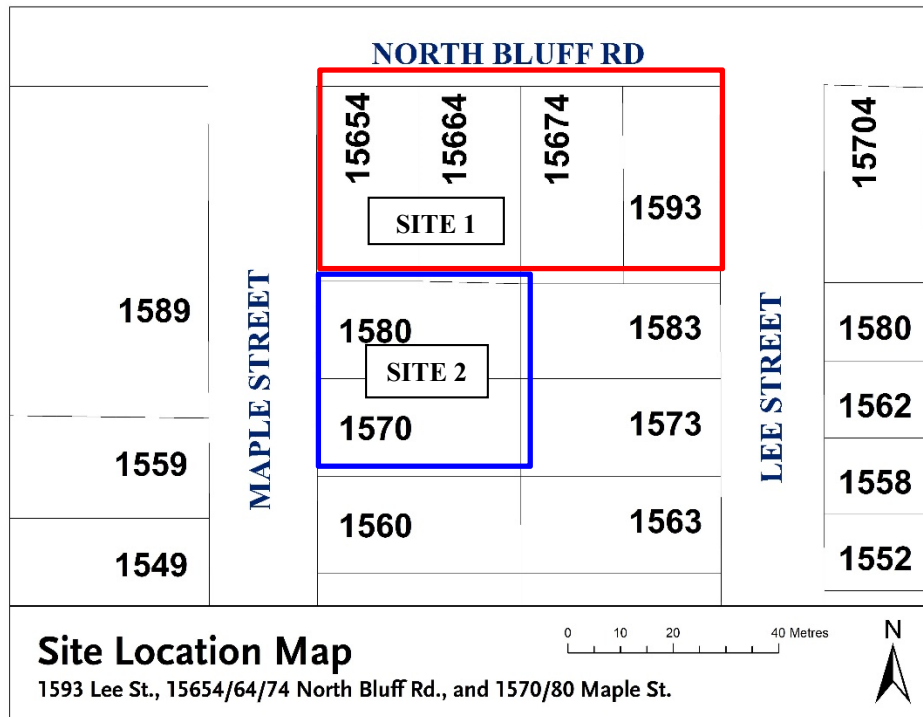
Table 1: Proposed Parking Supply Summary

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.

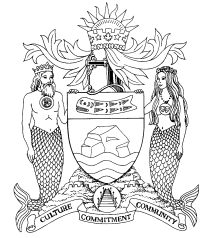
Appendix D: ADP Minutes dated April 23, 2019

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.

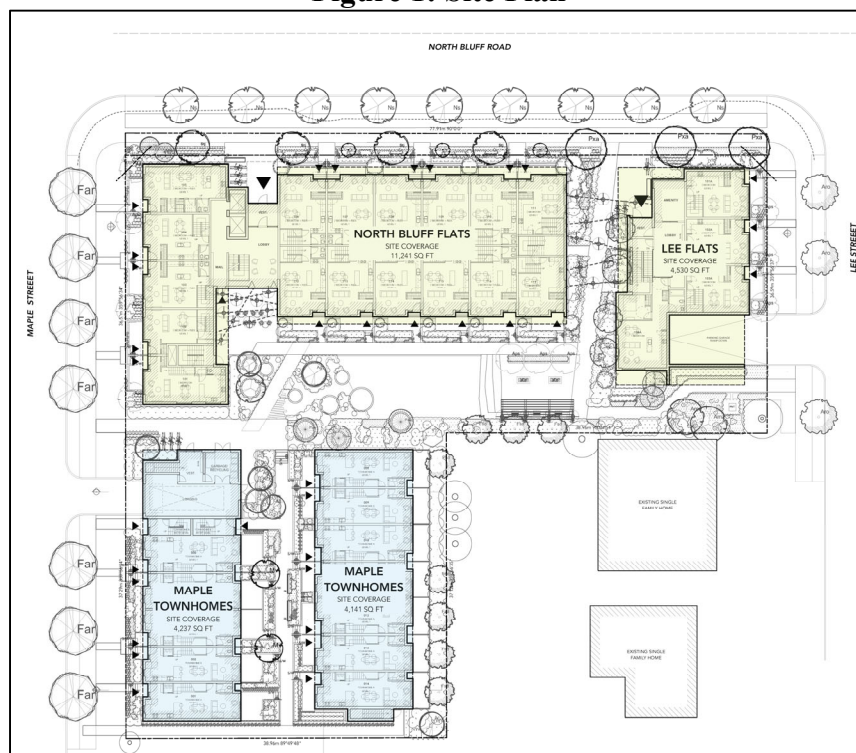
Current Proposal

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.

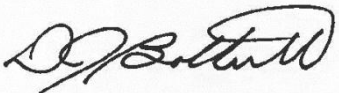
Respectfully submitted,



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

Comments from the Chief Administrative Officer

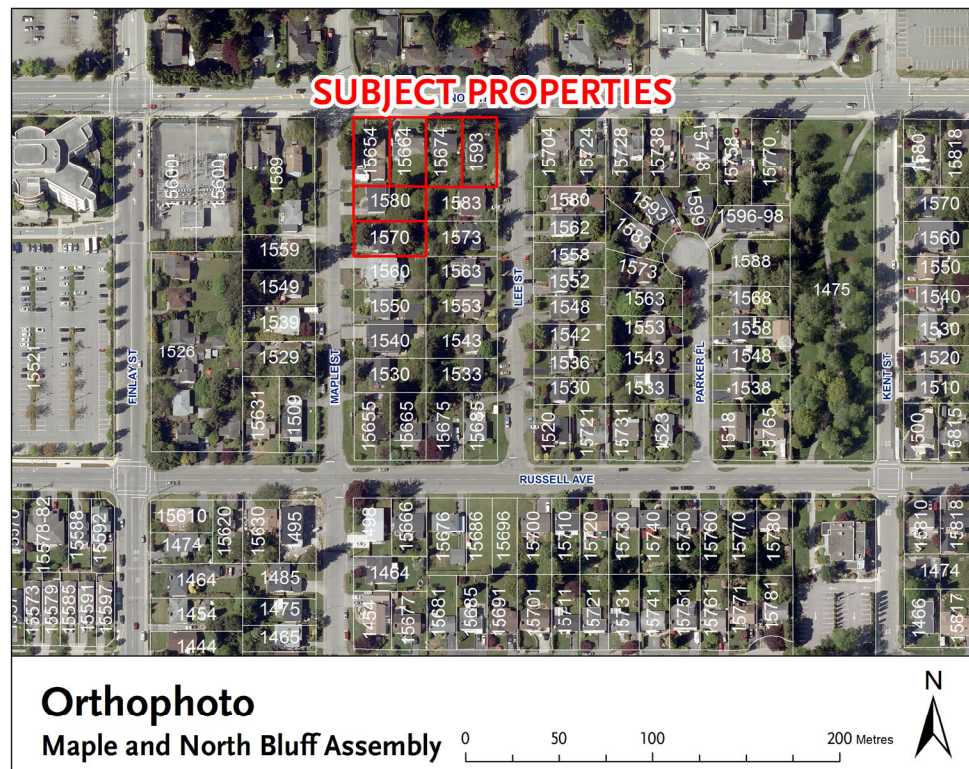
The revised proposal includes a significant variance to the parking requirements stipulated within the City of White Rock zoning bylaw. There is a concern that the requested zoning relief to off-street parking will create challenges for properties sharing available parking spaces on the street.



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

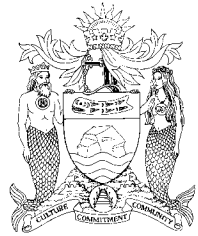
Location and Ortho Photo Maps



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

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)

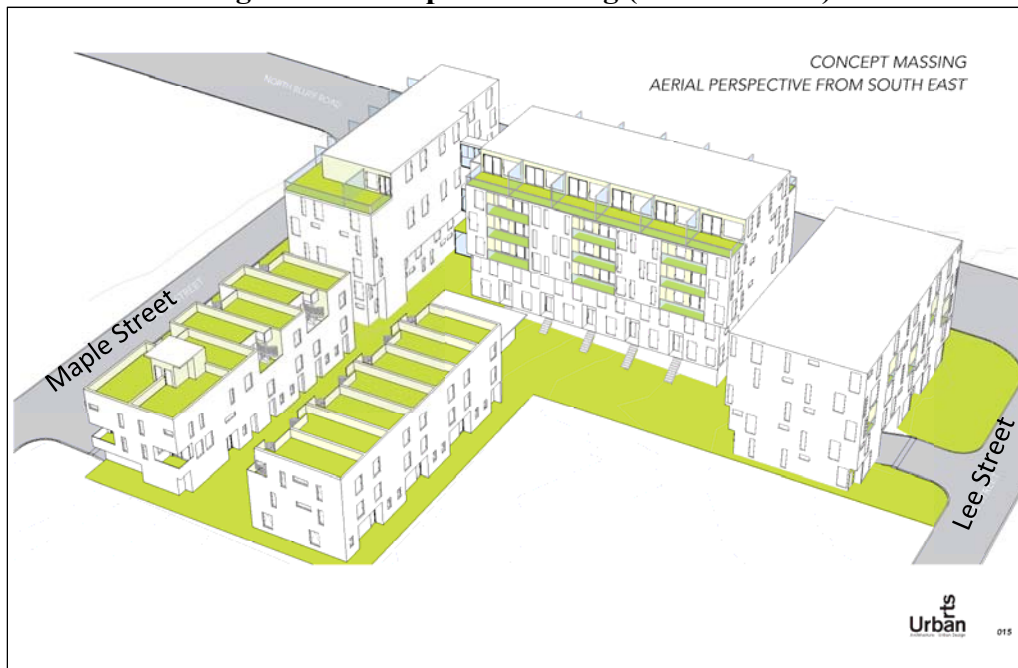
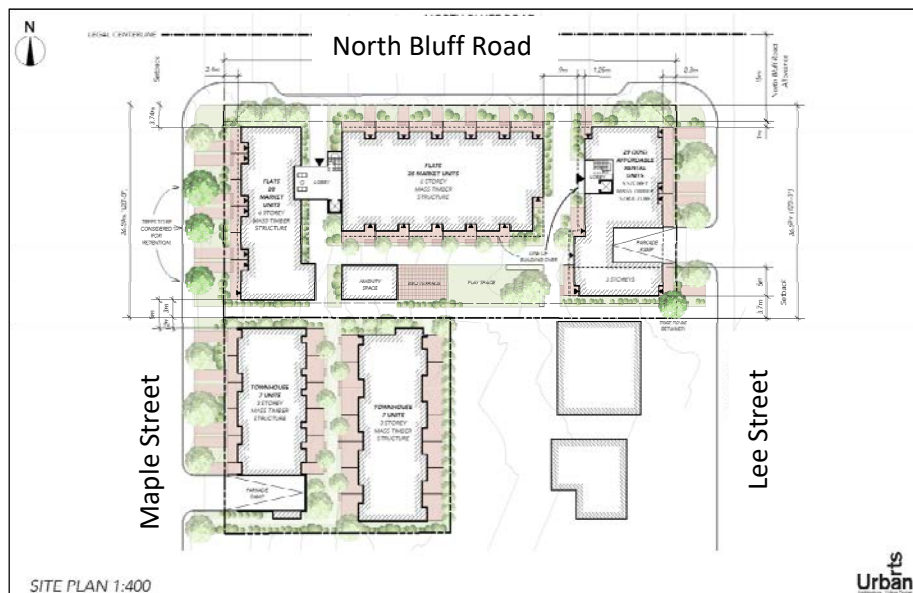


Figure 2: Proposed Site Plan



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.

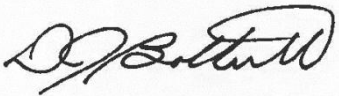
Respectfully submitted,



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.

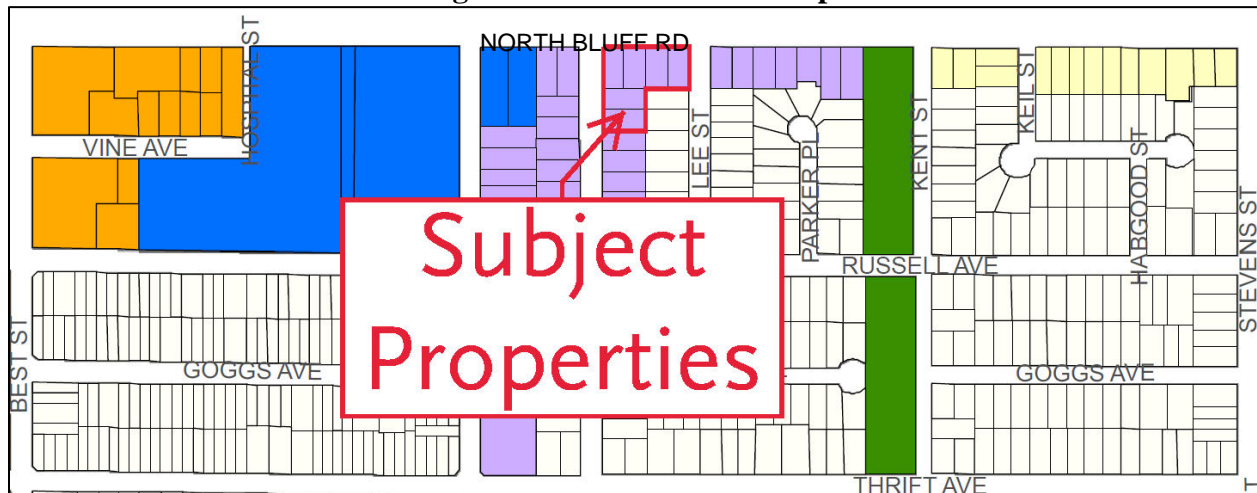
ANALYSIS

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

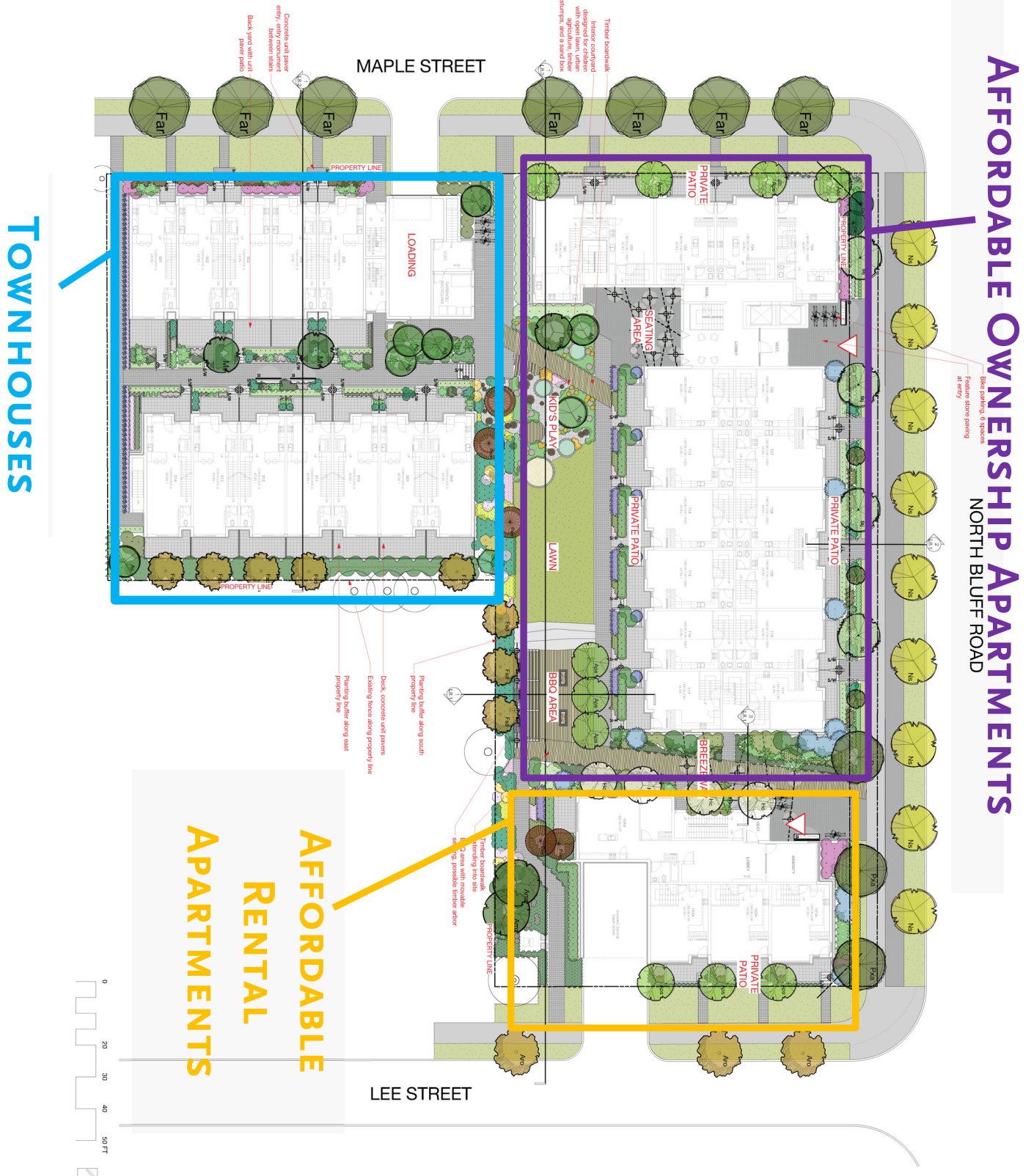
View Southwest from North Bluff and Lee (Sunset)



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

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

APPENDIX H

Provincial Rental Supply Program Framework

Provincial Rental Supply



PROGRAM FRAMEWORK

May 2018



INTRODUCTION

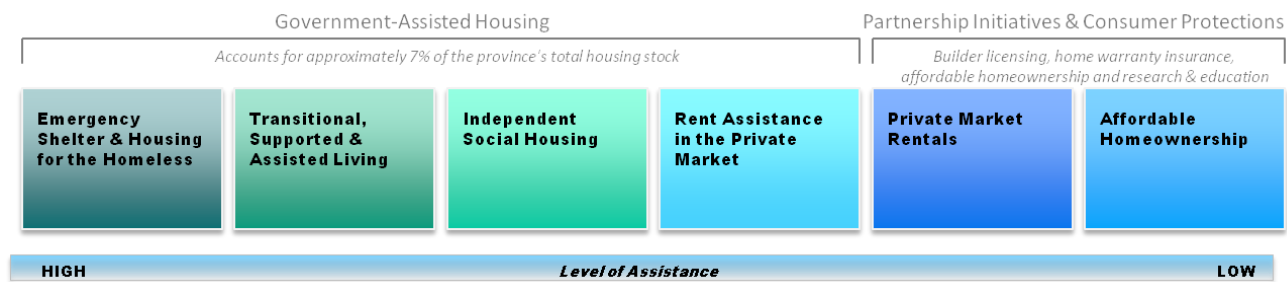
In 2018, the Province of British Columbia announced the creation of the HousingHub, through which BC Housing partners with non-profit and for-profit sectors, faith groups, and other levels of government to identify and advance innovative approaches to locate, use, or repurpose land in communities where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

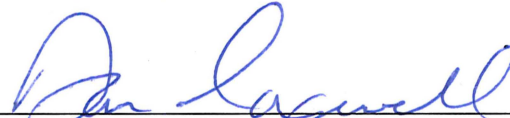
An on-site visit by BC Housing staff may occur from time to time, particularly where operational or financial issues arise.

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:

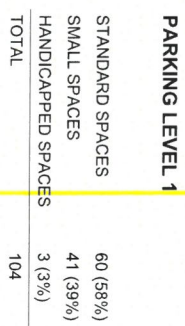
Gary Vlieg, P.Eng.
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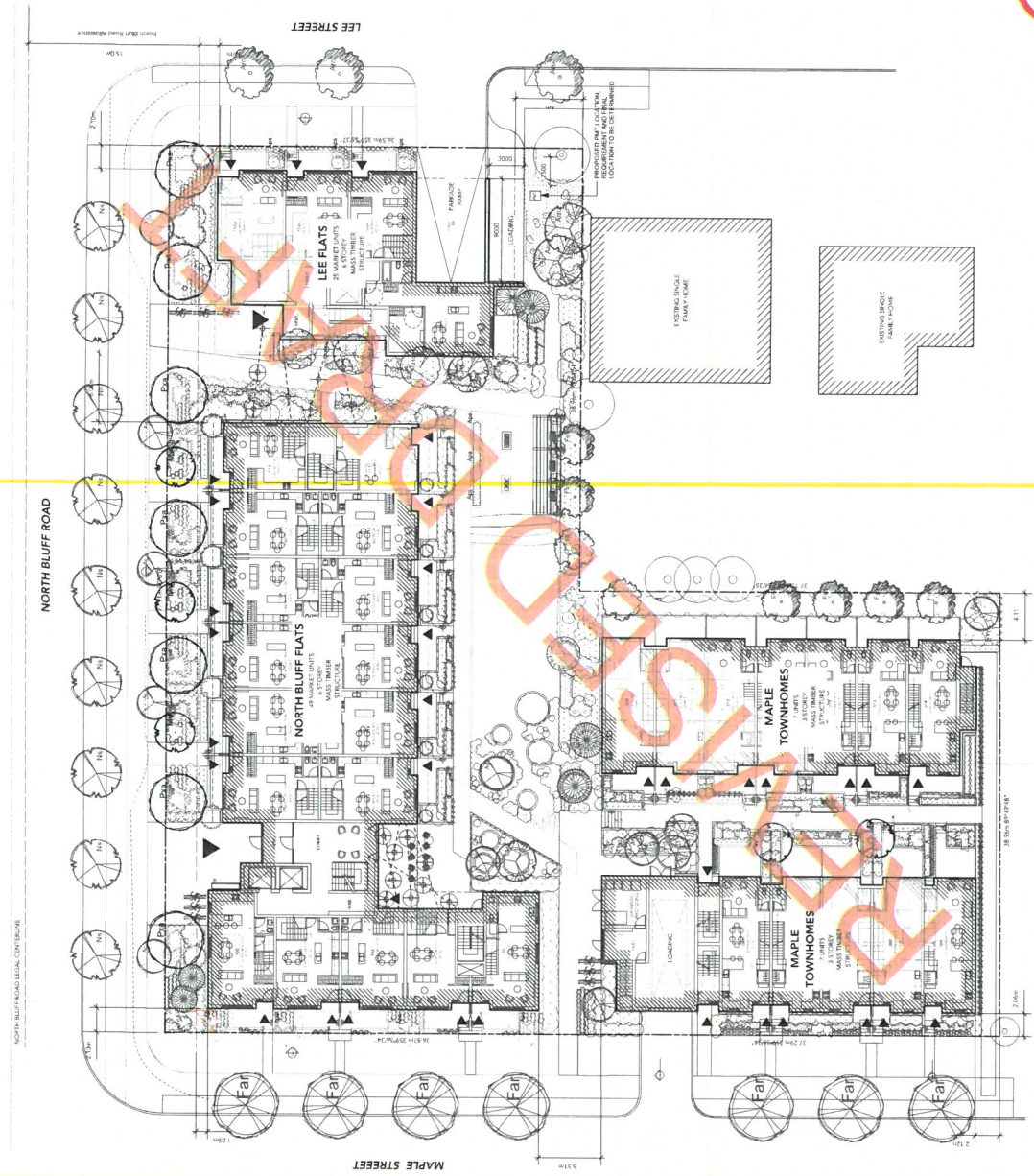
Attachment

Appendix A Architectural Drawings

REVISED DRAFT

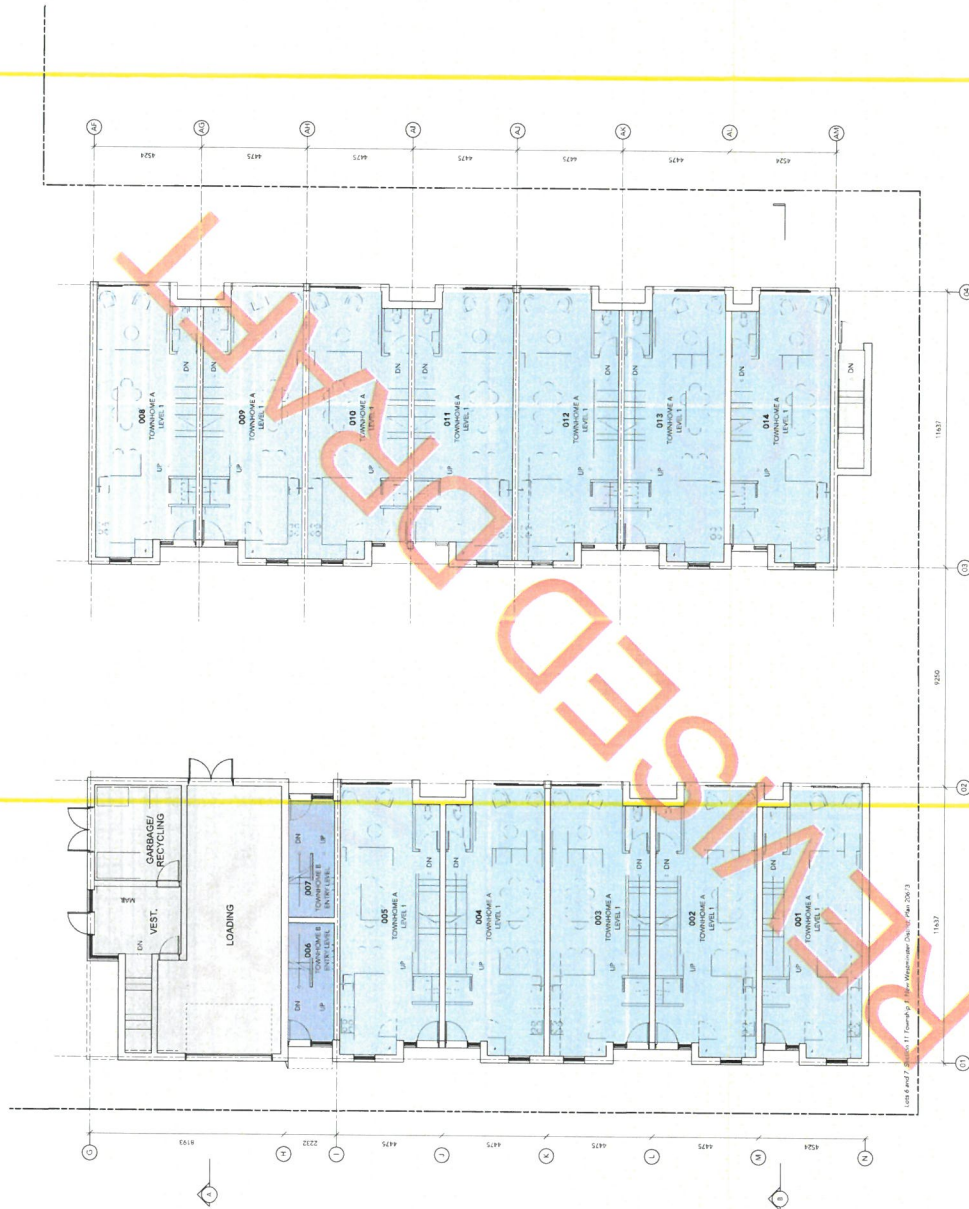


LU & P AGENDA
PAGE 78





AREA SUMMARY				
UNIT TYPE	UNIT #	LS UNIT AREA (SQ FT)	# OF UNIT	NET AREA SF
2-BR CH	107A, 111	520	1	520
2-BR CH	102, 113	444	1	444
2-BR CH	108, 114	522	1	522
2-BR CH	105, 112	444	1	444
2-BR CH	106, 115	619	1	619
2-BR CH	108, 109 / 113	520	4	2080
2-BR CH	110, 111	520	1	520
2-BR CH	112, 113	520	4	2080
2-BR CH	116, 117	520	1	520
2-BR CH	119	444	1	444
2-BR CH	107A, 110, 112	464	3	1392
2-BR CH	104A	728	21	15288
SUB-TOTAL				10680
AMENITY				1381
CIRCULATION, ELEVATORS, STAIRS				1159
TOTAL GROSS AREA				13100



- 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!

