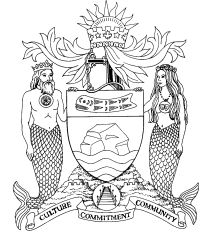


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Administration (604) 541-2212
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THE CORPORATION OF THE
CITY OF WHITE ROCK
15322 BUENA VISTA AVENUE, WHITE ROCK, B.C. V4B 1Y6



[On Table Presentations pg 191](#)

March 6, 2019

A **LAND USE AND PLANNING COMMITTEE MEETING** will be held in the **CITY HALL COUNCIL CHAMBERS** located at **15322 Buena Vista Avenue, White Rock, BC**, on **MONDAY, MARCH 11, 2019** to begin at **5:00 p.m.** for the transaction of business as listed below.

T. Arthur, Director of Corporate Administration

A G E N D A

Councillor Chesney, Chairperson

1. **CALL MEETING TO ORDER**
2. **ADOPTION OF AGENDA**

RECOMMENDATION

THAT the Land Use and Planning Committee adopt the agenda for March 11, 2019 as circulated.

3. **ADOPTION OF MINUTES**

Page 3

a) January 28, 2019 – Land Use and Planning Committee Meeting

RECOMMENDATION

THAT the Land Use and Planning Committee adopt the minutes of the January 28, 2019 meeting as circulated.

4. **ZONING AMENDMENT AND MAJOR DEVELOPMENT PERMIT APPLICATION – 1453 STAYTE ROAD (ZON&MJP 18-017)**

Page 5

Corporate report dated March 11, 2019 from the Director of Planning and Development Services titled “Zoning Amendment and Major Development Permit Application – 1453 Stayte Road (ZON&MJP 18-017)”.

RECOMMENDATIONS

THAT the Land Use and Planning Committee:

1. Receive for information the corporate report dated March 11, 2019, from the Director of Planning and Development Services, titled “Zoning Amendment and Major Development Permit Application – 1453 Stayte Road (ZON&MJP 18-017)”;
2. Recommend that Council give first and second readings to “White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-62 – 1453 Stayte Road) Bylaw, 2019, No. 2287 as presented, and direct staff to schedule the required Public Hearing;

3. Recommend that Council direct staff to resolve the following issues prior to final adoption:
 - a) Ensure that all engineering requirements and issues include road dedications and servicing agreement completion are addressed to the satisfaction of the Director of Engineering and Municipal Operations; and
 - b) Registration of Section 219 restrictive covenants for Community Amenities; and
4. Recommend that Council consider issuance of Development Permit No. 423 for 1453 Stayte Road, pending adoption of “White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-62 – 1453 Stayte Road) Bylaw, 2019, No. 2287.

5. 15081 MARINE DRIVE DELEGATION: ZONING AND PARKING CONSIDERATIONS FOR SMALLER LOTS ON MARINE DRIVE AND RECOMMENDED APPROACH

Corporate report dated March 11, 2019 from the Director of Planning and Development Services titled “15081 Marine Drive Delegation: Zoning and Parking Considerations for Smaller Lots on Marine Drive and Recommended Approach”.

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RECOMMENDATIONS

THAT the Land Use and Planning Committee:

1. Receive for information the corporate report dated March 11, 2019, from the Director of Planning and Development Services, titled “15081 Marine Drive Delegation: Zoning and Parking Considerations for Smaller Lots on Marine Drive and Recommended Approach;” and
 2. Authorize staff to initiate a Zoning Bylaw Review of CR-3 and CR-4 zones in conjunction with the Official Community Plan (OCP) Review, Waterfront Enhancement Strategy, Marine Drive Task Force and the Parking Task Force.
- 6. CONCLUSION OF THE MARCH 11, 2019 LAND USE AND PLANNING COMMITTEE MEETING**

PRESENT: Councillor Kristjanson, Chairperson
Mayor Walker
Councillor Fathers
Councillor Johanson
Councillor Manning
Councillor Trevelyan

ABSENT: Councillor Chesney

STAFF: D. Bottrill, Chief Administrative Officer
T. Arthur, Director of Corporate Administration
C. Isaak, Manager of Planning

Press: 0
Public: 7

1. **CALL MEETING TO ORDER**
The meeting was called to order at 6:00 p.m.

2. **ADOPTION OF AGENDA**

2019-LU/P-001 **It was MOVED and SECONDED**
THAT the Land Use and Planning Committee adopts the agenda for January 28, 2019 as circulated.

CARRIED

3. **ADOPTION OF MINUTES**
a) December 10, 2018 – Land Use and Planning Committee Meeting

2019-LU/P-002 **It was MOVED and SECONDED**
THAT the Land Use and Planning Committee adopts the minutes of the December 10, 2018 meeting as circulated.

CARRIED

4. **INFORMATION REPORT UPDATE ('BEACHWAY') – 15654/64/75 NORTH BLUFF ROAD/ 1570/80 MAPLE STREET AND 1593 LEE STREET (ZON/MJP 19-002)**

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)".

The Manager of Planning introduced the application through a PowerPoint presentation.

R. Gurm, Applicant and S. Craig, Urban Arts Architecture introduced the project philosophy and gave an overview of the project and its design elements.

The following items were noted:

- Building design around promoting a sense of community (amenity space structured to bring people together)
- Active lifestyle
- Changing demographic
- Housing for a variety of income levels (type and size)
- Sustainable construction
- Official Community Plan was used to guide the proposal
- Environmental stewardship

The following Council comments / inquiries were noted in regard to:

- Affordable housing for how long will they remain – it was confirmed that there was no time limit
- Non-profit agency will manage the affordable housing component (Expression of Interest at this time)
- Parking spaces and how they correspond to the housing units
- Electric vehicles to be accommodated
- Public consultation – during the recent Official Community Planning process there was a petition of support for the proposed concept with 220 signatures – to be forwarded to Council for their reference
- Unit sizes
- Parking (enough to accommodate, visitor and design) – 99 stalls including visitor parking
- It was noted that the tenants of the existing site have already received eviction notices – the Applicant stated this was not correct, notices of this nature were not sent to their tenants
- Westcoast style elements – incorporated in the proposal through simplicity, being energy efficient, wood (the pier and the beach, local elements were used as an inspiration)

2019-LU/P-003

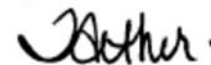
It was MOVED and SECONDED

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)”.

CARRIED

5. CONCLUSION OF THE JANUARY 28, 2019 LAND USE AND PLANNING COMMITTEE MEETING

The Chairperson declared the meeting concluded at 6:43 p.m.



Councillor Kristjanson
Chairperson

Tracey Arthur, Director of
Corporate Administration

THE CORPORATION OF THE
CITY OF WHITE ROCK
CORPORATE REPORT



DATE: March 11, 2019

TO: Land Use and Planning Committee

FROM: Carl Johannsen, Director of Planning and Development Services

SUBJECT: Zoning Amendment and Major Development Permit Application – 1453 Stayte Road (ZON&MJP 18-017)

RECOMMENDATIONS

THAT the Land Use and Planning Committee:

1. Receive for information the corporate report dated March 11, 2019, from the Director of Planning and Development Services, titled “Zoning Amendment and Major Development Permit Application – 1453 Stayte Road (ZON&MJP 18-017)”;
 2. Recommend that Council give first and second readings to “White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-62 – 1453 Stayte Road) Bylaw, 2019, No. 2287 as presented, and direct staff to schedule the required Public Hearing;
 3. Recommend that Council direct staff to resolve the following issues prior to final adoption:
 - a) Ensure that all engineering requirements and issues include road dedications and servicing agreement completion are addressed to the satisfaction of the Director of Engineering and Municipal Operations; and
 - b) Registration of Section 219 restrictive covenants for Community Amenities; and
 4. Recommend that Council consider issuance of Development Permit No. 423 for 1453 Stayte Road, pending adoption of “White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-62 – 1453 Stayte Road) Bylaw, 2019, No. 2287.
-

EXECUTIVE SUMMARY

A Zoning Amendment for a Comprehensive Development zone and a Major Development Permit application has been received for the property located at 1453 Stayte Road (the “subject property”). The proposal is for a four storey multi-unit residential development, comprised of 54 dwelling units, located above one level of underground parking.

Staff is supportive of the application as the use, density, and height of the proposed development is consistent with the Official Community Plan, and the proposed form, character, and sustainability initiatives of the proposed development conform to the guidelines of the Multifamily Development Permit Area. The proposed development also provides ample outdoor

amenity space for future users, minimizes privacy and shadowing impacts on adjacent properties, and provides a compatible height and architectural transition to its neighbours.

Staff recommend that Council give first and second readings to the proposed Zoning Bylaw Amendment, and authorize staff to schedule the required Public Hearing. If the application receives third reading, the applicant would be required to fulfill several conditions outlined later in this corporate report prior to the final adoption of the Zoning Bylaw Amendment and the issuance of the Development Permit.

PAST PRACTICE/POLICY/LEGISLATION

White Rock Official Community Plan, 2017, No. 2220

The Official Community Plan (OCP) sets out land use, density, height and other policy directions for development applications. The subject property is designated ‘Urban Neighbourhood’. The objective of this land use policy area is to enable a mix of multi-unit residential uses that support existing affordable housing stock, strengthen nearby commercial uses, and provide further transition from the Town Centre, Lower Town Centre, and Town Centre Transition Area.

This designation contemplates providing opportunities for more low-scale multi-unit residential buildings that build on the character of existing apartment areas. In reference to permissible densities and heights, OCP Policy 8.5.2 would allow a density of up to 1.5 FAR (gross floor area ratio) in buildings up to four storeys in height in the Urban Neighbourhood designation.

The subject property is also located within the ‘Multifamily Development Permit Area’ and is subject to the associated Development Permit Area guidelines.

White Rock Zoning Bylaw, 2012, No. 2000

The subject property is zoned RS-1 One Unit Residential in the White Rock Zoning Bylaw. The intent of this zone is to accommodate one-unit residential buildings on lots of 464 m² (4,995 ft²) or larger. Under the current zoning, the subject property would be permitted to construct a 17,000 ft² (excluding basement, garage and other areas) single-family dwelling with a maximum height of 7.7 metres (25.26 feet).

Policy 511 Density Bonus/Amenity Contribution

Policy 511 sets out the density bonus/ amenity contribution requirements to permit an increase in allowable densities in exchange for providing community amenities. The contribution can be in the form of an onsite amenity, or as cash-in-lieu. For rezoning projects located outside of the Town Centre Area and the Lower Town Centre Area, a cash-in-lieu community amenity contribution (CAC) is required for every development that exceeds three (3) storeys and/or 1.1 residential floor area ratio in the Multi-Unit Residential Designations. Details regarding the CAC for this proposal are noted later in this corporate report.

Strategic Transportation Plan (2014)

The City of White Rock’s *Strategic Transportation Plan* (STP) classifies Stayte Road as an arterial road, and important local connection that also serves as the municipal border between the City of White Rock and the City of Surrey.

Stayte Road is identified as a proposed ‘Complete Street’ corridor. A ‘Complete Street’ is an approach to street design where the street functions as a destination in addition to being a thoroughfare. Support is provided for all street users, including pedestrians, cyclists, motorists, and mass transit users. Complete Streets are intended to reduce collision rates, support adjacent

land uses, promote active transportation choices (walking and cycling), and improve the quality of streets as positive public spaces within the City.

The sidewalk to the north and south of the subject property were upgraded in 2008 with a shared use pathway, pedestrian lighting, and rain gardens.

Processing Development Applications During OCP Review

Section 460 of the *Local Government Act* (LGA) requires a local government to consider development applications as they are brought forward by property owners and developers. Based on this staff suggest that proposed developments that have been applied for, or are applied for in the course of the OCP review, be evaluated by staff and brought forward to LUPC and Council for consideration on a case-by-case basis. The current OCP remains in effect until relevant sections are amended by Council, as a part of the OCP Review.

ANALYSIS

Site Context

The subject property is approximately 0.32 hectares (34,044 square feet) in size, much larger than the minimum size of 464 m² (4,995 ft²) required for the construction of a single-family residential building permitted under the existing zoning. Historically, the site was used for a variety of commercial purposes, including a hardware store from the mid-1950's to the late 1980's. The site has remained vacant and unused since 1988.

This particular block of Stayte Road (the 'Stayte Road Centre') is unique in comparison to the surrounding area. This block has historically included commercial uses fronting Stayte Road, together with multi-unit residential buildings in the immediate vicinity as depicted in Figure 1: Site Context – Stayte Road Centre below:

Figure 1: Site Context – Stayte Road Centre



The subject property is adjacent to a small neighbourhood commercial area (the ‘Stayte Road Centre’) to the northeast, which includes a variety of commercial retail stores including the Red Rooster Grocery Store. A single-family dwelling is located at the southeast corner of Russell Avenue and Stevens Street, northwest of the site.

The remainder of the block contains two multi-unit residential developments that border the subject property. To the south is the Arcadian, a three-storey apartment building fronting onto Thrift Avenue, which contains 49 units. A multi-unit residential complex comprised of five (5) two-storey “family-oriented” duplex buildings (totaling ten (10) units), is located directly to the west on Stevens Street.

Stayte Road acts as the eastern boundary between the City of White Rock and the City of Surrey. Single-family neighbourhoods surround this City block to the north, west, and south beyond Russell Avenue, Stevens Street, and Thrift Avenue, and to the east in Surrey.

Development Proposal

The applicant has proposed a four-storey multi-unit residential building, containing 54 apartment dwelling units, located over one level of underground parking. The proposal includes a mixture of unit types, ranging from one-bedroom units at 47 square metres (506 square feet), to three bedroom and den units at 111.57 square metres (1,201 square feet).

An overall Gross Floor Area Ratio (FAR) of 1.49 (~51,003 square feet) is proposed for this site, which is consistent with the Urban Neighbourhood designation in the OCP, which allows 1.5 FAR and a four storey building height. Rendering of the proposed project are provided in Figure 2 and 3 below.

Figure 2: Rendering Looking Southwest from Stayte Road



Figure 3: Rendering Looking Northeast from Southwest corner of property



The massing of the proposed development is oriented in an ‘L’ shape around a large shared outdoor amenity space approximately 1,134 square metres (12,208 square feet) in area. This space contains a variety of amenities, including an outdoor kitchen, a private garden area, shaded seating areas on cedar decks and pavers, and a dog run area.

This outdoor area connects to a smaller shared indoor amenity space (45 square metres / 481 square feet) on the first floor. Each dwelling unit also has individual access to its own private balcony or patio area. The site plan for the ground level is attached below as Figure 4: Landscape Site Plan.

The applicant is proposing 81 off-street parking spaces, of which 65 are for residents while the remaining 16 are intended for visitors, in accordance with Zoning Bylaw requirements. Eight of these residential spaces are intended to be equipped with electric vehicle charging stations, while an additional eight spaces will be serviced to accommodate future electric connections. An off-street loading space is also provided on-site in the south-eastern corner of the site, located beside the proposed garbage room.

This proposed design also reduced building mass along the southern and western property boundary, where adjacent apartment and duplex buildings are located, and places the majority of building massing adjacent to Stayte Road and the commercial property to the north.

Figure 4: Landscape Site Plan



Specific details of the development proposal are summarized in the Table 1: Proposed Site Statistics on the following page, and the relevant architectural and landscaping plans are attached as Appendix B. Copies of Zoning Amendment Bylaw No. 2287 and Development Permit No. 423 are attached as Appendix C and D, respectively.

Table 1: Site Statistics

Proposed Use and Density	
Gross Site Area	3,163 m ² / 34,044 ft ²
Number of Dwelling Units	54 units
Gross Floor Area	4,373 m ² / 51,003 ft ²
Floor Area Ratio (Gross)	1.49
Siting, Size, and Physical Dimensions	
Lot Coverage	45%
Height (Geodetic)	74.9 metres top of parapet and 77.53 metres top of elevator shaft (four storeys)
Front Lot Line (fronting Stayte Road)	6.0 metres / 19.69 feet
Rear Lot Line (Western)	6.0 metres / 19.69 feet
Interior Lot Line (Northern)	5.0 metres / 16.41 feet
Interior Lot Line (Southern)	5.0 metres / 16.41 feet
Parking and Loading Spaces	
Residential Parking Spaces	81 spaces, including: <ul style="list-style-type: none"> • 16 visitor spaces • 8 electric vehicle charging stations • 8 roughed-in electric vehicle charging stations
Bicycle Parking Spaces	65 (including 11 short-term stalls)
Loading Spaces	1

Internal Circulation

The application was referred to the Building, Engineering, Operations, Parks, Parking, and Fire Departments. Staff note that during the application review process, some initial comments from the internal circulation have already been addressed, and are not included in the summary below.

The Building Department noted that the underground storey would need to be constructed under BC Building Code Section 3.2.1.2. The applicant has verified that the parkade will be treated as a separate concrete building.

The Engineering and Operations Department noted the following requirements for the proposed development:

- The applicant is responsible for providing adequate sewer (storm and sanitary) service to meet the demands of the project, which will include inspection through CCTV camera, and consequent upsizing and upgrading of storm and sanitary mains.
- The applicant must underground existing and new utility services, and any utility boxes, valve boxes, and PMTs must be located on private property.
- Street improvements on Stayte Road will be required, including new sidewalks, curb and gutters, new half road pavement to centreline fronting property. Streetlights will also need to be upgraded to LED (light emitting diode) fixtures along Stayte Road.
- A 2.0 m (6.6 ft) road dedication is required for future off-street pathway as per Strategic Transportation Plan.

- A water servicing review will be required and the applicant will be responsible for all water system upgrading that may be required as a result of the proposed development.
- If approved, the required stormwater detention tank and any other erosion and sediment control measures would need to be located wholly on private property.
- The removal of all curb side on-street parking.
- Provision of a Servicing Agreement to detail the on and off-site works and services necessary for the site.

External Circulation

The application was also forwarded to the City of Surrey and the Surrey School District #36 for review and comment.

The City of Surrey stated the properties east of the subject property were recently redeveloped to the Urban Designation per the Surrey Official Community Plan, and that these single-family infill lots appear to have maximized available lot coverage and height allowances. Given the massing of these homes, planning staff at the City of Surrey further stated that proposed four-storey project should not have a negative impact on these infill lots.

The Surrey School District #36 stated that the projected number of students resulting from this development is three (3) elementary students and three (3) secondary students. These projections do not indicate a significant impact on school capacity as a result of the proposal.

Public Information Meeting and Public Correspondence

The applicant held a Public Information Meeting on November 7, 2018, at the White Rock Community Centre (15154 Russell Ave). One-hundred and twenty-two (122) notification letters were delivered to property owners and occupants within 100 metres of the subject property. Thirty-seven (37) meeting attendees signed the attendance sheet, and twenty-three (23) individuals submitted feedback forms. The applicant has submitted a Meeting Summary that summarizes the subjects discussed at the Public Information Meeting and outlines how they plan to address the concerns expressed by meeting attendees.

Staff have also received correspondence regarding public concerns on the proposed development, including 13 separate letters and a signed petition in opposition from the property owners in the apartment complex to the south (the 'Arcadian').

All public correspondence, including the attendance sheet, feedback forms, and the Meeting Summary Report is included in Appendix E.

Advisory Design Panel

The Advisory Design Panel (ADP) reviewed the application on November 20, 2018. Following the presentation and discussion, the Panel recommended that the application proceed to Council subject to giving further consideration to the following:

- Consider revisions to improve the visibility of the pedestrian lobby and north pathway;
- Consider increasing the depth of balconies on the second, third, and fourth storeys;
- Consider revisions to the architectural overhang that is cantilevered over the parkade ramp on the south-eastern corner of the site to improve visibility and safer use of the loading space;

- Consider revisions to the landscaping regime to increase the landscaping buffer along Stayte Road; and
- Consider increasing soil volumes for plantings on the subject property to at least 1.0 metre.

The applicant responded to the ADP resolution by:

- Redesigning the pedestrian entry lobby with wider columns and a larger canopy;
- Adding a gate for the north pathway;
- Projecting the balconies by an additional 0.3 m (12 in) from the building face, allowing for an overall balcony depth of five and a half feet;
- Adjusting planter heights to allow for a minimum of 1 m³ (35.3 ft³) of soil per tree.

Tree Management

An arborist report dated March 13, 2018 (updated August 14, 2018) was provided by Woodridge Tree Consulting Arborists Ltd. to inventory and assess the trees at 1453 Stayte Road.

There are twenty-five (25) trees of protected size located on the subject property, and two (2) City trees located on the Stayte Road frontage. All twenty-five (25) onsite trees are alders or cottonwoods, and qualify as “lower value trees” under the Tree Management Bylaw. A cedar hedge runs along the length of the western property line, as located on the adjacent property (1450-68 Stevens Street). An additional ten (10) trees, along with a hedge, are located near the southern property line on the adjacent property (15991 Thrift Avenue).

Due to the proposed excavation of the site to accommodate the level of underground parking, the report recommends the removal of all twenty-five (25) trees on the subject property. The applicant is also proposing the removal of one (1) City tree due to its conflict with the driveway. Per the City’s Tree Management Bylaw, the number of required replacement trees will be based on a ratio of two replacement trees for every tree removed. Replacement trees will need to have a minimum calliper of 6 cm if deciduous, or a minimum height of 3 metres if coniferous.

The applicant has proposed to provide 52 replacement trees (50 private trees and 2 City trees), or a combination of replacement trees and cash-in-lieu contribution. The city boulevard lacks the adequate soil volume and space for tree establishment, therefore cash-in-lieu will be required to contribute towards tree planting elsewhere.

The applicant is proposing to retain all off-site trees and hedges located on the properties immediately west and south of the subject property. Those trees proposed for retention will require City standard barriers and all onsite replacement trees will require adequate soil volume to promote healthy tree growth.

Planning Review

The City received the initial application for this proposal on September 7, 2018. The applicant has since provided additional information, and has revised the initial proposal. Staff have now reviewed all available information and have provided feedback that informs the recommendation in this corporate report.

Use, Density, and Scale

The existing OCP land use designation for the subject property contemplates allowing for development in the form of multi-unit residences, typically four storeys in height and up to a maximum of 1.5 FAR. At four storeys in height, the proposal would constitute the tallest development in the Stayte Road Centre block. However, the proposed use, density, and height of the development is consistent with the Urban Neighbourhood designation for this area. Table 2 on the following page provides a comparison of the existing and proposed zones.

The Stayte Road Centre area is a unique area within the east side of White Rock. While single-family neighbourhoods surround the area, those properties immediately adjacent to the subject property are contemplated for equivalent densification in the OCP. The properties to the northeast are proposed to accommodate mixed-use development (residential and commercial) up to three (3) storeys in height, while the remainder of the block is proposed to accommodate development with similar heights and densities to that of this proposal. Figure 5: OCP Land Use Designation – Height and Densities is provided for reference.

Figure 5: OCP Land Use Designations – Height and Densities



OCP Land Use Designations

-  Mature Neighbourhoods
-  Subject Property (1453 Stayte Road)
-  Urban Neighbourhood (4 Storeys, 1.5 FAR)
-  Neighbourhood Commercial (3 Storeys, 1.0 FAR)



Table 2: Comparison of Existing and Proposed Zones

Existing Zoning Provisions: RS-1 One Unit Residential	Proposed Zoning Provisions: CD 62 - Comprehensive Development Zone
Permitted Uses	Permitted Uses
One-unit residential use with an accessory use (i.e. registered secondary suite)	Multi-unit residential use with accessory home occupation use
Number of Dwelling Units	Number of Dwelling Units
One dwelling unit and accessory registered secondary suite permitted	54 dwelling units (7 three bedroom units, 23 two bedroom units, 24 one-bedroom units)
Minimum Lot Requirements	Lot Dimensions
Lot Width: 15.0 m (49.2 ft) Lot Depth: 27.4 m (89.9 ft) Lot Area: 464.0 m ² (4,994.6 ft ²)	Lot Width: 56.39 m (185.01 ft) Lot Depth (averaged): 53.33 m (174.97 ft) Lot Area: 3,163 m ² (34,046 ft ²)
Lot Coverage	Lot Coverage
40% 1,265.2 m ² (13,618.5 ft ²)	44% 1,391.72 m ² (14,980.35 ft ²)
Residential Gross Floor Area	Gross Floor Area
0.5 times the lot area 1,581.5 m ² (17,023.12 ft ²) Note: Residential Gross Floor Area excludes basement, cellar, crawl spaces, carport, garage, bay window, bow window or box window, elevator shafts, and areas occupied by stairs on the second storey of a building.	1.49 times the lot area 4,373 m ² (51,003 ft ²)
Building Height	Building Height
7.7 m (25.26 ft) for principal buildings Typically two storey building with basement	13.67 metres to top of parapet measured from average natural grade (61.23 metres) Geodetic height: 74.9 metres top of parapet and 77.53 metres top of elevator shaft Four storeys
Minimum Setback	Setback
Front Lot Line: 7.5 m (24.61 ft) Rear Lot Line: 7.5 m (24.61 ft) Interior Side Lot Line: 1.5 m (4.92 ft)	Front Lot Line: 6.0 m (19.69 ft) Rear Lot Line: 6.0 m (19.69 ft) Interior Side Lot Line: 5.0 m (16.4 ft)

Form and Siting

The proposed building fronts onto Stayte Road with an L-shaped configuration that runs along the north and east sides of the lot. The particular massing of the development also reduces the potential shadowing impact on its neighbours to the west, provides future residents with view corridors towards the west and east, and allows for the creation of ample outdoor amenity space in the southwest portion of the site. Vehicular access is provided on the south-eastern corner of the site, along with the garbage and recycling pick-up and loading areas.

The applicant has provided significant setbacks along all property lines, 6.0 metres in distance from the eastern (front) and western (rear) lot lines, and 5.0 metres for the northern and southern (interior) lot lines. The yards created by the setbacks are treated through plantings including trees, shrubs, and other plantings to ensure adequate privacy and screening with the surrounding neighbours, and shading for future pedestrian access around the site.

The applicant has also taken steps to reduce the overall perception of proposed height through a number of means. The full site excavation required to accommodate the underground parking garage ensures that the finished grade of the proposed development is lower than its original natural grade.

As such, the proposed development gives an impression of being partially lowered further into the ground when viewed by the properties to the west, and is relatively level with the multi-unit residential development (‘the Arcadian’) to the south. The perceived height of the proposed development is further mitigated through the proposed landscaping buffers on all sides of the proposed development. This is illustrated in Figure 6: Site Section (West to East, Looking North) and Figure 7: Site Section (South to North, Looking West) below.

Figure 6: Site Section (West to East, Looking North)

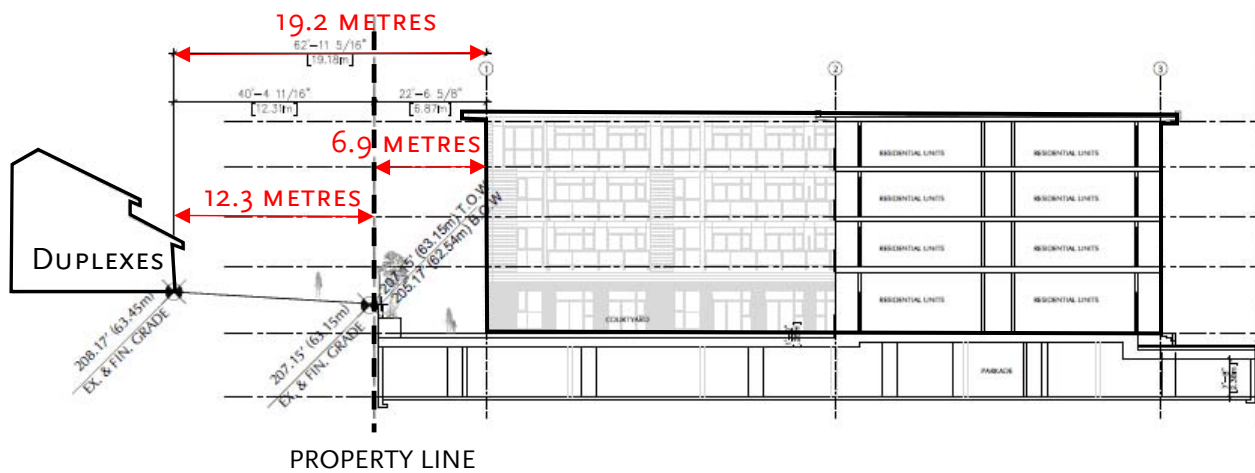
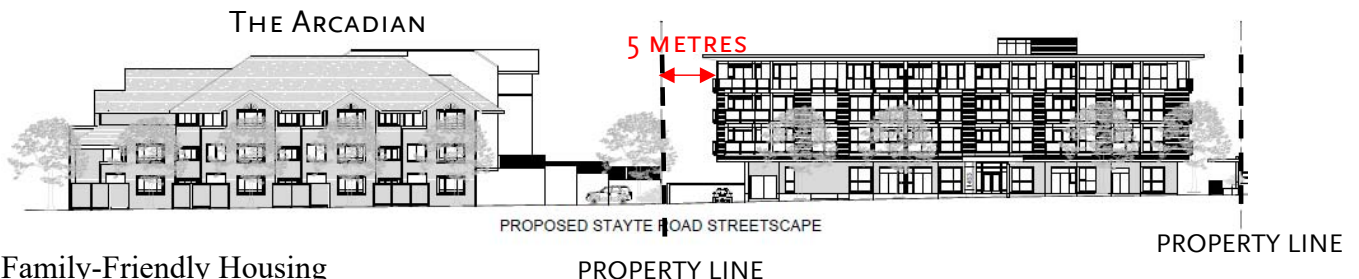


Figure 7: Site Section (South to North, Looking West)



Family-Friendly Housing

The proposal also conforms to various elements of the OCP Family-Friendly Housing policies. All ground-level dwelling units can be accessed from the street or the shared outdoor courtyard through private patio space. Additionally, OCP Policy 11.1.1 (b) calls for a minimum of 10% three (3) bedroom units and 35% either two (2) or three (3) bedroom units. Seven (7) of the proposed 54 units will be three (3) bedroom units and 23 will be two (2) bedroom units. As such,

unit breakdown of the proposed development includes 12.9% three (3) bedroom units and 56% of either two (2) or three (3) bedroom units, exceeding the benchmark outlined in the OCP.