NORTH BLUFF ROAD

SUBJECT TO PROPERTIES

FINLAY STREET

MAPLE STREET

LEE STREET

PARKER PLACE

KENT STREET

RUSSELL AVENUE

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Maple and North Bluff Assembly

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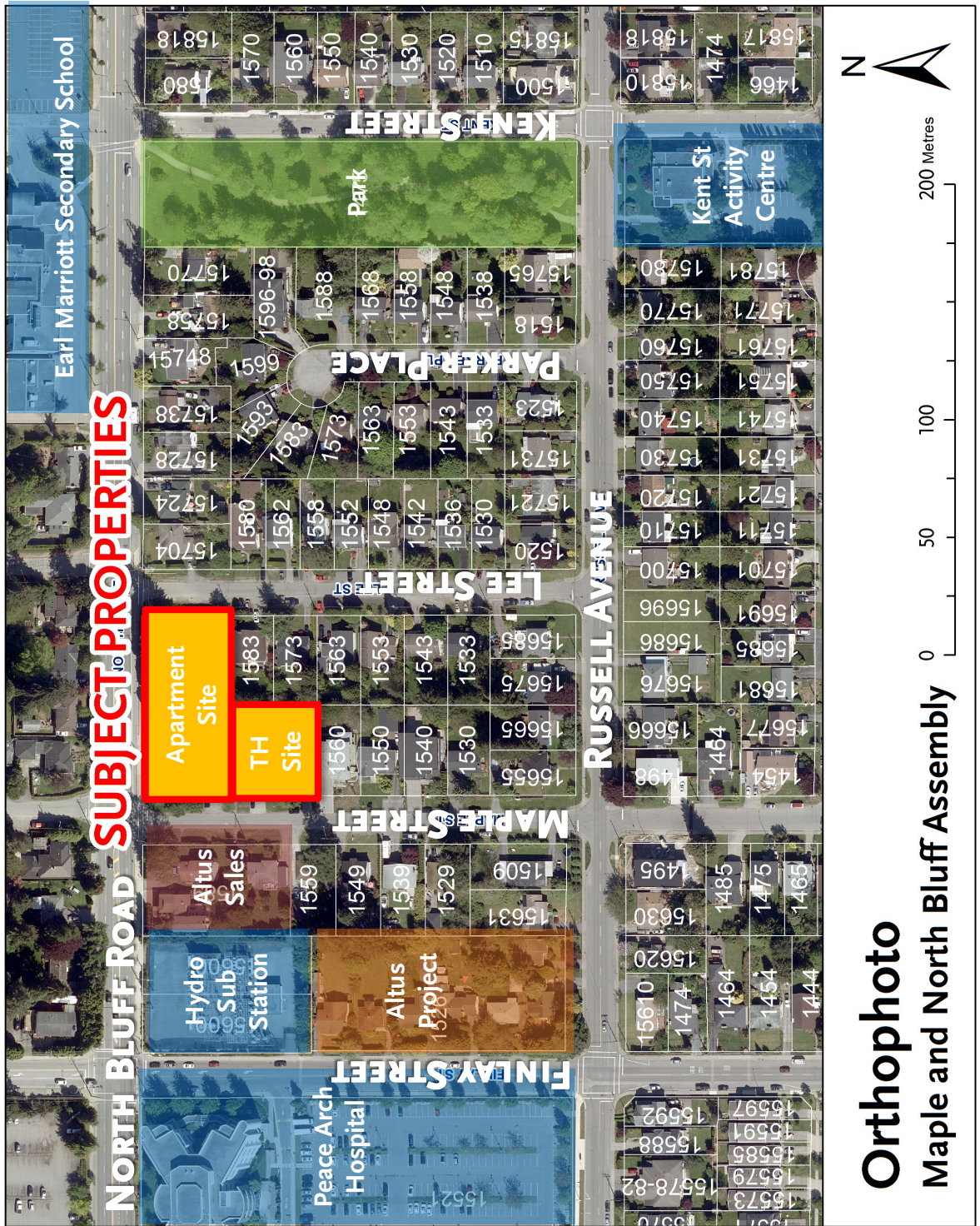
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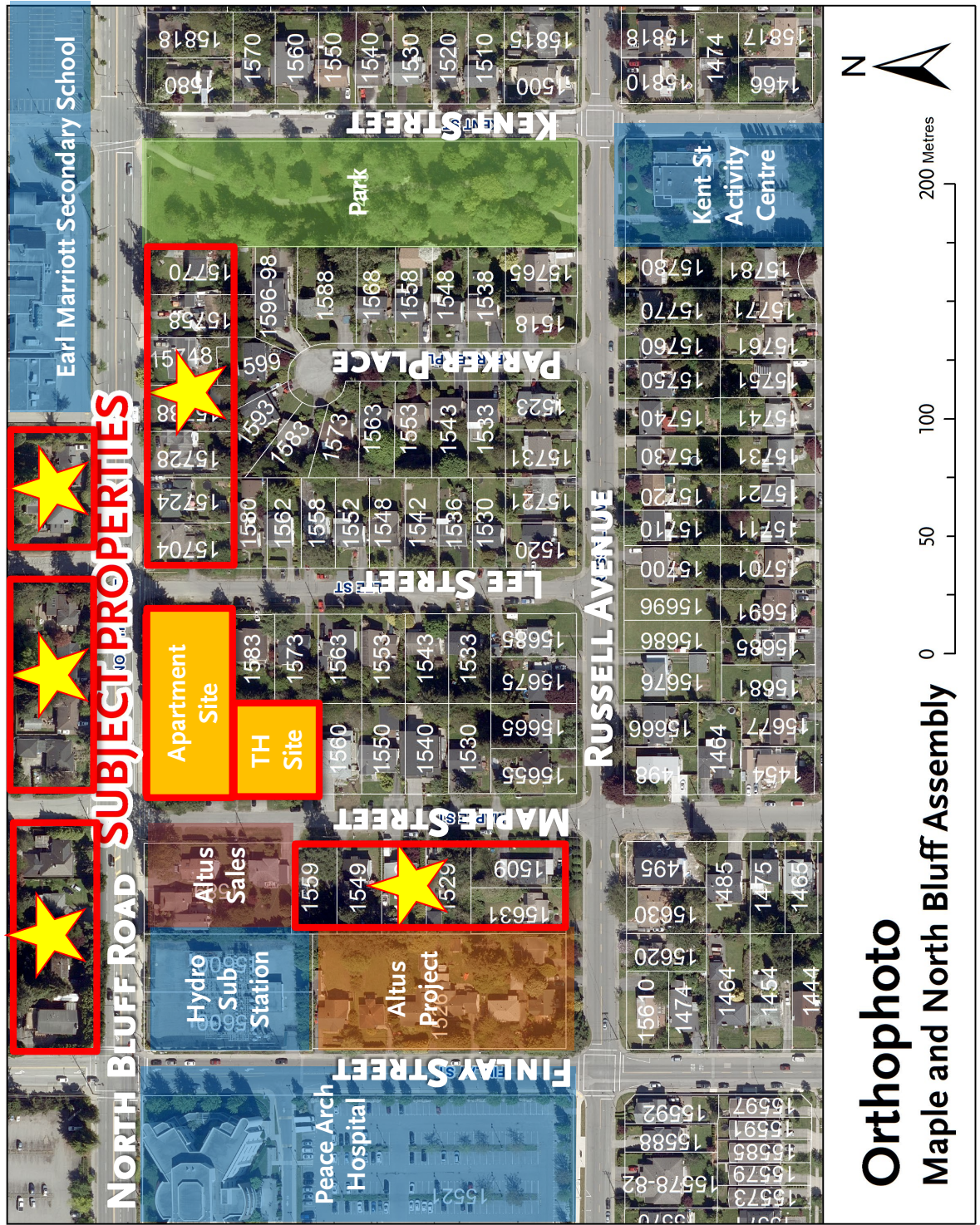
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Project Location

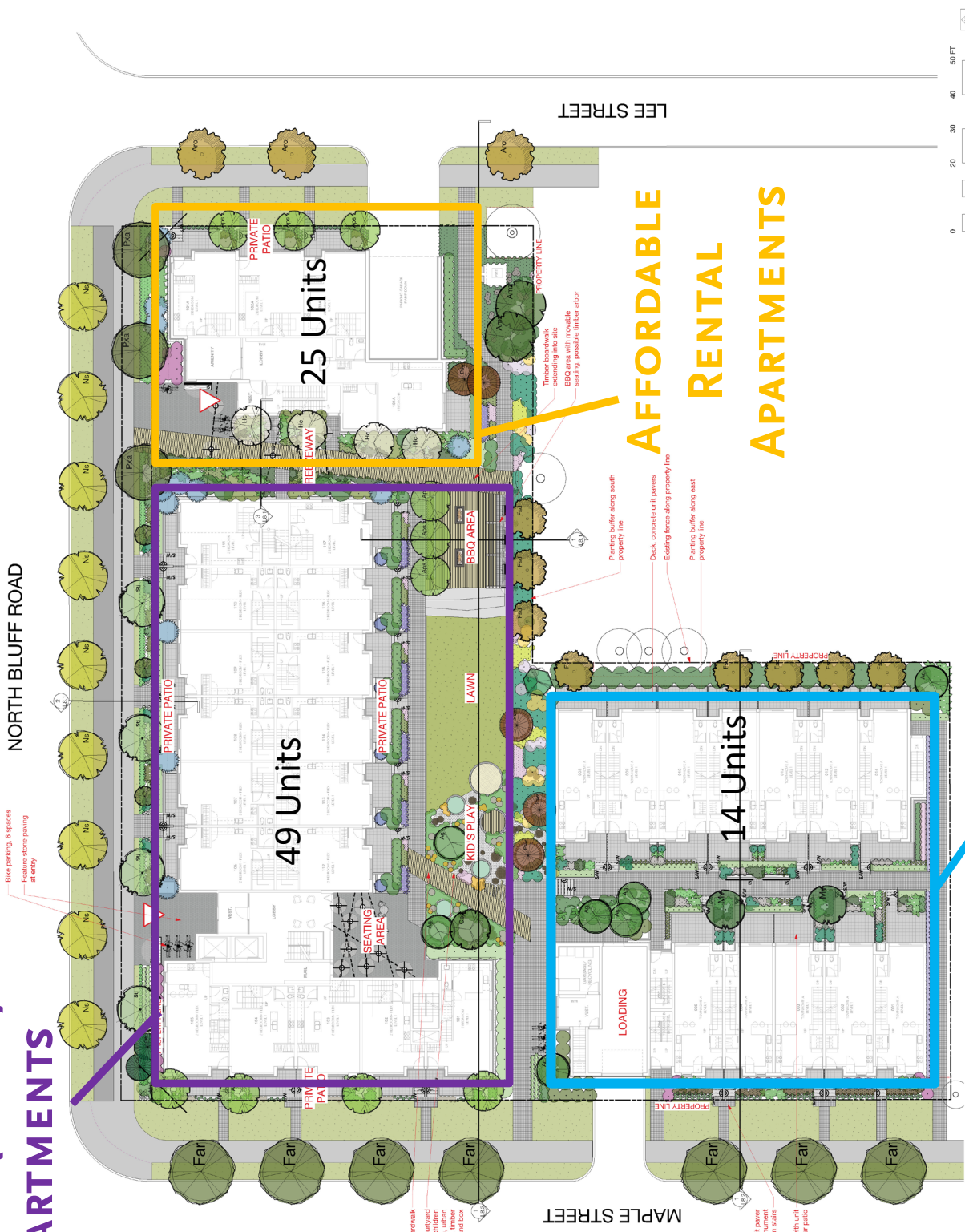


Context – Related Applications



STRATA (AHOP) APARTMENTS

Landscape Site Plan



Revision No. Date Revision 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

Project Name: 1800 West 2nd Avenue
Location: MC, Canada, VIC 194
Project Number: 1800-001-008
Project Status: In Progress

Project Description: The project is a multi-unit residential development located at 1800 West 2nd Avenue, Victoria, British Columbia. The development consists of three distinct residential zones: a central zone containing 49 units, a northern zone containing 25 units, and a southern zone containing 14 townhouses. The development is bounded by North Bluff Road to the west and Lee Street to the east. The plan includes a scale bar from 0 to 50 feet and a north arrow.

Project: Beachway Development
Location: North Bluff Road, White Rock, BC
Drawing Title: Landscape Site Plan

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

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TOWNHOUSES (MARKET STRATA)

**AFFORDABLE
RENTAL
APARTMENTS**

Aerial View

APARTMENTS

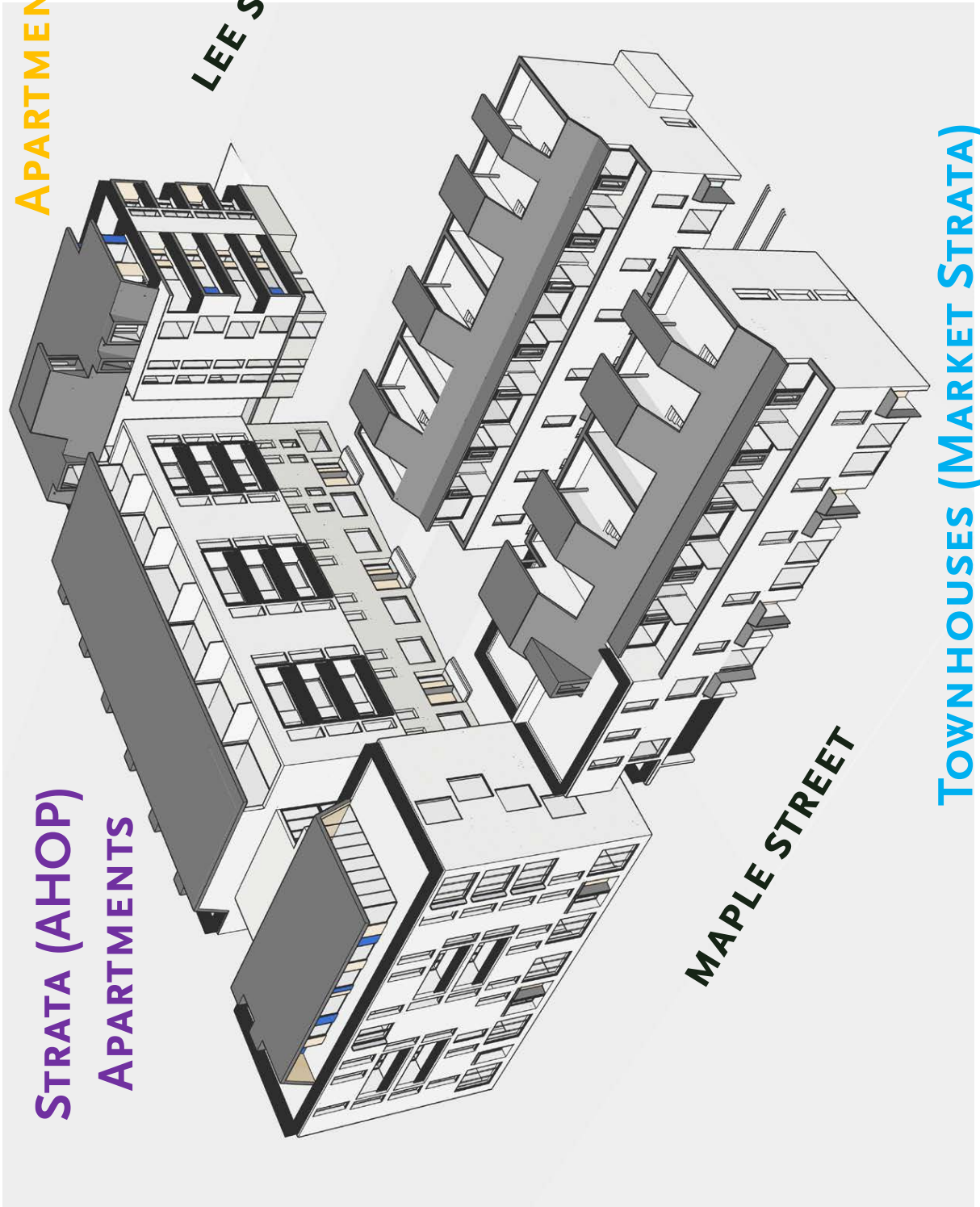
STRATA (AHOP)

APARTMENTS

LEE STREET

MAPLE STREET

TOWNHOUSES (MARKET STRATA)



Building Elevations in Context

AFFORDABLE RENTAL APARTMENTS



LEE STREET

AFFORDABLE RENTAL APARTMENTS

STRATA (AHOP) APARTMENTS



NORTH BLUFF ROAD



MAPLE STREET

STRATA (AHOP) APARTMENTS

TOWNHOUSES (MARKET STRATA)



Urban
Architectural & Urban Design
1000 11th Street, Suite 100
Vancouver, BC, Canada V6B 1A7
info@urban-arc.ca

Issued for DP
REV. 2020.01.24
Beachway
West Hill, BC
ELEVATION
CONTEXT
A200

Rendering (looking southwest at Lee)



Development Statistics Comparison

Apartment Site

	Previous (Jan 2019) Proposal	Current Proposal
Number of Units	74 (25 below market rental, 49 strata)	74 (25 below market rental, 49* strata/AHOP)
Gross Floor Area	7,125.4 m 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

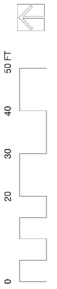
Parking Variance Rationale (Applicant)

- 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.*

NORTH BLUFF ROAD



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

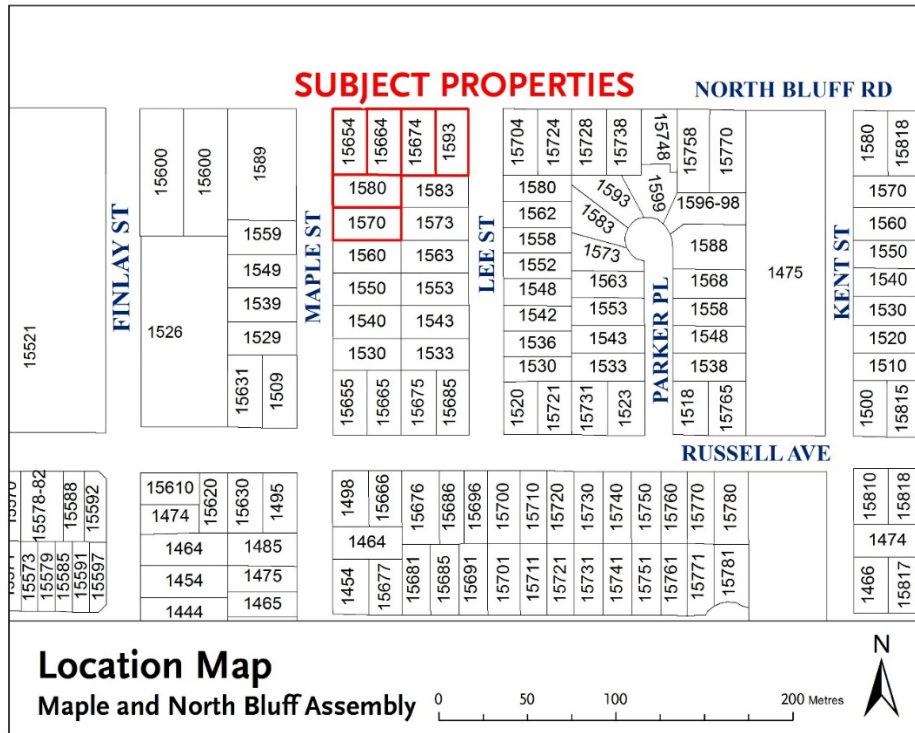
Read a third time this day of , 2020

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:

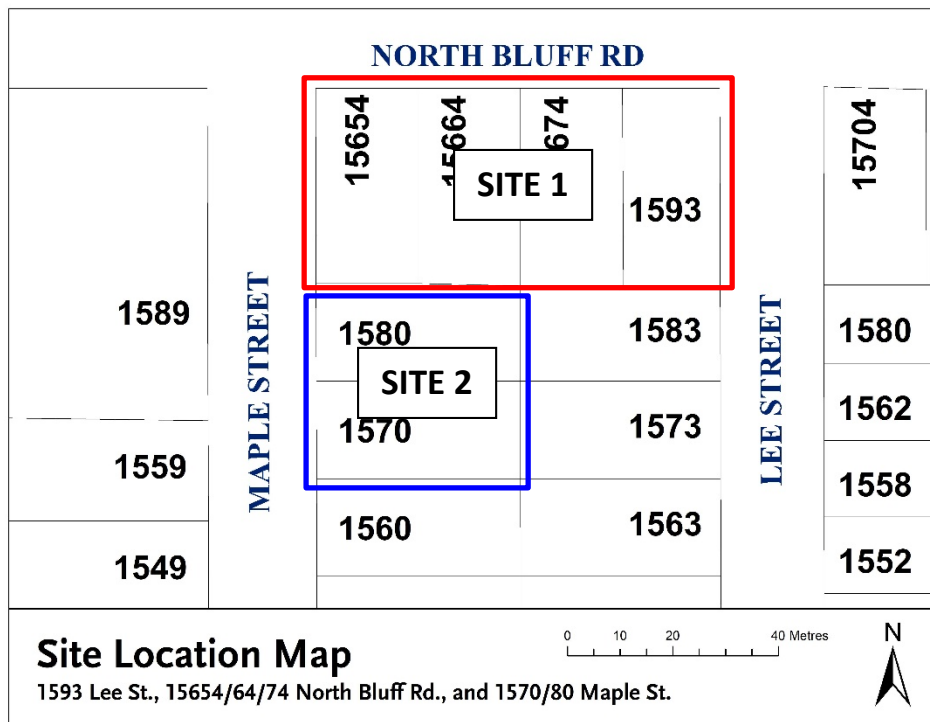
- (a) A minimum of 90 Class I spaces shall be provided
- (b) A minimum of 10 Class II spaces shall be provided

9. Loading:

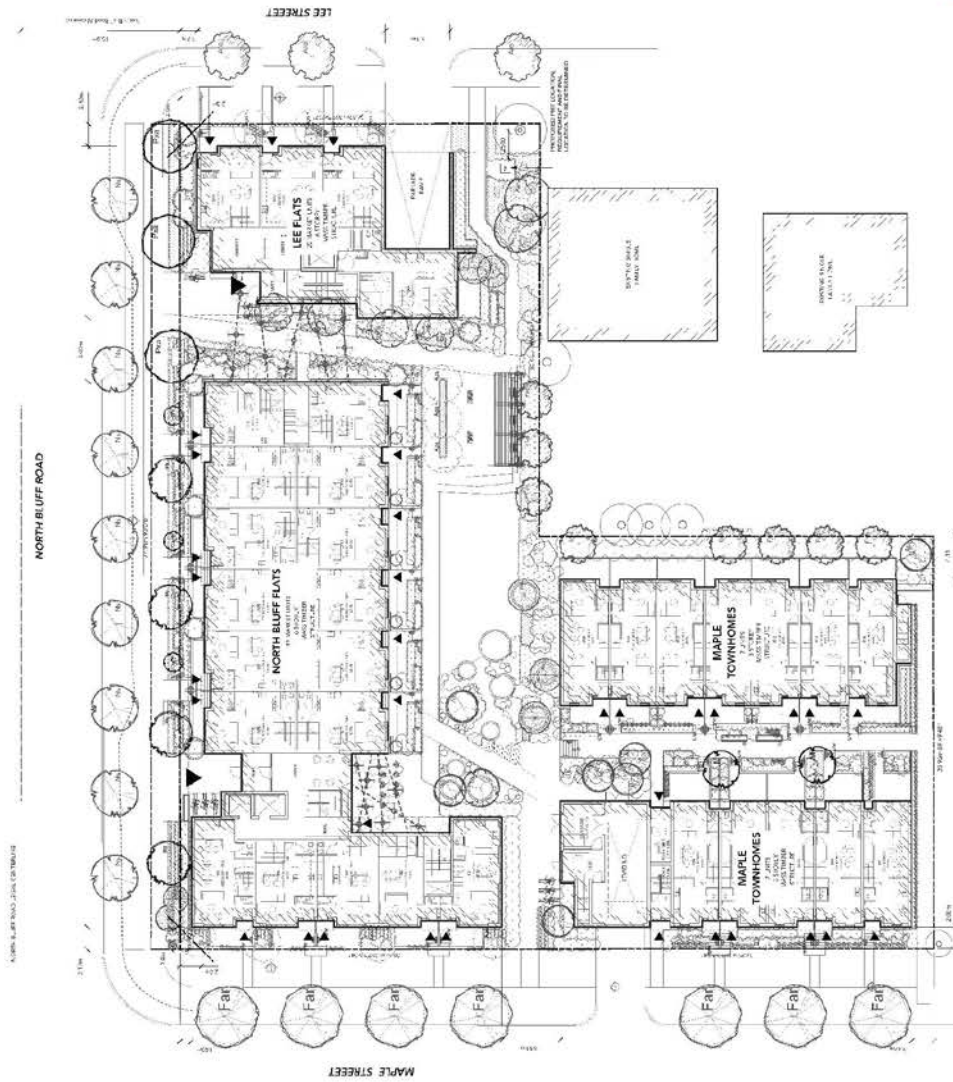
- (a) One loading space shall be provided for a *multi-unit residential use* in accordance with Section 4.15

10. General:

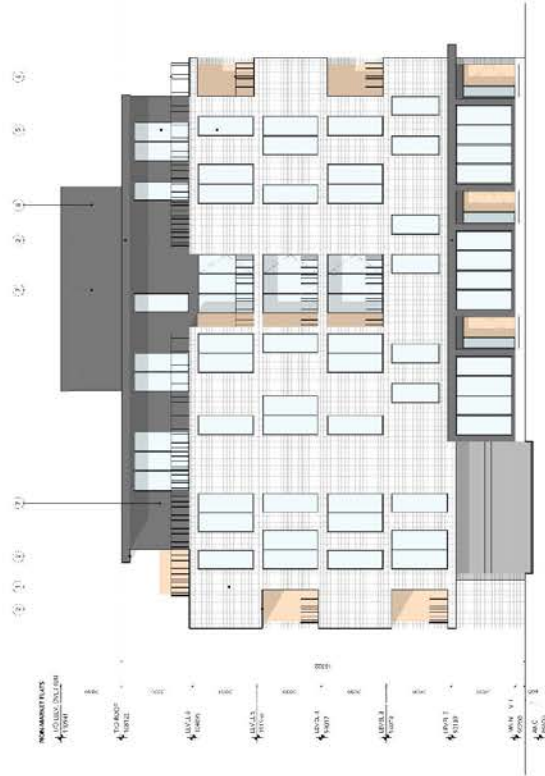
Development in this zone that includes the additional (bonus) density referred to in Section 4 shall substantially conform to the Plans prepared by Urban Arts Architecture dated January 24, 2020 that are attached hereto and on file at the City of White Rock

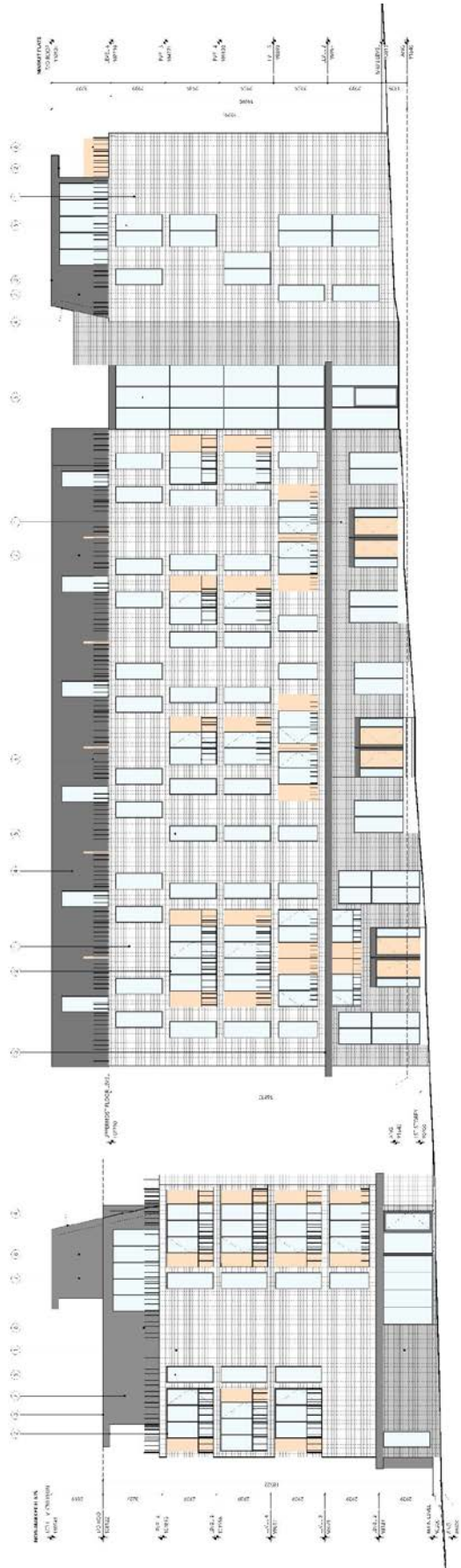


DRAFT



- LEGEND**
- 1. EXISTING BUILDING FOOTPRINT
 - 2. EXISTING BUILDING FOOTPRINT WITH ADDED STAIRS
 - 3. EXISTING BUILDING FOOTPRINT WITH ADDED STAIRS AND ELEVATOR
 - 4. EXISTING BUILDING FOOTPRINT WITH ADDED STAIRS, ELEVATOR, AND RAMP
 - 5. EXISTING BUILDING FOOTPRINT WITH ADDED STAIRS, ELEVATOR, RAMP, AND PORCH
 - 6. EXISTING BUILDING FOOTPRINT WITH ADDED STAIRS, ELEVATOR, RAMP, PORCH, AND BALCONY
 - 7. EXISTING BUILDING FOOTPRINT WITH ADDED STAIRS, ELEVATOR, RAMP, PORCH, BALCONY, AND ROOF
 - 8. EXISTING BUILDING FOOTPRINT WITH ADDED STAIRS, ELEVATOR, RAMP, PORCH, BALCONY, ROOF, AND GARDEN
 - 9. EXISTING BUILDING FOOTPRINT WITH ADDED STAIRS, ELEVATOR, RAMP, PORCH, BALCONY, ROOF, GARDEN, AND PARKING
 - 10. EXISTING BUILDING FOOTPRINT WITH ADDED STAIRS, ELEVATOR, RAMP, PORCH, BALCONY, ROOF, GARDEN, PARKING, AND SWIMMING POOL
 - 11. EXISTING BUILDING FOOTPRINT WITH ADDED STAIRS, ELEVATOR, RAMP, PORCH, BALCONY, ROOF, GARDEN, PARKING, SWIMMING POOL, AND TENNIS COURT
 - 12. EXISTING BUILDING FOOTPRINT WITH ADDED STAIRS, ELEVATOR, RAMP, PORCH, BALCONY, ROOF, GARDEN, PARKING, SWIMMING POOL, TENNIS COURT, AND GOLF COURSE
 - 13. EXISTING BUILDING FOOTPRINT WITH ADDED STAIRS, ELEVATOR, RAMP, PORCH, BALCONY, ROOF, GARDEN, PARKING, SWIMMING POOL, TENNIS COURT, GOLF COURSE, AND BEACH
 - 14. EXISTING BUILDING FOOTPRINT WITH ADDED STAIRS, ELEVATOR, RAMP, PORCH, BALCONY, ROOF, GARDEN, PARKING, SWIMMING POOL, TENNIS COURT, GOLF COURSE, BEACH, AND LAKES
 - 15. EXISTING BUILDING FOOTPRINT WITH ADDED STAIRS, ELEVATOR, RAMP, PORCH, BALCONY, ROOF, GARDEN, PARKING, SWIMMING POOL, TENNIS COURT, GOLF COURSE, BEACH, LAKES, AND MOUNTAINS
 - 16. EXISTING BUILDING FOOTPRINT WITH ADDED STAIRS, ELEVATOR, RAMP, PORCH, BALCONY, ROOF, GARDEN, PARKING, SWIMMING POOL, TENNIS COURT, GOLF COURSE, BEACH, LAKES, MOUNTAINS, AND OCEAN
 - 17. EXISTING BUILDING FOOTPRINT WITH ADDED STAIRS, ELEVATOR, RAMP, PORCH, BALCONY, ROOF, GARDEN, PARKING, SWIMMING POOL, TENNIS COURT, GOLF COURSE, BEACH, LAKES, MOUNTAINS, OCEAN, AND SKI RESORT
 - 18. EXISTING BUILDING FOOTPRINT WITH ADDED STAIRS, ELEVATOR, RAMP, PORCH, BALCONY, ROOF, GARDEN, PARKING, SWIMMING POOL, TENNIS COURT, GOLF COURSE, BEACH, LAKES, MOUNTAINS, OCEAN, SKI RESORT, AND COUNTRY CLUB
 - 19. EXISTING BUILDING FOOTPRINT WITH ADDED STAIRS, ELEVATOR, RAMP, PORCH, BALCONY, ROOF, GARDEN, PARKING, SWIMMING POOL, TENNIS COURT, GOLF COURSE, BEACH, LAKES, MOUNTAINS, OCEAN, SKI RESORT, COUNTRY CLUB, AND VILLAGE
 - 20. EXISTING BUILDING FOOTPRINT WITH ADDED STAIRS, ELEVATOR, RAMP, PORCH, BALCONY, ROOF, GARDEN, PARKING, SWIMMING POOL, TENNIS COURT, GOLF COURSE, BEACH, LAKES, MOUNTAINS, OCEAN, SKI RESORT, COUNTRY CLUB, VILLAGE, AND RESORT





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BEACHWAY

Urban

Architectural & Urban Design

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:

- [Names, addresses, telephone number of Tenant(s)]

- 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) Declarant
British Columbia

DRAFT

Schedule B

PERMITTED RENT

Unit Type	One-Bedroom	Two-Bedroom
Base Rent	\$1,400	\$2,000

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

SUBJECT PROPERTIES

NORTH BLUFF RD

FINLAY ST

15521

15600

15600

1589

1526

1559

1549

1539

1529

15631

1509

MAPLE ST

15654

15664

15674

1593

1580

1583

1570

1573

1560

1563

1550

1553

1540

1543

1530

1533

15655

15665

15675

15685

LEE ST

15704

15724

15728

15738

15704

1580

1562

1558

1552

1548

1542

1536

1530

1520

15721

15731

1523

1593

1583

1573

1563

1553

1543

1533

PARKER PL

15748

15758

15770

1596-98

1588

1568

1558

1548

1538

1518

15765

1475

KENT ST

1580

15818

1570

1560

1550

1540

1530

1520

1510

1500

15815

RUSSELL AVE

15573

15578-82

15579

15585

15588

15591

15597

15592

15610

1474

15620

1464

1485

1454

1475

1444

1465

1498

15666

1464

1454

15677

15681

15676

15685

15686

15691

15696

15701

15700

15711

15710

15721

15720

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15780

15810

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1466

15817

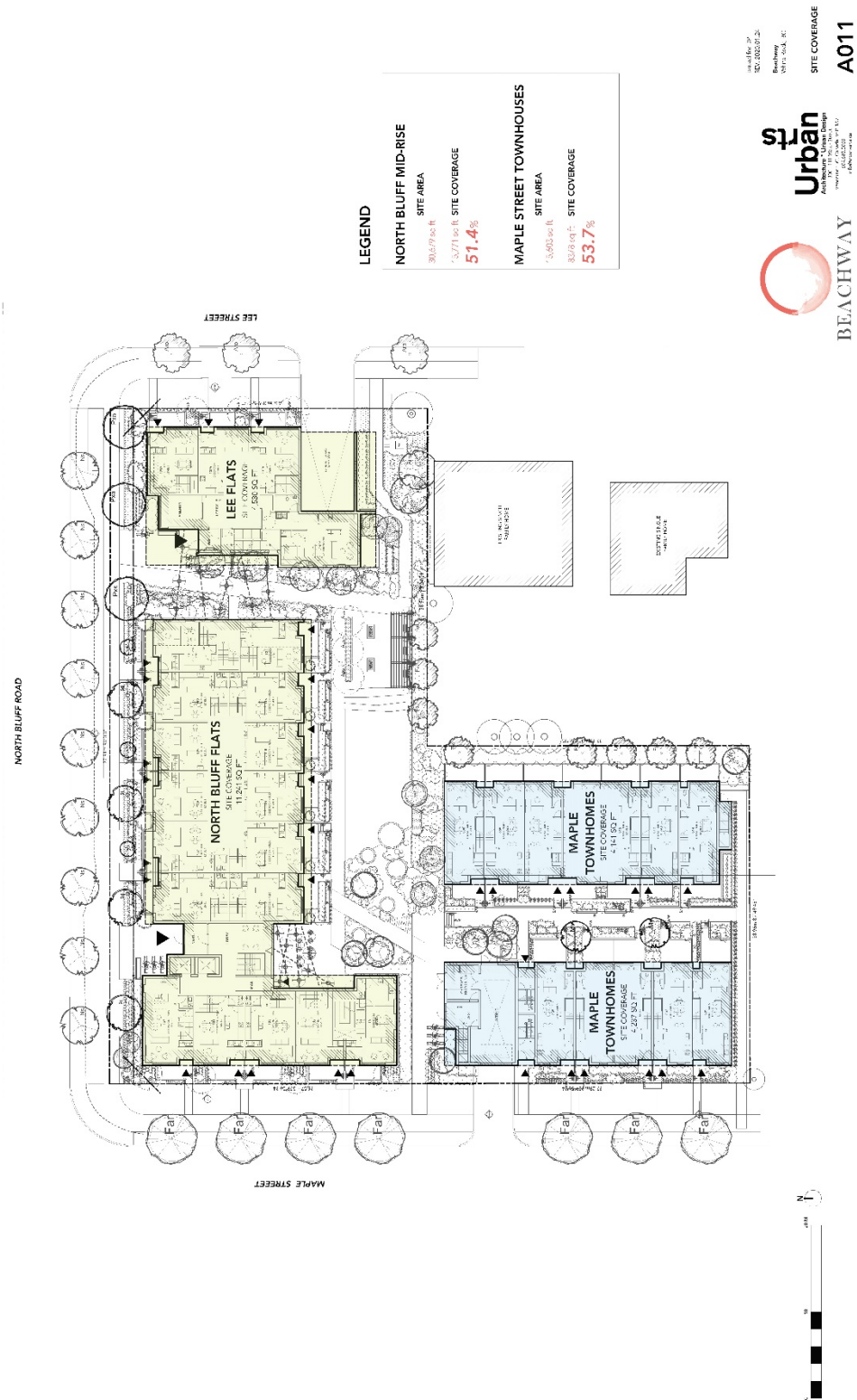
Location Map

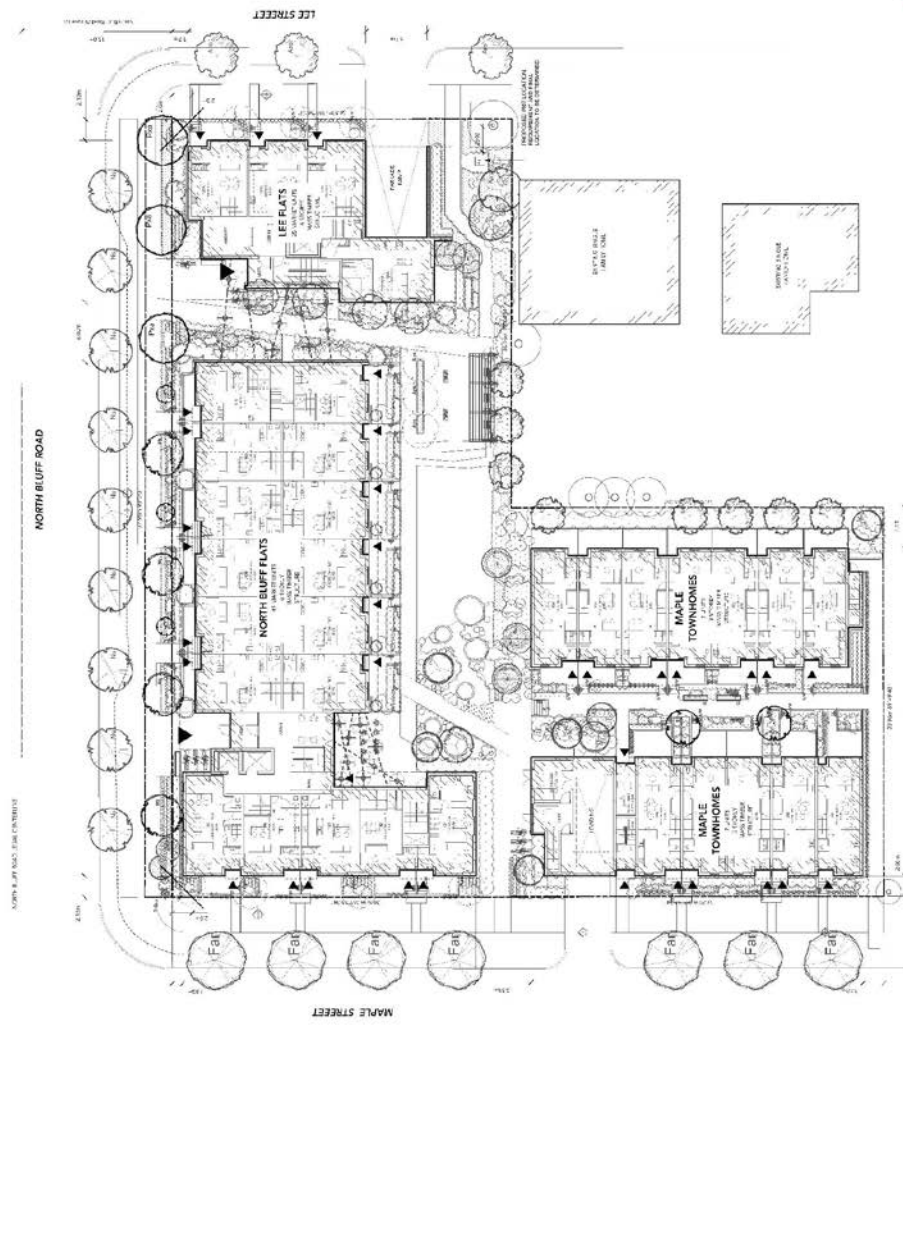
Maple and North Bluff Assembly

0 50 100 200 Metres

N

Schedule B – Site Plan





Schedule C –Elevations



- LEGEND
- 1. INDUSTRIAL UNIT
 - 2. ELEVATION
 - 3. SECTION
 - 4. INDUSTRIAL UNIT
 - 5. ELEVATION
 - 6. SECTION
 - 7. INDUSTRIAL UNIT
 - 8. ELEVATION
 - 9. SECTION
 - 10. INDUSTRIAL UNIT
 - 11. ELEVATION
 - 12. SECTION

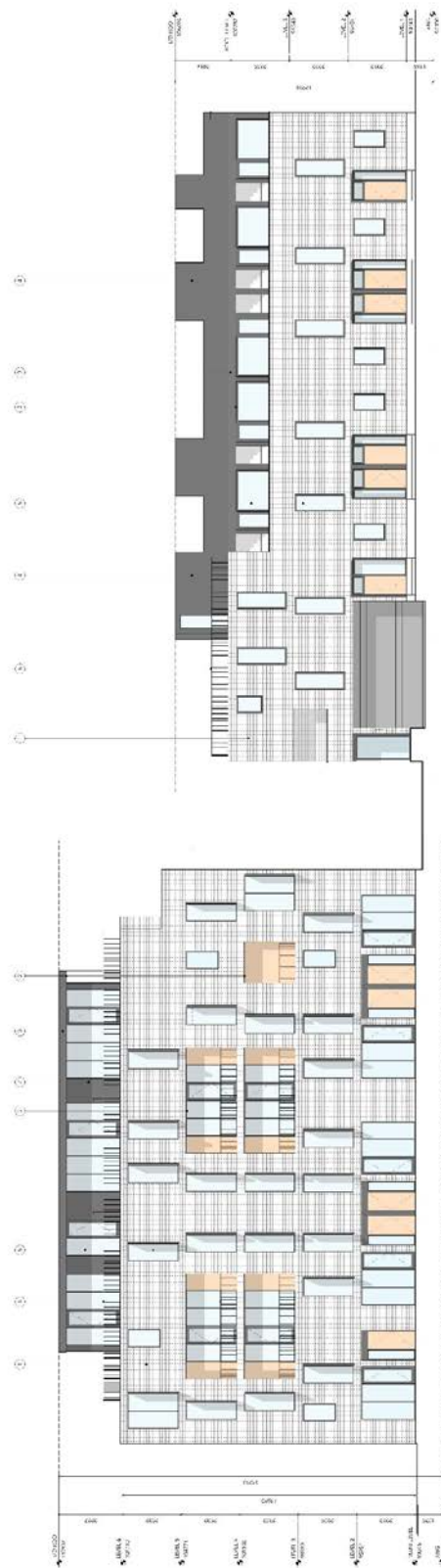
**BEACHWAY**

Urban
Architecture & Urban Design
Architectural, Planning, Design
Services, Construction Management
1000 North 10th Street, Suite 100
Fort Lauderdale, FL 33304
Phone: 954.561.1111
Fax: 954.561.1112

Architect
1000 North 10th Street, Suite 100
Fort Lauderdale, FL 33304
Phone: 954.561.1111
Fax: 954.561.1112

Architect
1000 North 10th Street, Suite 100
Fort Lauderdale, FL 33304
Phone: 954.561.1111
Fax: 954.561.1112

ELEVATION
LEE STREET
A201



- LEGEND**
- 1. EXISTING BUILDING (AS SHOWN IN PLAN)
 - 2. EXISTING BUILDING (AS SHOWN IN PLAN)
 - 3. EXISTING BUILDING (AS SHOWN IN PLAN)
 - 4. EXISTING BUILDING (AS SHOWN IN PLAN)
 - 5. EXISTING BUILDING (AS SHOWN IN PLAN)
 - 6. EXISTING BUILDING (AS SHOWN IN PLAN)
 - 7. EXISTING BUILDING (AS SHOWN IN PLAN)
 - 8. EXISTING BUILDING (AS SHOWN IN PLAN)
 - 9. EXISTING BUILDING (AS SHOWN IN PLAN)
 - 10. EXISTING BUILDING (AS SHOWN IN PLAN)



Urban
Architecture & Urban Design
Washington, DC • Denver, CO • Los Angeles, CA

ELEVATION
HAYES STREET
A203

LU & P AGENDA
PAGE 150



LIST OF DRAWINGS

[illegible]

LANDSCAPE	LOC. 1	NOTES AND SCHEDULES
	LOC. 1 - T - A	TRST MANAGEMENT PLAN
	LOC. 2 - A	OFF-SITE PLAN
	LOC. 3	LANDSCAPE SITE PLAN
	LOC. 4	NOTATIONS PLAN
	LOC. 5	GRADING PLAN
	LOC. 6	LIGHTING PLAN
	LOC. 7	PLANTING PLAN
	LOC. 8	LANDSCAPE SECTIONS
	LOC. 9	LANDSCAPE SECTIONS
	LOC. 10	LANDSCAPE DETAILS
	LOC. 11	LANDSCAPE DETAILS
	LOC. 12	PRECEDENT PLANTINGS
	LOC. 13	





Urban
Architecture Inc

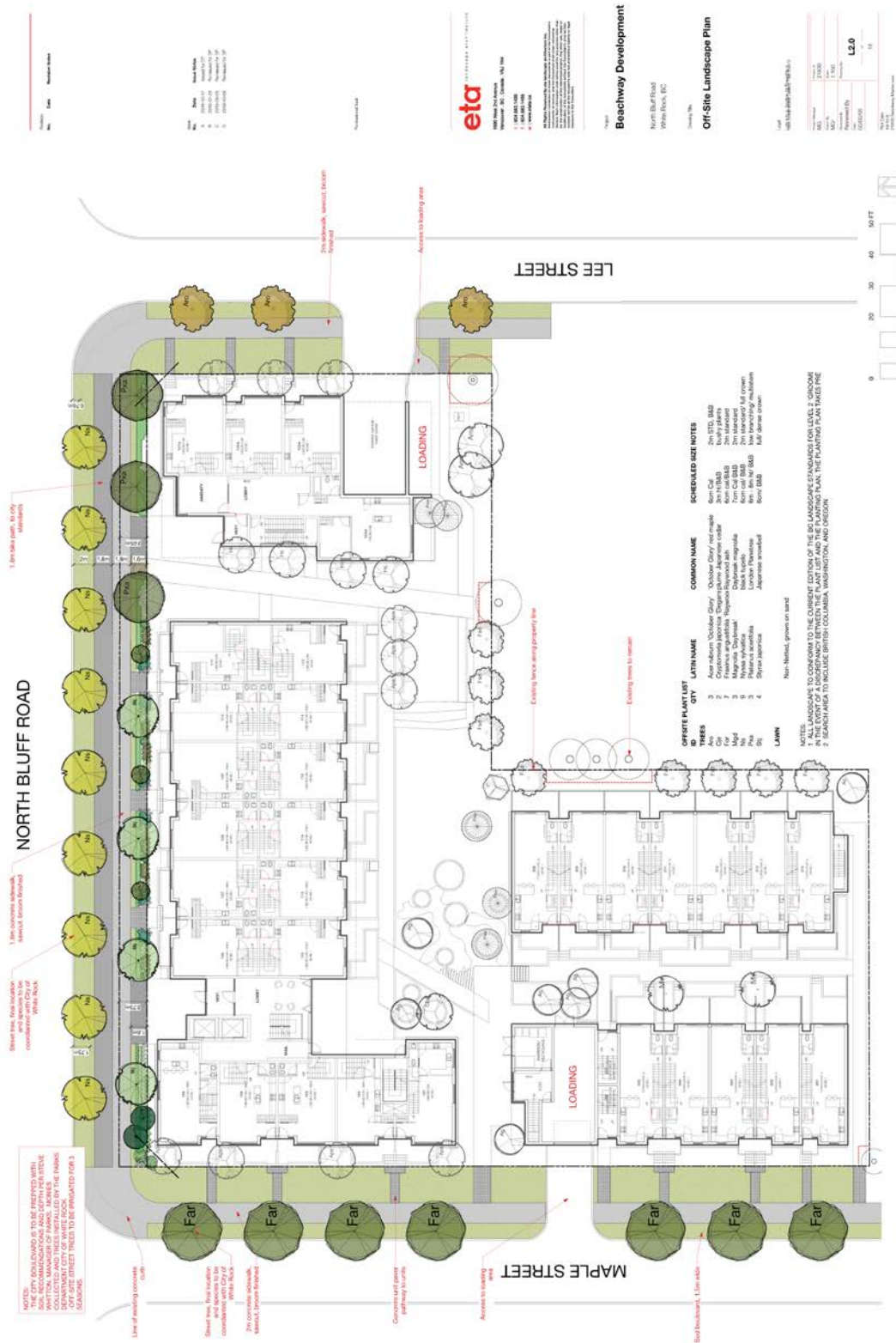
VIEW LOOKING SOUTH TOWARDS NORTH BLUFF ROAD AND MAPLE STREET



Urban
Architecture Inc.

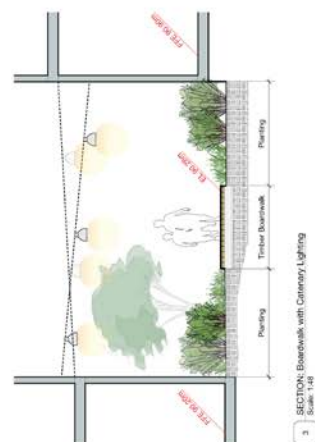
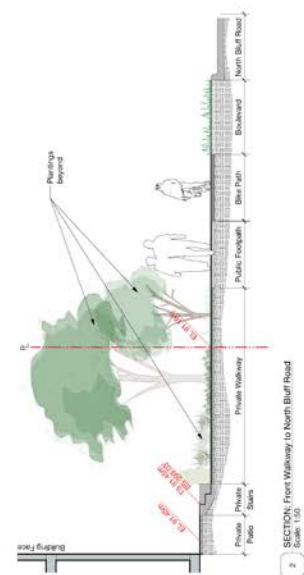
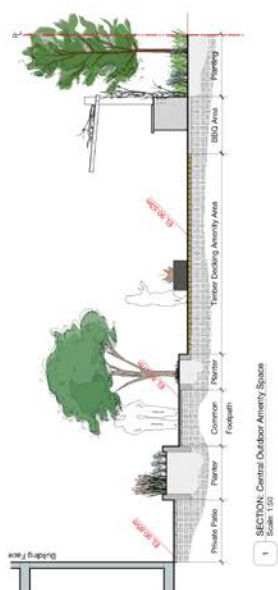
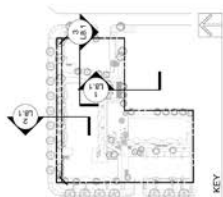
VIEW LOOKING SOUTHEAST FROM NORTH BLUFF ROAD AND MAPLE STREET

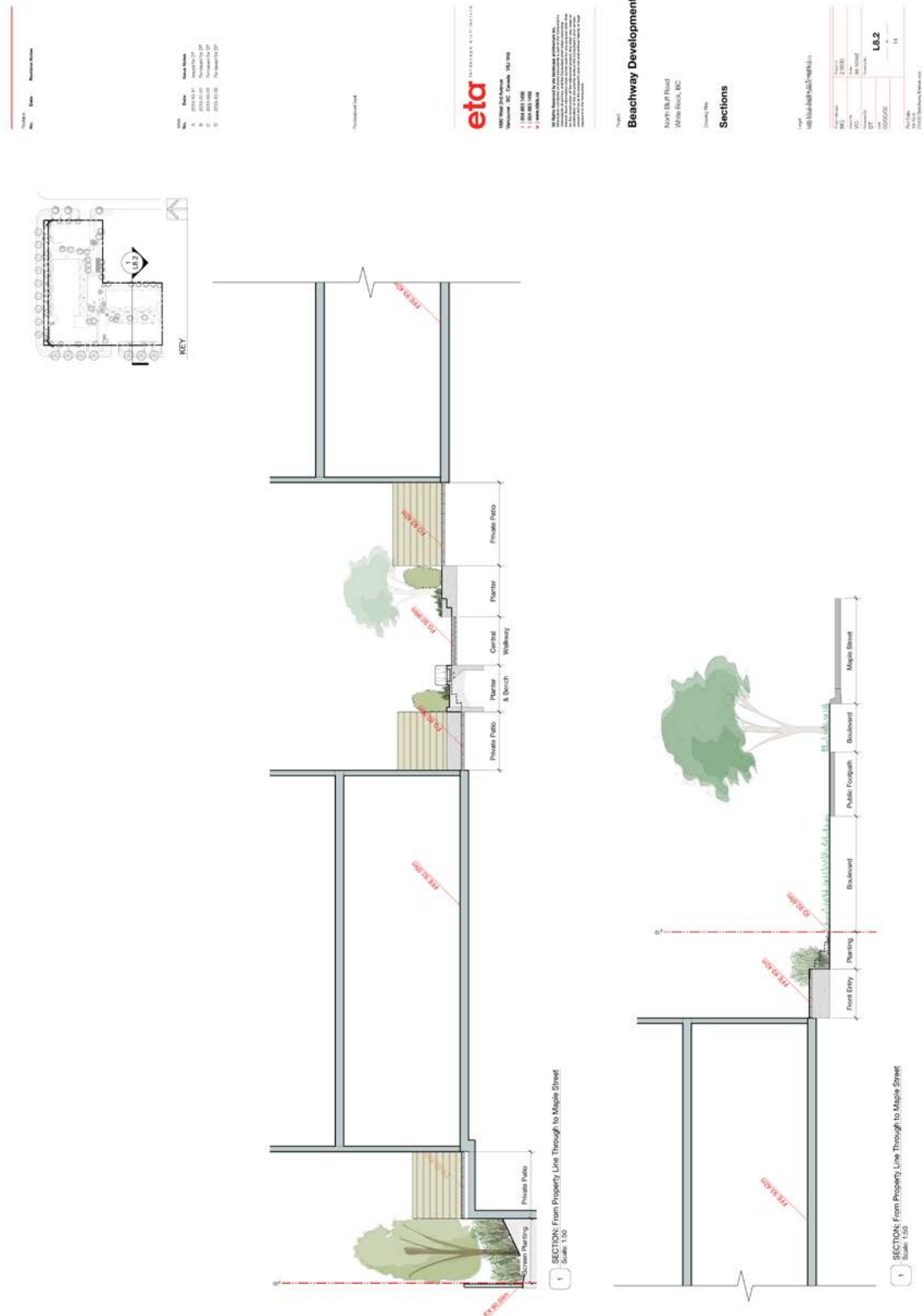
Schedule E – Landscape Plans

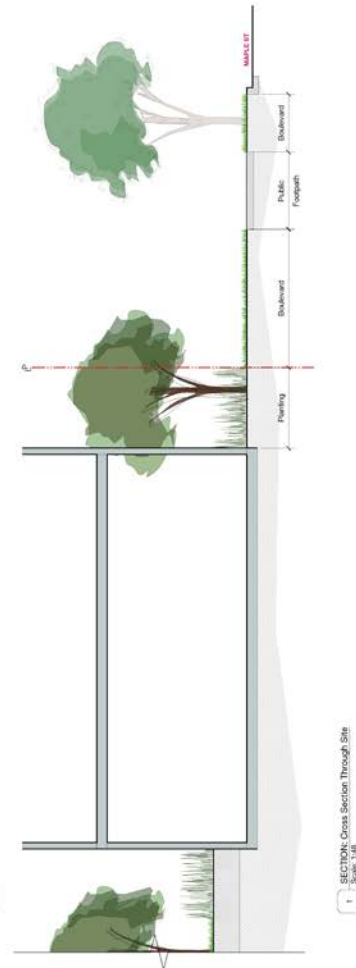
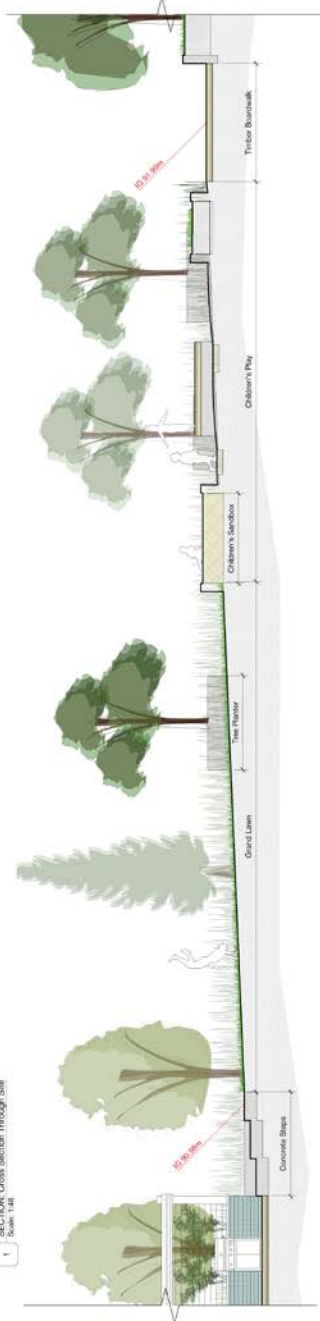
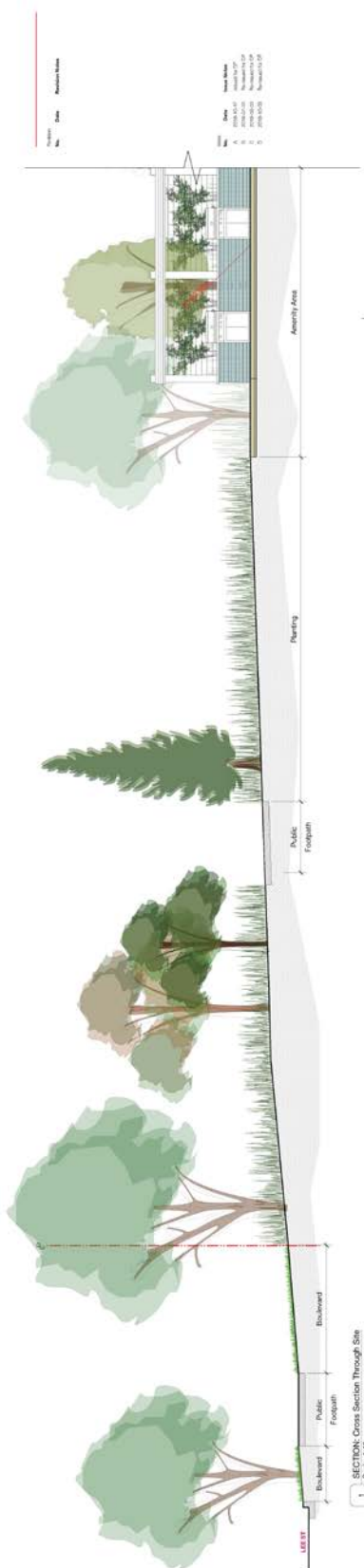












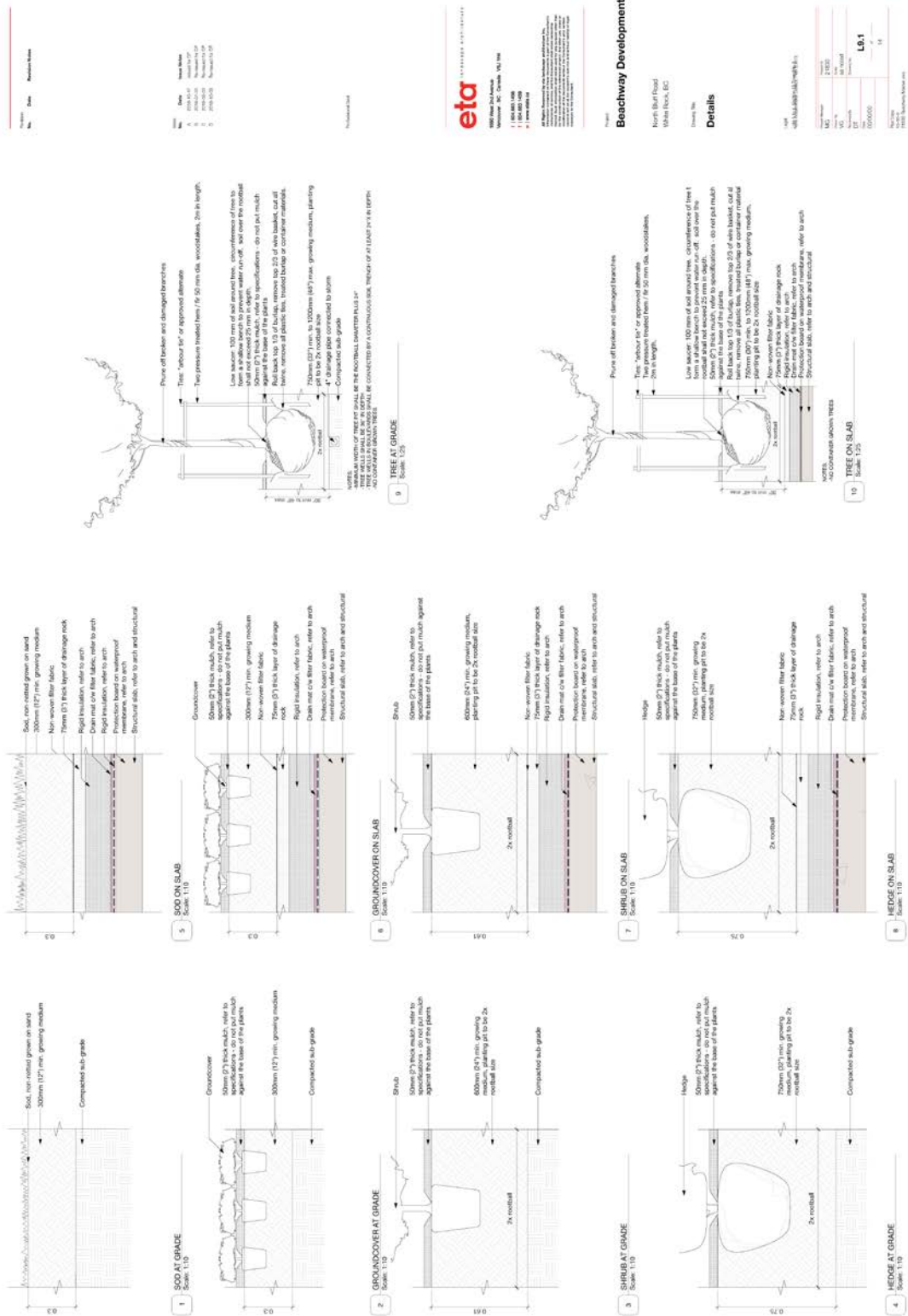
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eta
1000 West 1st Avenue
New York, NY 10001
Tel: 212 693 1000
Fax: 212 693 1001
www.eta.com

Beachway Development

North Beach Road
Miami Beach, FL

Section





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PERENNIALS



SHRUBS



TREES

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	PHB-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	LOBBAIN NEWILCOX	1481 Best St. White Rock
21	GURM SETHOL	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	Hardeep Brar	1503 Lee St. W. Rock
30	Naal Singh	1533 LEE ST WR.
31	Gurpreet & Dinesh	15728 N Bluff Road (Tenant)
32	Shirley Wiggins	15710 Russell Ave. W.R. V4B 2S1
33	Lesley Gifford	15720 Russell Ave WR V4B 2S1
34	Colleen Lachance	15724 North bluff (tenant)
35	RINO	15748 North Bluff (tenant)
36	Bill Shultz	15748 North Bluff (tenant)
37	Susan & Michael Prevost	15770 North Bluff Road
38	SUREN SLOW	13741 MALABAR AVE
39	Kirk Brader	15827 GOGGS AVE
40	KAMAL GILL	15668 GOGGS AVE.
41	Marsha Roach	15721 Goggs Ave White Rock BC
42	Brenda M. G. Goggs	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	Chere 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 Nail	15439 THRIFT AVE
61	Doreen Mayman	15445 Thrift Ave.
62	MIKE & TRACY ALLEN	15449 THRIFT AVE
63	Lama Alsaad	15453 Thrift Ave

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.	1530 STEVENS ST.
78	P. Pittman	15846 GOGGS AVE
79	Timothy 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

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
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 Hagerman	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	GLENSKIDMORE	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 Dhalliwal	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	Suehilde Lark	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 Camaiani	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

Petition

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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 Read	1569 CORY Rd. WR.
183	Dave Read	1569 CORY Rd. WR.
184	Tyler Read	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]

Petition

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Page 260 of 421

Petition

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Page 261 of 421

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

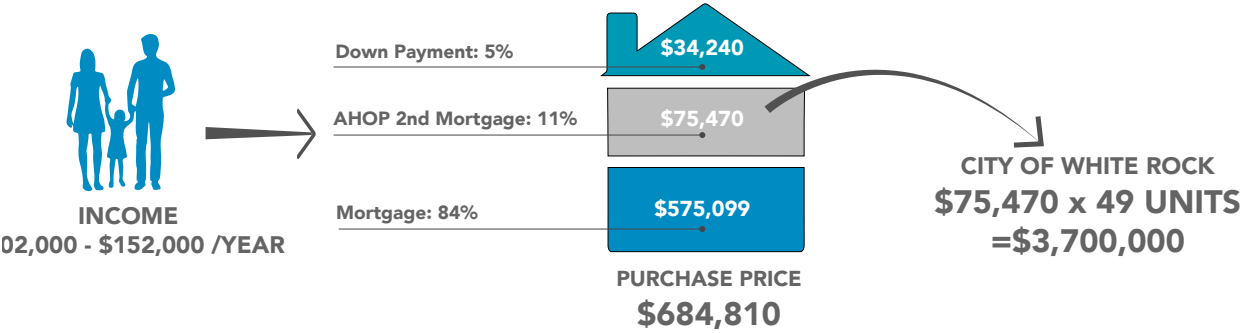
Beachway will bring affordable homes to the community with ownership and rental options

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.

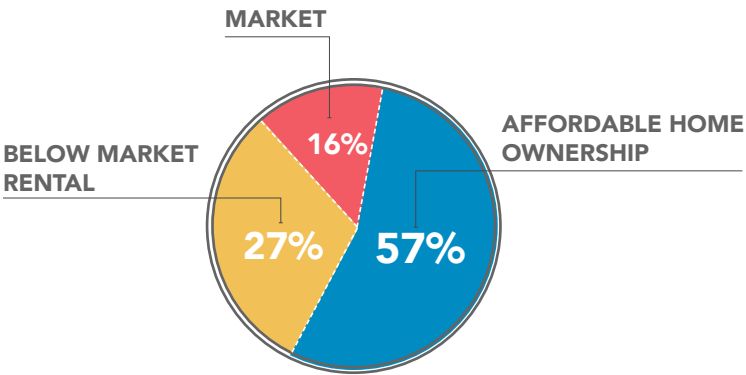
The proposed use, height, and density are consistent with the East Side Large Lot Infill Area designation in the City of White Rock Official Community Plan (OCP).