Public Realm and Streetscape Improvements

The applicant’s proposed streetscape treatment, including the provision of short-term bicycle parking at the pedestrian lobby entrance, the proposed plantings along the Stayte Road boulevard, and the retention of the existing multi-use (pedestrian and bicycle) path creates an engaging and comfortable Complete Street that conforms to OCP Policy 13.1.5 and the Strategic Transportation Plan.

This will reinforce this portion of Stayte Road as a street that can support a variety of street users, including pedestrians, cyclists, and motorists. Streets designed for all users reduces collision rates (particularly for vulnerable road users, such as pedestrians and cyclists). It also better supports adjacent land uses (such as the neighbourhood commercial hub immediately to the northeast), supports shifts to sustainable transportation methods of travel (walking, cycling, and transit), and improves the quality of the street as a positive space that is a destination and thoroughfare where residents, visitors, and passersby can feel safe.

Traffic Study Review

The applicant has also submitted a traffic study on existing traffic volumes at the two (2) study intersections (Stayte Road at Russell Avenue and Stayte Road at Thrift Avenue). In addition, an analysis of the peak traffic conditions (weekday morning and afternoon hours) for four different time frames – 2018 (existing), 2021 (full build-out), 2031 (10 years after build-out), and 2045 (the end of future timeframe for the White Rock OCP). A summary of the expected trip generation is shown in Table 3: Daily Trip Generation Statistics below:

Table 3: Trip Generation Statistics

Peak Periods	Inbound Traffic	Outbound Traffic
Morning Hours 7:00 a.m. to 9:00 a.m.	5 (26%)	14 (74%)
Afternoon Hours 4:30 p.m. to 6:00 p.m.	15 (61%)	9 (39%)

Proposed development traffic will make up less than 1% of the total entering traffic volumes at the named major intersections in the years of 2031 and 2045, indicating that traffic generation is primarily caused by background traffic from elsewhere passing by the site rather than generated by the proposed development. No major traffic issues are expected along this length of Stayte Road, and no major intersection improvements are proposed as a result of the study. The traffic study is attached as Appendix G.

Development Permit Area Guidelines

The applicant has submitted a response to the Multi-Family Development Permit Area Guidelines applicable to the proposal. The response to the guidelines are attached as Appendix H. Staff consider the submitted response to be in conformance with the Development Permit Guidelines in terms of building layout and design, landscaping and public realm improvements, functionality, and sustainability wherever possible.

The applicant has adequately identified how the proposed development meets the development permit guidelines by:

- Providing appropriate setbacks (6.0 metres for the western and eastern property lines, 5.0 metres for the northern and southern property lines) with adequate landscaping buffers to provide privacy and screening to neighbours, and to mimic the previously existing frontier forest area.
- Creating visual interest with architectural detail by varying colours, massing and materials throughout the overall development that creates a ‘warm’ West Coast Contemporary character that is compatible with the surrounding neighbourhood.
- Using a variety of materials that represents a more ‘natural’ materials palette and intended to be durable and require minimal maintenance in the long-term.
- Mitigating solar exposure during the summer months through the inclusion of a large roof overhang feature and through the massing of the balcony entries.
- Including various sustainability measures throughout the project, including the use of styrene butadiene styrene (SBS) roofing (for enhanced waterproofing, UV resistance, and durability), reflective asphalt for the parkade entrance, lighter-coloured hardscaping materials to increase albedo, extensive landscaping that promotes rainwater catchment, and an on-site stormwater detention system.
- Ensuring that the site remains secure through adequate lighting, but minimizing light pollution with low voltage lighting.
- Promoting good practices for vehicular use, including the location of all off-street parking spaces (including visitor spaces) underground, providing a loading space in an easily accessible area near the driveway access, and bicycle parking throughout the development.
- Providing each dwelling unit with sufficient private balconies or ground-level patios.
- Ensuring that all ground-oriented dwelling units can be accessed from the streetscape, from private pedestrian pathways, or to the shared outdoor amenity courtyard area.
- Providing a large shared outdoor amenity space that is 1,134 m² (12,206 ft²) in area. This area is intended to accommodate a wide variety of potential uses that promote social interaction between future residents and guests, including private garden, shaded seating areas and lounge spaces, an outdoor kitchen / BBQ area, and a grassy area with seating for dog walking.
- Ensuring that the proposed development will accommodate an assortment of plantings on almost every portion of the property, including a wide variety of smaller trees located throughout the development, and various shrubs and other plantings for screening, privacy, and aesthetic purposes.

The applicant has also designed the outdoor amenity space to have direct access to a smaller indoor amenity space located on the ground level. This design improves the usability of the two (2) amenity areas by future users.

Construction Management Plan

The applicant is aware that a Construction Management Plan is required, and must ensure that appropriate construction parking areas are identified and secured and staging will minimally

impact public roads. A finalized construction management plan will be completed and submitted as a part of the Building Permit application if the proposed development is approved.

This application will also be subject to the forthcoming Good Neighbour Construction Policy, as endorsed by Council.

BUDGET IMPLICATIONS

Community Amenity Contribution

This application is subject to Council Policy 511 (Density Bonus/Community Amenity Contributions). As the subject property is located outside of the Town Centre and Lower Town Centre Areas, the proposed Community Amenity Contribution is based on information regarding the value of the projected land lift, provided by a qualified market research consultant. The applicant is proposing to provide a community amenity contribution of \$150,000, in accordance with the market research provided pursuant to Council Policy 511.

Development Cost Charges

Pending approval of the Major Development Permit, a payment of approximately \$607,678.20 in Municipal Development Cost Charges (DCC) would be required prior to Building Permit issuance. The charge for the proposed development is collected based on the Multi-Unit Residential use category, which is calculated at \$11,253.30 per dwelling unit.

ADDITIONAL APPROVAL REQUIREMENTS

If the proposed development moves forward, staff recommend that the applicant enter into Section 219 covenants to secure the Community Amenity Contribution, the Development Servicing Agreement, and secure the 2.0 metre road dedication along the Stayte Road frontage before the application is considered for final approval.

OPTIONS

The Land Use and Planning Committee can recommend that Council:

1. Give first and second readings to “White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-62 – 1453 Stayte RD), 2019, No. 2287” as presented, direct staff to schedule the required Public Hearing, and consider issuing Development Permit No. 423 pending adoption of the Zoning Bylaw Amendment;
2. Reject “White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-62 – 1453 Stayte RD), 2019, No. 2287” and Development Permit No. 423; or
3. Defer consideration of “White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-62 – 1453 Stayte RD), 2019, No.2287” and Development Permit No. 423 pending further information to be identified.

Staff recommends Option 1, which is incorporated into the recommendations at the beginning of this corporate report.

CONCLUSION

Staff support the application as the use, density, and height of the proposed development is consistent with the Official Community Plan, and as the proposed form, character, and

sustainability initiatives of the proposed development conform to the guidelines of the Multifamily Development Permit Area.

The proposed development is also configured to provide ample outdoor amenity space for future residents, minimize privacy and shadowing impacts on adjacent neighbours, and also exhibits a reasonable height transition and ‘fit’ with its neighbours through the lowering of the site.

Respectfully submitted,



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

Comments from the Chief Administrative Officer:

I concur with the recommendations of this corporate report.



Dan Bottrill
Chief Administrative Officer

Appendix A: Location and Ortho Photo Maps

Appendix B: Site Plan, Floor Plans, Elevations, Renderings, Colours and Materials, Shadow Study, and Landscape Plans

Appendix C: Draft Zoning Amendment Bylaw No. 2287

Appendix D: Draft Development Permit No. 423

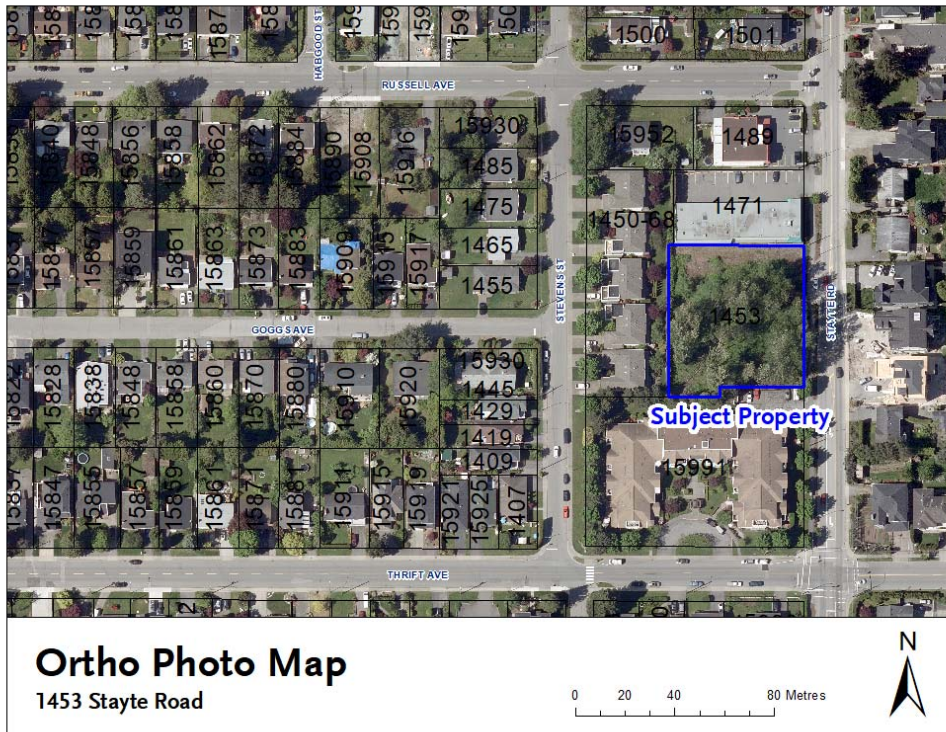
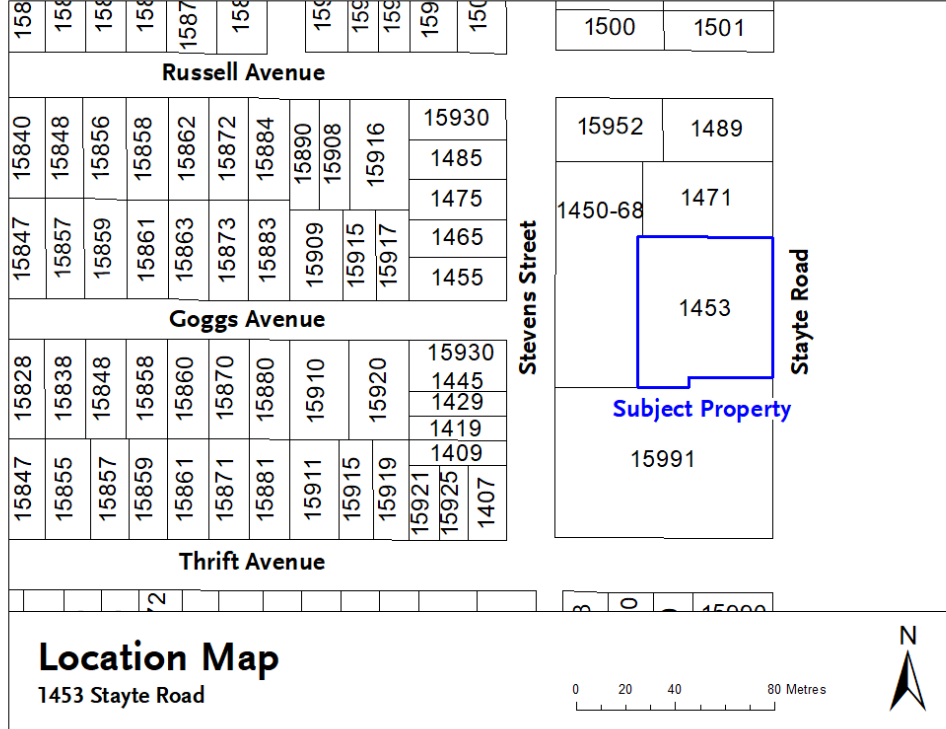
Appendix E: Public Information Meeting Attendance Sheets, Feedback Forms, Summary Report, and Public Correspondence