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



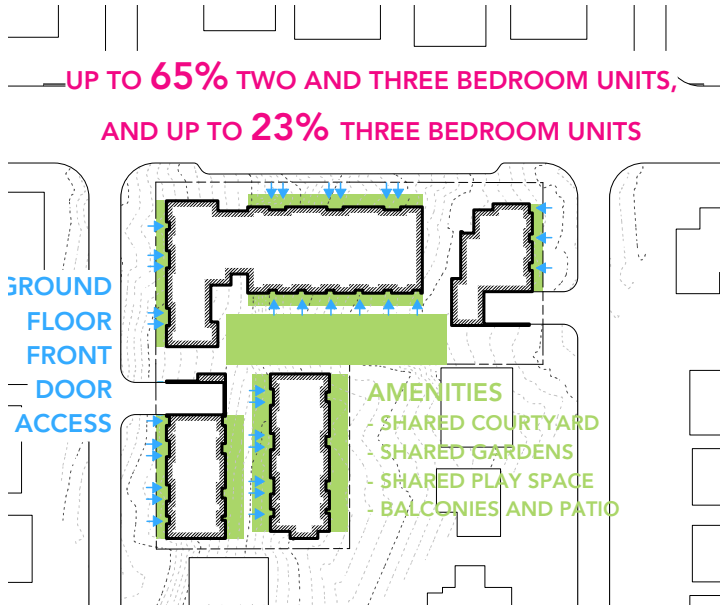
Quick Summary

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

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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 Ovestadick	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	604-531-2908
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 158 St	604-209-3369

BEACHWAY

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Name	Address	Phone
36 Tolson	15235 Pacific Ave	604 781 5920
37 D. Smith	15158 Royal Ave	604 729 2019
38 B. Dressler	15826 Russell Ave	604 445 9168
39 M. H. H. H.	15157 - Pleasant	
40 J. Gale	1368 Foster St	
41 J. Danish	Roper Ave. 1489 Cedar.	
42 D. D. D.	15284 Buena Vista	
43 E. W. W.	(15066) Victoria Ave. (PRIVATE)	236-800-4421
44 D. D. D.	7064 118th St. Ritz Bc	778-244-4423
45 Rick ARMSTRONG	1559 COLU ABA	778-837-2259
46 MARIN BOZIC	15862 MCBETH RD SURREY	778 829 5589
X Mallory Manley	5837 Sappins Way	778-846-1625
47 J. H. H.	15517 Main Dr.	607-533-9320
48 J. H. H.	15210 PACIFIC AVE.	604-542-2670
49 B. H. H.	1031 Finlay St	
50 S. H. H.	1022 E. W. W. St	
51 J. H. H.	4/9 Maple	778 887 2121
X J. H. H.		

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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	Sturmye	1572 North Bluff road	778 575 862
53	Am	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	1050 Martin St W.R.	604.674.2172
57	Aiden Duffy	2890 57st	604.987.1391
58	Natalie Dobbs	White Rock	604.600.5943
59	Allen Roden	15 White Rock	778-534-9600
60	Robin Mcla	White Rock	250-575-0000
61	Dea Gato	1370 OVERALL ST WR.	778 549-7405
62	Pat Mook	1066 Centre St	604 866 3589
63	Jeff	302-1225 KERRLIN	604 887 5274
64	Dore Milwa	223 16989 Road	604 538-2415
65	Alex Gair	White Rock	604.441.441

BEACHWAY

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	Name	Address	Phone
66	Austin Jorgensen	14832 Buena Vista Ave, White Rock	604-765-5221
67	Lucile Paule	15152 Russell Ave	778-411421
68	TREVELLINGER	15170 PROSPECT	778-549-0803
69	KEVIN ELLINGSEN	15170 PROSPECT	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	QUINN STAIN	W911	
77	ANDY CUFAR	WHITE ROCK	604-9104056
78	TRAVIS	White Rock	604-616-1900
79	Lynne BOST	WR	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	778-229-8125
X	Marie Annaby	1279 90 St Surrey	978-239-0277
86	Sharon Symes	White Rock	604-90-2227
87	Kam Atkinson	15289 Marine Dr	604-714-1972
88	John Gwaller	15449 Marine 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 NASE	14756 Gordon Ave	604-925-2544
96	Kevin McFarlane	1473 104th Ave RD	778-326-5652

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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

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	Name	Address	Phone
115	David Sexsmith	15154 Roper Ave	604-754-1238
116	Stephen Klever	15880 Columbia Ave W.R.	604 314 0420
117	Paul Perkins	14899 Marine Dr	604-765-5578
118	Esther Newson	7450 Dochow Dr	74 8229 2304
119	Katherine Lyon	31-1415 Camery Hill Rd	778 628 8339
120	Bridget Perry Fox	1520 Vidal St.	236 9900 939
X	Markus		
121	H. Shaw	1330 Martin St.	604 868 6400
122	CEPARIKES	15309 Royal Ave	236 9991 975
123	S Schappert	15484 Victoria Ave	778 953 2160
124	JEFF MILK	15066 ROYAL AVE	778 837 5243
125	Crystal	15010 Prospect	778 957 6794
X	12 Treyd	15325 28th Surrey	604 574 4192
126	Mark	M 15321 Russell	778 231-3015
127	Brooke Colby	15066 Victoria	604 617 8478
128	Kelly Tournemile	15115 Prospect Ave WR BC	778-855-0818
X	Shawn Wang	-	236 880 5464
129	Victoria Bennett	14022 North 810th Rd WR BC	604 532 3007

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BEACHWAY

Petition

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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 Cory 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 Dhamrait	1265 Stayte Road W.A.	604-355-6789
137	Gurpreet Dhamrait	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
X	Stacy McNamee	12829 - 63B Ave Suran	604-594-1511
148	Theresa	104-1327 Beatt St White Rock	7409074666
149	R. Zachary	308-1319 MARTIN W.R.	6043075054
150	J. P. J.	106-15210 Pacific Ave	4056166511
151	J. Michael	201-1355 Winter St W.R.	604536-7513
152	Trudy Bishop	215-1280 Fir St. White Rock	604-538-3543
153	Donna	103-15169 Bering Vista Ave	7783888662
154	Traci Antonio	1350 Verall St.	5817779927
155	J. Boock	939 Finlay St. White Rock	7182316779
156	Jonathan Page	14853 Bernista Ave	6045421967
157	M. McKeel	103-1280 Fir ST.	604-881-5401
158	Darius	15544 Victor Ave	6045406
159	T. GARMAN	" "	5996379
160	S. Ascel	1160 Oxford ST	2506898785
161	A. KOTENKA	15432 16A Ave.	6048339104
162	E. McGinn	912 Parker St	7788364110
163	Bonnie Low	14881 N Bluff Rd	7789512121
164	J. M. M. M.	14995 Main Rd	6047362060

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BEACHWAY

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	Name	Address	Phone
165	GrandRitz	Marine Dr	604-614-1211
166	Eileen Wiseman	1287 Johnston Rd	604-559-8362
167	W. R. K.	WHITE ROCK	604-800-7021
168	W. R. K.	WHITE ROCK	
169	Anthony L. Sept	White Rock	604-897-0124
170	Andrew McDonald	White Rock	604-230-1895
171	Lance Cameron	White 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 1556 Victoria Ave	604-531-1814
178	R. STEWART	15393 MARINE DR.	604-570-8076
179	D. Wain	White Rock	604-617-3410
180	J. Wain	White Rock	
181	Whitmarsh	14772 Upper Roper Rd	604-470-1786
182	W. R. K.	1341 Marine St	604-774-1728

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	Name	Address	Phone
183	ASH Kaban	1243 BFs 7 Street	604 327 7773
X	Felicia Mena	1938 1528 St	778-384-9481
184	hader C	604 778 954 - 9877	
X	CHRISM	1358 ROYAL AVE	604 365 3064
185	Adam Hamby	15085 MARINE DR	604-812-5787
186	S BITZER	15280 Royal ave	604-619-4449
187	Peter Mura	15392 COLUMBIA ave	780 499 0700
188	Tracy Mikitt		778 953 4248
X	WYCKOCK, E	15154 Kover Ave	778 336-4417
189	S. Renaud	1831 LIZAC DR.	
190	Chris Boff	209-1081 Market St.	604 785-0860
191	Jessie	Bay View 101	555-7755
192	Rebecca Spru	15210 Pacific Ave	604 440-7465
193	Travis	2576 W 10th	604 264-0449
X	ALL	15417 COORS AVE	778 874-8683
194	S. B. B.	15127 MARINE DR.	778-232-5780
195	A. Macdonald	15341 Pacific Ave	
196			

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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.	604-531-4451
208	Angela 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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Petition

Petition

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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

THE CORPORATION OF THE
CITY OF WHITE ROCK

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

**NOTICE OF PUBLIC HEARING/ MEETING
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/ Meeting 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/ Meeting. At the Public Hearing/ Meeting, Council will hear and receive submissions from the interested persons in regard to the bylaw/application listed below:

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

CIVIC ADDRESS: 15053 Marine Drive (See Site Map Attached)

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

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.

WHITE ROCK
My City by the Sea!

www.whiterockcity.ca

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/M 4: BYLAW 2375, 15053 Marine Drive – Cannabis Store**

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.

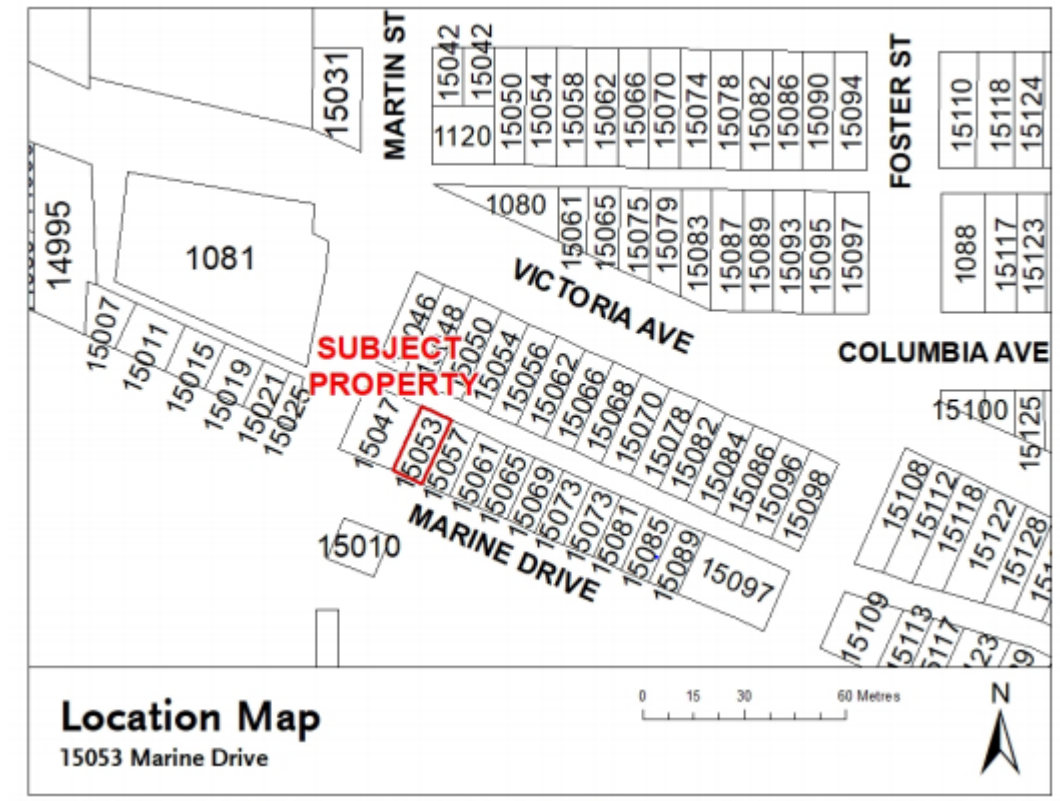
Please Note: Correspondence that is the subject of a Public Hearing, Public Meeting, or other public processes will be included, in its entirety, in the public information package and will form part of the public record. Council shall not receive further submissions from the public or interested persons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

WHITE ROCK
My City by the Sea!

SITE MAP FOR BYLAW 2375 - 15053 Marine Drive



February 15, 2021

Tracey Arthur

Tracey Arthur
Director of Corporate Administration

WHITE ROCK
My City by the Sea!

THE CORPORATION OF THE
CITY OF WHITE ROCK
CORPORATE REPORT



DATE: February 8, 2021

TO: Land Use and Planning Committee

FROM: Carl Isaak, Director, Planning and Development Services

SUBJECT: Application for Cannabis License Referral, Zoning Bylaw Amendment, and Temporary Use Permit, 15053 Marine Drive (LL/ZON/TUP 20-018)

RECOMMENDATIONS

THAT the Land Use and Planning Committee recommend that Council:

1. Give first and second readings to “*White Rock Zoning Bylaw, 2012, No. 2000, Amendment (15053 Marine Drive – Cannabis store) Bylaw, 2021, No. 2375;*”
2. Direct planning staff to obtain public input through a combined public hearing (license referral & rezoning applications) and public meeting (temporary use permit) conducted as an electronic meeting with notice of the meeting given in accordance with Section 466 of the *Local Government Act*, including notice in newspapers and distribution by mail to property owners / occupants within 100 metres of the subject property;
3. Direct planning staff to resolve the following issues prior to final adoption:
 - a) Ensure that all engineering requirements and issues are resolved to the satisfaction of the Director of Engineering and Municipal Operations including, but not limited to, the receipt of approval for the encroachment of buildings and structures within the City’s road right-of-way and confirmation of an agreement for the off-street loading of vehicles on a property generally being within 60 metres of the subject property (it may be required that the agreement be registered on title by way of a covenant); and
 - b) That the applicant provide confirmation from the RCMP, that the agency has undertaken a review of the design / programming of the rear portion of the property, taking into account the principles of Crime Prevention Through Environmental Design.
4. Authorize staff, pending the results of the electronic public hearing and public meeting, to forward a copy of this corporate report and the results of the public hearing to the Liquor and Cannabis Regulation Branch (LCRB) along with a resolution to advise that Council has considered the location of the proposed cannabis retail store and the potential for impacts to residents, and is in support of the cannabis license application at 15053 Marine Drive, subject to the inclusion of the following conditions within the license:
 - a) The hours of retail (cannabis) sale shall be limited to the following:

	Sun	Mon	Tues	Wed	Thurs	Fri	Sat
Open	09:00	09:00	09:00	09:00	09:00	09:00	09:00
Closed	23:00	23:00	23:00	23:00	23:00	23:00	23:00

- b) Customer (non-employee) access to the retail store shall be limited to the Marine Drive (south) side of the building.
 - c) The retail sale of cannabis and any related products shall be limited to a retail floor area of no greater than 62 square metres (667 square feet), being the space accessible via the Marine Drive (south) side of the property.
5. Pending the results of the electronic public meeting and final adoption of Zoning Amendment Bylaw No. 2375, approve of the issuance of Temporary Use Permit 20-018. The TUP shall include conditions as follows:
- a) Customer access to the retail store shall be limited to the Marine Drive (south) side of the building.
 - b) The Permittee shall lease from the City a minimum of two (2) parking spaces from the Montecito Parkade for the duration of the temporary use permit;
 - c) The Permittee shall purchase one City of White Rock “Merchant” parking decal for the Waterfront Commercial area; and
 - d) The owner shall remove all structures which encroach into the City’s boulevard along Marine Drive save and except for those that are tied, structurally, to the principal building. An encroachment agreement shall be executed for any portion of the building that is to remain within the City boulevard.

EXECUTIVE SUMMARY

The City of White Rock has received concurrent applications for a zoning bylaw amendment, temporary use permit and a cannabis license referral (resolution) which, if approved, would enable the creation of a cannabis retail store at 15053 Marine Drive (the former “Giraffe” restaurant). City staff have reviewed the technical merits of the proposal and considered the overall appropriateness of the use having regard for the feedback received, to date, from the public, the results of site investigations, and an evaluation of the ability to control potential impacts through permitting and license conditions. Based on a review of these factors staff are recommending that the application be given initial bylaw readings and that the files be referred to a public hearing / meeting.

PREVIOUS COUNCIL DIRECTION

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

Motion # & Meeting Date	Motion Details
2020-344	THAT Council recommends Appendix B as appended to the corporate report dated June 15, 2020, titled “Planning Procedures Bylaw Amendment - Electronic Public Hearings for Liquor and Cannabis Licence Referrals and Delegation of Liquor Primary Club Licences” be referred for consideration of adoption under the Bylaws section of the June 15, 2020 regular Council meeting agenda.

2020-601	THAT Council direct staff to proceed with fully virtual public hearings / meetings for development applications, providing options for both written comments and verbal submissions via digital communication / phone-in access.
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INTRODUCTION/BACKGROUND

Seed & Stone (the ‘Applicant’) has applied to the Liquor and Cannabis Regulations Branch (LCRB) for a cannabis license to enable the sale of legally-sourced cannabis at 15053 Marine Drive (‘subject property’). In addition to the license referral request, the Applicant is seeking approval of a zoning bylaw amendment and a temporary use permit. The zoning amendment, if approved, would introduce reference to the subject property within section 4.1.3 of City of White Rock Zoning Bylaw, 2012, No. 2000 (‘Bylaw’). The noted section currently limits consideration for new cannabis retail stores to the City’s Town Centre, defined in the Bylaw as the area bounded by North Bluff Road, George Street; Thrift Avenue and Martin Street. Furthermore, the section requires that such stores be tied to a temporary use permit (TUP). As set out in Division 8, Section 497 of the *Local Government Act*, a TUP may be issued for a period of up to three (3) years plus an additional three (3) year period, subject to conditions that may be tied to the permit.

Staff have reviewed the proposal against the factors outlined in the *Cannabis Control and Licensing Act* and the *Cannabis Licensing Regulation*, and offer the following for Council’s consideration:

a) Location of the Establishment

The subject property is the site of former Giraffe Restaurant and is located roughly 20 metres east of the southerly end of Martin Street (see Appendix A – Location & Ortho Maps). Uses surrounding the property include a mix of commercial and residential uses fronting onto Marine Drive, located immediately east and west of the property, and residential uses immediately north of the property, opposite Marine Lane. The foot of White Rock Pier is located 45 metres south of the property, opposite Marine Drive and beside Memorial Park. The presence of the Pier, Memorial Park, restaurants and other attractions makes the area highly popular with visitors and residents. Several site photos are provided in Appendix B.

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

On November 21, 2020, notice of the applications was circulated to 179 owners / occupants of land within 100 metres of the subject property. A Public Information Meeting (PIM) was held on December 2, 2020 to enable the proponent to present details of their project and to respond to comments and questions raised by participants; approximately 20 people attended the PIM. A digital feedback form was made available through the City’s webpage to allow interested stakeholders to formally voice their support or non-support for the proposal while also offering additional comments.

Prior to the PIM meeting, email correspondence pertaining to the proposal was received from 12 persons. The majority (10) of these emails communicated support for the proposal while two (2) emails presented concerns; these concerns are highlighted below. During the PIM, there was a mix of support and non-support expressed by participants. A total of 15 digital feedback forms were received with 11 of the respondents offering their support for the proposal and 4 expressing non-support (see Appendix C). A PIM Summary was provided by the Applicant in response to the comments and questions received. The Summary, included as Appendix D, identifies each of the issues raised by the public and

offers a response. Appendix E further highlights the key issues of concern raised by the public and offers a response on behalf of City staff and the Applicant, as appropriate. For ease of reference the key issues identified by the public are as follows:

- The potential for increased smoking of cannabis in public;
- The potential for increased driving while under the influence of cannabis;
- The limited supply of off-street (store) parking;
- Disruption of traffic along Marine Drive / Lane (loading activities);
- Disruption of pedestrian traffic along Marine Drive (long line ups);
- The potential for cannabis product litter / waste;
- Proximity of the use to homes / children / recreational / public areas;
- Potential loss of privacy due to security cameras;
- Potential impact of lighting, particularly at the back (north), side of the building;
- Lack of consultation with social service providers (i.e., Sources); and
- Hours of retail sale.

Notice of the application was circulated to the RCMP and School District No. 36 (Surrey). Responses from the two agencies are provided in Appendices F and G, respectively. The RCMP letter notes that “the proposed location in the 15000 block of Marine is normally congested during the summer months, so an increase in short visit pedestrian and vehicle traffic may not be noticed as much. There has also been no reported vehicle / pedestrian issues with the relatively new cannabis shop on Johnston Road.” Further, the letter states “The proximity of the proposed cannabis retail store near the Pier may attract customers that choose to consume their cannabis products in this public area. The Provincial *Cannabis Control and Licensing Act*, section 63(1) makes consumption in certain public areas an offence. The spray pool / splash pad and the seating around these areas are directly identified in the *Provincial Cannabis Control and Licensing Act* as prohibited consumption areas. The Act also specifies a prohibition of consumption in *an outdoor area established by a local government for the purpose of community recreation*. Although the Act does not set out a definition for a *community recreation area*, a search of legal definitions does indicate that areas set aside for outdoor recreation, viewing, walking etc., meet the definition of an area established for community recreation. Enforcement of cannabis smoking on the Pier, Promenade and beach could be achieved under the Provincial *Cannabis Control and Licensing Act* or White Rock’s Public Health Smoking Protection Bylaw.” Finally, the letter provides that “In 2019 and 2020 the White Rock RCMP received approximately 12 *Cannabis Act* related complaints on all of Marine Drive, and in total, 36 complaints in all of White Rock. The numbers are too low to specify any issues or problem areas.” The letter from School District No. 36 provides that while the District expresses concern with businesses selling cannabis-containing products (particularly around school hours), the subject property and White Rock Elementary are separated by two major street thoroughfares, and therefore, mitigate proximity related issues.

Appendix E outlines in greater detail the issues raised by the public and includes portions of the Applicant’s response, also detailed in their PIM Summary (Appendix D). City staff have also added a response or additional information where appropriate. The following points are offered as a summary of measures that staff believe will help to address the issues raised by the public:

- Both the City of White Rock Public Health Smoking Bylaw and the Provincial *Cannabis Control and Licensing Act* provide the City and the RCMP, with the ability to issue fines for offences (i.e., smoking cannabis in public).
- Staff note that the former restaurant use would have required two (2) parking spaces whereas zero exist and the proposed retail store use would require one (1) space, being less than that more recently required. The lack of parking is recognized as a continuation of a legal nonconforming situation, therefore relief from the parking standards of the City's Zoning Bylaw are not required. Further, the Applicant has offered to lease, annually, two parking spaces from within the Montecito Parkade, and will acquire a Merchant parking decal to offset the potential demand for parking generated by the cannabis retail store, and its employees. A condition to realize this outcome has been included in the recommendation.
- Regarding loading activities, the Applicant has offered four potential options. City staff are recommending, as a condition of the third reading of the amending zoning bylaw, that the Applicant provide proof of the execution of an agreement for the use of one off-street loading space, generally being within 60 metres of the subject property. The condition is written in a manner which would enable the Director of Engineering and Municipal Operations to require that the agreement be registered on title by way of a covenant. The Applicants have provided staff with a signed "letter of intent" from the owner of 15047 Marine Drive (Dolce Gelato), being immediately west of the subject property, to accommodate the loading space. This condition will help to ensure that loading activities do not disrupt traffic along either Marine Drive or Marine Lane.
- Customer access to the property / building will be limited to the Marine Drive (south) side. The entrance to the building will be separate from the exit and measures will be implemented to separate the stream of customers picking up a product purchased / ordered in advance from those making an in-store purchase. These measures are intended to help reduce potential customer queuing along Marine Drive and to support social distancing during the COVID pandemic. A Business Plan prepared by the Applicant is included in Appendix H. The Plan provides additional details regarding the proponents of the cannabis store in addition to measures to be employed to uphold government regulations.
- Garbage collection activities will occur, weekly, from Marine Lane and will be executed by a private collection company. The Applicant notes that they will execute a rigorous training program with emphasis on efforts to support the cleaning of the neighbourhood. The Applicant has also offered to provide the community with up to \$10,000 annually, to support community initiatives including pier upgrades.
- The Applicant has proposed a fence along the rear property line (Marine Lane) to screen views of the building from nearby residential uses. Further, lighting and security cameras will be downcast to provide security while avoiding the potential for spillover, which could cause nuisance or a loss of privacy. Crime Prevention Through Environmental Design (CPTED) principles will also be employed in advancing improvements to the rear portion of the property. A condition of third reading has been included to require consultation with the RCMP regarding the design of the rear portion of the property considering CPTED principles; the RCMP has provided input to the Applicant noting that they are prepared to offer this sort of peer review.

- One participant in the PIM and one respondent to the digital feedback form requested that the Applicant consult with Sources Community Resource Centre ('Sources') regarding the potential for increased use of cannabis by youth resulting from the establishment of the retail store. The Applicant's PIM Summary (Appendix D) outlines correspondence had with George Passmore, Manager of Counselling & Addition at Sources. City staff followed up with Mr. Passmore to validate the feedback provided. The following comments were offered to Staff by Mr. Passmore:
 - Legal government regulated cannabis retail is much more preferred over grey market stores;
 - Clean, well run stores that value social responsibility and are willing to initiate awareness strategies to reduce harm is preferred with a focus on education are preferred;
 - Smoking cannabis around White Rock beach has been a frequent occurrence long before legalization;
 - There is growing evidence that suggests that cannabis can play a beneficial role for some people with Opioid Use Disorder and has been an effective strategy for many of the people we serve at Sources Substance Use Services;
 - Keeping cannabis out of the hands of youth is top priority since cannabis has been shown to be highly problematic for healthy brain development;
 - British Columbia reported the highest incidence of youth cannabis use in the world over the decade preceding legalization. There is little evidence to suggest that cannabis use has increased since legalization.
- Stemming from their consultation with Mr. Passmore, the Applicant has offered to undertake the following measures:
 - Implement storefront design that will prevent youth of White Rock from seeing any cannabis or accessories;
 - Remove the word "cannabis" from signage so exposure to youth will be negated;
 - Create a marketing campaign with the help of Sources to warn of the dangers of cannabis in youth with a focus on effects of cannabis on the growing brain;
 - Implement CPTED principles with involvement of the RCMP;
 - Uniformed security in front of the building will be additional presence in pier area to discourage smoking;
- City Staff have confirmed with the LCRB their general recommendations regarding hours of sale. The Branch has provided that cannabis should only be sold between the hours of 9:00 a.m. and 11:00 p.m. The applicant has proposed to uphold these hours. With the aforementioned limitations noted staff are supportive of these hours.

Staff have undertaken a comprehensive review of the issues presented by the public and the Applicant's response to those issues. With the recommended conditions incorporated into both the cannabis retail license and the temporary use permit, staff are supportive of the proposal moving forward for a public meeting / hearing and obtaining additional public feedback.

Future Applications Involving Cannabis Retail

For Land Use and Planning Committee's awareness, the Applicant ('Seed and Stone') has also secured commercial space at the Miramar Village development. To date, they have not applied for a business licence or other application in this location. Further, the City is now in receipt of a similarly-scoped application to enable the establishment of a cannabis retail store at 1489 Stayte Road. This application will be subject of a future initial rezoning report to Land Use and Planning Committee.

FINANCIAL IMPLICATIONS

Not applicable.

LEGAL IMPLICATIONS

Not applicable.

COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS

As outlined above, notice of the applications and the PIM were provided to 179 owners / occupants of properties within 100 metres of the subject property. A total of 12 email responses were received and roughly 20 people attended the PIM. Further, 15 digital feedback forms were received with 11 of those forms offering support for the project and 4 offering opposition. Allowing the application to proceed to Public Hearing/Meeting will provide an additional opportunity for the public to provide input on the proposal.

INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS

The applications have been circulated through a process of interdepartmental review. The Applicant has addressed the issues raised by City staff. The Applicant obtained a building location survey in order to identify existing structures which encroach within the City's road right of way, and may have existed in this location since the building was constructed in approximately 1950. These portions of the building, except for those that are tied, structurally, to the principal building will need to be removed prior to the issuance of a permit to enable the use, if supported by Council. Any portions of these structures to remain in place would require an encroachment agreement.

CLIMATE CHANGE IMPLICATIONS

Not applicable.

ALIGNMENT WITH STRATEGIC PRIORITIES

Council's strategic priorities regarding "Our Waterfront" seek to "enhance, promote and share our regional, premier, seaside experience." Objectives include attracting visitors and residents to the Waterfront and supporting a vibrant, year-round environment where businesses can thrive. The proposed cannabis store use will help to diversify the businesses along the waterfront and will fill a vacant commercial space. The PIM Summary provided by the Applicant notes that the White Rock Business Improvement Association (BIA) has offered support for the business noting that it will help to create a greater mix of uses on Marine Drive.

OPTIONS / RISKS / ALTERNATIVES

The following alternatives are available for Land Use and Planning Committee's consideration:

1. Recommend that Council deny the rezoning and temporary use permit and recommend that staff provide a resolution of non-support for the cannabis retail license to the LCRB;
2. Recommend that Council provide alternative conditions in the draft Temporary Use Permit, as identified by the LUPC, prior to proceeding with a public hearing/meeting; or
3. Council could choose to defer the scheduling of a public hearing/meeting pending additional due diligence into areas of interest as expressed during this meeting.

CONCLUSION

The City has received concurrent applications for a cannabis license referral, a zoning bylaw amendment and a temporary use permit which, if approved, would enable the establishment of a cannabis store in a vacant commercial space at 15053 Marine Drive (previously the location of the "Giraffe" restaurant). Staff and the Applicant have considered the feedback received from the public, and internal department / agency representatives, and are supportive of the proposal subject to the satisfaction of conditions to be tied to both the Provincial cannabis license and the temporary use permit. A draft copy of the amending Zoning Bylaw and the Temporary Use Permit are included as Appendices I and J, respectively. At this point, staff recommend that the proposal proceed to a public hearing / public meeting.

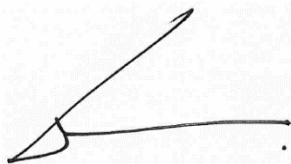
Respectfully submitted,



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

Comments from the Chief Administrative Officer

I concur with the recommendations of this corporate report.

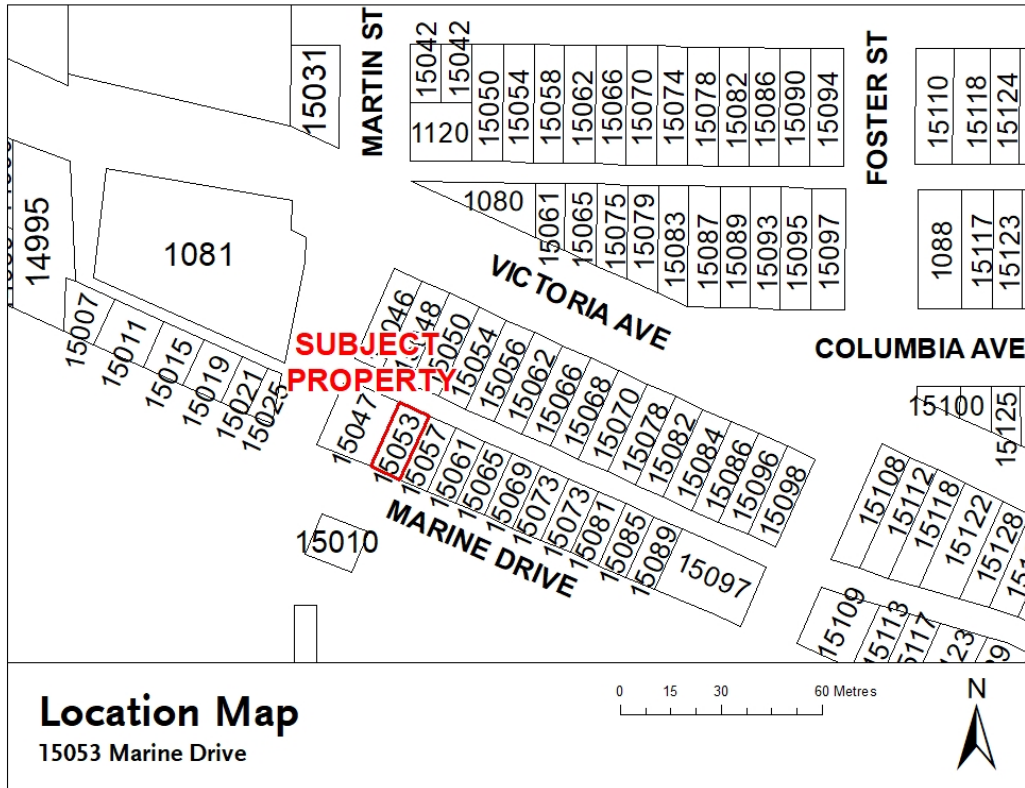


Guillermo Ferrero
Chief Administrative Officer

Appendix A: Location & Ortho Maps
Appendix B: Site Photos
Appendix C: Digital Feedback Forms

- Appendix D: Applicant's PIM Summary
- Appendix E: Community Concerns & Response (Information)
- Appendix F: Feedback from the RCMP
- Appendix G: Feedback from School District No. 36 (Surrey)
- Appendix H: Applicant's Business Plan
- Appendix I: Draft Zoning Bylaw No. 2375
- Appendix J: Draft Temporary Use Permit 20-018

APPENDIX A



APPENDIX B

Site Photos



Photo 1: Front (Marine Drive) Facade



Photo 2: Rear (Marine Lane) Façade [Source: Google Street View, July 2019]



15053 Marine Drive FEEDBACK FORM Public Information Meeting

15

Responses

58:23

Average time to complete

Closed

Status

1. Please provide your name:

15

Responses

Latest Responses

"May Nazair"

"Monty Sikka"

"Susan Douglas"

2. Please provide your address:

14

Responses

Latest Responses

"601-1580 Martin Street, White Rock, BC, V4B5M3"

"13660 Marine Drive, White Rock"

"1278 Everall St"

3. Do you support the proposed development application?



Yes

11



No

4



Undecided

0



4. Please provide your comments on the application:

15
Responses

Latest Responses

- "I think it is critical that residents of White Rock have access to safe, re...
- "We need access to legalized cannabis in White Rock and South Surrey...
- "No parking in that area. Too close to family area of beach and pier N...