Appendix F: Response to Development Permit Guidelines from Applicants

Appendix G: Traffic Study

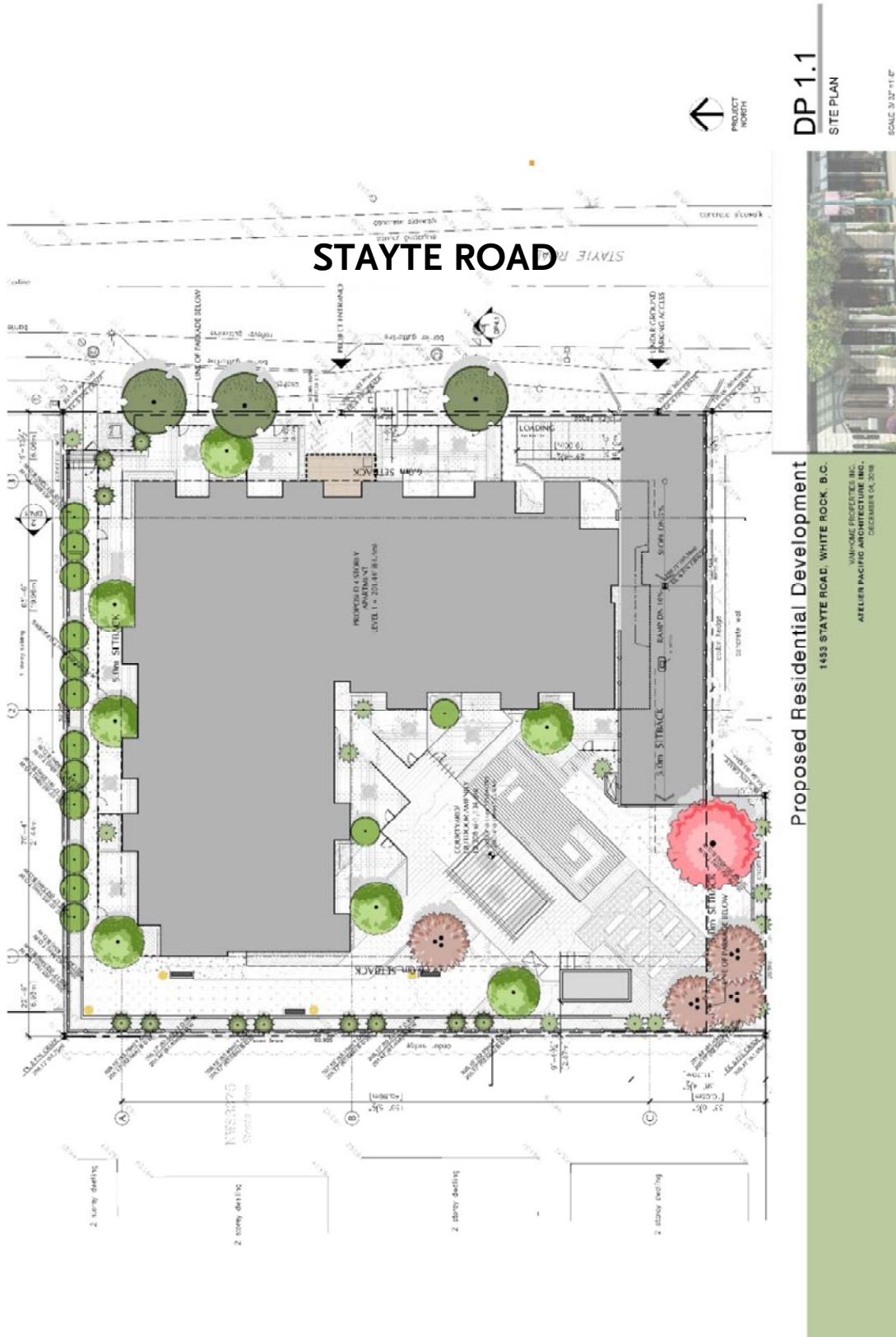
APPENDIX A

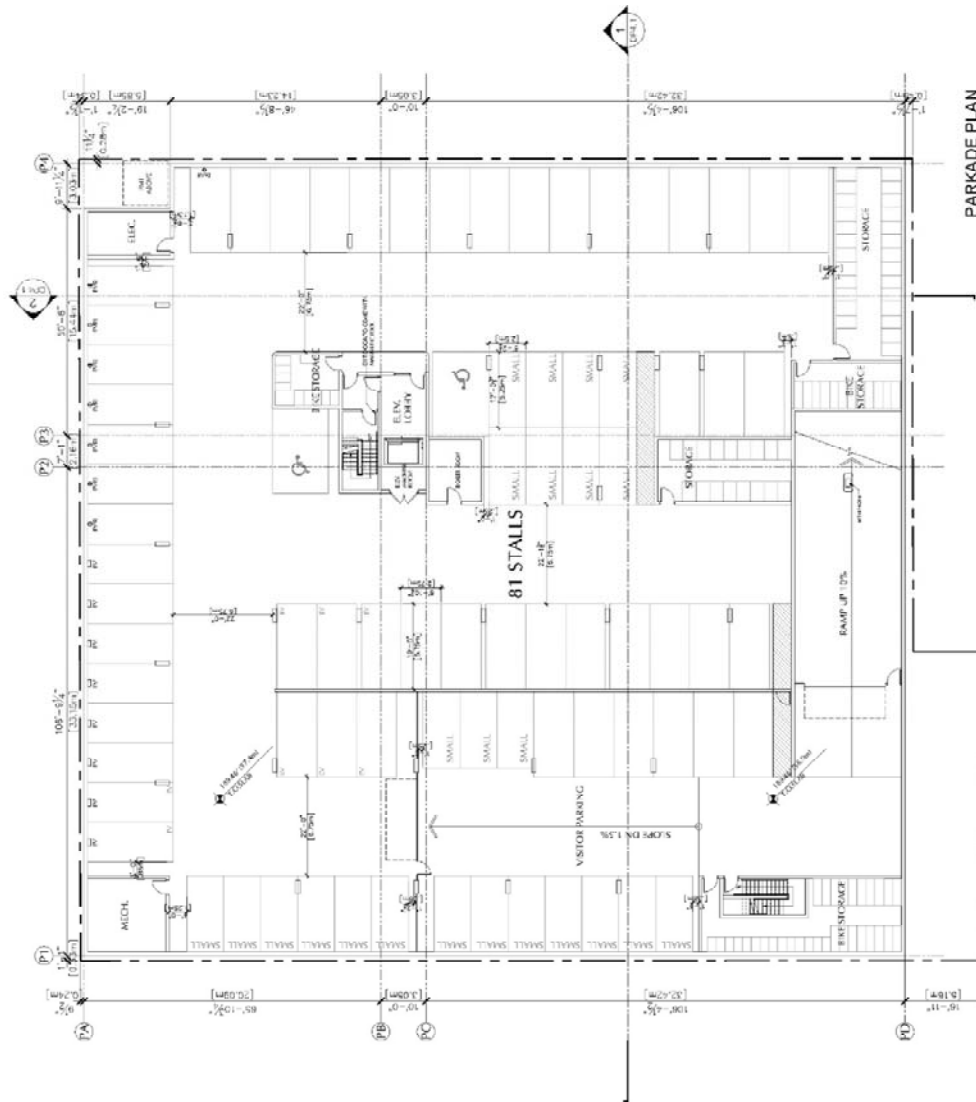
Location and Ortho Photo Maps



APPENDIX B

Site Plan, Floor Plans, Elevations, Renderings, Colours and Materials, Shadow Study, and Landscaping Plans



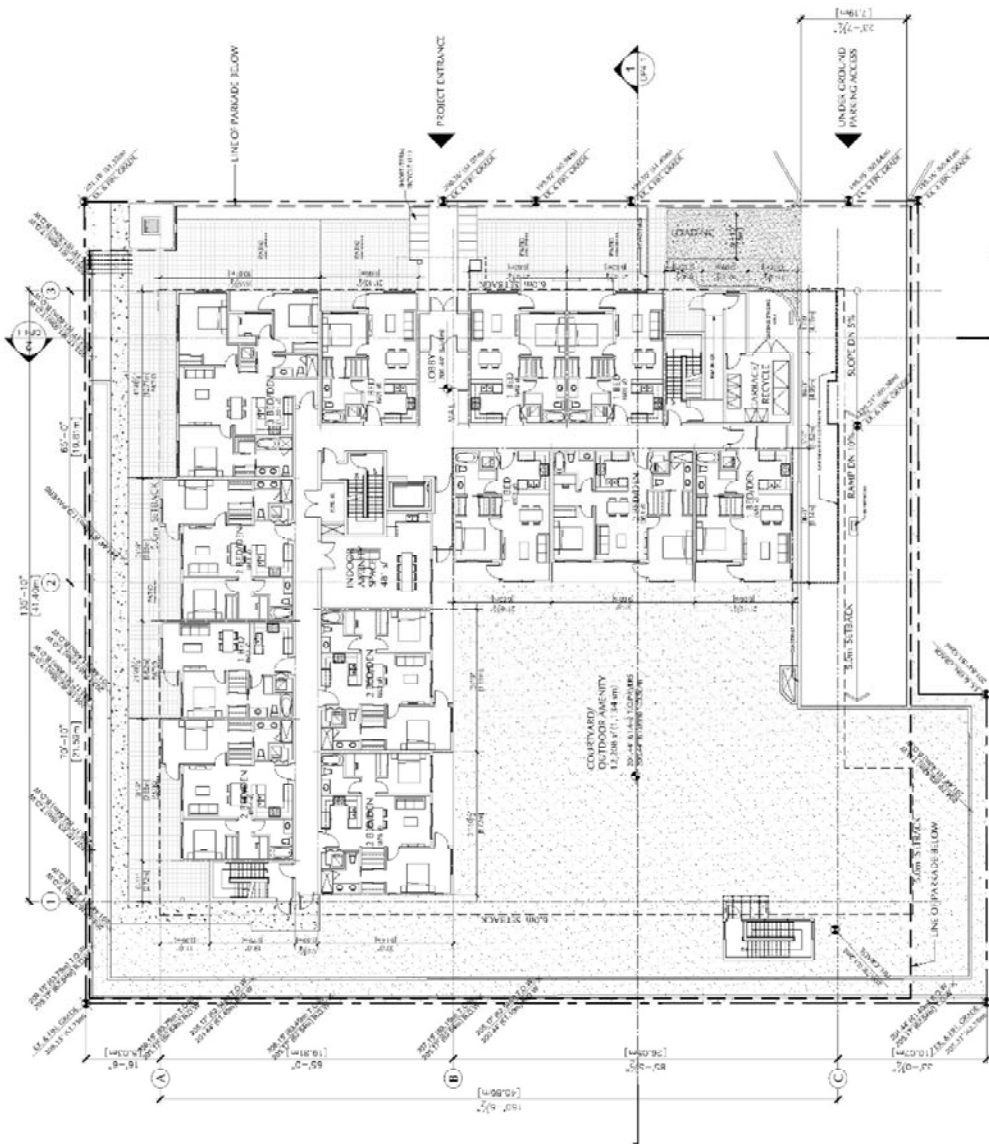


DP 2.1
 PARKADE PLAN

SCALE 3/32" = 1'-0"



Proposed Residential Development
 1453 STAYTE ROAD, WHITE ROCK, B.C.
 WAINHOE PROPERTIES INC.
 ATELIER PACIFIC ARCHITECTURE INC.
 JANUARY 24, 2019



DP 2.2

GROUND FLOOR PLAN

SCALE 3/32"=1'-0"



Proposed Residential Development

1453 STATE ROAD, WHITE ROCK, B.C.

VANHOE PROPERTIES INC.
 ATLEER PACIFIC ARCHITECTURE INC.
 DECEMBER 01, 2018



DP 2.3
 LEVEL 2-3 PLANS

SCALE 3/32" = 1'-0"

Proposed Residential Development

1453 STAYTE ROAD, WHITE ROCK, B.C.
 VANHOMME PROPERTIES INC.
 ATELIER PACIFIC ARCHITECTURE INC.
 NOVEMBER 28, 2019



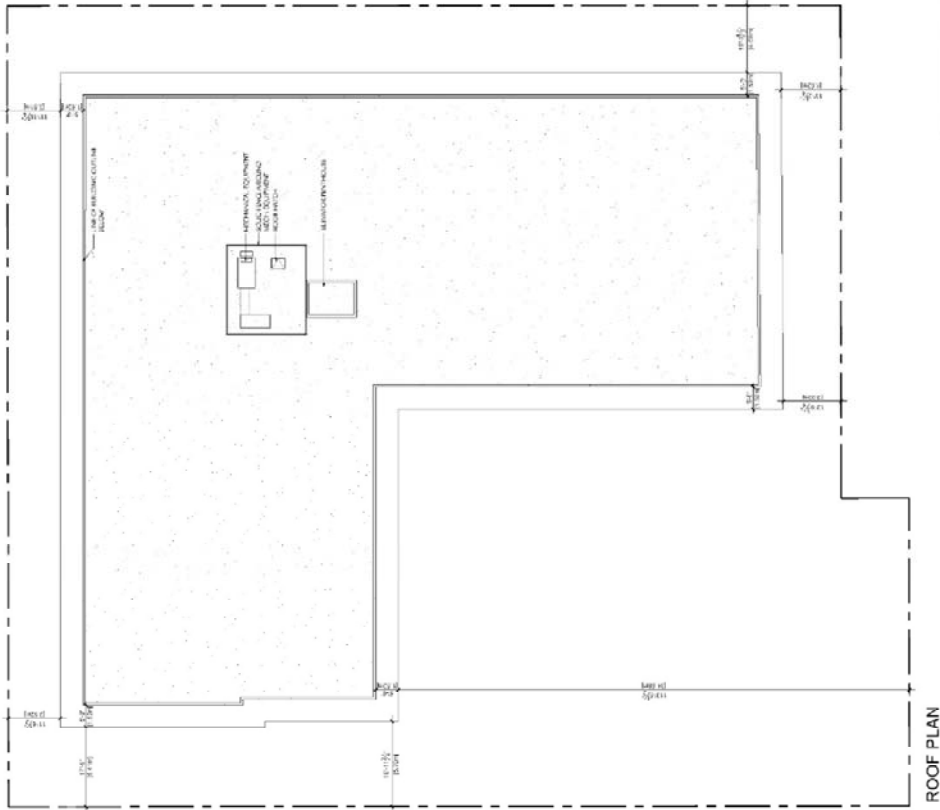


DP 2.4
 LEVEL 4 PLAN

SCALE: 3/32" = 1'-0"



Proposed Residential Development
 1453 STAYTE ROAD, WHITE ROCK, B.C.
 VANSHOME PROPERTIES INC.
 ATELIER PACIFIC ARCHITECTURE INC.
 NOVEMBER 23, 2018