Respondent



1

Anonymous



01:36

Time to complete



15053 Marine Drive (File No. 20-018)



A zoning amendment, temporary use permit, and a liquor (cannabis) license referral application has been submitted to enable the establishment of a cannabis retail store at 15053 Marine Drive. The rezoning application would add reference to the property within Section 4.1.3 of Zoning Bylaw No. 2000 allowing a temporary use permit to be issued for the store. The permit, if issued, would limit the cannabis retail store use to a period of three years, with an opportunity to renew the permit for another three years. The proposal does not seek to enlarge the existing structure but rather seeks to allow a new land use within the existing floor area of the building (approx. 110 square metres).

Please note that your completed feedback form will be disclosed to the public and presented to Mayor and Council as part of the information package attached to this application. Any personal information or commentary you provide on this form will become public record.

1

Please provide your name: *

Gnanesh Renukappa

2

Please provide your address:

405-13228 Old yale road, Surrey

3

Do you support the proposed development application?

- ☒ Yes
- ☐ No
- ☐ Undecided

4

Please provide your comments on the application:

help eliminate the black market

Respondent



2

Anonymous



04:11

Time to complete



15053 Marine Drive (File No. 20-018)



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1

Please provide your name: *

Naomi Low

2

Please provide your address:

307-15621 Marine Drive, White Rock BC, V4B1E1

3

Do you support the proposed development application?

- ☒ Yes
- ☐ No
- ☐ Undecided

4

Please provide your comments on the application:

Our community would benefit so much from having a licensed cannabis retailer in this area. Currently there is an illegal one down the street (Indigenous Bloom), it would be great to have an option to purchase from a licensed retailer that's close to home. I fully support this and having been in the Seed and Stone in Chilliwack they are professional, courteous and a great team. Job creation is at an all time low so this would be great for our economy.

Respondent



3

Anonymous



04:38

Time to complete



15053 Marine Drive (File No. 20-018)



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1

Please provide your name: *

davin robitaille

2

Please provide your address:

8511 ackroyd rd richmond bc

3

Do you support the proposed development application?

- ☒ Yes
- ☐ No
- ☐ Undecided

4

Please provide your comments on the application:

It is needed, it is legal, why are we turning away any business right now? it is ridiculous they even need to go through this process. why create hurdles for small business trying to contribute to the community. The system is not fair, does each bar that opens and sells alcohol have to do this process. What happens to a free market?

Respondent



4

Anonymous



00:50

Time to complete



15053 Marine Drive (File No. 20-018)



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1

Please provide your name: *

Abdulrahman Wazzan

2

Please provide your address:

1 15123 Marine Drive, White Rock

3

Do you support the proposed development application?

- ☒ Yes
- ☐ No
- ☐ Undecided

4

Please provide your comments on the application:

help keep the area clean and safe

Respondent



5

Anonymous



10:13



Time to complete

15053 Marine Drive (File No. 20-018)



A zoning amendment, temporary use permit, and a liquor (cannabis) license referral application has been submitted to enable the establishment of a cannabis retail store at 15053 Marine Drive. The rezoning application would add reference to the property within Section 4.1.3 of Zoning Bylaw No. 2000 allowing a temporary use permit to be issued for the store. The permit, if issued, would limit the cannabis retail store use to a period of three years, with an opportunity to renew the permit for another three years. The proposal does not seek to enlarge the existing structure but rather seeks to allow a new land use within the existing floor area of the building (approx. 110 square metres).

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1

Please provide your name: *

Michelle

2

Please provide your address:

13812 Malabar Ave

3

Do you support the proposed development application?

- ☒ Yes
- ☐ No
- ☐ Undecided

4

Please provide your comments on the application:

Personally I think opening up this store will provide a safe way to purchase government regulated and tested CBD. CBD has seriously helped me to manage my anxiety that can be debilitating. I don't know any other ways to get it other than in store from someone I trust. Opening up this location will bring life and business back to the White Rock boardwalk along with clearing out the homeless that are clearly set up around that vacant spot. This is a great opportunity to educate the public in a clean, safe and trustworthy environment.

Respondent



6

Anonymous



02:53

Time to complete



15053 Marine Drive (File No. 20-018)



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1

Please provide your name: *

Justin Hagberg

2

Please provide your address:

Justin Hagberg 303-1390 Merklin St White Rock, BC V4B 4C1

3

Do you support the proposed development application?

- ☒ Yes
- ☐ No
- ☐ Undecided

4

Please provide your comments on the application:

I think this would be great for the economy, and would attract more people to White Rock and the pier etc.



Respondent



7

Anonymous



36:23

Time to complete



15053 Marine Drive (File No. 20-018)



A zoning amendment, temporary use permit, and a liquor (cannabis) license referral application has been submitted to enable the establishment of a cannabis retail store at 15053 Marine Drive. The rezoning application would add reference to the property within Section 4.1.3 of Zoning Bylaw No. 2000 allowing a temporary use permit to be issued for the store. The permit, if issued, would limit the cannabis retail store use to a period of three years, with an opportunity to renew the permit for another three years. The proposal does not seek to enlarge the existing structure but rather seeks to allow a new land use within the existing floor area of the building (approx. 110 square metres).

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1

Please provide your name: *

Simon Bergen-Henengouwen

2

Please provide your address:

602-15015 Victoria Ave, White Rock

3

Do you support the proposed development application?

- ☒ Yes
- ☐ No
- ☐ Undecided

4

Please provide your comments on the application:

I sent an earlier email to Greg listing the favorable issues that apply to this application. FYI, I asked for comments on this application on Facebook on the site "Grapevine Mobile White Rock" run by Garry Wolgemuth. This site takes a very critical personal bias to the goings on in White Rock so I thought it would be interesting to see the reaction of those readers. The post as of today was seen by 135 people and received over 10 positive comments with no one opposing this application. I counted 16 different people liking the positive comments. It is clear from this that at least for those visiting that FB site there was no negative reaction. There was only concern and that was the smoking issue. I submit that the City could pass a similar bylaw that the Vancouver Parks Board has that prohibits smoking on the beach, seawalls, park areas, and buildings. My other suggestion would be to recommend to the applicant that they provide two lines, one for quick online order pick-up and one for in-store purchases. Perhaps a separate access way at the rear of the store. If they are going to be competitive you can rest assured that there will be line-ups. And this location does not lend itself well to that.

Respondent



8

Anonymous



710:16

Time to complete



15053 Marine Drive (File No. 20-018)



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1

Please provide your name: *

Christa Kucey

2

Please provide your address:

15046 Victoria Ave

3

Do you support the proposed development application?

- ☐ Yes
- ☒ No
- ☐ Undecided

4

Please provide your comments on the application:

This is ridiculous. Putting a marijuana dispensary in the heart of White Rock is a terrible plan. It will negatively impact the community, the heart of white rock, it's appeal as a family oriented tourist destination. I was not impressed with the presentation during last nights meeting. The presenters made several contradictions in the things they spoke about. For example, they said they spent days in the area and distributed letters and knocked on doors of the neighbours...well I live behind the proposed pot dispensary and nobody made any effort to speak with me or to give me a letter. Later in the discussion he denied going to knock on doors despite clearly making this statement in his presentation. I believe it was recorded and If so how can we trust people who outright lie to us about the efforts they made and the support they got -They also noted that they had no problems with the neighbours in chilliwack yet their shop is in an industrial area there. It's not in a family neighbourhood in the heart of a tourist community. In the presentation they stated they spoke to people including construction workers and everyone was in support of this business yet they didn't speak to any of the people who live behind the proposed site and the construction workers do not necessarily live in the community. -They noted that all workers didn't smoke yet they said they would create jobs and hire people to work here so how do they know if they smoke or not when they haven't yet met them? -They noted that bringing this increased traffic of pot buyers to the neighbourhood would improve the white rock businesses. They also stated that all of these people buy the pot and go home to consume it so they would not be in the area supporting local businesses. -The impact of having a pot dispensary is detrimental to the community. They recognize the risks

and the type of clientele the place would bring thus making security a big part of their presentation. If this amped up security is required and it's at the risk of my life and home life stability I do not want it. I don't want to be afraid to be outside or unable to go out because I have asthma and I can't be outside since I can't breathe around smoke. A poster won't stop ppl from consuming pot nearby. Other people made some good points last night with the questions. -slamming car doors all day and night -parking. The building doesn't have two spots behind it. If somehow those were created it would disrupt traffic flow in and out of the alley which is already a problem. -people will be running their cars and lined up in the alley to wait for parking. This causes pollution and will affect the air quality -people will double park as to "just run in for pick up" and they will park illegally, not pay for parking or use the alley or peoples driveways -putting posters up isn't going to change anyone's behaviour. they will go around the corner or in the alley and loiter and smoke pot and affect what we should legally have - the right to enjoy our own properties without disruption -I live on the corner and I already have people sitting on my steps and leaving cigarette butts and smoking pot outside my home. I ask they leave, have posted no smoking signs yet the signs get stolen and they feel they have the right to linger on my property. This is only going to get worse with all day traffic with a pot dispensary. It's violating my human rights. And it's ruining my ability to live in peace without added pollution. -lights and cameras- I don't need bright lights, cameras and security walking and driving around my house all day for 7 days a week. The lights will shine in my windows, the increase in traffic walking and driving by my house will be annoying, it makes me feel unsafe. -The increased traffic in the alley causes a major problem not only with pollution, but with safety and bringing crime to the area, loitering and these problems will demand an increase in police resources.

Respondent



9

Anonymous



01:35

Time to complete



15053 Marine Drive (File No. 20-018)



A zoning amendment, temporary use permit, and a liquor (cannabis) license referral application has been submitted to enable the establishment of a cannabis retail store at 15053 Marine Drive. The rezoning application would add reference to the property within Section 4.1.3 of Zoning Bylaw No. 2000 allowing a temporary use permit to be issued for the store. The permit, if issued, would limit the cannabis retail store use to a period of three years, with an opportunity to renew the permit for another three years. The proposal does not seek to enlarge the existing structure but rather seeks to allow a new land use within the existing floor area of the building (approx. 110 square metres).

Please note that your completed feedback form will be disclosed to the public and presented to Mayor and Council as part of the information package attached to this application. Any personal information or commentary you provide on this form will become public record.

1

Please provide your name: *

Michael Khara

2

Please provide your address:

66845 Marine

3

Do you support the proposed development application?

- ☒ Yes
- ☐ No
- ☐ Undecided

4

Please provide your comments on the application:

We need to rejuvenate the strip and bring a new demographic shopping in the area. Cannabis is LEGALIZED so lets get on board!



Respondent



10

Anonymous



04:02

Time to complete



15053 Marine Drive (File No. 20-018)



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1

Please provide your name: *

steve

2

Please provide your address:

3

Do you support the proposed development application?

- ☒ Yes
- ☐ No
- ☐ Undecided

4

Please provide your comments on the application:

I sat in and watched yesterdays meeting and I want to state how upset I was by the behavior of a few of the commenters. It seemed like there was an agenda at play, someone trying to sabotage the presentation. keyboard warriors posting anonymously and repeatedly is unacceptable. I appreciate the concerns around covid but these events should only be held in person where it can be moderated

Respondent



11

Anonymous



21:31



Time to complete

15053 Marine Drive (File No. 20-018)



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1

Please provide your name: *

Harry Schreier

2

Please provide your address:

1120 Martin Street, White Rock, BC V4B3V7

3

Do you support the proposed development application?

- ☐ Yes
- ☒ No
- ☐ Undecided

4

Please provide your comments on the application:

I feel that with the efforts (and money) put into trying to draw young families with children to the waterfront in White Rock, that making a cannabis retail location on the waterfront will push families away. Also, customers will purchase product and smoke it all along the promenade and very likely on the pier which defines the White Rock waterfront. Fire on the pier would shut it down (again). Residents and users of the promenade do not want to walk through clouds of pot smoke as we try to maintain our health and wellbeing. There will be trash resulting from the packaging, and I've already seen it laying on the train tracks at West beach. We don't need more of this. It's nice that the store would post a security guard at the front of this building, but is this really for the residents here, or for the store? Perhaps look into the number of times that police have been called to the bottom of Martin Street between the ice cream store and Uli's restaurant to see if this is already a problem area. In my opinion, this would not improve but would degrade the safety in the area, even with a security guard standing on Marine drive in front of the store. It would be a responsible move to consult with Sources substance use/abuse to see how they weigh in on a other source for cannabis in White Rock, given that the number of kids smoking pot has increased and Sources as well as the kids' parents are left to deal with the lasting effects of making this very available on our beautiful waterfront. Just as we see people with ice cream cones walking along the waterfront, we will see people buying and smoking along the waterfront, dropping their litter, and exposing residents and visitors to unwanted pot smoke. Sure there is a rule that users cannot smoke within a certain number of feet from the storefront, but it would not stop users from exposing residents visitors all along

Marine drive from East to West Beach on the Promenade or the pier? No it would not. Finally, the restaurants are struggling on Marine drive already. What kind of restaurant or business would want to open with a cannabis store with people lining up to get in and blocking the entrance? Maybe a second cannabis store? Given the demographics of the the residents of White Rock and the opinion of myself and neighbors, I request that this application not be accepted. I've spoken with neighbors on either side of my house as well as across the street (corner of Victoria and Martin), and all are against this application.

Respondent



12

Anonymous



65:15

Time to complete



15053 Marine Drive (File No. 20-018)



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1

Please provide your name: *

James and Susan Shumka

2

Please provide your address:

1080 Martin Street

3

Do you support the proposed development application?

- ☐ Yes
- ☒ No
- ☐ Undecided

4

Please provide your comments on the application:

We are strongly opposed to the application for a number of reasons. Under existing zoning, the City had already decided to only allow a limited number of these establishments and only in the City Centre. This is another example of spot zoning that is simply not called for. There are numerous commercial areas in the City Centre that are much more appropriate for this type of establishment. The proposed location is a family/tourist zone which is immediately adjacent to a single-family residential area and all of which is adjacent to a City Park and public promenade. The applicant's other Chilliwack location is in an industrial area a considerable distance from any residential use, which is a far more appropriate type of location. We are not sure why White Rock would see any need to even entertain a rezoning to put this type of use in West Beach, particularly where the proposed location actually shares a laneway with single-family homes and is across the street from a City Park. The applicant speaks of enhanced security personnel, security cameras and lighting etc. being put in place. The mere fact such measures are required tells you all you need to know as to whether this is an appropriate use for the area. It clearly isn't. As noted above, single-family residential homes (some with young children residing there) are immediately adjacent and should not be exposed to these types of security concerns. There is already one such operation at Indigenous Bloom at East Beach. There are very long lines regularly outside that establishment and considerable use of the parking spaces in the area (and there are many more adjacent spaces there than at West Beach). That location is not adjacent to residential housing. Those same conditions would also be a challenge to the outside patios at restaurants at West Beach and to the very limited parking adjacent to the

proposed location. We personally would not frequent the restaurant patios as we have done in the past if there are long lines of people outside of them, or if there is increased cannabis consumption and associated smell in the area (which there of course will be despite how much the applicants may deny it). There is no compelling case that has been made as to how this particular use could lead to any improvement to a tourist/family/residential area or why any rezoning would be appropriate to permit it. This particular area of Marine Drive has been made the focal point for family events such as parades, festivals of light, concerts, Sea Festival, the Tour de White Rock and the like. This proposed rezoning and use definitely runs counter to the years of hard work and money that has gone in to developing all of that and would undoubtedly change the nature of the area. The City quite simply needs to not be sidetracked by spot zoning requests and instead continue to show foresight in sticking to its existing zoning by-laws and continuing to develop the vision of what this area of West Beach can and will be. Thank you for your consideration of our comments.

Respondent



13

Anonymous



04:06

Time to complete



15053 Marine Drive (File No. 20-018)



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1

Please provide your name: *

Susan Douglas

2

Please provide your address:

1278 Overall St

3

Do you support the proposed development application?

- ☐ Yes
- ☒ No
- ☐ Undecided

4

Please provide your comments on the application:

No parking in that area. Too close to family area of beach and pier No room on sidewalks for extra traffic or line ups

Respondent



14

Anonymous



03:59

Time to complete



15053 Marine Drive (File No. 20-018)



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1

Please provide your name: *

Monty Sikka

2

Please provide your address:

13660 Marine Drive, White Rock

3

Do you support the proposed development application?

- ☒ Yes
- ☐ No
- ☐ Undecided

4

Please provide your comments on the application:

We need access to legalized cannabis in White Rock and South Surrey in order to squeeze out the illegal market. Seed & Stone offers low prices, have a beautiful esthetic store front, well educated staff, and are very corporately responsible via their flagship store in Chilliwack. We need to bring life back to Marine drive and support our local economy.

Respondent



15

Anonymous



04:26

Time to complete



15053 Marine Drive (File No. 20-018)



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1

Please provide your name: *

May Nazair

2

Please provide your address:

601-1580 Martin Street, White Rock, BC, V4B5M3

3

Do you support the proposed development application?

- ☒ Yes
- ☐ No
- ☐ Undecided

4

Please provide your comments on the application:

I think it is critical that residents of White Rock have access to safe, regulated cannabis. It is important for us also to see more legal establishments selling cannabis, and not grey/black market retailers selling product from unknown sources.

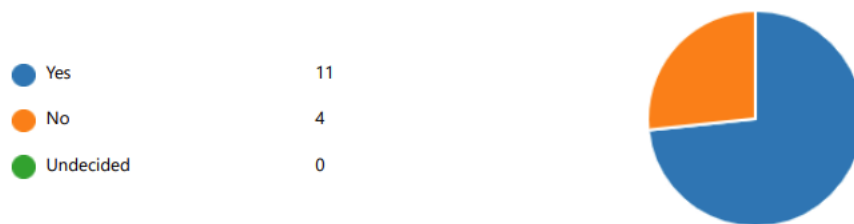
Greg,

Thank you for your continued support.

Community feedback was overwhelmingly in favor of our application for cannabis retail at 15053 Marine Drive in White Rock.

Consistently, comments focused on providing safe and regulated cannabis, eliminating the traffic caused by grey market dispensaries, additional competition to bring prices down, Seed & Stones warm yet elegant design and bringing business back to the pier.

3. Do you support the proposed development application?



We appreciate the feedback and wish to address additional topics of concern.

Respondent 8-

In regard to cameras and lighting disrupting the quality of life for community members, all rear cameras will be facing down, capturing the ally and store loading area. The additional soft lighting, as suggested by the RCMP will in no way hinder community members and will be motion activated. On a recent visit to clean up the surrounding area, we noticed the biggest issue, especially on Marine Lane, is the empty beer cans and not roaches or cannabis packaging.

(photos to follow)

Seed & Stone will continue its clean up efforts around this location and have hired a landscaping company to assist.

No additional traffic will be drawn to the back ally.

Bill c46¹, which came into force in June 2018 is additional layers to impaired driving to include cannabis. New bars in the 15000 block of Marine drive have potential to be be louder, with more lineups and more likely to cause incidents.

Seed & Stone hires from within the community and all new hires are put through rigorous training including all retail cannabis regulations. Additional topics covered include cleaning of the neighborhood, dealing with difficult customers and no smoking in the area surrounding the storefront.

Seed & Stone reached out to the White Rock BIA² who stated, “We are happy for a more diverse business mix on Marine Drive and look forward to supporting Seed & Stone if their application is successful” The BIA has heard of no objections from businesses regarding this Cannabis Retail Application

Respondent 11-

We spoke at length with George Passmore, Manager of Counselling & Addiction at Sources³ and it was a pleasure speaking to someone so rational. George made multiple points.

- Legal government regulated cannabis retail is much more preferred over grey market stores
- Clean, well run stores with a focus on education are preferred
- Smoking cannabis on the pier has been going on long before legalization
- Cannabis use is commonly used to help with serious addiction issues.
- Keeping cannabis out of the hands of youth is top priority.
- There is no record of increases in addiction of cannabis since legalization

Although George said support is for politics and he will not get into that, he would say he does not object to this application.

Taking all of George's comments to heart, Seed & Stone will

- Implement storefront design that will prevent youth of White Rock from seeing any cannabis or accessories
- Remove the word cannabis from our signage so exposure to youth will be negated.
- Put together a marketing campaign with the help of Sources to warn of the dangers of cannabis in youth with a focus on effects of cannabis on the growing brain.
- Implement CPTED in conjunction with the RCMP⁴ to keep the neighborhood safe
- Uniformed security will be additional presence in pier area to limit smoking

Seed and Stone has a recycling, garbage, and graffiti removal program to keep the community safe and clean.

Click and collect service, multiple POS stations and separate lines for pick up will eliminate unnecessary traffic on the city sidewalk. Having a separate entrance and exit doors with a corridor that can accommodate any potential lineup will mitigate any traffic issues and help keep to COVID distance regulations.

Seed and stone do pledge to donate 1% of their sales, up to \$10,000 a year to community initiatives including pier upgrades

Respondent 12-

Seed & Stone supports cameras and lighting. There is absolutely no connection between cannabis retail and crime, in fact, in Colorado⁵, where cannabis has been legal since 2014, a study in the journal Regional Science and Urban Economics, showed that crime rates dropped “substantially” in the areas around Denver dispensaries.

On June 19, 2018, the Senate passed Bill C45 and the Prime Minister announced the effective legalization of Cannabis date as October 17, 2018. The Canadian Government⁶ emphasized three key goals of regulation: the protection of public health; the protection of young people; and the reduction in criminality associated with the illegal market. The reform was built on years of evidence demonstrating that the illegal status of cannabis did not prevent rising consumption and was associated with a range of other risks, from increased potency to the empowerment of criminal gangs. The provincial government stated⁷ “Economic development is a guiding principle of B.C.’s regulated approach to cannabis. In addition to protecting public health and safety,”

The RCMP has stated that the proposed location in the 15000 block of Marine is normally congested during the summer months, so an increase in short visit pedestrian and vehicle traffic may not be noticed as much. There have also been no reported vehicle/pedestrian issues with the relatively new cannabis shop on Johnston Rd. the White Rock RCMP received approximately 12 Cannabis Act related complaints on all Marine Drive, and in total, 36 complaints in all White Rock in 2019 and 2020. The numbers are too low to specify any issues or problem areas.

The Surrey School District⁸ raised concerns about cannabis in close proximity to the school but commented “The subject property and White Rock Elementary are separated by two major street thoroughfares, and therefore, mitigating the friction between the use with the elementary school”

Respondent 13-

I am pleased to announce that Seed & Stone will rent 2 parking spots from the city. We have reached out to neighboring businesses and if additional parking is necessary, we will gladly rent additional spots.

With COVID, concern of line ups is understandable. Seed and Stone is offering a click and collect service so customers can order online and pick up in store. This will cut down on time spent in and around our storefront. With multiple POS systems and many White Rock residents employed we can reduce time to under 5 minutes which will also cut down on potential lines. Currently many businesses are closed permanently in the 15000 block of Marine Drive.

Seed & Stone chose this location because there was already a cannabis retail storefront in the City Center and a grey market dispensary on East Beach. Support from neighboring businesses looking for a boost in economy was a key factor.

A location on west beach means less travel for the community, spreading out the traffic amongst retail locations. Additionally, 15053 Marine Drive Is a standalone building and has no rental units above.

We look forward to working with The City and its departments to resolve any concerns on an ongoing and continuous basis.

Vikram Sachdeva
Founder & CEO
Seed & Stone

References

- 1) Bill C46 - [Bill C-46 - Legislative Background: reforms to the Transportation Provisions of the Criminal Code \(Bill C-46\) \(justice.gc.ca\)](#)
- 2) White Rock BIA- <https://whiterockbia.com/>
- 3) Sources White Rock- [Substance Use Services – Sources Community Resource Centres \(sourcesbc.ca\)](#)
- 4) RCMP CPTED - [Crime Prevention Through Environmental Design \(CPTED\) \(rcmp-grc.gc.ca\)](#)
- 5) Cannabis & Crime [Are Cannabis Dispensaries and Crime Linked? | cannabisMD](#)
- 6) Surrey School District - [Home - Surrey Schools](#)
- 7) Government of Canada - [A Framework for the Legalization and Regulation of Cannabis in Canada - Canada.ca](#)
- 8) Province of BC - [Learn about B.C.'s Cannabis Sector - Province of British Columbia \(gov.bc.ca\)](#)



Litter and empty beer cans/bottles found on Marine Lane

APPENDIX E – Community Concerns & Response (Information)

Interest / Concern	Response Additional Information
<p>Smoking of Cannabis in Public</p> <ul style="list-style-type: none"> • Deterrent to Tourists and Families • Impacts to those with asthma • Driving while under the influence 	<ul style="list-style-type: none"> • [City Response] City of White Rock Public Health Smoking Protection Bylaw, 2018, No. 1858, prohibits smoking (the definition of which includes cannabis) “in any outdoor gathering place under the jurisdiction of the City of White Rock including parks, sports fields, playgrounds, the promenade, the pier and the beach”. Fines tied to infractions against the Bylaw range between \$100 and \$2,000. The City’s Bylaw Enforcement Officers regularly monitor activities along the waterfront, particularly in the busy summer months, and generally look for voluntary compliance with smoking restrictions through dialogue and education. • [City Response] The RCMP was circulated notice of the application and has provided a response. The response from the RCMP acknowledges the potential for customers to consume their cannabis products in the public areas near the Pier and further identifies that in addition to the above-described White Rock Smoking Bylaw, the <i>Provincial Cannabis Control and Licensing Act</i> (Section 63) prohibits outdoor smoking in “an outdoor area established by a local government for the purposes of community recreation”. Offenses tied to the outdoor smoking of cannabis in a public place may result in fines of, for a first offence, up to \$5,000 or imprisonment of not more than 3 months (or both), and for a subsequent offence, a fine of up to \$10,000 or imprisonment of not more than six months (or both). The RCMP feedback notes that in 2019 and 2020 the White Rock RCMP received approximately 12 Cannabis Act-related complaints on all of Marine Drive, and in total, 36 complaints in all of White Rock. The numbers are reportedly too low to specify any issues or problem areas. • [Applicant Response] Bill C-46 introduced reforms to the Transportation Provisions of the Criminal Code to strengthen drug-impaired driving laws. Penalties for offenses are tied to the level of THC (being the main psychoactive compound in cannabis) found present in someone driving under the influence. In addition to relying on the controls of the law, the Applicant notes that their staff, hired from within the community, would be “put through rigorous training”, which would include raising awareness of retail cannabis regulations, dealing with difficult customers, and helping to deter smoking in the area surrounding the storefront.
<p>Limited Parking</p>	<ul style="list-style-type: none"> • [City Response] The proposed cannabis retail store would, if approved, be established within the 111.5 square metre (1,200 square foot) building which formerly housed the “Giraffe Restaurant”. The store would have a retail floor area of approximately 62 square metres (667 square feet), being the space accessible to customers. With respect to parking, the former and proposed use of the property are both considered a “commercial – retail” use. The now vacant restaurant use had 38 seats which, per the Bylaw, would have required a total of 2 parking spaces (1 space per 16 seats) whereas the subject property has zero. This lacking of supply is viewed as a legal non-conformity that would be extended to the proposed cannabis retail store use, recognizing that the use would not

Interest / Concern	Response Additional Information
	<p>further the extent of non-conformity with the Bylaw. Specifically, the retail cannabis store would require 1 space whereas the restaurant required 2 spaces.</p> <ul style="list-style-type: none"> • [Applicant Response] In order to address the concerns raised by the public, the Applicant has agreed to lease, annually, two parking spaces from the Montecito Parkade and to purchase “Marine Green” parking decals. Conditions to implement these measures would be incorporated into the Temporary Use Permit (TUP).
<p>Disruption to Traffic along Marine Drive and Marine Lane</p> <ul style="list-style-type: none"> • Loading Activities • Long Line Ups along Marine Drive 	<ul style="list-style-type: none"> • [City Response] During the Public Information Meeting a number of concerns were expressed about the potential for customers to access the cannabis retail store from Marine Lane (north side). To address this matter, staff are recommending that the license from the LCRB and the temporary use permit include conditions limiting customer access to the Marine Drive (south) side of the building. • [Applicant Response] With respect to concerns regarding loading activities, which may disrupt traffic along Marine Drive and/or Marine Lane, the applicant has offered four potential options: <ol style="list-style-type: none"> 1. Share use of the loading area tied to a neighbouring business; 2. Acquire loading space next to store; 3. Use of a public 15-minute loading space on Marine Drive; or 4. Use of street at the end of Martin Drive to enable loading off Marine Lane. • [City Response] City staff are recommending that the owner provide confirmation of the execution of a legal agreement which would confirm the availability of an off-street loading space within 50 metres of the property subject to the permit (this takes from option 1 or 2 above). The term of this agreement would need to be aligned with the term of the temporary use permit (3 years) and any potential 3-year extension of the permit. • [Applicant Response] The Applicant has noted there will be separate lines for in store purchases and pre-order pick-ups which should reportedly help to mitigate pedestrian traffic issues, particularly in light of COVID and efforts to support social distancing; there would also be a separate entrance and exit to avoid potential for contact. Further, unlike the composition of neighbouring properties, the subject property would be a stand-alone retail store without any residential use above. This would help to lessen the potential for conflict between customers and tenants wanting to access the building.
<p>Litter / Waste</p>	<ul style="list-style-type: none"> • [Applicant Response] Staff will be provided training regarding neighbourhood cleaning. Further, Ronald’s Rubbish has been retained to provide weekly garbage pickup, which will occur from the Lane. The Applicant has also pledged to donate up to one (1) percent of their sales, up to \$10,000 annually, to support community initiatives including pier upgrades.
<p>Lighting / Cameras</p>	<ul style="list-style-type: none"> • [Applicant Response] Crime Prevention Through Environmental Design (CPTED) measures will be used to improve the overall safety of the rear portion of the property. Motion activated lighting at the rear (Marine Lane

Interest / Concern	Response Additional Information
<ul style="list-style-type: none"> • Spillover onto neighbouring properties 	<p>side) will be directed downward and scoped to capture the alley and store loading area only. Security cameras will similarly be focused on the rear façade of the building, and lands within the boundaries of the property,</p>
<p>Compatibility with Residential Community</p> <ul style="list-style-type: none"> • Spot Zoning • Proximity of use to homes with children • Proximity to City spaces for gathering 	<ul style="list-style-type: none"> • [City Response] The proposed property-specific rezoning would enable a cannabis retail store outside of the Town Centre where the current standards of the Zoning Bylaw allow for up to three stores subject to a Temporary Use Permit (TUP). In reviewing the proposal with the Applicant, staff identified that there may be merit to presenting the proposal as a rezoning application (to enable the cannabis retail store use) concurrent with a TUP application (to limit the initial duration of the use). Linking the introduction of the use to a TUP would allow the City to deny the continuation of the use, following the three year term of the permit, if it is determined that the use is undesirable. Tying the use to a TUP also gives Council the ability to extend the duration of the use for an additional period of three years. Following a potential six year period of operation, the cannabis retail store, if approved, would need to apply for a zoning bylaw amendment that would permit the use in perpetuity. It is not uncommon for unique land uses, such as a cannabis retail store, to be introduced through a property-specific (spot) zone. In this case, if the rezoning were approved the subject property would remain in the existing CR-3 Zone with the ability to introduce a “cannabis retail store” being enabled by amendments to the General Provisions & Regulations Section of the Bylaw (Section 4.1.3). • [Applicant Response] In addition to employing CPTED principles in the design / improvement of the rear (north) portion of the property, the Applicant has noted that they will install a fence with a locking mechanism along the rear property line. This, in addition to limiting customer access to the front (south) side of the building, will limit the potential for disruption to neighbouring property owners/users.
<p>Need to Consult with Sources (social service provider)</p>	<ul style="list-style-type: none"> • [Applicant Response] One member of the public expressed a need for the Applicant to consult with Sources Community Resource Centres (Sources) to see how they weigh in on cannabis retail and the potential for increased use of cannabis amongst kids. The Applicant’s PIM Summary outlines feedback from George Passmore, Manager of Counselling & Addition at Sources. City Staff have reached out to Mr. Passmore to confirm his feedback. Mr. Passmore noted general support for legal government regulated cannabis, clean stores which focus on customer education, and efforts to ensure cannabis is kept out of the hands of youth. The Applicant has offered to undertake the following in light of the feedback from the public and Mr. Passmore, specifically: <ul style="list-style-type: none"> ○ Implement storefront design that will prevent youth of White Rock from seeing any cannabis or accessories ○ Remove the word cannabis from our signage so exposure to youth will be negated. ○ Put together a marketing campaign with the help of Sources to warn of the dangers of cannabis in youth with a focus on effects of cannabis on the growing brain.