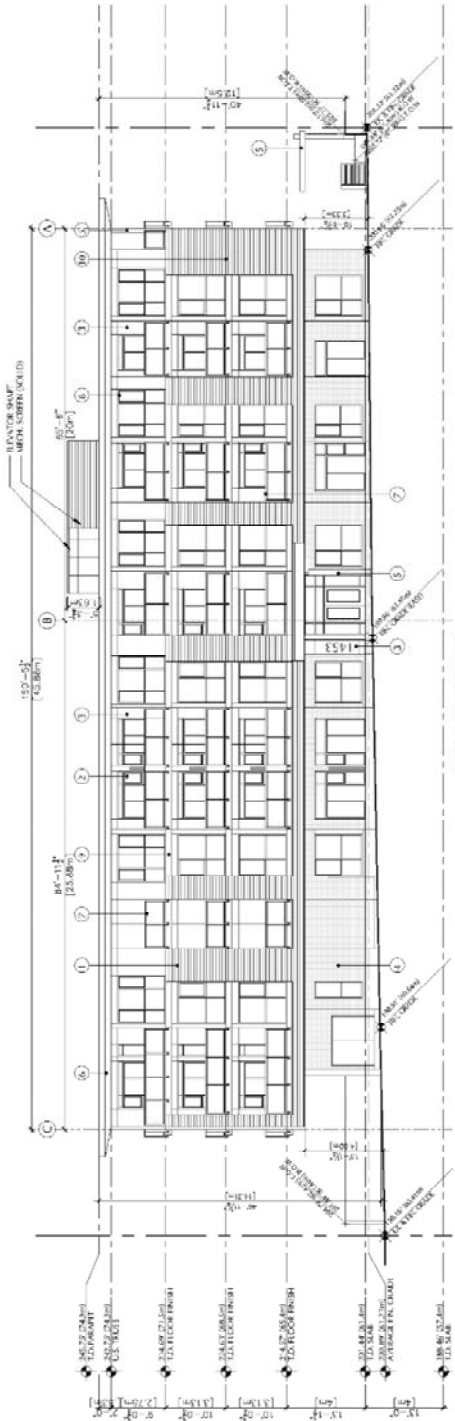
DP 2.5
ROOF PLAN

SCALE: 3/32" = 1'-0"

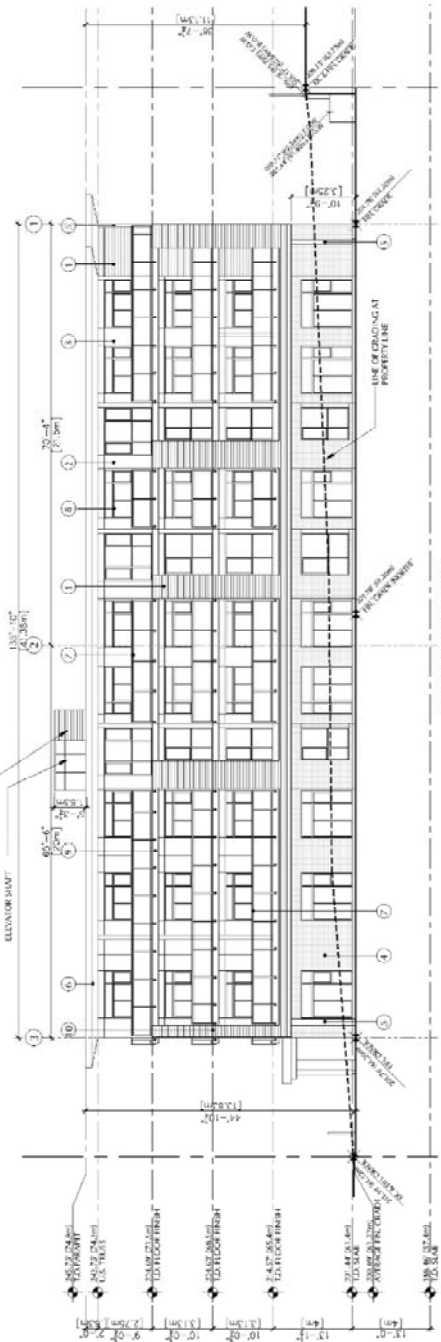


Proposed Residential Development

1453 STATE ROAD, WHITE ROCK, B.C.
VINHOMES PROPERTIES INC.
ATELIER PACIFIC ARCHITECTURE INC.
DECEMBER 2018



EAST ELEVATION



NORTH ELEVATION

MATERIAL FINISHES LEGEND

1	WOODTONE FIBER CEMENT SIDING
2	FIBER CEMENT PANEL (WHITE)
3	FIBER CEMENT PANEL (BEIGE)
4	BRICK VENEER (DARK GRAY)
5	STAINED CEDAR COLUMNS
6	WOODTONE FIBER CEMENT SOFFIT
7	ALUMINUM GUARD RAILS WITH GLASS
8	VINYLE WINDOW/BLACK
9	FASCIA BOARD (DARK GRAY)
10	THROUGH WALL FLASHING TO MATCH ADJACENT CLADDING COLOUR

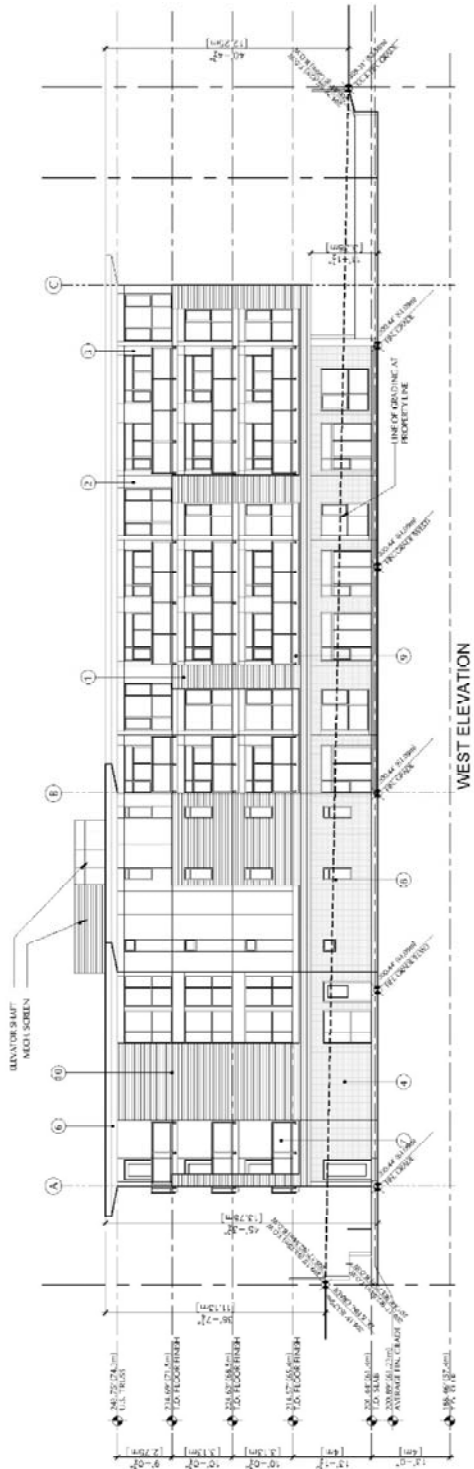
Proposed Residential Development

1453 STAYTE ROAD, WHITE ROCK, B.C.
 WIN-POU PROPERTIES INC.
 ATELIER PACIFIC ARCHITECTURE INC.
 NOVEMBER 21, 2019

DP 3.1
 ELEVATIONS

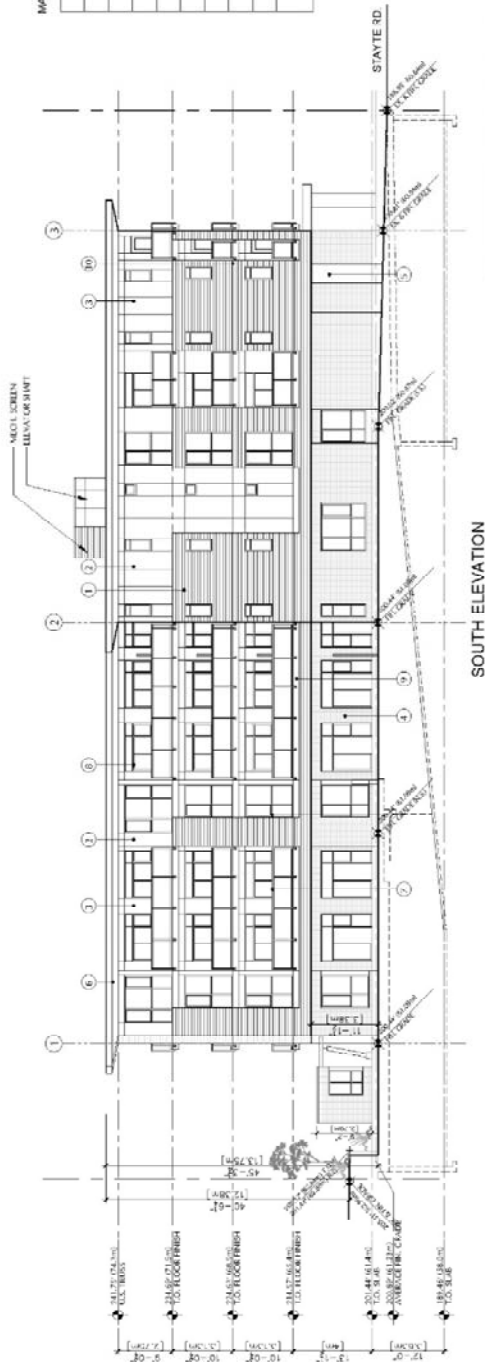
SCALE: 1/8" = 1'-0"





MATERIAL FINISHES LEGEND

1	WOODSTONE FIBER CEMENT SIDING
2	FIBER CEMENT PANEL (WHITE)
3	FIBER CEMENT PANEL (BEIGE)
4	BRICK VENEER (DARK GRAY)
5	STAINED CEDAR COLUMNS
6	WOODSTONE FIBER CEMENT SOFFIT
7	ALUMINUM GUARD RAILS WITH GLASS
8	VINYL WINDOW (BLACK)
9	FASCIA BOARD (DARK GRAY)
10	THROUGH WALL FLASHING TO MATCH ADJACENT CLADDING COLOUR



DP 3.2
 ELEVATIONS

SCALE: 1/8" = 1'-0"



Proposed Residential Development
 1453 STATEY ROAD, WHITE ROCK, B.C.
 VANHOPE PROPERTIES INC.
 ATELIER PACIFIC ARCHITECTURE INC.
 DECEMBER 04, 2018



SOUTHWEST COURTYARD RENDERING

Proposed Residential Development

1453 STAYTE ROAD, WHITE ROCK, B. C.

VENHQUE PROPERTIES INC.
ATELIER PACIFIC ARCHITECTURE INC.

NOVEMBER 28, 2018

DP 5.3

RENDERINGS





STAYTE ROAD RENDERING

Proposed Residential Development

1453 STAYTE ROAD, WHITE ROCK, B.C.

MAN-QUE PROPERTIES INC.
ATELIER PACIFIC ARCHITECTURE INC.

NOVEMBER 28, 2018

DP 5.4

RENDERINGS





EXISTING STAYTE ROAD STREETScape



PROPOSED STAYTE ROAD STREETScape

Proposed Residential Development

1453 STAYTE ROAD, WHITE ROCK, B.C.

MAN-QUE PROPERTIES INC.
ATELIER PACIFIC ARCHITECTURE INC.

NOVEMBER 28, 2018



DP 5.2b
COLOUR
STREETScape



EAST ELEVATION

- 1 WOODSTONE FIBER CEMENT SIDING
- 2 WOODSTONE FIBER CEMENT SIDING
- 3 FIBER CEMENT PANEL (WHITE)
- 4 FIBER CEMENT PANEL (BEIGE)
- 5 STAINED CEDAR COLUMNS
- 6 WOODSTONE CEMENTITIOUS SOFFIT
- 7 ALUMINUM GUARD RAILS WITH GLASS (BLACK)
- 8 VINYL WINDOW (BLACK)
- 9 FASCIA BOARD (DARK GRAY)
- 10 BRICK VENEER (DARK GRAY)

DP 5.1a
 COLOUR ELEVATION
 & MATERIAL LEGEND



Proposed Residential Development
 1453 STAYTE ROAD, WHITE ROCK, B.C.
 MAN-QUE PROPERTIES INC.
 ATELIER PACIFIC ARCHITECTURE INC.
 NOVEMBER 28, 2018



NORTH ELEVATION

- 1 WOODTONE FIBER CEMENT SIDING
- 2 FIBER CEMENT PANEL (WHITE)
- 3 FIBER CEMENT PANEL (BEIGE)
- 4 BRICK VENEER (DARK GRAY)
- 5 STAINED CEDAR COLUMNS
- 6 WOODTONE CEMENTITIOUS SOFFIT
- 7 ALUMINUM GUARD RAILS WITH GLASS
- 8 VINYL WINDOW (BLACK)
- 9 FASCIA BOARD (DARK GRAY)

DP 5.1b
 COLOUR ELEVATION
 & MATERIAL LEGEND



Proposed Residential Development
 1453 STAYTE ROAD, WHITE ROCK, B. C.
VENIQUE PROPERTIES INC.
ATELIER PACIFIC ARCHITECTURE INC.
NOVEMBER 26, 2018



MARCH 21ST (4:00 PM)



JUNE 21ST (4:00 PM)



MARCH 21ST (2:00 PM)



JUNE 21ST (2:00 PM)



MARCH 21ST (12:00 PM)



JUNE 21ST (12:00 PM)



MARCH 21ST (10:00 AM)



JUNE 21ST (10:00 AM)

DP 0.4a
SHADOW ANALYSIS



Proposed Residential Development
1453 STAYTE ROAD, WHITE ROCK, B.C.
MANKU PROPERTIES INC.
ATELIER PACIFIC ARCHITECTURE INC.
NOVEMBER 28, 2018



SEPTEMBER 21ST (4:00 PM)



DECEMBER 21ST (4:00 PM)



SEPTEMBER 21ST (2:00 PM)



DECEMBER 21ST (2:00 PM)



SEPTEMBER 21ST (12:00 PM)



DECEMBER 21ST (12:00 PM)



SEPTEMBER 21ST (10:00 AM)



DECEMBER 21ST (10:00 AM)

DP 0.4b
SHADOW ANALYSIS



Proposed Residential Development
1453 STAYTE ROAD, WHITE ROCK, B.C.
MANKOUE PROPERTIES INC.
ATELIER PACIFIC ARCHITECTURE INC.
NOVEMBER 28, 2018



van der Zee + associates inc.
2485 Bayview Ave. Suite 102
North York, ON M2N 6L3
Tel: 416-491-1000
www.vdz.com

PLANTING PRECEDENTS & SCHEDULE

Drawing Title

L-04 Drawing #

DP2018-20 Voz Project #

NORTH

No.	By	Description	Date
1	NY	Designation	Mar 25, 2018
2	NY	Designation	Mar 27, 2018
3	NY	Designation	Mar 28, 2018
4	NY	Designation	Mar 29, 2018
5	NY	Designation	Mar 30, 2018
6	NY	Designation	Mar 31, 2018
7	NY	Designation	Apr 1, 2018
8	NY	Designation	Apr 2, 2018
9	NY	Designation	Apr 3, 2018
10	NY	Designation	Apr 4, 2018
11	NY	Designation	Apr 5, 2018
12	NY	Designation	Apr 6, 2018
13	NY	Designation	Apr 7, 2018
14	NY	Designation	Apr 8, 2018
15	NY	Designation	Apr 9, 2018
16	NY	Designation	Apr 10, 2018
17	NY	Designation	Apr 11, 2018
18	NY	Designation	Apr 12, 2018
19	NY	Designation	Apr 13, 2018
20	NY	Designation	Apr 14, 2018
21	NY	Designation	Apr 15, 2018
22	NY	Designation	Apr 16, 2018
23	NY	Designation	Apr 17, 2018
24	NY	Designation	Apr 18, 2018
25	NY	Designation	Apr 19, 2018
26	NY	Designation	Apr 20, 2018
27	NY	Designation	Apr 21, 2018
28	NY	Designation	Apr 22, 2018
29	NY	Designation	Apr 23, 2018
30	NY	Designation	Apr 24, 2018

Project: 1453 Stayte Road

Location: Stayte Road White Rock BC

Drawn	Checked	Approved	Date
YZ	JW	JWB	
Original Date: 2/1/18			
Scale:	N.T.S.		