Interest / Concern	Response Additional Information
	<ul style="list-style-type: none"> ○ Implement CPTED in conjunction with the RCMP4 to keep the neighborhood safe ○ Uniformed security will be additional presence in pier area to limit smoking
Hours of Retail Sale	<ul style="list-style-type: none"> ● The Liquor and Cannabis Regulation Branch (LCBR) provides general guidance on the hours of cannabis retail sale, supporting hours of between 9am and 11pm. The Applicant has noted that their retail store in Chilliwack, for which a license has been granted by the LCRB, has store hours aligned with that recommended by the Branch. Similar store hours are being sought for this store. City Staff do not have any concerns with the store hours considering the location of the property and the restrictions on customer access, to be limited to the south (Marine Drive) side of the property.

DEVELOPMENT PROPOSAL APPLICATION – COMMENT SHEET

The City of White Rock has received a development proposal application for the below-listed property. An information sheet, along with all applicable submission material, is attached in the relevant Project Folder on Tempest. Each department is requested to review the development proposal application request and provide written comment based on their department's responsibility. If no comments are received, it will be assumed that your department's interests are unaffected.

PROJECT NAME	CANNABIS RETAIL STORE (SEED & STONE)
PROJECT NUMBER	PRJ-000303
REFERENCE NO.	20-018
COMMENTS DUE	OCT 19, 2020

PROPOSAL	The subject application proposes an amendment to Section 4.1.3 of the City of White Rock Zoning Bylaw to allow for a Temporary Use Permit to be issued for a cannabis retail store outside of the Town Centre. The applications tied to the proposal include a rezoning application, a temporary use permit application (assuming the rezoning is approved) and a Liquor (Cannabis) License Referral application. The subject property does not currently contain any off-street parking and the proposal, as presented, does not propose any change to the site save for interior improvements and exterior (façade) signage.
CIVIC ADDRESS	15053 MARINE DRIVE

DEPARTMENT	White Rock RCMP (S/Sgt. Kale Pauls)
COMMENTS:	
<p>The RCMP has no position on a cannabis retail business situated in White Rock.</p> <p>I will provide some observations and considerations for this particular location at 15053 Marine Drive. The volume of vehicle and pedestrian traffic observed at Indigenous Bloom on East Marine Drive during the summer of 2020 generated an elevated number of complaints. That being said, the proposed location in the 15000 block of Marine is normally congested during the summer months, so an increase in short visit pedestrian and vehicle traffic may not be noticed as much. There has also been no reported vehicle/pedestrian issues with the relatively new cannabis shop on Johnston Rd.</p> <p>The proximity of the proposed cannabis retail store near the Pier may attract customers that choose to consume their cannabis products in this public area. The Provincial Cannabis Control and Licensing Act, section 63(1) makes consumption in certain public areas an offence. The spray pool/splash pad and the seating around these areas are directly identified in the Provincial Cannabis Control and Licensing Act as prohibited consumption areas. The Act also specifies a prohibition of consumption in <i>an outdoor area established by a local government for the purpose of community recreation</i>. Although the Act</p>	

does not set out a definition for a *community recreation area*, a search of legal definitions does indicate that areas set aside for outdoor recreation, viewing, walking etc meet the definition of an area established for community recreation. Enforcement of cannabis smoking on the Pier, Promenade and beach could be achieved under the Provincial Cannabis Control and Licensing Act or White Rock's Public Health Smoking Protection Bylaw.

There is not enough information or precedent to know if there will be increased use of cannabis in the area around the proposed cannabis retail store.

In 2019 and 2020 the White Rock RCMP received approximately 12 Cannabis Act related complaints on all of Marine Drive, and in total, 36 complaints in all of White Rock. The numbers are too low to specify any issues or problem areas.

07 December 2020

Attention: Greg Newman
Manager

City of White Rock
Planning Department
15322 Buena Vista Avenue
White Rock, BC V4B 1Y6

Dear Greg,

RE: Development Application No. PRJ-000303

Thank you for the opportunity to provide written comment on file PRJ-00303 15053 Marine Drive on the application for a cannabis retail Store.

The subject property at 15053 Marine Drive is located within the White Rock Elementary catchment. The Surrey School District expresses general concern with any business selling cannabis containing products (particularly in and around school hours) in close proximity to any of our schools. The subject property and White Rock Elementary are separated by two major street thoroughfares, and therefore, mitigating the friction between the use with the elementary school.

Thank you for the opportunity to comment on this application and we trust that our concerns will be considered as part of this application.

Kind Regards.



Kelly Isford-Saxon
Manager, Demographics & Facilities Planning
School District No. 36 (Surrey)



SEED & STONE BUSINESS PLAN

Proposed Location –
15053 Marine Drive, White Rock, BC V4B1C3

CITY OF WHITE ROCK

From Seed & Stone (non-medical cannabis retail brand) for the Mayor and Council of the City of White Rock

Vikram Sachdeva

Founder & CEO – Seed & Stone

Contents

Letter of Intent.....	3
Executive Summary.....	4
Mission, Vision and Values.....	4
Mission Statement	4
Vision.....	4
Values.....	4
Company Objectives	5
Curriculum Vitae	5
Strategic Advisory Team	5
Christina Clark First Nation Relations Advisor.....	5
Mark Catroppa Strategic Business Advisor	5
Brig. Satbir Sachdeva Compliance Advisor.....	5
Management Team.....	6
Vikram Sachdeva Founder & CEO	6
Christoph Grzywacz VP of Corporate Development	6
Samir Chaudhary Head of Procurement	6
David Holender Area Manager.....	6
Organization Structure.....	7
Proposed timeframe for commencing retail sales of Cannabis.....	7
Compliance with Government regulations	8
Aesthetics.....	8
Sidewalk Safekeeping.....	8
Noise Management.....	8
Odor Management.....	8
Environmental Plan.....	8
Good Neighborhood Agreement	9
Proposed Education Initiatives	10
Community.....	10
Employees	10
Operation Details	11
Location.....	11



Current Location	11
Store Design	12
Proposed Location	13
Community Engagement	14
Social Well Being	14
Economic Growth.....	14
Community Safety & Security	14
Corporate Social Responsibility Activities.....	14
Hiring and remuneration policies	15
Local hiring preferences.....	15
Diversity Plan	15
Anti-harassment policy	15
Employee well-being.....	15
Employee Manual and Handbook.....	15
Personnel Training	16
Personnel Background Screening	16
Personnel Records	16
Security Measures.....	16
Workforce Security	16
Store Premises Security	16
Fire and Safety plan	16
Insurance.....	17
Appendix 1 - Community Engagement.....	18
Appendix 2 - Security Plan.....	33
Appendix 3 - Insurance.....	34
Appendix 4 - Retail Profile.....	35
Appendix 5 - LDB Guidelines.....	51



Letter of Intent

August 17, 2020

The City of White Rock
15322 Buena Vista
White Rock BC V4B 1Y6

The Honorable Mayor and Councillors,

Subject: Application for non-medical cannabis retail store

I, Vikram Sachdeva, on behalf of Seed & Stone, have entered an application to operate a non-medical cannabis retail store at **15053 Marine Drive**. Seed & Stone has received support from the property owner to proceed with the rezoning application and supporting documents.

About Seed & Stone

Seed & Stone is an owner operated small scale non-medical cannabis retail brand. Currently operating one store in Chilliwack and focussed on expanding its retail network throughout British Columbia.

Owner Vikram Sachdeva has over twenty years of experience in the retail space. He has served as a board member for Subway's Advertising Trust Fund for 2 consecutive terms, has a proven track record, successfully owning and operating 3 Subway franchise stores in Chilliwack, BC. He has also managed operations for BC Liquor store in lower mainland, BC, where he was leading the inventory management and customer success teams.

Location of proposed Seed & Stone Store

Seed & Stone is proposing to open a non-medical cannabis retail store at **15053 Marine Drive White Rock BC V4B 1C3**. This location was chosen for multiple reasons –

- The property is free standing and located along Marine Drive in a non-residential neighborhood
- Is easily accessible with parking and on a public transit route
- The store is compliant with current policy framework recommended by the provincial and city government, including distance from schools

The size of the proposed non-medical cannabis retail store is approximately 1,150 square feet. We envision 50% of the space to be utilised for retail and remainder to be utilized for loading, office, storage, and administration.



Executive Summary

Seed & Stone is looking to expand their footprint in the British Columbia cannabis industry. Seed & Stone plans to operate an adult-use, recreational cannabis retail store at 15053 Marine Drive White Rock BC V4B 1C3. The facility will solely operate as a retail cannabis store, there will be no cultivation, consumption or manufacturing taking place.

Seed & Stone is a state-of-the-art cannabis retail brand bringing a carefully curated collection of cannabis to our customers. We seek to redefine the cannabis retail experience by offering a unique and inviting take on cannabis education and retail. Embracing these core concepts allows Seed & Stone to establish trust and a deeper connection to our communities and their values. Seed & Stone looks to have a positive impact on our customers by encouraging them to discover “The Journey Within”.

Our retail cannabis locations are being developed to incorporate state-of-the art technology combined with green practices that are innovative and futuristic. Compliance and the safety of our customers, employees and the community are key components of our operations. This includes offering a comprehensive plan incorporating the RCMP “Crime prevention through environmental design” program. To summarize these efforts and others, Seed & Stone has assembled a business plan to outline key company objectives and missions that are critical to the core of our business.

Mission, Vision and Values

Mission Statement

To provide our customers with an exceptional cannabis retail experience that speaks to local sensibilities. Through our community engagement, Seed & Stone is committing to creating a safe and convenient place to interact with Cannabis products.

Vision

Seed & Stone is the foremost cannabis retail chain in Canada with a wide variety of products amongst all categories available for recreational purposes to consumers.

Values

Employees, Education, Customers and Products:

- Employees: Seed & Stone is focused on creating a conducive environment for its employees. We value their opinion and treat them with utmost respect
- Education: We invest in expanding knowledge of cannabis usage amongst employees and customers. Encourage our patrons by keeping them engaged in creative programs
- Customers: We take care of our customers. Focussed on creating a customer friendly store environment through which they can touch, smell, and feel the products
- Products: Offering legal and safe products sourced from Liquor and Cannabis Regulation Branch (LCRB) of Province



Company Objectives

Seed & Stone's key objectives are:

- To obtain approval from the City of White Rock to open a cannabis retail store
- To serve the growing demand for clean and safe cannabis in the White Rock community
- To become the preferred cannabis retail location among patrons and visitors within the City of White Rock
- To educate recreational cannabis users, allowing them to make informed decisions on their purchases
- To showcase our compliance with municipal, provincial and federal government regulations
- Create a welcoming environment that caters to the recreational Cannabis user by providing exceptional customer service
- To create a professional brand image, to earn trust and respect within the communities we serve

To keep cannabis away from the youth of White Rock, and adhere to all municipal and provincial laws and regulations

Curriculum Vitae

Strategic Advisory Team

Christina Clark | First Nation Relations Advisor

CEO for Songhees Nation responsible for Operations, Governance, Financial Management, Policy and Law Development, Intergovernmental Affairs and Economic Development. She has previously held positions of Finance Manager and Property Tax Administrator.

Mark Catroppa | Strategic Business Advisor

Mark Catroppa is the Executive Vice President and co-founder of the Monark Group. He has many years of management experience with federal government regulatory bodies. At Seed & Stone, he is consulting on matters pertaining to strategic business activities to help us succeed in a meaningful way.

Brig. Satbir Sachdeva | Compliance Advisor

Head of Compliance for Seed & Stone, Brig Satbir is an Ex-General of the Indian Army. He is a professional and perfectionist who is well versed in all operational compliance and standards for Cannabis retail store operations. He is responsible for monthly compliance checks at Seed & Stone and maintains a tight check on all compliance and reporting.



Management Team

Vikram Sachdeva | Founder & CEO

Vikram Sachdeva is an enthusiastic, thoughtful, and determined entrepreneur with 20+ years of experience in the retail space. At a young age Vikram took to the path of becoming a leader in the Quick Service industry. He has been at the forefront of setting up a chain of Subway franchises in the community of Chilliwack and employs more than 30 community members. He holds an Associate degree in Hospitality and Retail Management from Douglas College. His background and experience in working with the BC Liquor Distribution branch at the retail level for over 7 years, makes him an ideal candidate to help the Legal cannabis market in BC grow responsibly. Vikram is a family man with an 11-year old son and understands the responsibility of regulating and distributing cannabis under the current regulations and help the communities understand the cannabis retail market. This is evident in how his brand Seed & Stone operates in Chilliwack and intends to bring their best practices to the municipality of White Rock.

Christoph Grzywacz | VP of Corporate Development

Chris is a highly experienced professional who possesses the required level of management know-how to inspire, lead, develop and motivate staff. A result-driven, hardworking, self-motivated individual who has the right qualifications along with 15 years of work experience in project management, working to the highest standards. He holds an associate degree in Hospitality and Retail Management from Douglas College and a BBA in Business in Entrepreneurial Leadership from Kwantlen Polytechnic University. Chris has owned and operated a Lotto Ticket center for the highly regulated BC Lottery Corporation for over 18 years. He understands regulations, standards and strives to help guide the Seed & Stone brand in the right direction

Samir Chaudhary | Head of Procurement

Samir is an international businessman with over 25 years of experience running a successful business in the automobile industry. As the leader of his organization, Samir was responsible for over 300 employees. Here, team building, technology up-gradation, production, procurement at the right price to be competitive in the market was his forte. At Seed & Stone he is responsible of branded accessories procurement from Canada, India, China, and the US.

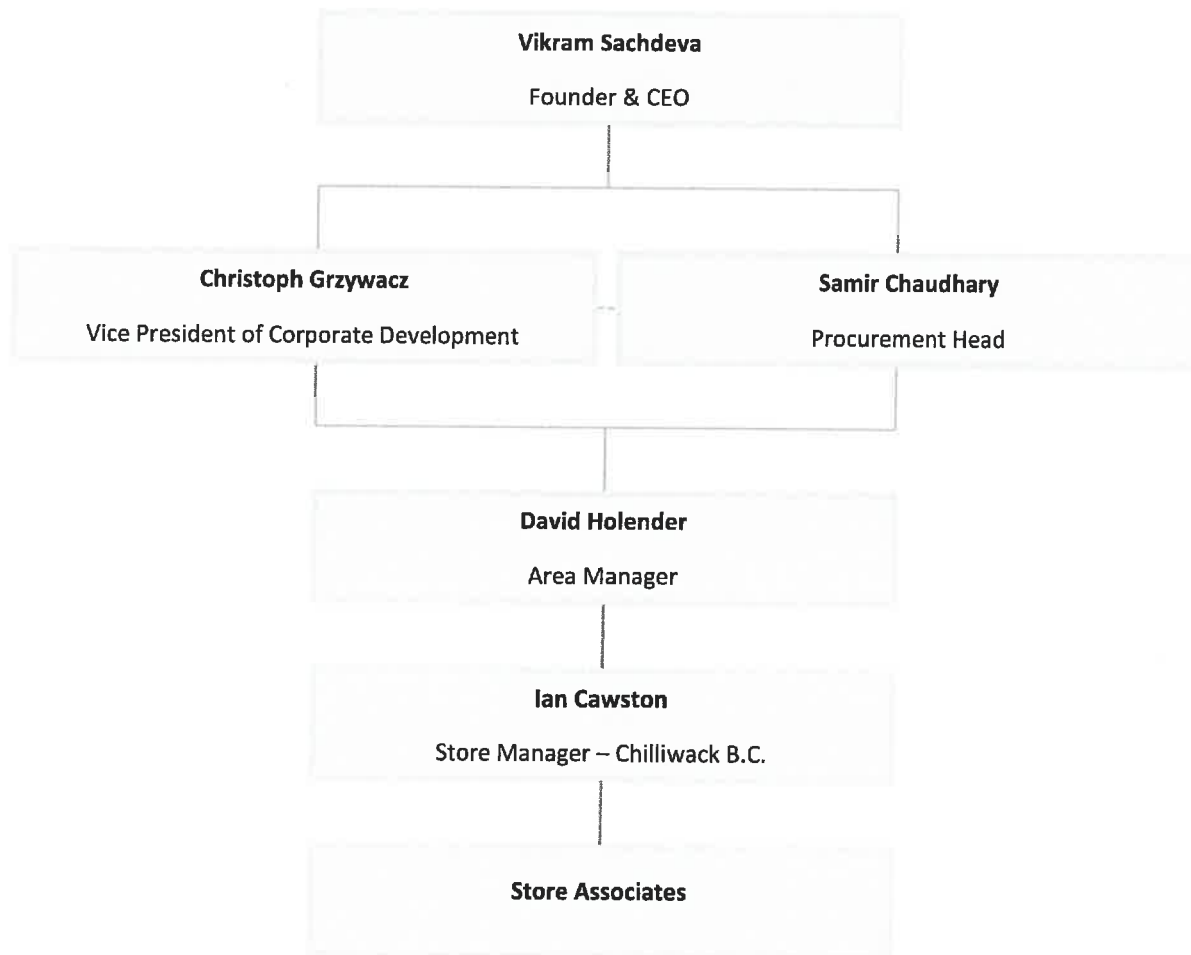
David Holender | Area Manager

David is friendly and technical savvy graphic designer, office, and cannabis expert with over a decade experience from coast to coast of Canada. He has successfully opened multiple retail stores for other cannabis brands in British Columbia.



Organization Structure

Seed & Stone is currently operating with a strength of thirteen employees, of which four are in corporate management and others in store operations. Highlighted below the current organisation structure –



Proposed timeframe for commencing retail sales of Cannabis

Upon issuance of any and all permits, Seed and stone estimates a maximum of 90 days to finalize all licensing requirements, hire and train staff, complete renovations, purchase and stock store with cannabis and accessories plus integrate a compliant POS(Point of Sale) system



Compliance with Government regulations

Aesthetics

Seed & Stone focusses on maintaining the decorum and avoids having detrimental effect on the area. The goal is to make the site look like any other retail store and to ensure that the planned site does not draw any unintended attention. No signs may include any logos or information defining, advertisement, or listing services or products.

Sidewalk Safekeeping

Through the retail store team, Seed & Stone will maintain the sidewalk for cleanliness and limit any loitering. The security staff will have a highly visible presence and only allow adults aged 19 and older to enter and browse premises. This team will also be alert about any suspicious behavior outside the premises and intoxicated patrons. A neighborhood cleaning program will be implemented throughout the working day with regular checks.

Noise Management

Seed & Stone will aim to minimize any noise emissions from the premises and its immediate vicinity. Seed & Stone shall apply strict rules to maintain low noise emission for employees, customers and visitors who enter and leave our building.

Odor Management

A carbon filter will be added to all rooms in our store that contain cannabis products. These filters are highly successful in eliminating the odor caused by the permeation of our cannabis products. The filters have a strong ventilator, which pushes the air from the room and pushes it through the odor eliminator and brings cleaner air back into the room.

Environmental Plan

Seed & Stone is environmentally friendly, from energy consumption, water usage and waste generation, Seed & stone shall consult and retain an Environmental or Architectural Engineer. To optimize energy consumption, Seed & Stone will implement the following measures –

- Usage of LED / fluorescent lighting in every part of the store
- Use of low energy consumption HVAC products
- Seed & Stone will instruct, train, and educate its staff to adhere to water conservation measures
- Use of paper, plastic and other containers made using recycled materials, where appropriate
- Employees will be trained in recycling programs by local waste and recycling providers
- Recycling bins will be placed at the locations entrance and any cannabis will be disposed as per regulations including:
 - Date of disposal
 - Type of cannabis disposed
 - Amount of cannabis disposed



Good Neighborhood Agreement

Seed & Stone implements forward thinking practices and focuses on its impact on neighboring businesses. For this reason, we fully support a neighborhood agreement.

Seed & Stone will augment the value and integrity of the neighborhood through our welcoming yet elegant branding. Local business will see an increase in traffic with Seed & Stone driving new customers to the community.

In addition,

- Seed & Stone will be following all bylaws laid out by city council and governing bodies regarding non-medical cannabis retail.
- Seed & Stone are committed to improving the quality of life for residents and visitors.
To do this, we have
 - implemented a garbage and recycling program to keep the community clean
 - Bright and efficient lighting will be placed around the location to discourage theft
 - Cover any unwanted graffiti and replace with commissioned mural from community
- Seed & Stone recognizes its role as a responsible corporate citizen and neighbour within the community and agrees to work with City and its departments to resolve concerns on an on going and continuous basis

Seed & Stone promotes the following being included in a good neighborhood agreement:

- The company has no tolerance for criminal activities within or adjacent the store premises at any time of the day
- Entry of minors, i.e., below 19 years of age is prohibited in the store. They would not be allowed to stay within the premises even if accompanied by adults
- All potential employees must first complete a police information, as per the cannabis control and licensing act
- Promptly bring to the attention of the RCMP any criminal charges brought against the license holder or any employees of the licensed business
- Prohibit banners, flags, string lighting, or similar advertisement methods and display on the exterior of the store premises at any time
- Notify the business contractor of the city about any change in contract information for any responsible persons
- Prohibit the consumption of alcohol and cannabis products within and near the store premises
- Restrict smoking/ vaping of products within or near the store premises
- Discourage the use of cannabis products immediately after the purchase of product, or outside the immediate premises.
- Minimize the impact to pedestrians and the neighborhood, and to comply with the provincial health act, WorkSafeBC, and city bylaws regarding consumption of cannabis
- To ensure that all persons working in the store are at least 19 years old and have a valid sell safe license
- To make sure that all employees and staff members have read the provincial worker qualification guidebook and understand the intent of the work qualification regulation
- Actively participate in community activities initiated by the city or RCMP to monitor and coordinate non-medical cannabis retail activities within the community



- Designate a staff member to inspect the outside of the premises daily to ensure there is no garbage, litter, or any other general objects associated with the business disturbing the surroundings of the premises

Proposed Education Initiatives

Seed and stone places emphasis on education, not just for its employees but for the surrounding community. All employees must complete their selling it right training along with receiving their cannabis workers clearance, but seed and stone does not stop there. Seed and Stone promotes and encourages the use of Canada's "Lower-Risk Cannabis Use Guidelines", an evidence-based tool used to guide choices and improve the health of Canadian cannabis users. (referenced in **Appendix 5**)

Seed and stone have partnered with Leafly to provide up to date training for all employees. This training includes but is not limited to, identifying, and refusing service to minors and dealing with intoxicated patrons.



Seed and stone will plan and present community events to inform and educate the on safe cannabis use, the negative effects of cannabis in youth as well as understanding THC, CBD, and other cannabinoids along with different consumption options. These events will be available to all community members through our seed and stone newsletter, webpage, and social media. Throughout COVID, Seed and Stone plans to use remote technology such as "Zoom" to reach the community.

In store signage will be prominent and cover the dangers of intoxicated driving and consuming cannabis while pregnant.

Community

Education is the backbone of our value system. With not much awareness around usage of non-medical cannabis products, the corporate development team is focussed on engaging patrons and retail associates in training programs to expand their knowledge on products, Terpenes, endocannabinoids plus THC and CBD ratios. The firm is also dedicated in uplifting internal well being by conducting monthly yoga classes conducted by professional instructors open for locals of the city.

Employees

Seed & Stone invests in the professional development and education of its personnel to uphold a standard of excellence and provide customers a comprehensive product knowledge when selecting their cannabis products. We will require all employees to participate in the assigned education and training programs. Any employees that fail to pass the education and testing requirements may experience disciplinary action and/or termination.

All retail store employees will go through comprehensive training. The program incorporates provincial requirements and regulations including background checks, as well as new-hire training and continuing education protocol



Operation Details

Seed & Stone is proud to offer the community a warm, clean, inviting yet professional storefront with the intent of creating a safe and comfortable alternative to purchasing non-medical cannabis from the legacy.

Our location will have frosted windows to align with federal and provincial laws requiring that cannabis not be visible from outside the store. Seed & Stone is willing to work with the City of White Rock to ensure that the aesthetics of the store exterior suits the design character of the surrounding community.

Seed & Stone will employ up to 12 staff members, including a Store Manager and at least one Assistant Store Manager. At no time will a staff member be required to work alone. Seed & Stone will offer a living wage and all employees will be found through our community hiring fair. Our focus is to bring in upstanding members of the White Rock community to join our team. Seed and stone will offer competitive benefits to all employees immediately following a 90-day probation period.

Seed and Stone is currently operating 7 days a week from 9am – 11pm. We understand the importance of hours being consistent with the White Rock community and we will consult with local government before finalizing any hours.

Location

Current Location

Address: 8050 Lickman Road #103, Chilliwack, BC V2R 0Y3

Retail location summary –

- The location is 500 meters away from Highway no. 1
- The store is in an industrial area which is away from schools and parks of the city
- Abiding by regulations, the location is away from the outreach of youth in the locality. Accessibility to youth is low.

Store View –





Store Design

The store layout is created to provide an inviting, clean, and professional environment for our customers. Structured in a way to provide a seamless retail and educational experience allowing Seed & Stone to help reduce the stigma surrounding the use of cannabis.

Transactions are smooth and seamless as all products are displayed on a wall to ceiling product display, right behind the POS station.

With a knowledgeable staff and a passionate licensee, we have created a modern-day retail experience that allows every potential customer to become educated about recreational cannabis.



Proposed Location

Address: 15053 Marine Drive, White Rock, BC V4B1C3

Proposed store location summary –

The rationale behind shortlisting this store location on Marine Drive was as follows:

- To serve the community in City of White Rock with legalised cannabis products
- All zoning guideline set by the City of White Rock without any need for any variances will be met
- Currently hold the lease for the shortlisted location with landlord support
- This proposed cannabis retail location also abides by the criteria laid out by the City of White Rock stating any cannabis retail location must be:
 - 250m from school, community center, sports field, or playground
 - 150m another lot where a cannabis retailer is permitted



Community Engagement

Safeguarding the community is a priority for Seed & Stone. The corporate team has been reaching out to residents and businesses to assess acceptance of non-medical cannabis in the community. Keeping in mind the various risks involved with teenagers and young adults, we have been taking certain measures to create a safe cannabis retail experience. The activities incorporated in store operations for community engagement are mentioned below.

Social Well Being

According to statistics, approximately 17% (675,000 people) of British Columbians accepted the use of cannabis before legalization, of which 23% fell under the age group of 15 to 24. Keeping cannabis away from the outreach of youth, i.e., below 19 years of age, it is vital to have at least 1 legal non-medical cannabis store in each district of BC.

Economic Growth

According to our primary and secondary research campaigns, having a non-medical cannabis retail store in local business marketplace helps boost the local economy in many ways. With greater foot traffic in the area, the neighborhood businesses are positively impacted with greater outreach and eyeballs to their brands. We are also focussed on hiring local talent for retail store associates and believe in paying higher wages than minimum wage offered by the provincial government. With growth in number of retail stores for Seed & Stone, opportunities at retail store operations are rising simultaneously.

Community Safety & Security

Following the mandate outlined by the British Columbia government, our retail network is equipped with high-end technology equipment which helps in reduction of potential crime in the locality. Some measures we have taken to maintain a safe, secure environment:

- 24x7 surveillance within and without the stores, security alarm system, a permanent security personnel safeguarding the store and ample artificial lighting outside the store premises.

Corporate Social Responsibility Activities

Aimed towards contributing to societal goals and volunteering to partner with nongovernment organizations for causes which impact the society. Seed & Stone has partnered with MADD (Mothers against Drunk Driving) to empower their activities of supporting victims to road crimes or tragedies through monetary and volunteer support. The corporate management team also has a proven track record of supporting local communities engaged in sports activities and city councils engaged in development of the district through annual economic support. **On top of this, Seed and Stone pledges to donate up to \$10,000 or 1% of annual sales to causes linked with development strategies of White Rock.**

Refer **Appendix 1** for an elaborate community engagement plan



Hiring and remuneration policies

Seed & Stone is committed to the recruitment of only qualified applicants. At the same time, preference will be given to applicants who are based out of the City of White Rock. We will do this recruitment through local job fairs and other recruitment activities. Our employees will be paid a wage which is significantly higher than the minimum wage. Before starting their new job, they will have a criminal record check successfully carried out.

Local hiring preferences

The minimum wage set by the government of British Columbia is \$14.60 (as of June 1, 2020). All Seed & Stone employees will be paid a living wage which is more than British Columbia's minimum wage with an average hourly rate starting at \$17.84

Here is a summary of the minimum salaries paid to Seed & Stone's retail store employees:

Designation	Seed & Stone wage	BC minimum wage	Variance
Retail Store Associates	\$16.50	\$14.60	+13%
Security	\$16.00	\$14.60	+9.6%
Store Manager	\$21.00	\$14.60	+43.8%
Average	\$17.84	\$14.60	+22.2%

Seed & Stone will also conduct annual employee assessments where pay raises will be given based on their annual performance

Diversity Plan

Seed & Stone is fully committed to be an equal opportunity employer and is opposed to all forms of unlawful and unfair discrimination.

Anti-harassment policy

Every employee has the right to a work environment that provides respect for the individual and is free from personal or sexual harassment. Seed & Stone will take reasonable steps to provide such an environment where if an individual behaves in a manner not in accordance with this policy will be reprimanded as appropriate. Harassment is a form of discrimination and is therefore contrary to employment and/or human rights legislation.

Employee well-being

Employee Manual and Handbook

A comprehensive handbook has been created to provide information and guidance to employees. The manual addresses:

- Seed & Stone's Philosophy
- New employee onboarding procedures
- Attendance, tardiness, and uniform policy
- Safety/Security policies and guidelines
- Drug and Alcohol policy
- Anti-Discrimination Policy



- Anti-Harassment Policy

Personnel Training

All retail store employees will go through comprehensive training. The program incorporates provincial requirements and regulations including background checks, as well as new-hire training and continuing education protocol

Personnel Background Screening

We will perform background checks on all employees, volunteers, principals, directors, and board members. We will also perform background checks on any contractors or vendors who regularly work within the facility or will be employed there for an extended time. Copies of any public records obtained through the background check process will be provided to the individuals concerned. To ensure transparency, the entire background checking process will be conducted by a third-party

- Seed & Stone will ask applicants to submit a piece of ID to obtain their age
- A criminal background check will be run and any applicant not meeting the criteria will be immediately disqualified for the position

Personnel Records

We will maintain personnel records for each employee, agent, or volunteer that includes:

- Employee application
- Documentation of all required training
- A signed statement from the individual indicating the date, time, and place that he or she received training and the topics discussed, including the name and title of the presenters, and
- Record of any disciplinary action taken against an employee at any time during employment.
- These personnel records will be maintained for a period of at least six months past the end of the individual's affiliation with us

Security Measures

Workforce Security

Security for Seed & Stone is about securing each of our retail locations and having emergency response protocols in place to ensure safe routine operations. Consistent, effective policies and procedures for organizational protection significantly reduces the possibility of emergencies.

Store Premises Security

We will have a state-of-the-art security system with over 12 HD remote monitoring cameras which are backed up remotely and kept for up to 6 months. Over 10 motion sensors, protected walls, steel vault for inventory, 24/7 monitoring and alarm system with 30 days of recording capability of DVR. is also in place. We will adhere by any requirements of the City of White Rock to ensure security is a top priority.

Fire and Safety plan

Seed & Stone will partner with a fire extinguisher sales and service company to evaluate our retail location and surroundings to assist us in crafting a comprehensive plan. We fully understand the importance of fire safety for operations. Seed & Stone will do its best to learn from other examples to prevent problems from occurring with our retail store. Below is a summary of preventive safety measure Seed & Stone is planning to put in our retail store:



- Customer service area
 - Promulgation of strict no-smoking policy and other fire prevention rules to all members
 - Clearly marked and illuminated exits and evacuation routes
 - A store employee trained and routinely drilled in the proper procedures to evacuate members
- Fire Suppression
 - Seed & Stone will employ many techniques to mitigate and control fires if they occur. Smart mitigation techniques limit fire damage and danger, and they conserve the resources of the fire department by reducing the number of incidents that require a response by firefighters. These mitigation techniques include the following:
 - Fire Alarms
 - Sprinklers
 - Extinguishers
 - Monitoring Services
 - Fire Evacuation Plan
- Standard of procedures
 - Standardization of procedures is the only way to ensure accountability and comprehensive preparedness. Accordingly, Seed & Stone will develop a set of standardized forms and checklists to ensure that our safety procedures are correctly implemented and followed. In our Fire and Safety Plan we will provide a sample of these safety procedure forms and checklists:
 - Fire Risk Survey
 - General Fire Prevention Checklist
 - Exits Checklist
 - Flammable and Combustible Material Checklist
- First Aid and Safety
 - A first aid kit will be provided to employees and customers in case of an emergency.