TREES

 Dichroa sp.
 Photinia
 Photinia
 Photinia
 Photinia
 Photinia

SHRUBS / PERENNIALS / GRASSES / VINE

 Eranthis
 Photinia
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 Photinia
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 Photinia

PLANT SCHEDULE

SHRUBS

- Campanula medium 'Doronic' / Doronic Light Europeus
- Hydrangea arborescens 'Annabelle' / Annabelle Bright White
- Campanula medium 'Doronic' / Doronic Light Europeus
- Urtica dioica 'Red Tip' / Red Tip Box Tree
- Rosa blanda 'Charming' / Rose
- Berberis thunbergii 'Non Stop' / Non Stop Spine
- Syringa japonica 'White Gold' / White Gold
- Syringa japonica 'Golden Bell' / Golden Bell
- Viburnum chinensis 'Nippon Red' / Nippon Red
- Viburnum chinensis 'Nippon Red' / Nippon Red
- Viburnum chinensis 'Nippon Red' / Nippon Red

ANNUALS/PERENNIALS


- Adonis vernalis 'Doronic' / Doronic White
- Bergenia ciliolata 'Newspaper White' / Newspaper White
- Conium maculatum 'Nippon Red' / Nippon Red
- Fragaria vesca 'Nippon Red' / Nippon Red
- Hebe x 'Nippon Red' / Nippon Red
- Leucanthemum superbum 'Doronic' / Doronic Super Daisy
- Leucanthemum superbum 'Doronic' / Doronic Super Daisy
- Lonicera caerulea 'Nippon Red' / Nippon Red
- Aquilegia vulgaris 'Nippon Red' / Nippon Red


GRASSES

- Penstemon 'Nippon Red' / Nippon Red
- Rhynchospora 'Nippon Red' / Nippon Red
- Centropogon 'Nippon Red' / Nippon Red

 Photinia
 Photinia
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 Photinia

Drawing # L-05
 V02 Project # DP2018-20
 SECTIONS
 Drawing Title





V02 Design + Associates Inc.
 1453 Stayte Road
 White Rock, BC V4B 1B2
 Tel: 604.947.1111
 Fax: 604.947.1112
 www.v02design.com

No.	By	Description	Date
1	JZ	Conceptual	Mar 26, 2018
2	JZ	Approved for Development	Mar 26, 2018
3	JZ	Approved for Construction	Mar 26, 2018
4	JZ	Approved for Construction	Mar 26, 2018
5	JZ	Approved for Construction	Mar 26, 2018
6	JZ	Approved for Construction	Mar 26, 2018
7	JZ	Approved for Construction	Mar 26, 2018
8	JZ	Approved for Construction	Mar 26, 2018
9	JZ	Approved for Construction	Mar 26, 2018
10	JZ	Approved for Construction	Mar 26, 2018
11	JZ	Approved for Construction	Mar 26, 2018
12	JZ	Approved for Construction	Mar 26, 2018

Project:
 1453 Stayte Road
 Location:
 Stayte Road
 White Rock, BC

Drawn	JZ
Checked	JW
Approved	JZ
Scale	AS SHOWN

Stamp: [Signature]

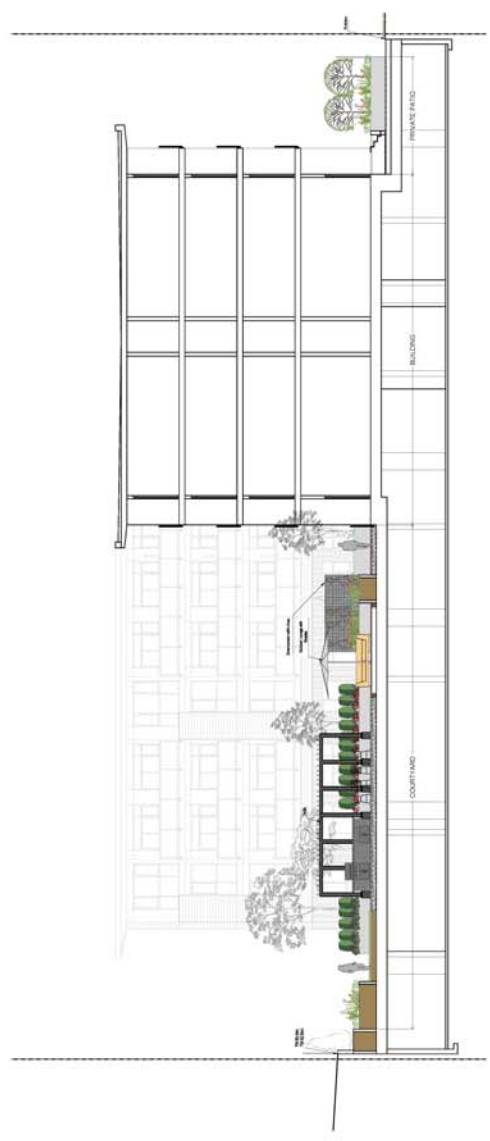
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Scale: AS SHOWN

Project: 1453 Stayte Road

Location: Stayte Road, White Rock, BC

REVISIONS TABLE FOR SHEET



1:100

**The Corporation of the
CITY OF WHITE ROCK
BYLAW No. 2287**



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 11 Township 1 New Westminster District Plan 84401
PID: 015-689-573

(1453 Stayte Road)

as shown on Schedule "1" attached hereto, from the 'RS-1 One Unit Residential Zone' to the 'CD-62 Comprehensive Development Zone.'

- 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 7.62 CD-62 Comprehensive Development Zone';
(2) by adding the attached Schedule "2" to 'Schedule B (Comprehensive Development Zones)' Section 7.62 CD-62 Comprehensive Development Zone'.

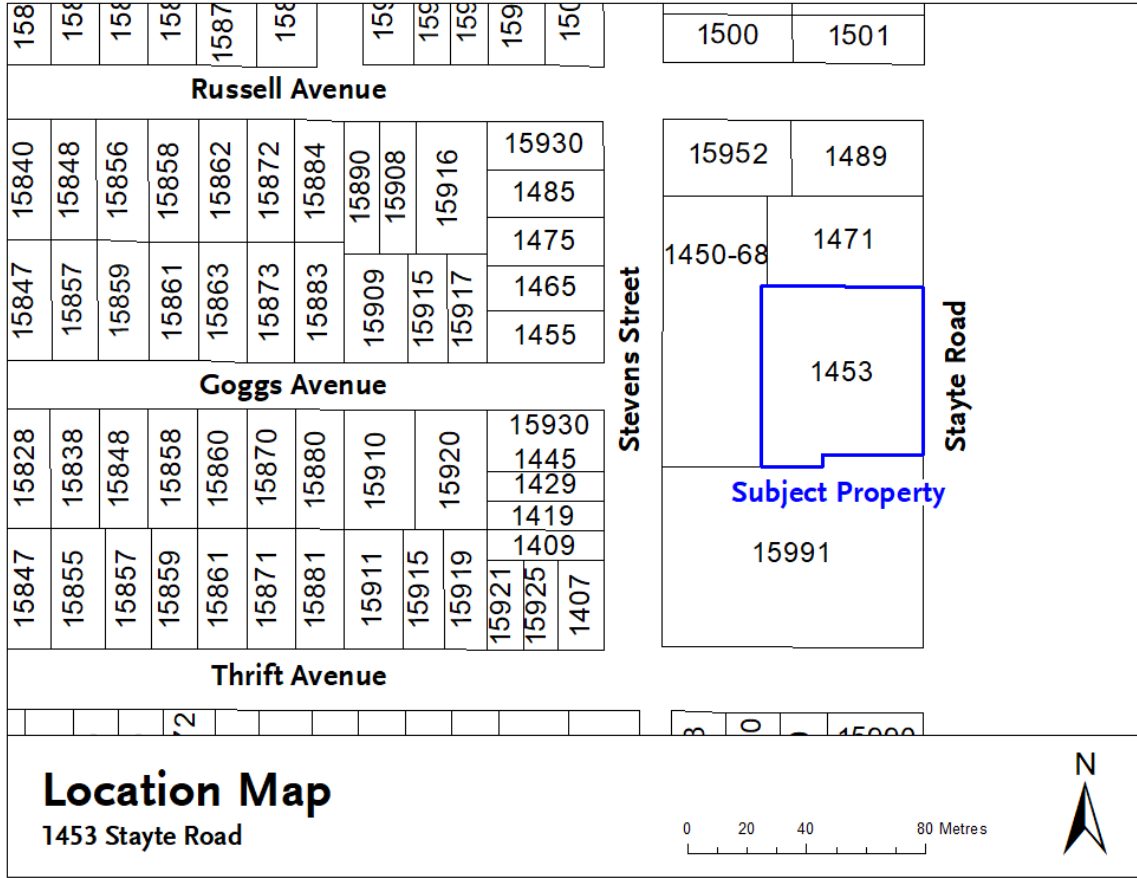
- 3. This bylaw may be cited for all purposes as "*White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-62 – 1453 Stayte Road) Bylaw, 2019, No. 2287*".

Public Information Meeting held this	7 th	day of November,	, 2018
Read a first time this		day of	, 2019
Read a second time this		day of	, 2019
Considered at a Public Hearing this		day of	, 2019
Read a third time this		day of	, 2019
Adopted this		day of	, 2019

Mayor

Director of Corporate Administration

Schedule "1"



Schedule “2”

7.62 CD-62 COMPREHENSIVE DEVELOPMENT ZONE

INTENT

The intent of this zone is to accommodate the development of a four storey multi-unit residential building, containing a maximum of 54 dwelling units, on a site of approximately 3,163 square metres.

1. Permitted Uses:
 - (a) *multi-unit residential use*
 - (b) *accessory home occupation* use in accordance with the provisions of section 5.3 and that does not involve clients directly accessing the *principal building*

2. Lot Coverage:
 - (a) *lot coverage* shall not exceed 45%

3. Density:
 - (a) Maximum *gross floor area* shall not exceed 1.5 times the lot area, comprised as follows:
 - (i) BASE DENSITY: The maximum *residential floor area* shall not exceed 3,480 m² (37,451 ft²).
 - (ii) ADDITIONAL (BONUS) DENSITY: Where a contribution of \$150,000 has been provided to the Community Amenity Reserve Fund to assist with the provision of the amenities in the following table, the maximum *gross floor area* shall not exceed 4,737 m² (51,003 ft²) .

#	Amenity
1	New public open space and walkways
2	Improvement of existing open space and walkways
3	Public art
4	Waterfront improvement, including civic parking facilities
5	Special needs or non-market affordable housing
6	People movement infrastructure to link Uptown to the Waterfront

The amenity must be provided in accordance with an amenity agreement and a section 219 covenant delivered by the owner of the subject real property to secure the amenity

- (b) The maximum number of *dwelling units* must not exceed 54.

4. Building Height:
 - (a) The *principal building* shall not exceed a height of 76.6 metres geodetic
 - (b) *Ancillary buildings and structures* shall not exceed a height of 5.0 metres from *finished grade*

5. Siting Requirements:
 - (a) Minimum setbacks are as follows:

(i) Setback from front (east) lot line	= 4.0 metres
(ii) Setback from rear (west) lot line	= 6.0 metres
(iii) Setback from interior side (north) lot line	= 5.0 metres
(iv) Setback from interior side (south) lot line	= 5.0 metres
 - (b) Notwithstanding the above, the following siting exemptions are permitted:
 - (i) Balconies may encroach by up to 0.4 metres into all required lot line setbacks.
 - (ii) Eaves may encroach by up to 1.6 metres into all required lot line setbacks
 - (iii) The pedestrian lobby entry feature may encroach by up to 2.3 metres into the required front (east) lot line setback
 - (iv) *Ancillary structures* may be located on the subject property in accordance with the Plans prepared by Atelier Pacific Architecture dated November 28, 2018 that are attached hereto and on file at the City of White Rock

6. Parking:

Parking 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 65 spaces shall be provided for the *multi-unit residential use*
 - (b) A minimum of 16 spaces shall be provided for visitors and marked as ‘visitor’
 - (c) A minimum of two (2) of the required eighty-one (81) spaces shall be provided for disabled persons parking and shall be clearly marked in accordance with B.C. Building Code requirements