Refer **Appendix 2** for the security plan at the proposed location.

Insurance

A commercial insurance will be arranged after the license for operations is approved by the city. The current store at Chilliwack is insured with CANSURE insurance with general liability at \$5,00,000. A similar insurance policy will be implemented at the proposed store.

Refer **Appendix 3** for Insurance document for our current location at Chilliwack, BC.



As a part of the community engagement plan, the brand will be reaching out to locals and patrons of the White Rock community to seek their acceptance and consent for a non-medical cannabis retail store at the proposed location.

We want to showcase our previous efforts in community engagement of reaching out to locals of district of mission. The document contains the following forms –

1. A consumer handout with an introduction about Seed & Stone, knowledge about cannabis consumption and proposed store location
2. The petition which will be used to get signatures from the community
3. Signed petition from patrons in District of Mission
4. Petition signed by patrons through online modes
5. The community engagement letter shared with the Mayor and The Council of District of Mission, highlighting our efforts

GET CANNABIS CLARITY

19+

SEED & STONE &

15053 Marine Drive, White Rock BC V4B1C3



Vikram Sachdeva

Founder & CEO

Ph: 778-895-7192

E: VikramS@seedandstone.com

Christoph Grzywacz

VP of Corporate Development

Ph: 604-779-8918

E: ChrisG@seedandstone.com



A licensed cannabis brand, focused on providing an exceptional retail experience.

We require your support in creating a safe and convenient community in White Rock.

Seed & Stone will create a storefront that is appealing and compatible with the city's architecture. To achieve this, Seed & Stone will get in touch with White Rock's council members and discuss various storefront ideas to align with city's vision.



WE ARE HERE FOR YOU

Seed and Stone is committed to the social and economic development of its community



Committed to be a good neighbour



Corporate sponsorships and events

- We commit to donate \$10,000 from our annual net profits to the Parks and Recreational Department of Langley to support family-friendly programs organised by the city
- Free meditation and yoga classes on 4th Sunday of each month by professional instructors for our patrons
- Partners with Mothers Against Drunk Driving (MADD) and law enforcement to create awareness on safety and security related to cannabis
- Clean White Rock Campaign: Seed and Stone is committed to keeping the environment clean and tidy. We'll be organizing a clean up drive once a month and offering cannabis recycling solutions at our store





YOUR BENEFITS MATTER THE MOST

Cannabis in your community :

- With LCRB being the sole distributor, all products are licensed and safe for consumption
- An increase in foot traffic will help growth of other businesses in the community
- Abiding by the law, we double check identification and prohibit sales of cannabis products to minors
- We believe in fair pay; our basic wage is higher than minimum wage of the province

**Your Safety and Security is of utmost importance to us.
Share in our dreams by scanning the appended QR code
and signing the petition.**



1. Open the camera app on your phone and scan the code
2. Sign the petition for Cannabis in Langley

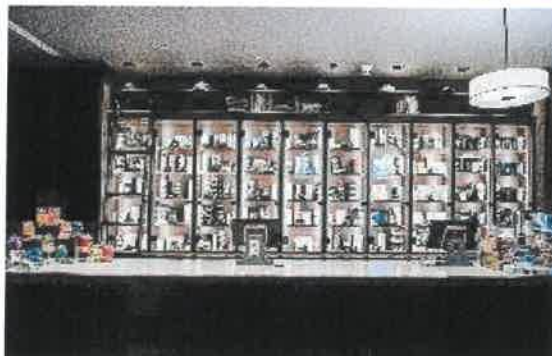
Visit our website for further details: <https://seedandstone.com/>



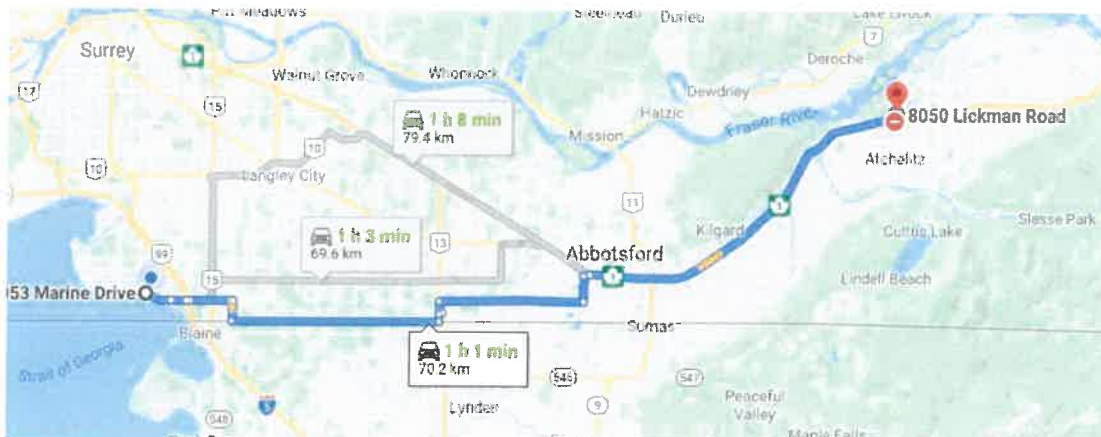
SEED & STONE



Experience Seed & Stone at Chilliwack –
8050 Lickman Rd #103, Chilliwack, BC V2R 0Y3



Directions for Seed & Stone store from White Rock to
Chilliwack –



Community engagement petition for –

15053 Marine Drive, White Rock BC V4B1C3

By signing this petition, you declare that you are 19 years and older date 01 Aug 2020

In case of queries, please contact Vikram Sachdeva by email at vikrams@seedandstone.com

S. No.	Name	Address	Consent (Yes/ No)	Signature








SEED & STONE IN Stone Petition.

19+

Community engagement petition for – Downtown Mission. #101, 33025 First Ave, Mission, BC

By signing this petition, you declare that you are 19 years and older date 5th June 2020

In case of queries, please contact Vikram Sachdeva by email at vikrams@seedandstone.com

S. No.	Name	Address	Consent (Yes/ No)	Signature
	Kem Jeth	Deroche	Yes	
	Parfon Horton	Prest Rd	yes	
	Travis MOORE	24032 66 AVE Langley BC	YES	
	BRANDON BOWEN	4263 Stearnwater Drive	Yes	
	Ray Alpe	2330 Beven Cr	yes	
	TRAVIS WATKINS	CHURCH BC,	YES	
	Rya Owen	Agassiz	yes	










8

Community engagement petition for –

Downtown Mission. #101, 33025 First Ave, Mission, BC

By signing this petition, you declare that you are 19 years and older date 5th June 2020

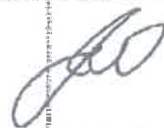
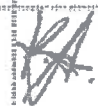




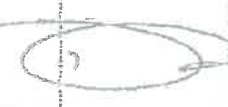



In case of queries, please contact Vikram Sachdeva by email at vikrams@seedandstone.com

S. No.	Name	Address	Consent (Yes/ No)	Signature
	Matthew Ross	#309 45555 Ydell Chilliwack BC.	Yes!!!!!!	
	Eliz AdKirchner	33204 ROSE AVE	Yes	
	Rylie Eisen	45410 Westview Ave	Yes	
	Pan Vithai	15071 Pake Restaurant	yes	
	Chloe Pong	45190 South Sung Road	Yes	
	Randy Marcell	8049 Lickman	yes	
	Kyle Todd	8049 Lickman	Yes	
	Amber Triantafyllidis	9238 2118 St.	Yes	
	Charity Ciszak	7504 2001st Langley	yes	

Community engagement petition for – Downtown Mission. #101, 33025 First Ave, Mission, BC

By signing this petition, you declare that you are 19 years and older date 5th June 2020









In case of queries, please contact Vikram Sachdeva by email at vikrams@seedandstone.com

S. No.	Name	Address	Consent (Yes/ No)	Signature
	Josann Wilson	8761 Baker Dr. Chilliwack BC	Yes	
	Kaid Armstrong	8761 Baker Dr Chilliwack BC	Yes	
	Joven Dillon	31352 Ardour Pl	Yes	
	Lewis Noel	7902 Hurd Mission	Yes	
	Dwayne Jenkins	6113 146 th 524	Yes	
	Jahbaz Grewal	1938 Edinburgh New West	Yes	
	Dennis Maurice	33701 General 7R	Yes	
	Manderware	45643 Fernway Abbotsford	FOR SORE	
		22970 Gilley Ave Maple Ridge	Yes	

SEED & STONENeighbouring Businesses
Support.

19+

**Community engagement petition for –
Downtown Mission. #101, 33025 First Ave, Mission, BC**By signing this petition, you declare that you are 19 years and older date 5th June 2020In case of queries, please contact Vikram Sachdeva by email at vikrams@seedandstone.com

S. No.	Name	Address	Consent (Yes/ No)	Signature
	Rebecca Tripp	7756 Kite St	Yes	
	Mary Watson	32536 Redcat Drive Mission BC	Yes	
	Cindy Tass	7863 Eider St Mission BC	Yes	
	Joe Kerkos	33071 1st Ave	yes	
	Dan D, Jr	33075 1st	yes	
	Chung, Gui	33079 1st	Yes	
	Cindy Chae	33085 1st	Yes	
	Stella Ngieng	33089 1st Ave	Yes	



SEED & STONE Neighbouring Businesses Support.



Community engagement petition for –

Downtown Mission. #101, 33025 First Ave, Mission, BC

By signing this petition, you declare that you are 19 years and older date 5th June 2020

In case of queries, please contact Vikram Sachdeva by email at vikrams@seedandstone.com

[illegible]

§

[illegible]

To,

The Mayor, Council and Staff

District of Mission, BC

Subject: Submission of Seed & Stone community engagement package and community Support for proposed application for non-medical cannabis retail store #RC20-004.

Respected Sir/ Ma'am,

We at Seed & Stone want to update you on our efforts to consult and engage with the community in the District of Mission. As you are aware, we have applied to open in the Downtown area and we have been pleasantly surprised with citizen feedback.

The store at #101, 33025 First Ave, Mission, BC will be compliant with the rules and regulations set up by the District of Mission. Based upon our experience in Chilliwack, we believe that the public will respond well to the aesthetics of our Store. Our goal is to make the store look and feel like a boutique store that is consistent with the downtown development action plan. We have designed the site to ensure that it does not draw any unintended attention and is secured by a High-tech Security system. We believe we have addressed all criteria put forth by the District of Mission. We have sought the opinion and support from residents, surrounding businesses, and workers within Mission. Mentioned below are the efforts that Seed & Stone has gathered –

- Our CEO and Founder Vikram Sachdeva has personally visited the neighboring businesses on 1st Ave and provided them with an information flyer and answered questions and secured their support on a physical petition (attached). Local businesses are highly supportive of Seed and Stone becoming a part of the Downtown core.
- We distributed leaflets raising awareness about cannabis in the local community and displayed it on the storefront window with a QR code and link to our online petition for Seed and stone to open a retail cannabis store on 1st Ave (Attached)
- We also have an online petition on our Web page Seedandstone.com
- We have already submitted several support letters from members of the community in our previous submission
- Seed and Stone Chilliwack location was also gathering Mission community support as we have regular Mission patrons that visit our store in Chilliwack, as there is no access to legal cannabis in Mission currently. Our Mission customers would like to see similar prices, service, and ambiance available closer to them
- Our corporate social responsibility policies are designed to advance local community objectives, which is why we commit to donate a minimum of \$10,000 or 1% of annual net profits, whichever is greater (Every year for the duration of the Lease which is 5 years with two additional terms) to the District of Mission for growth and development of the recreational centers, parks or any other purpose the district desires.

- We plan to partner with non-profit organizations like Mothers Against Drunk Driving ("MADD") to create awareness about cannabis and its effects on the community. Additionally, we plan to arrange yoga classes on 4th – last Sunday of every month for our patrons to promote the social wellbeing of the community. Our staff will be required during their shift to keep the surrounding area of the store on 1st Ave clean
- As we have previous experience and understand the need for a legal cannabis store in Mission to serve the growing demand, Seed & Stone will strive to have the store open within 90 days of getting the approval by the District of Mission
- We would like to invite the council and Mayor to come visit our store in Chilliwack to personally experience what Seed and Stone has to offer. We would like to showcase the value our store will be bringing to the downtown core of District of Mission
- Seed & Stone currently has a rating of 4.8 out of 5 on Google. With over 25 reviews
- We have and will continue to take precautions to keep our customers safe during these unprecedented times by having protective glass between the bud tenders and valued patrons
- Seed and stone will offer pricing that is affordable and provide Seniors of Mission a 10% discount. We very much seek to have our Seniors feel comfortable within our Store and retain knowledgeable staff who can advise them on the benefits both THC and CBD products.

Please find attached the following documents with this letter to support our application –

1. Seed and Stone Public information Pamphlet
2. Online petition Data (QR code and Online petition). Over 130 supporting signatures with address.
3. In person petition signed by Mission residents, workers and customers from other regions that are travelling to seed and Stone to meet their legal Cannabis needs. And would like to see S&S in Mission. (approx. 25 signature)
4. Physical in person petition signed by staff and owners of neighboring businesses on 1st Ave Mission , BC . (approx. 15 signatures).

Our goal is to be an integral member of the Mission community and be a responsible non-medical cannabis retailer. We will abide by all guidelines set by the District and help in growing the economy by adding value to the downtown community.



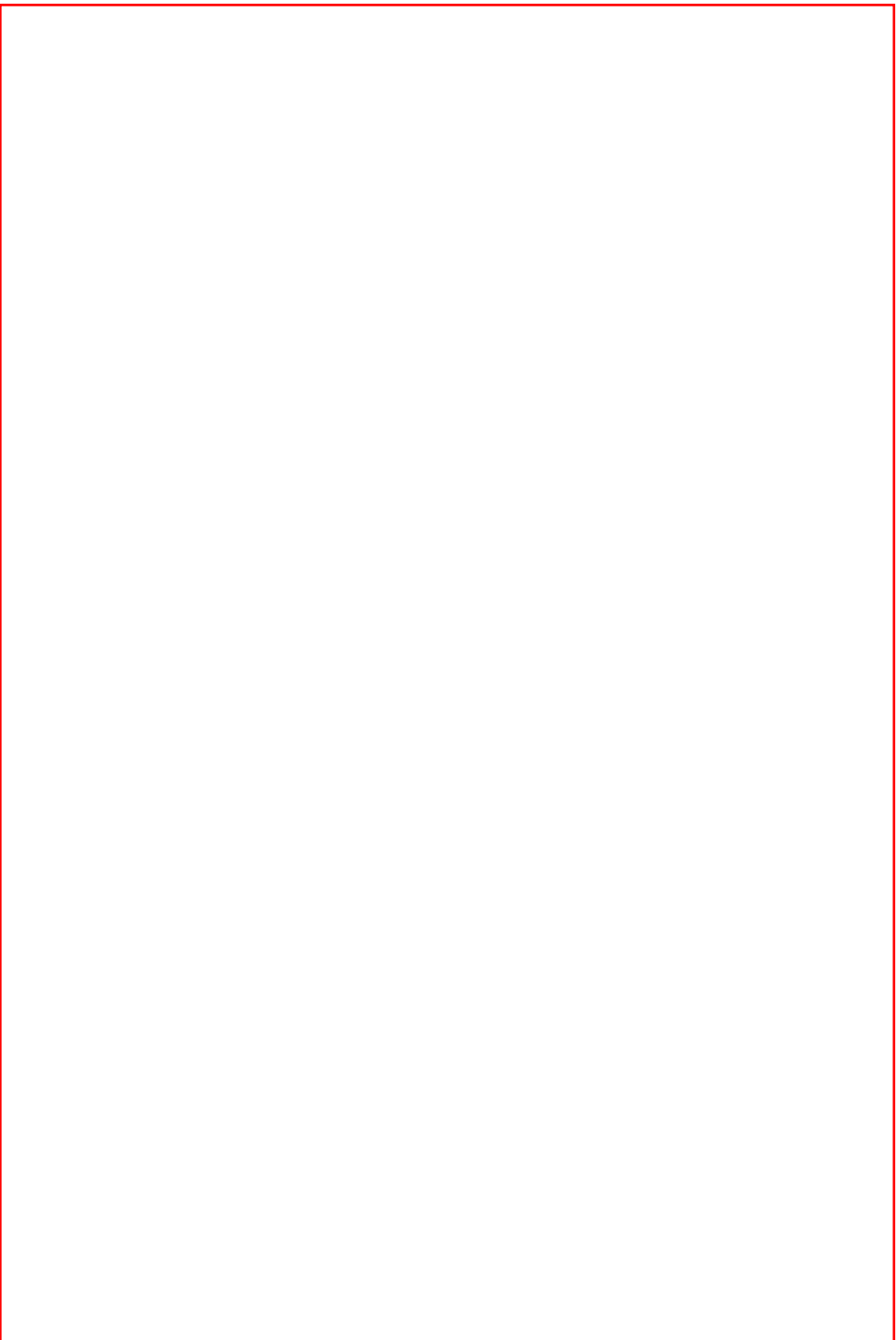
Regards,

Vikram Sachdeva

Founder/CEO | Seed & Stone

Email: vikrams@seedandstone.com

Phone: +1 778-895-7192



CONSTRUCTION NORTH

NOTES/REVISIONS:

SECURITY LAYOUT

Dome camera x 8

NVR

360 Fisheye x 2

Intrusion system control panel

Siren

Keypad x 1

Wireless panic button x 1

Motion Detector x 7

Door contact x 5

Glasdrank x 2

GSM cellular backup

ISSUED FOR: DATE:

REZONING: AUG 26, 2020

PROJECT:

SEED & STONE

15053 MARINE DRIVE

WHITE ROCK, BC

DRAWINGS:

FLOOR PLAN

SCALE:

DATE: ID1.00

AUG 26, 2020

CERTIFICATE OF INSURANCE

This is to certify to: Lickman Road Development Ltd.
8050 Lickman Road, Chilliwack, BC, V2R 3Z9

that policies of insurance as herein described have been issued to the Insured named below and are in force at this date.

NAMED INSURED: 1186354 B.C. Ltd D/B/A
Seed And Stone

MAILING ADDRESS: #57-14952 58 Ave, Chilliwack, BC, V3S 9J2

OPERATIONS / LOCATION TO WHICH THIS CERTIFICATE APPLIES:
Location Address: #103 - 8050 Lickman Road, Chilliwack BC V2R 3Z9
Liability is Restricted to Premises

COVERAGE	POLICY NO.	LIMITS OF LIABILITY
Commercial General Liability (CGL) - Including:	WIP1273206	\$2,000,000 per occurrence
3rd Party Bodily Injury/Property Damage/Personal Injury		\$5,000,000 general aggregate
Products & Completed Operations		\$2,000,000 aggregate
Tenants Legal Liability		\$500,000
Deductible: \$2,500		
Non-Owned Automobile Liability (NOA)	WIP1273206	\$2,000,000

INSURER(S):

Northbridge General Insurance Corporation (10%) & SGI 100% CGL, NOA
CANADA Insurance Services Ltd.(20%) & Non-Marine
Underwriters At Lloyd's - Agreement#B1306C501421800 (30%) &
Temple Insurance Company (40%)

EFFECTIVE DATE: 11Dec2019 EXPIRY DATE: 11Dec2020

SPECIAL CONDITIONS & CLAUSES

This certificate is issued as a matter of information only and confers no rights upon the Certificate Holder other than those provided by these policies. The certificate does not amend, extend or alter the coverage afforded by these policies.

It is hereby understood and agreed that Lickman Road Development Ltd. is added as an Additional Insured but only insofar as the legal liability arises out of the operations of the Named Insured.

Should any of the above policies be cancelled before the expiration date thereof, the issuing company will endeavour to mail 30 days written notice to the additional insured named on this certificate, but failure to mail such notice shall impose no obligation or liability of any kind upon the company, its agents or representatives.

The insurance afforded is subject to the terms, conditions and exclusions of the applicable policy.

E&OE

DATE: 11Dec2019



Authorized Representative

THIS POLICY(S) CONTAINS A CLAUSE OR CLAUSES WHICH MAY LIMIT THE AMOUNT PAYABLE

Appendix 4

SEED &
STONE

corporate
profile



GAMMABIS

RETAIL

the
journey
within'

Seed & Stone is **redefining the cannabis retail experience**, by offering a **unique and personalized** take on wellness. In the new world of legalized cannabis, their vision is to establish trust and a deeper connection with their customers, community, and what matters to them.

Creating **meaningful experiences** that impact and help guide consumers on their individualized journey.

GO RPO RATE PROFILE

Seed & Stone is a recreational cannabis retailer.

Currently operating in Chilliwack, BC. Seed & Stone is looking to expand their brand to multiple retail stores by the end of 2020.

MISSION STATEMENT

Committed to bringing quality products and education to our communities.

VISION

Creating beautiful spaces with an exceptional customer experience, through product knowledge, innovation and expertise on everything cannabis

VALUES

Employees, Education, Customers and Products

PROCESSES & BRAND

Seed & Stone operates one flagship store in Chilliwack, BC.
With an increase in sales by 30% month over month.

With plans to expand their retail locations exponentially, they have two applications under review with the council in Township of Langley and two upcoming stores in collaboration with the Songhees First Nations in Victoria.

The brand is targeting to have at least 1 store in the City of Burnaby, City of Delta, and City of Vancouver by the end of 2020.

The corporate governance team is leading the process of finding suitable locations and building the corporate structure. The operations team is spearheading activities related to store management, inventory expansion and building the pipeline of talented individuals to join salesforce for upcoming stores.

Founder and CEO Vikram Sachdev brings decades of experience running successful retail with his team of industry experts in real estate, branding and marketing. They are excited for the growth opportunity of Seed & Stone.



Keeping people safe at Seed & Stone during

COVID-19

wearing gloves, washing
hands regularly and using
hand sanitizer

increased cleaning of
work surfaces including
payment keypads and
limited store capacity

Support systems in place to
help anyone who becomes
affected by the virus

Removed smell jars,
installed safety screens at
the till, applied strips on the
floor with advisory notice
across the store

HIGHLIGHTS



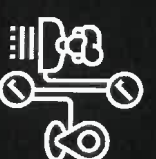
The Retail Space

We have re-imagined the typical retail environment of a cannabis store with an open space concept and a cannabis bar



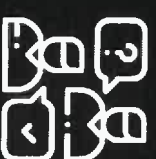
Extensive Product Portfolio

Offering a variety of products under six categories – Dried Cannabis, Inhalable Extracts, Edibles, Ingestible Extracts, Topicals and Accessories



The Retail Brand

Seed & Stone stores offer an impressive collection of products, knowledgeable staff, and a welcoming environment for both beginners and experienced consumers

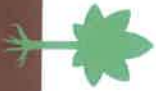


Premium Store Experience

Creating a memorable experience is what we do! It's all in the details. Customer experience is at the core of our brand

TIMELINE

FEBRUARY 2020



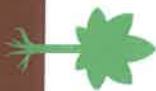
First Seed & Stone
store in Chilliwack, BC

JULY 2020



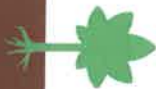
3 applications
submitted for
licenses in 3 cities

OCTOBER 2020



Opening 2 stores in
Victoria – One on the First
Nations land and one in
Downtown

NOVEMBER 2020



License to operate
expected from the
Township of Langley
and Aldergrove, BC

FEBRUARY 2021



Opening 1 store in
Township of Langley, BC

CANADA'S NEW GROWTH INDUSTRY



* Actual sales of cannabis through retail outlets

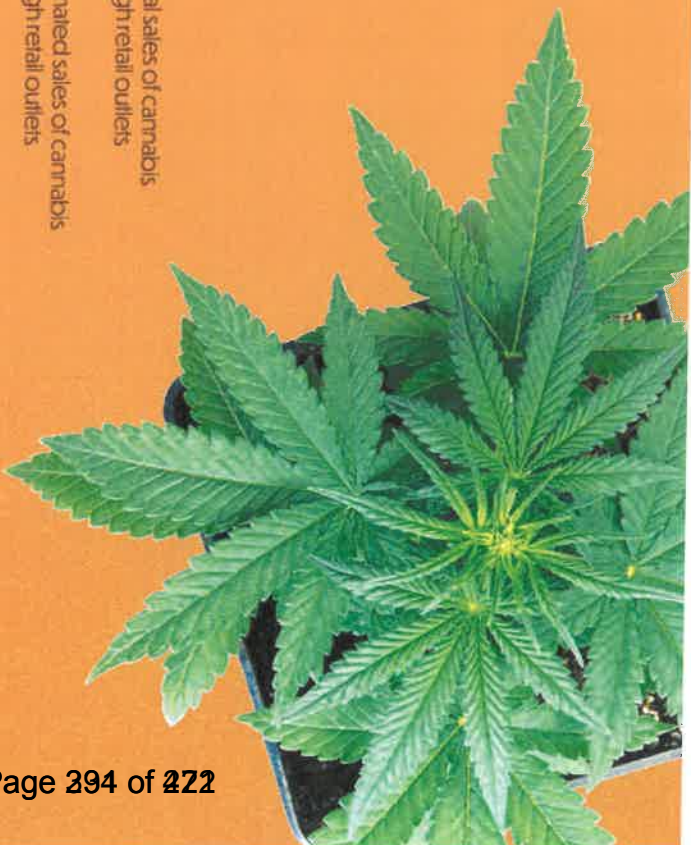
** Estimated sales of cannabis through retail outlets

ONGOING SHIFT TOWARDS LEGAL RETAIL PURCHASE

- Consumers are buying almost two-thirds of products from legal retailers.
- Legalization has opened the market to a more sophisticated clientele along with various segments of consumers.
- Increased buying frequently since Covid-19
- Edibles, extracts and topicals entering market in 2020 are driving further demand

DEMAND FOR RETAIL EXPERIENCE

- Consumers are wanting more than just a transaction. They are looking for a retail experience. Whether online or offline.
- Consumers are demanding high-quality products at a range of competitive price points.
- Privacy and security when purchasing are key considerations for consumers.
- Increased interest in building brand loyalty with customers.



CORPORATE RESPONSIBILITY

Seed & Stone takes their environmental footprint seriously. Here are some of the ways they are making a difference



Usage of LED /
fluorescent lighting in
every part of the store



Use of low energy
consumption HVAC
products



Use of paper, plastic
and other containers
made using recycled
materials, where
appropriate



Employees will be
trained in recycling
programs by local
waste and recycling
providers



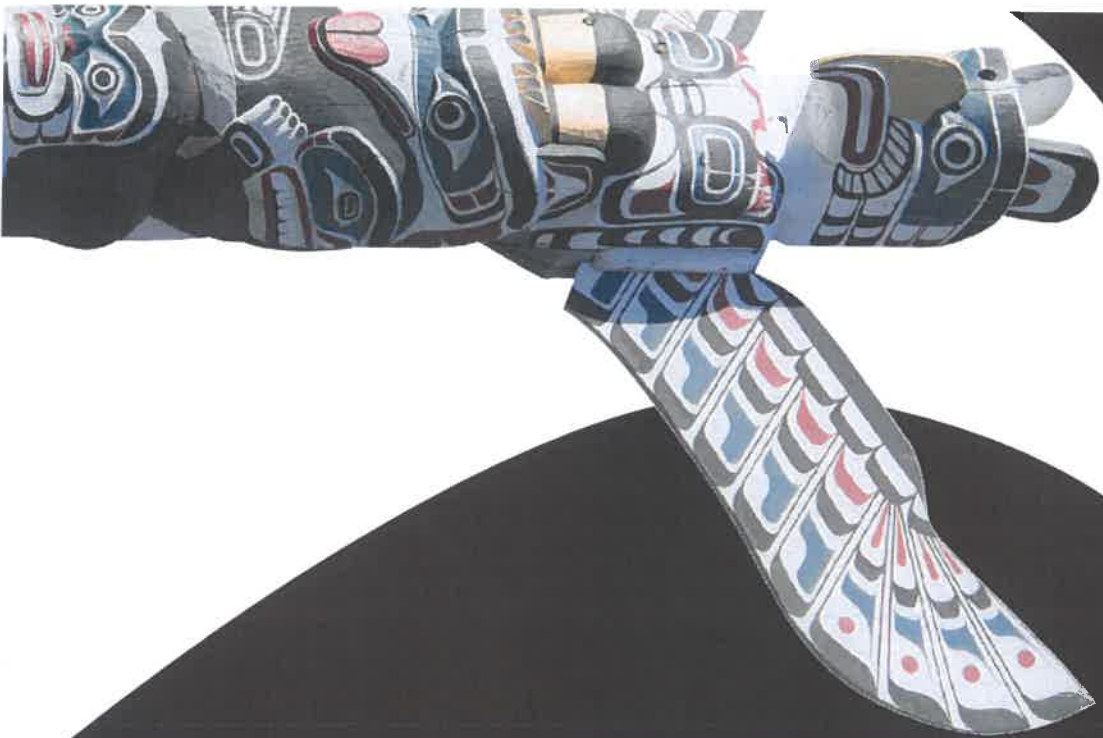
GO COMMUNITY ENGAGEMENT

***"Community is at the heart
of everything we do."***

Seed & Stone are committed to donating 1% of their annual net profits or \$10,000 every year. This contribution goes towards the parks and recreational department of the city in which stores are operating.

They are also proud partners with Mothers Against Drunk Driving (MADD) which is a charitable organization that is committed to stopping impaired driving.

"It's more than just building beautiful retail stores. It's about being apart of our communities and making a positive contribution towards our neighbours and fellow business owners." - Vikram



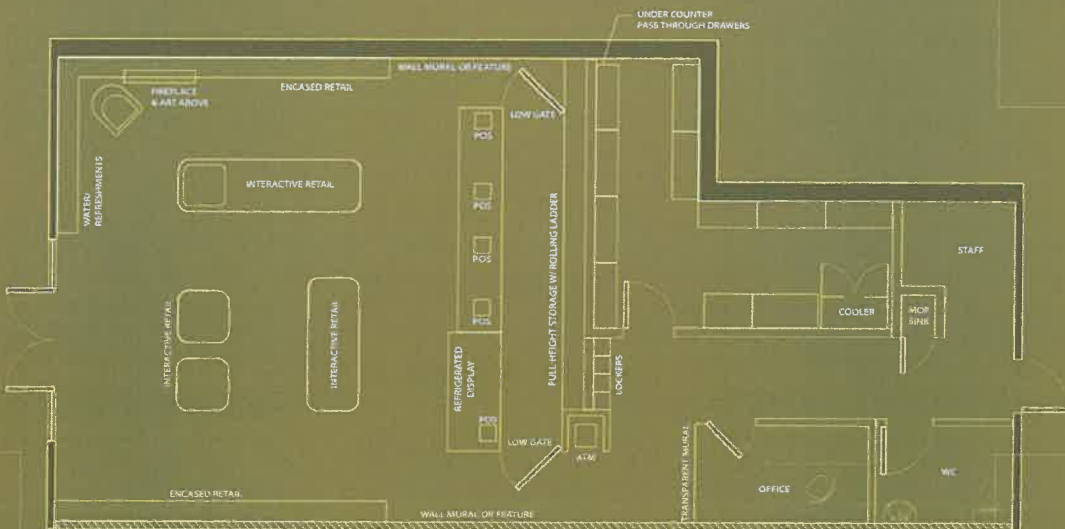
FIRST NATIONS PARTNERS

***Seed & Stone is proud to
partner with Songhees
First Nations Band***

*We share the same integrity and vision as Songhees and look
forward to thriving at their side*



STORE & FLOOR PLAN





VIKRAM SAGHDEVA

Founder & CEO

Vikram brings over 20 years of retail experience, having successfully operated a food service business with multiple brick/mortar locations. He has over 7 years' experience working for the BCLDB.



CHRIS GRZYWAGZ

VP of Corp. Development

Chris is head of development with over 20 years' experience managing commercial construction. He is a highly motivated and hardworking entrepreneur and is an asset to the Seed & Stone team.



SAMIR CHAUDHARY

Head of Procurement

Samir is a detail orientated global busnessman with over 20 years' experience running a successful business in the automobile industry.



DAVE HOLENDER

Operations Manager

Dave has spent the majority of his career in the Alcohol and Cannabis industry. From his start as operations manager for a cannabis genetics nursery to more recently being an integral part of the licensing and launch of multiple retail locations.



IAN CAWSTON

General Manager

As general manager, Ian leverages years of brand development experience turning growth into profits through creative engagement strategies. Ian, remains committed to actualizing Seed & Stone's vision to become largest, customer friendly cannabis brand in Canada.



JOIN US!

CONTACT

Vikram Sachdeva

Founder & CEO

vikrams@seedandstone.com

778-895-7192

HEADQUARTERS

8050 Lickman Rd #103

Chilliwack, British Columbia

V2R 0Y3



seedandstone.com

Appendix 5

Canada's Lower-Risk Cannabis Use Guidelines (LRCUG)



[Evidence Brief]

An evidence-based tool to guide choices and improve the health of Canadians who use cannabis



Reference

Fischer, B., Russell, C., Sabioni, P., van den Brink, W., Le Foll, B., Hall, W., Rehm, J., & Room, R. (2017). Lower Risk Cannabis Use Guidelines (LRCUG): An evidence-based update. *American Journal of Public Health*, 107(8). DOI: 10.2195/ajph.2017.303818.

Endorsements

The LRCUG have been endorsed by the following organizations:



Acknowledgment

The Lower-Risk Cannabis Use Guidelines (LRCUG) are an evidence-based intervention initiative by the Canadian Research Initiative in Substance Misuse (CRISM), funded by the Canadian Institutes of Health Research (CIHR). A briefer version of the LRCUG, mainly aimed at people who use cannabis, is available at camh.ca.

Cannabis use and health

Cannabis use is common, especially among adolescents and young adults. There are well-documented risks from cannabis use to both immediate and long-term health. The main risks include cognitive, psychomotor and memory impairments; hallucinations and impaired perception; impaired driving and injuries (including fatalities); mental health problems (including psychosis); dependence; pulmonary/bronchial problems; and reproductive problems.

Why Lower-Risk Cannabis Use Guidelines?

Cannabis has been illegal for decades, but Canada is moving toward legalizing and regulating use and supply. The main goals of this policy are to protect public health and public safety. Towards that end, education, prevention and guidance on cannabis use and health are key elements for reducing cannabis use-related harms and problems in the population. Extensive data show that cannabis use has inherent health risks, but users can make choices as to how and what they use to modify their own risks. The main objective of Canada's Lower-Risk Cannabis Use Guidelines (LRCUG) is to provide science-based recommendations to enable people to reduce their health risks associated with cannabis use, similar to the intent of health-oriented guidelines for low-risk drinking, nutrition or sexual behavior.

How were the LRCUG developed?

The scientific version of the Lower-Risk Cannabis Use Guidelines was published in the *American Journal of Public Health* in 2017 (see "References" on back), where all data and sources can be found. The original LRCUG had been tabled in 2011; the current version has been updated by an international team of addiction and health experts.

Who are the LRCUG for?

The LRCUG are a health education and prevention tool for: anyone who is considering using cannabis or has made the choice to use, as well as their family, friends and peers; any professional, organization or government aiming to improve the health of Canadians who use cannabis through evidence-based information and education.

FAST FACTS

- Canada has among the highest cannabis use rates in the world.
- Fatal and non-fatal injuries from motor-vehicle accidents, as well as dependence and other mental health problems, are the most common cannabis-related harms negatively impacting public health.
- About 1 in 5 people seeking substance use treatment have cannabis-related problems.

The LRCUG recommendations

The following section presents context and evidence summaries, as well as the LRCUG's 10 recommendations for people who use cannabis. Note that these recommendations are mainly aimed at non-medical cannabis use.

Abstinence

As with any risky behaviour, the safest way to reduce risks is to avoid the behaviour altogether. The same is true for cannabis use.

• Recommendation 1

The most effective way to avoid any risks of cannabis use is to abstain from use. Those who decide to use need to recognize that they incur risks of a variety of – acute and/or long-term – adverse health and social outcomes. These risks will vary in their likelihood and severity with user characteristics, use patterns and product qualities, and so may not be the same from user to user or use episode to another.

Age of initial use

Studies show that initiating cannabis at a young age—primarily before age 16—increases the risks for a variety of adverse health outcomes. For example, users who start young are more likely to develop related mental health and education problems, or to experience injuries or other substance use problems.

A contributing factor may be the impact of cannabis use on brain development, which is not completed until the mid-20s. The younger a person is when starting cannabis use, the greater the likelihood of developing health problems that are also more severe. Therefore, deferring cannabis use at least until after adolescence is advised.

• Recommendation 2

Early initiation of cannabis use (i.e., most clearly that which begins before age 16) is associated with multiple subsequent adverse health and social effects in young adult life. These effects are particularly pronounced in early-onset users who also engage in intensive/frequent use. This may be in part because frequent cannabis use affects the developing brain. Prevention messages should emphasize that, the later cannabis use is initiated, the lower the risks will be for adverse effects on the user's general health and welfare throughout later life.

Choice of cannabis products

Cannabis products vary greatly in cannabis' main psychoactive ingredient, tetrahydrocannabinol (THC). Higher THC potency is strongly related to increased acute and long-term problems, such as mental health problems, dependence or injuries. In particular, cannabis extract or concentrate products contain extremely high THC levels. Yet evidence suggests that other cannabinoid components, including cannabidiol (CBD), attenuate some of THC's effects. Using cannabis products with high CBD:THC ratios typically carries less severe health risks. Synthetic cannabinoids (e.g., K2, Spice) are a relatively new class of products. Synthetic products generally have more severe psychoactive impacts and health risks, including cases of death.

• Recommendation 3

High THC-content products are generally associated with higher risks for various (acute and chronic) mental and behavioural problem outcomes. Users should know the nature and composition of the cannabis products that they use, and ideally use cannabis products with low THC content. Given the evidence of CBD's attenuating effects on some THC-related outcomes, it is advisable to use cannabis containing high CBD:THC ratios.

• Recommendation 4

Recent reviews on synthetic cannabinoids indicate markedly more acute and severe adverse health effects from the use of these products (including instances of death). The use of these products should be avoided.

Cannabis use methods and practices

Many alternative methods for consuming cannabis now exist. Evidence suggests that smoking combusted cannabis, especially combined with tobacco, results in various pulmonary-bronchial problems, possibly including lung cancer. In fact, smoking is likely the most hazardous method of cannabis use. The risks are exacerbated by practices such as deep inhalation. Alternative inhalation methods include vaporizers and e-cigarette devices. While these reduce key risks to health, they are not entirely risk-free alternatives. However, rigorous studies on health outcomes are largely lacking. Ingested or 'edible' cannabis products bypass inhalation-related risks but delay the onset of psychoactive effects and may lead to use of higher doses.

If accompanied by adequate cannabis product labelling and warnings, edibles may offer the safest method of cannabis use.

• Recommendation 5

Regular inhalation of combusted cannabis adversely affects respiratory health outcomes. While alternative delivery methods come with their own risks, it is generally preferable to avoid routes of administration that involve smoking

combusted cannabis material, e.g., by using vaporizers or edibles. Use of edibles eliminates respiratory risks, but the delayed onset of psychoactive effect may result in the use of larger than intended doses and subsequently increased (mainly acute, e.g., from impairment) adverse effects.

• Recommendation 6

Users should avoid practices such as 'deep-inhalation,' breath-holding, or the Valsalva maneuver to increase psychoactive ingredient absorption when smoking cannabis, as these practices disproportionately increase the intake of toxic material into the pulmonary system.

Frequency and intensity of use

Frequent or intensive patterns of use increase the likelihood of developing multiple health problems, including changes in brain development or functioning (especially at a younger age), mental health problems, cannabis dependence, impaired driving and related injuries, educational outcomes and suicidality. Overall, based on scientific evidence, frequency and intensity are among the strongest and most consistent predictors of severe and/or long-term cannabis-related health problems.

• Recommendation 7

Frequent or intensive (e.g., daily or near-daily) cannabis use is strongly associated with higher risks of experiencing adverse health and social outcomes related to cannabis use. Users should be aware and vigilant to keep their own cannabis use—and that of friends, peers or fellow users—occasional (e.g., use only on one day/week, weekend use only, etc.) at most.

Cannabis use and driving

Cannabis impairs cognition, attention, reaction and psychomotor control—all of which are critical skills for driving or operating machinery. Numerous studies have shown that the risk of accident involvement and driving-related injuries, both non-fatal and fatal, is two to three times higher among cannabis-impaired compared with non-impaired drivers. Acute impairments set in shortly after use and persist for up to about 6 hours, but they vary depending on the individual's characteristics and constitution, as well as on the potency and type of cannabis used. There is no evidence for safe levels of cannabis use for driving, irrespective of legal stipulations; users should refrain from driving during the period of acute psychoactive effects from cannabis. The risk of an accident is even higher when cannabis and alcohol are used together, since these drugs result in multiplicative impairing effects.

• Recommendation 8

Driving while impaired from cannabis is associated with an increased risk of involvement in motor-vehicle accidents. It is recommended that users categorically refrain from driving (or operating other machinery or mobility devices) for at least 6 hours after using cannabis. This wait time may need to be longer, depending on the user and the properties of the specific cannabis product used. Besides these behavioural recommendations, users are bound by locally applicable legal limits concerning cannabis impairment and driving. The use of both cannabis and alcohol results in multiply increased impairment and risks for driving, and categorically should be avoided.

Special-risk populations

Studies have identified subgroups of people who have higher or distinct risks for cannabis-related health problems. For example, a substantial proportion of cannabis-related psychosis, and possibly other mental health problems (especially cannabis use disorders), occurs among users who have their own or a family history of such problems. Furthermore, cannabis use during pregnancy increases the risk of adverse maternal and neonatal health outcomes, including low birthweight and growth reduction. These high-risk groups are advised to abstain from cannabis use altogether.

• Recommendation 9

There are some populations at probable higher risk for cannabis-related adverse effects who should refrain from using cannabis. These include: individuals with predisposition for, or a first-degree family history of, psychosis and substance use disorders, as well as pregnant women (primarily to avoid adverse effects on the fetus or newborn). These recommendations, in part, are based on precautionary principles.

Combining risks or risk behaviours

Combining any of the higher-risk behaviours described above is likely to further increase and amplify the risks of adverse health outcomes from cannabis use.

• Recommendation 10

While data are sparse, it is likely that the combination of some of the risk behaviours listed above will magnify the risk of adverse outcomes from cannabis use. For example, early-onset use involving frequent use of high-potency cannabis is likely to disproportionately increase the risks of experiencing acute and/or chronic problems. Preventing these combined high-risk patterns of use should be avoided by the user and a policy focus.

The Corporation of the CITY OF WHITE ROCK BYLAW 2375



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

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

1. That Section 4.1 "Uses Permitted/Not Permitted – General" of the "White Rock Zoning Bylaw, 2012, No. 2000" as amended, be amended as follows:
 - (1) By adding a subsection "c)" to section 4.1.3 of the Bylaw, with the new subsection being written as follows:

"c) Notwithstanding Section 4.1.3.b) of this Bylaw to the contrary, a *cannabis store* authorized by a Temporary Use Permit issued under the provisions of the *Local Government Act* is permitted at 15053 Marine Drive, in accordance with the following general conditions:

 - i) the premises containing the *cannabis store* use shall be located a minimum of 100 metres from an entrance to an existing *child care centre*; a new *child care centre* shall not be limited by the distance to a *cannabis store*;
 - ii) the *cannabis store* must have a valid license issued in accordance with the Cannabis Control and Licensing Act, as amended; and
 - iii) the cannabis store shall not sell any goods or things until a valid business licence has been issued by the City of White Rock.
2. This Bylaw may be cited for all purposes as the "White Rock Zoning Bylaw, 2012, No. 2000, Amendment (15053 Marine Drive – Cannabis Store) Bylaw, 2020, No. 2375".

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

Mayor

Director of Corporate Administration

THE CORPORATION OF THE
CITY OF WHITE ROCK



TEMPORARY USE PERMIT NO. 20-018

1. This Temporary Use Permit No. 20-018 is issued to 1226161 B.C. LTD as the owner (hereinafter called the “Permittee”) 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 18, BLOCK 9, PLAN NWP525, PART SE1/4, SECTION 10, TOWNSHIP 1, NEW WESTMINSTER LAND DISTRICT

PID: 011-635-576

(Civic: 15053 Marine Drive)

As indicated on Schedule A

(hereinafter referred to as "the Lands").

2. This Temporary Use Permit No. 20-018 is issued pursuant to the authority of Sections 492 and 493 of the *Local Government Act, R.S.B.C. 2015, Chapter 1* as amended, the “White Rock Zoning Bylaw, 2012, No. 2000” as amended; and in conformity with the procedure prescribed by the “City of White Rock Planning Procedures Bylaw, 2017, No. 2234” as amended.
3. Except as otherwise authorized by this permit, the terms, conditions and guidelines as set out in the "White Rock Zoning Bylaw, 2012, No. 2000" as amended shall apply to the Lands covered by this Temporary Use Permit:

a) Permitted Temporary Uses

- (i) *A cannabis store*

4. Terms and Conditions:

- a) Except as otherwise specified in this permit, all siting, construction, and use shall be in accordance with the provisions of the “White Rock Zoning Bylaw, 2012, No. 2000” as amended;
- b) The permittee must obtain a building permit and comply with the requirements of the BC Building Code for the construction of the interior tenant improvements;
- c) The premises containing the *cannabis store* use must be no larger than 112 square metres and shall have a retail floor area of no larger than 62 square metres;
- d) The permittee must obtain a sign permit, and not have any signage promoting the business on the north side of the building, fronting Marine Lane;

- e) Customer access to the retail store shall be limited to the Marine Drive (south) side of the building;
 - f) The Permittee shall lease from the City a minimum of two (2) parking spaces from the Montecito Parkade for the duration of the temporary use permit;
 - g) The Permittee shall purchase one City of White Rock “Merchant” parking decal for the Waterfront Commercial area;
 - h) The Permittee shall provide the City of White Rock with confirmation of a legal agreement which confirms the availability of one off-street loading space being situated within 50 metres of the property subject to the permit;
 - i) The cannabis store shall not be open to customers prior to 9:00 AM on any day and shall be closed no later than 11:00 PM on any day;
 - j) The *cannabis store* shall not sell any goods or things until it has obtained a valid licence issued in accordance with the *Cannabis Control and Licensing Act*, as amended, and a valid business licence;
 - k) This temporary use permit is automatically revoked if the licence issued in accordance with the *Cannabis Control and Licensing Act*, as amended, is suspended or cancelled;
 - l) This temporary use permit is automatically revoked if the property is deemed a *nuisance* property under the White Rock Unsightly Premises and Graffiti Abatement Bylaw, 2013, No. 2019;
 - m) Nothing in this temporary use permit shall be construed as authorization for the carrying out of any activity which is a nuisance due to noise, light, odour, emission, vibration or other cause.
5. All definitions of words and phrases contained in Division 8 of the *Local Government Act, R.S.B.C. 2015, Chapter 1* as amended, and the “White Rock Zoning Bylaw, 2012, No. 2000” as amended, shall apply to this Temporary Use Permit and the attachments herein.
 6. This Permit is valid for a period of three years less a day from the date of the authorizing resolution, unless otherwise approved for further time extension by Council in accordance with the provisions of Section 497 of the *Local Government Act*.
 7. Where the holder of this Permit does not obtain required building permits and commence construction of the development as outlined in this Temporary Use 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.
 8. 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 _____, 2021.

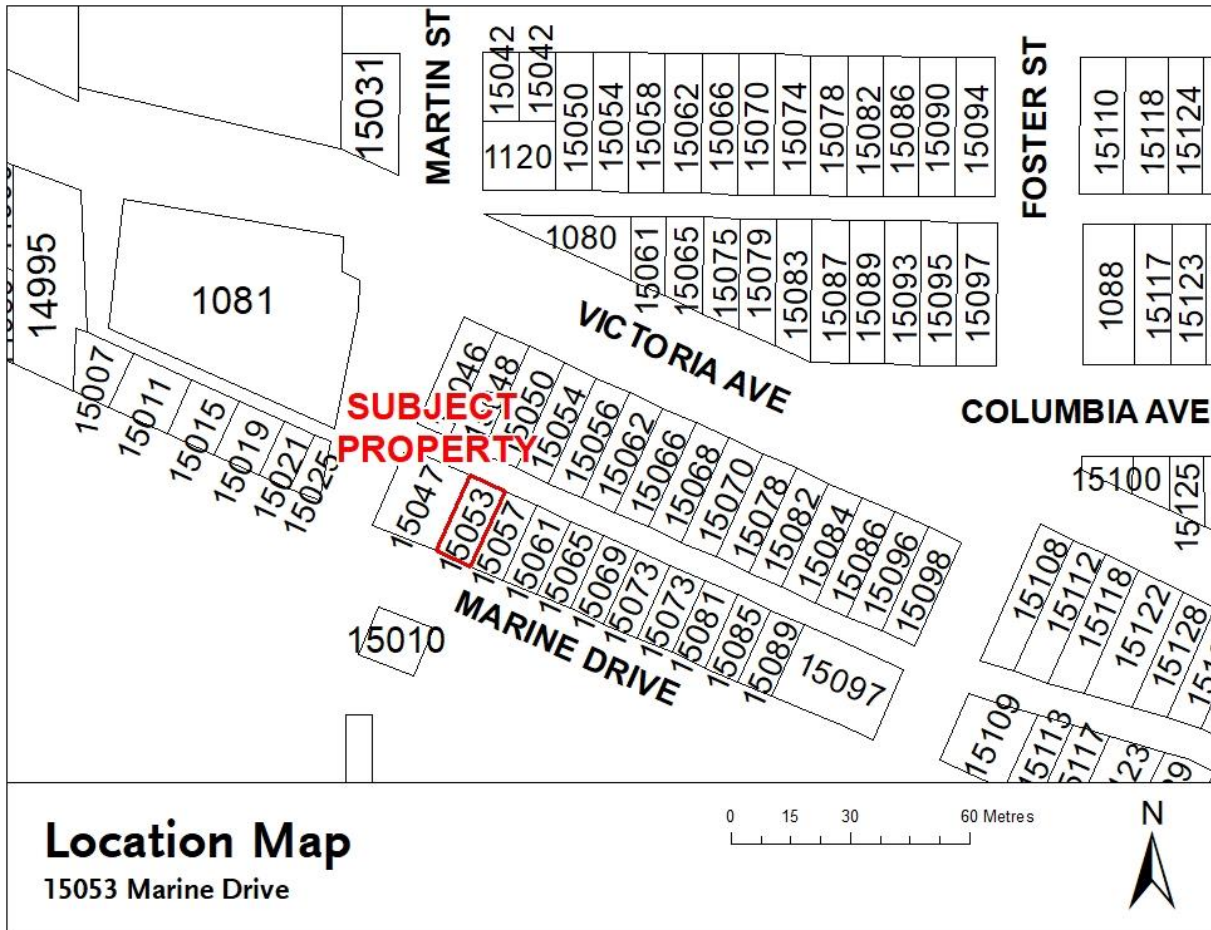
This Temporary Use Permit has been executed at White Rock, British Columbia on the _____ day of _____ 2021.

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

Schedule A – Location Map



MINUTE EXTRACTS REGARDING BYLAW 2375: White Rock Zoning Bylaw, 2012, No. 2000, Amendment (15053 Marine Drive – Cannabis Store) Bylaw, 2021, No. 2375 CIVIC ADDRESS: 15053 Marine Drive

**Land Use and Planning Committee
February 8, 2021 (DRAFT)**

4.3 APPLICATION FOR CANNABIS LICENSE REFERRAL, ZONING BYLAW AMENDMENT, AND TEMPORARY USE PERMIT, 15053 MARINE DRIVE (LL/ZON/TUP-20-018)

Corporate report dated February 8, 2021 from the Director of Planning and Development Services titled "Application for Cannabis License Referral, Zoning Bylaw Amendment, and Temporary Use Permit, 15053 Marine Drive (LL/ZON/TUP-20-018)".

The Manager of Planning gave a PowerPoint presentation regarding the application including the proposal and process (consultation and feedback).

The following discussion points were noted:

- Customer access will be from the front of the store (Marine Drive) only
- Concern with people on the narrow sidewalk and possible spill over onto Marine Drive. Staff noted the current patio structure outside the store will be removed
- Would like to see hours mirror the Indigenous Bloom store (to the East) operation hours
- Concern with a cannabis store in front of the pier
- Concern noting the Indigenous Bloom store and the amount of traffic it has brought. Staff noted the Business Improvement Association were consulted and parking was not flagged as a concern
- Would like there to be assurance where people can't pull over, stop in the parking lot etc. / block traffic. Applicant noted they would be regulated - processes are quick in order to facilitate to be able to get in and out quickly, also security can be posted for the time the store is open should it be request. Hours of closure 10 p.m. shut down could be considered. It is likely that more competition will help alleviate focused parking concerns

- It has been found with the other services like this there has been much garbage left outside (has been an issue)Applicant noted they have a recycling program and staff do go out and keep the store area clean (don't want the store to look bad) they are building a brand / want to make sure it's clean
- Applicant confirmed the employees will be paid a Living Wage

Motion Number: LU/P-019It was MOVED and SECONDED

THAT the Land Use and Planning Committee recommend that Council give first and second readings to “*White Rock Zoning Bylaw, 2012, No. 2000, Amendment (15053 Marine Drive – Cannabis store) Bylaw, 2021, No. 2375*”.

Motion CARRIED

Motion Number: LU/P-020 It was MOVED and SECONDED

THAT the Land Use and Planning Committee recommend that Council direct planning staff to obtain public input through a combined public hearing (license referral & rezoning applications) and public meeting (temporary use permit) conducted as an electronic meeting with notice of the meeting given in accordance with Section 466 of the *Local Government Act*, including notice in newspapers and distribution by mail to property owners / occupants within 100 metres of the subject property.

Motion CARRIED

Motion Number: LU/P-021 It was MOVED and SECONDED

THAT the Land Use and Planning Committee recommend that Council direct planning staff to resolve the following issues prior to final adoption:

- a. Ensure that all engineering requirements and issues are resolved to the satisfaction of the Director of Engineering and Municipal Operations including, but not limited to, the receipt of approval for the encroachment of buildings and structures within the City's road right-of-way and confirmation of an agreement for the off-street loading of vehicles on a property generally being within 60 metres of the subject property (it may be required that the agreement be registered on title by way of a covenant); and

- b. That the applicant provide confirmation from the RCMP, that the agency has undertaken a review of the design / programming of the rear portion of the property, taking into account the principles of Crime Prevention Through Environmental Design.

Motion CARRIED

Motion Number: LU/P-022It was MOVED and SECONDED

THAT the Land Use and Planning Committee recommend that Council authorize staff, pending the results of the electronic public hearing and public meeting, to forward a copy of this corporate report and the results of the public hearing to the Liquor and Cannabis Regulation Branch (LCRB) along with a resolution to advise that Council has considered the location of the proposed cannabis retail store and the potential for impacts to residents, and is in support of the cannabis license application at 15053 Marine Drive, subject to the inclusion of the following conditions within the license:

- a. The hours of retail (cannabis) sale shall be limited to the following:

Sun Mon Tues Wed Thurs Fri Sat

Open 09:00 09:00 09:00 09:00 09:00 09:00 09:00

Closed 22:00 22:00 22:00 22:00 22:00 22:00 22:00

- b. Customer (non-employee) access to the retail store shall be limited to the Marine Drive (south) side of the building.
- c. The retail sale of cannabis and any related products shall be limited to a retail floor area of no greater than 62 square metres (667 square feet), being the space accessible via the Marine Drive (south) side of the property.

Amendment: Motion Number: LU/P-023It was MOVED and SECONDED

THAT The Land Use and Planning Committee amends the hours of operation for 15053 Marine Drive where closing will be **amended to close services at 22:00 p.m. from the proposed 23:00 p.m.**

Motion CARRIED

Question was called on the Main Motion as Amended and it was CARRIED

Motion Number: LU/P-024 It was MOVED and SECONDED

THAT the Land Use and Planning Committee recommend to Council pending the results of the electronic public meeting and final adoption of Zoning Amendment Bylaw No. 2375, approve of the issuance of Temporary Use Permit 20-018. The TUP shall include conditions as follows:

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

Motion CARRIED

**Regular Council Meeting
February 8, 2021 (DRAFT)**

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

Bylaw 2375 - A bylaw to permit temporary use permit and a cannabis license referral (resolution) which, if approved, would enable the creation of a cannabis retail store at 15053 Marine Drive (the former "Giraffe" restaurant). This application was presented earlier at the February 8, 2021 Land Use and Planning Committee meeting. The bylaw was now presented for consideration for first and second reading.

Motion Number: 2021-066

THAT Council give first and second readings to "*White Rock Zoning Bylaw, 2012, No. 2000, Amendment (15053 Marine Drive – Cannabis store) Bylaw, 2021, No. 2375*".

Motion CARRIED

Councilor Kristjanson voted in the negative

Motion Number: 2021-067

THAT Council:

1. Direct planning staff to obtain public input through a combined public hearing (license referral & rezoning applications) and public meeting (temporary use permit) conducted as an electronic meeting with notice of the meeting given in accordance with Section 466 of the *Local Government Act*, including notice in newspapers and distribution by mail to property owners / occupants within 100 metres of the subject property;
2. Direct planning staff to resolve the following issues prior to final adoption:
 - a. Ensure that all engineering requirements and issues are resolved to the satisfaction of the Director of Engineering and Municipal Operations including, but not limited to, the receipt of approval for the encroachment of buildings and structures within the City's road right-of-way and confirmation of an agreement for the off-street loading of vehicles on a property generally being within 60 metres of the subject property (it may be required that the agreement be registered on title by way of a covenant); and
 - b. That the applicant provide confirmation from the RCMP, that the agency has undertaken a review of the design / programming of the rear portion of the property, taking into account the principles of Crime Prevention Through Environmental Design.
3. Authorize staff, pending the results of the electronic public hearing and public meeting, to forward a copy of this corporate report and the results of the public hearing to the Liquor and

Cannabis Regulation Branch (LCRB) along with a resolution to advise that Council has considered the location of the proposed cannabis retail store and the potential for impacts to residents, and is in support of the cannabis license application at 15053 Marine Drive, subject to the inclusion of the following conditions within the license:

- a. The hours of retail (cannabis) sale shall be limited to the following:

	Sun	Mon	Tues	Wed	Thurs	Fri	Sat
Open	09:00	09:00	09:00	09:00	09:00	09:00	09:00
Closed	223:00	223:00	223:00	223:00	223:00	223:00	223:00

- b. Customer (non-employee) access to the retail store shall be limited to the Marine Drive (south) side of the building.
 - c. The retail sale of cannabis and any related products shall be limited to a retail floor area of no greater than 62 square metres (667 square feet), being the space accessible via the Marine Drive (south) side of the property.
4. Pending the results of the electronic public meeting and final adoption of Zoning Amendment Bylaw No. 2375, approve of the issuance of Temporary Use Permit 20-018. The TUP shall include conditions as follows:
 - a. Customer access to the retail store shall be limited to the Marine Drive (south) side of the building.
 - b. The Permittee shall lease from the City a minimum of two (2) parking spaces from the Montecito Parkade for the duration of the temporary use permit;
 - c. The Permittee shall purchase one City of White Rock "Merchant" parking decal for the Waterfront Commercial area; and
 - d. The owner shall remove all structures which encroach into the City's boulevard along Marine Drive save and except for those that are tied, structurally, to the principal building. An encroachment agreement shall be executed for any portion of the building that is to remain within the City boulevard.

Motion CARRIED

From: [Tammy Hart](#)
To: [Clerk's Office](#)
Subject: PH/M 4:BYLAW 2375, 15053 Marine Drive - Cannabis Store
Date: February 18, 2021 5:07:16 PM

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.

In connection with the above, I am writing to show my support for cannabis retail at 150-53 Marine Drive in White Rock

Thank you!

Sent from my iPhone

From: [Mark](#)
To: [Clerk's Office](#)
Subject: PH/M 4:BYLAW 2375, 15053 Marine Drive - Cannabis Store
Date: February 18, 2021 5:10:00 PM

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

I am emailing to show my support for the Seed and Stone cannabis retail at 150-53 Marine Drive in White Rock

Thank You

Mark Catroppa
2165 123 st
Surrey,BC
V4a3l6

Sent from my iPhone

From: shaileen.kassam@gmail.com
To: [Clerk's Office](#)
Subject: PH/M 4: BYLAW 2375, 15053 Marine Drive - Cannabis Store
Date: February 20, 2021 8:29:35 AM

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

Shaileen Kassam
403-1581 Foster Street
I do NOT support this.

Drugs are damaging to the brain and cause depression and addictions. Think about all of the kids growing up today and how much they have to face. Having a Cannabis store creates a false sense that marijuana is not a drug. It is a drug, just like alcohol and tobacco. There is already one store on Johnson Street, which is one too many. Surrey does not allow Cannabis stores yet White Rock does. As a society we should be looking to people who are addicted to drugs, not make it easier for them to spiral. In my own family, I have seen how marijuana can ruin lives and kill an individual's future potential.

Thank you for your consideration.

From: [Simon Bergen](#)
To: [Clerk's Office](#)
Subject: PH/M 4: BYLAW 2375, 15053 Marine Drive - Cannabis Store
Date: February 20, 2021 4:29:57 PM

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.

To: Mayor and Council

I fully support the issuance of a Temporary Use Permit for a cannabis store at 15053 Marine Drive. My reasons are as follows:

1. White Rock is a city of seniors. Many seniors now use cannabis, especially CBD products for sleep and pain management.
2. More competition is needed. The City has only 1 cannabis store and is adjacent to the large population of Surrey which has none. The other store is on the local First Nations property and they are doing a booming business.
3. Some people still have doubts about cannabis and view it as an illegal drug. This stigma persists particularly for some older people. Yet even Obama said during an interview with the New Yorker magazine "I don't think it is more dangerous than alcohol". In fact he admitted to having smoked it himself. Yet we have many establishments on Marine Drive that sell liquor. And cannabis comes in many forms. Most consumption of cannabis is NOT by smoking it. The Canadian Centre for Addiction and Mental Health chief of medicine in psychiatry, Dr. Peter, Selby, says "at a population level, alcohol is more harmful than cannabis". The Canadian Centre on Substance Use and Addiction research policy analyst, Catherine Paradis, says that "all the data we have right now suggests that alcohol causes more harm than cannabis". It is time to confront the naysayers with the facts as provided by the scientific community.
4. My wife and I loved the excellent restaurant, Giraffes, that formerly existed at this spot. We wish it had not left. But for well over a year this location has sat empty. It should be used to provide the public a legal product in high demand instead of a highly visible empty storefront that is an embarrassment to our beautiful City by the Sea.
5. The temporary use permit allows the council to reconsider the location of the store after 2 years.
6. The store will bring much needed customers to the waterfront increasing parking income for the City as well as welcome income for other businesses.

I trust that you will consider the positive benefits I have outlined above and give Council approval to this application.

Simon Bergen-Henengouwen, P.Eng. (retired)
 602-15015 Victoria Ave.
 White rock, BC
 V4B 1G2

From: [Tracey Erwin](#)
To: [Clerk's Office](#)
Subject: PH/M 4: Bylaw 2375, 15053 Marine Drive - Cannabis Store
Date: February 21, 2021 2:16:20 PM

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.

We do not want a cannabis store on Marine Drive across from the pier.
Too many young children around and not enough parking.

Tracey Erwin
504-15025 Victoria Ave
White Rock
Life is short go explore

From: [Glenn Pineau](#)
To: [Clerk's Office](#)
Subject: PH/M 4: BYLAW 2375, 15053 MARINE DR - CANNABIS STORE
Date: February 21, 2021 7:57:13 PM

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.

Regarding the above public hearing item:

Name: Glenn Pineau

Address: 203-15015 Victoria Ave. White Rock, BC V4B 1G2

Yes, I support the item and would like to see this kind of business at that address.

Thanks,
Glenn

From: [Ron Davies](#)
To: [Clerk's Office](#)
Subject: PH/M 4: BYLAW 2375, 15053 Marine Drive - Cannabis Store
Date: February 22, 2021 10:53:46 AM

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

Dear Sir/Madam:

Both Myself (A.Ronald Davies and my spouse Patricia R. Davies) wish to inform you that we are opposed to the City of White Rock issuing a "temporary use permit" and a "Cannabis" license referral (resolution), which would enable the creation of a Cannabis retail store at 15053 Marine Drive. We feel this type of store is not suitable for this location due to the nature of the business and parking problems which would occur.

Thank you.

A.Ronald Davies & Patricia R. Davies

From: [Diego Castillo](#)
To: [Clerk's Office](#)
Subject: PH/M 4:BYLAW 2375, 15053 Marine Drive - Cannabis Store
Date: February 22, 2021 2:55:36 PM

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

I am writing to show support for the Cannabis Retail Application at 15053 Marine Drive in White Rock. My name is Diego Castillo and I own Alebirjes Kitchen + Bar at 15077 Marine Dr.

From: [vinayak gunda](#)
To: [Clerk's Office](#)
Subject: PH/M 4:BYLAW 2375, 15053 Marine Drive - Cannabis Store
Date: February 22, 2021 5:06:46 PM

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

I am writing to show support for the Cannabis Retail Application at 15053 Marine Drive in White Rock.

My name is Vinny Gunda and I live at 1213 Stayte Road.