8. Bicycle Parking:

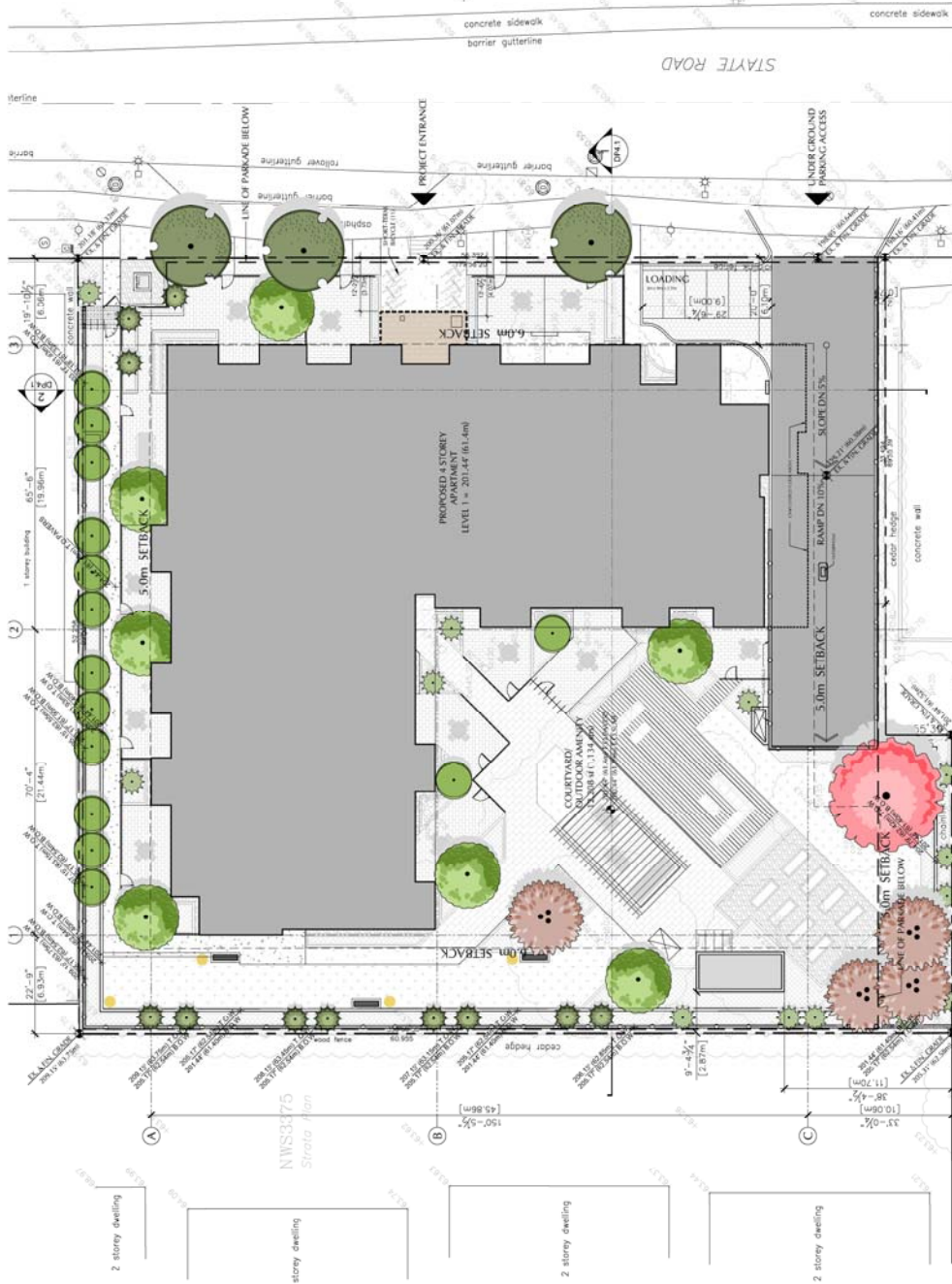
Bicycle parking shall be provided in accordance with Section 4.16, with the minimum number of spaces required as follows:

 - (a) A minimum of 54 Class I spaces shall be provided
 - (b) A minimum of 11 Class II spaces shall be provided

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

9. General:

- (a) Development in this zone that includes the additional (bonus) density referred to in Section 3 shall substantially conform to the Plans prepared by Atelier Pacific Architecture dated November 28, 2018 that are attached hereto and on file at the City of White Rock
- (b) Development in this zone that does not include the additional (bonus) density referred to in Section 3 shall be required to obtain a new Major Development Permit



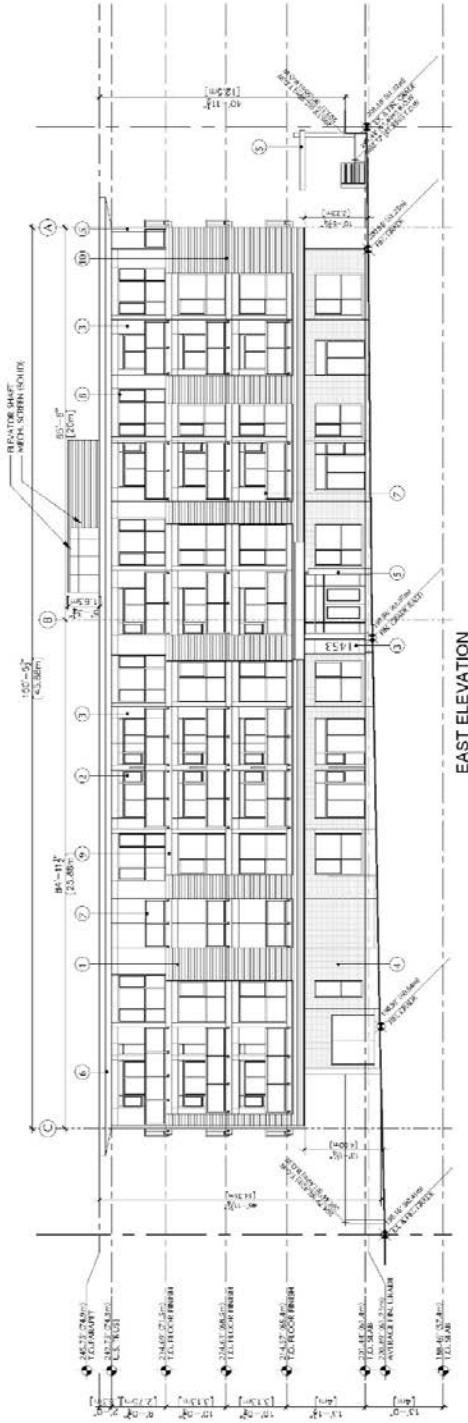
DP 1.1
SITE PLAN

SCALE: 3/32"=1'-0"

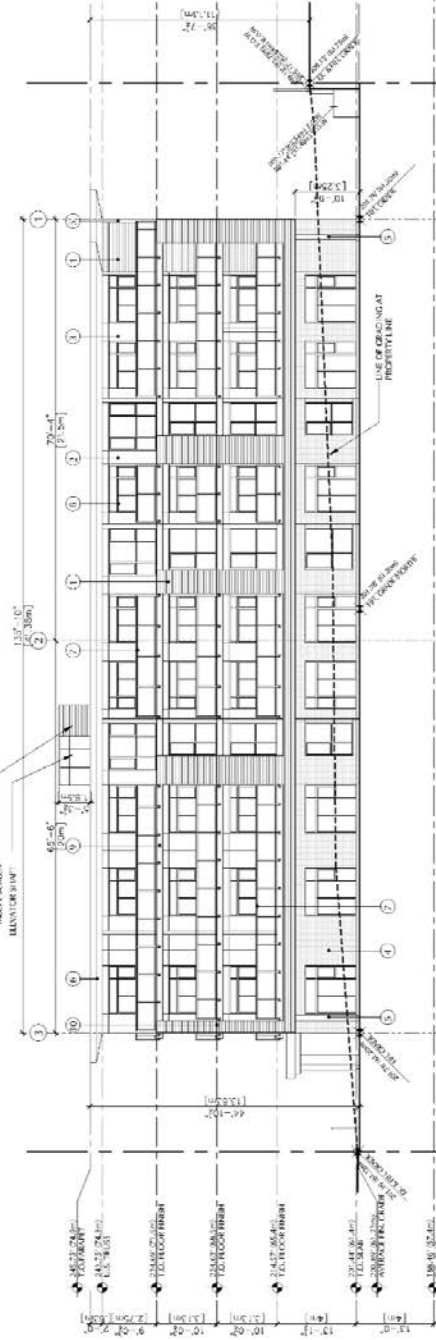
Proposed Residential Development
1453 STAYTE ROAD, WHITE ROCK, B.C.

VANHOVE PROPERTIES INC.
ATELIER PACIFIC ARCHITECTURE INC.
DECEMBER 04, 2018





EAST ELEVATION



NORTH ELEVATION

MATERIAL FINISHES LEGEND

1	WOODSTONE FIBER CEMENT SIDING
2	FIBER CEMENT PANEL (WHITE)
3	FIBER CEMENT PANEL (BEIGE)
4	BRICK VENEER (DARK GRAY)
5	STAINED CEDAR COLUMNS
6	WOODSTONE FIBER CEMENT SOFFIT
7	WOODTONE GUARD RAILS WITH GLASS
8	VINYLE WINDOW (BLACK)
9	FASCIA BOARD (DARK GRAY)
10	THROUGH WALL FLASHING TO MATCH ADJACENT CLADDING COLOUR

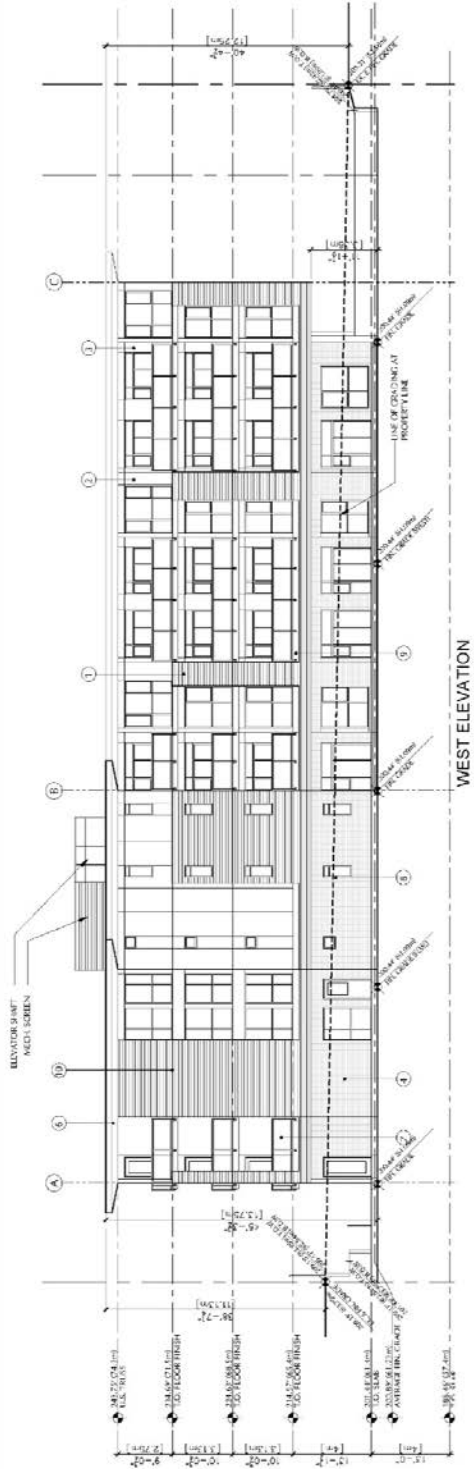
Proposed Residential Development

1453 STAYTE ROAD, WHITE ROCK, B.C.
 VAN-HOME PROPERTIES INC.
 ATLEER PACIFIC ARCHITECTURE INC.
 NOVEMBER 20, 2019

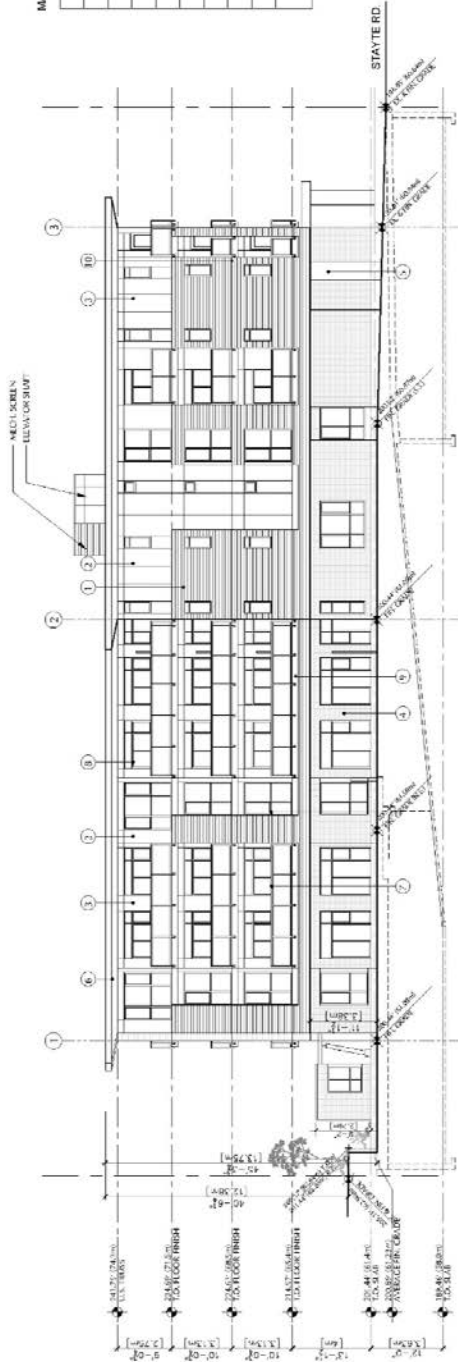
DP 3.1
 ELEVATIONS

SCALE: 1/8" = 1'-0"





WEST ELEVATION



SOUTH ELEVATION

MATERIAL FINISHES LEGEND

1	WOODSTONE FIBER CEMENT SIDING
2	FIBER CEMENT PANEL (WHITE)
3	FIBER CEMENT PANEL (BEIGE)
4	BRICK VENEER (DARK GRAY)
5	STAINED CEDAR COLUMNS
6	WOODSTONE FIBER CEMENT SOFFIT
7	ALUMINUM GUARD RAILS WITH GLASS
8	VINYL WINDOW (BLACK)
9	FASCIA BOARD (DARK GRAY)
10	THROUGH WALL FLASHING TO MATCH ADJACENT CLADDING COLOUR

DP 3.2
ELEVATIONS

SCALE: 1/8" = 1'-0"



Proposed Residential Development
1453 STAYTE ROAD, WHITE ROCK, B.C.
VAN-HOME PROPERTIES INC.
ATELIER PACIFIC ARCHITECTURE INC.
DECEMBER 04, 2016

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



DEVELOPMENT PERMIT NO. 423

1. This Development Permit No. 423 is issued to 1120578 B.C LTD as the 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 B Section 11 Township 1 New Westminster District Plan 84401
(1453 Stayte Road)

PID: 015-689-573

As indicated on Schedule A

2. This Development Permit No. 423 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 “Multifamily 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-62 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 Atelier Pacific Architecture Inc. and van der Zalm + associates Inc. 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 \$223,452.50 (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__.

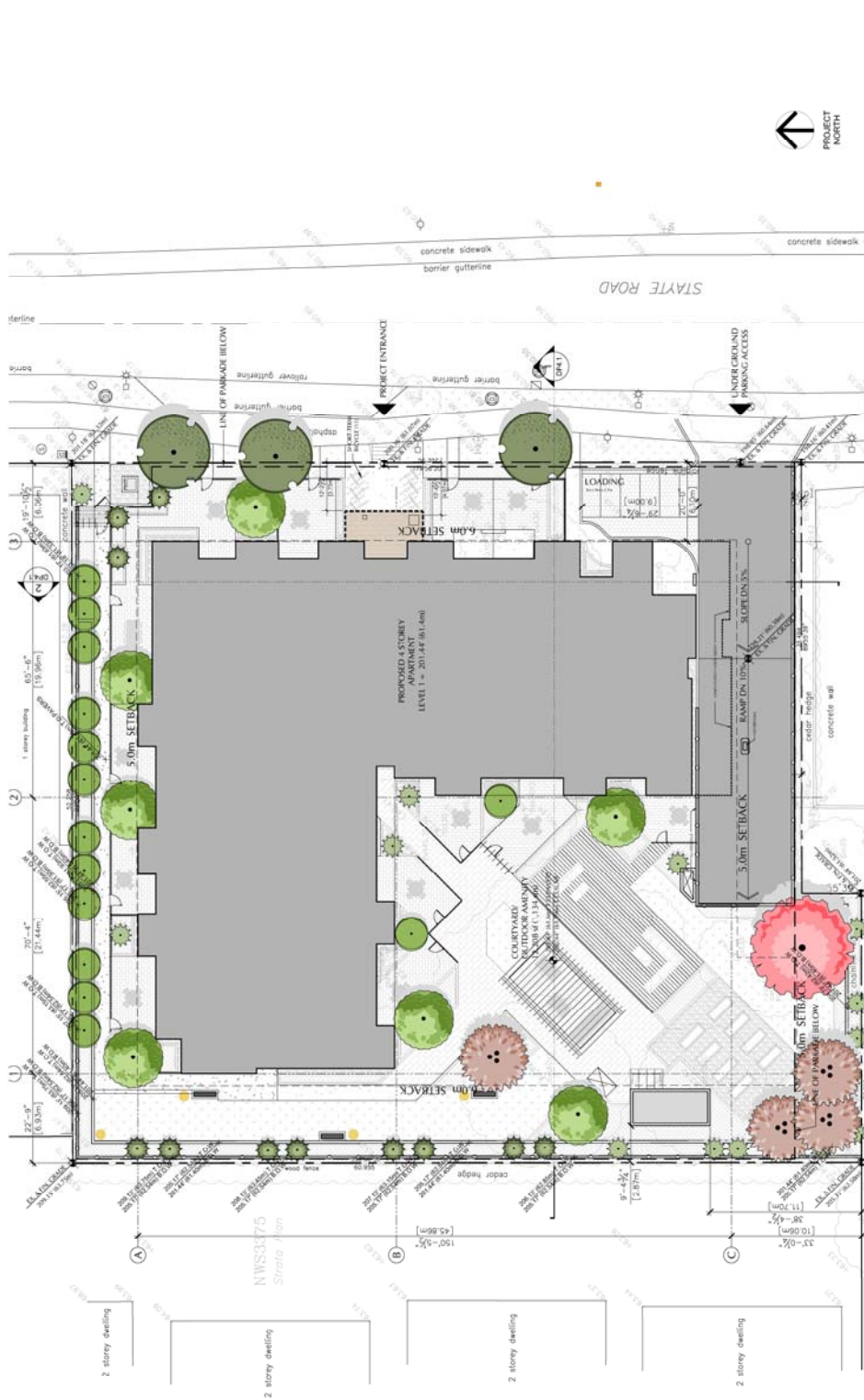
This development permit has been executed at White Rock, British Columbia on the _____ day of _____ 20__.

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

Schedule B – Site Plan



DP 1.1
SITE PLAN



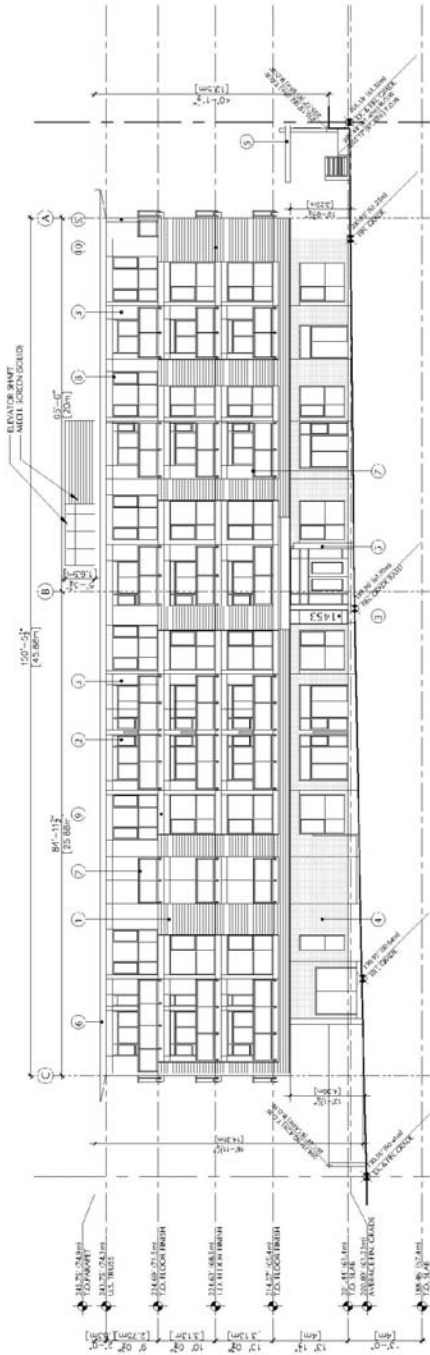
Proposed Residential Development

1453 STAYTE ROAD, WHITE ROCK, B.C.

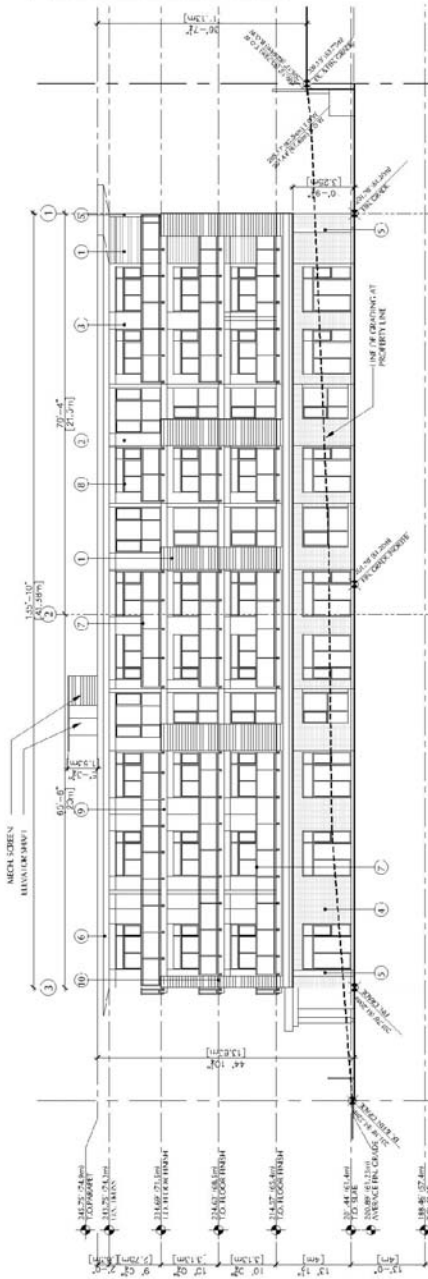
VANHOLE PROPERTIES INC.
ATLIER PACIFIC ARCHITECTURE INC.
DECEMBER 04, 2010

SCALE 3/32"=1'-0"

Schedule C – Elevations



EAST ELEVATION



NORTH ELEVATION

MATERIAL FINISHES LEGEND

1	WOOD TONE FIBER CEMENT SIDING
2	FIBER CEMENT PANEL (WHITE)
3	FIBER CEMENT PANEL (BEIGE)
4	BRICK VENEER (DARK GRAY)
5	STAINED CEDAR COLUMNS
6	WOOD TONE FIBER CEMENT SOFFIT
7	ALUMINUM GUARD RAILS WITH GLASS
8	VINYL WINDOW (BLACK)
9	FASCIA BOARD (DARK GRAY)
10	THROUGH WALL FLASHING TO MATCH ADJACENT CLADDING COLOUR

DP 3.1

ELEVATIONS

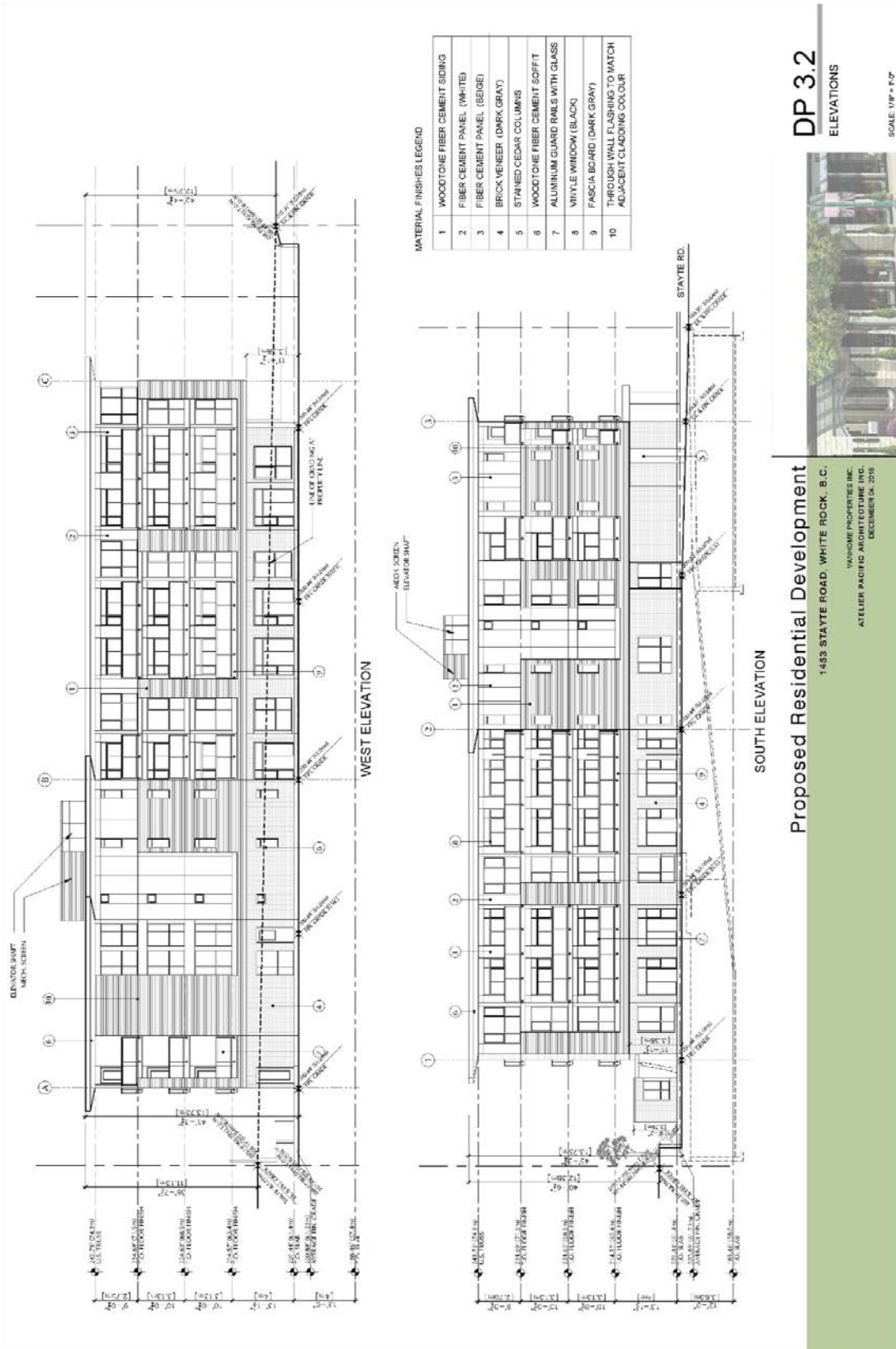
SCALE 1/8" = 1'-0"

Proposed Residential Development

1453 STAYTE ROAD, WHITE ROCK, B.C.

WINHIRE PROPERTIES INC.
ATLANTA PACIFIC ARCHITECTURE
NOVEMBER 28, 2018





Schedule D – Renderings



SOUTHWEST COURTYARD RENDERING

Proposed Residential Development

1453 STAYTE ROAD, WHITE ROCK, B.C.

VAN-HOME PROPERTIES INC.
ATELIER PACIFIC ARCHITECTURE INC.
NOVEMBER 28, 2018

DP 5.3

RENDERINGS





STAYTE ROAD RENDERING

Proposed Residential Development

1453 STAYTE ROAD, WHITE ROCK, B.C.

VAN-HOME PROPERTIES INC.
ATELIER PACIFIC ARCHITECTURE INC.

NOVEMBER 28, 2018

DP 5.4

RENDERINGS



Schedule E – Landscape Plans





No.	No.	No.	No.	No.	No.	No.	No.
1	2	3	4	5	6	7	8



Trees	Shrubbery	Flowers	Grasses	Groundcovers	Annuals	Perennials
 Tree 1	 Shrubbery 1	 Flowers 1	 Grasses 1	 Groundcovers 1	 Annuals 1	 Perennials 1
 Tree 2	 Shrubbery 2	 Flowers 2	 Grasses 2	 Groundcovers 2	 Annuals 2	 Perennials 2
 Tree 3	 Shrubbery 3	 Flowers 3	 Grasses 3	 Groundcovers 3	 Annuals 3	 Perennials 3
 Tree 4	 Shrubbery 4	 Flowers 4	 Grasses 4	 Groundcovers 4	 Annuals 4	 Perennials 4
 Tree 5	 Shrubbery 5	 Flowers 5	 Grasses 5	 Groundcovers 5	 Annuals 5	 Perennials 5

PLANT SCHEDULE

Plant Name	Quantity
Plant Name 1	10
Plant Name 2	5
Plant Name 3	15
Plant Name 4	20
Plant Name 5	30
Plant Name 6	40
Plant Name 7	50
Plant Name 8	60
Plant Name 9	70
Plant Name 10	80


ANNUALS

Plant Name	Quantity
Plant Name 1	10
Plant Name 2	5
Plant Name 3	15
Plant Name 4	20
Plant Name 5	30
Plant Name 6	40
Plant Name 7	50
Plant Name 8	60
Plant Name 9	70
Plant Name 10	80

PERENNIALS

Plant Name	Quantity
Plant Name 1	10
Plant Name 2	5
Plant Name 3	15
Plant Name 4	20
Plant Name 5	30
Plant Name 6	40
Plant Name 7	50
Plant Name 8	60
Plant Name 9	70
Plant Name 10	80





	
Drawing # L-05	Project 1453 Stayte Road
Sheet # DP2018-20	Location 1453 Stayte Road Waynesboro, VA 22793
Scale AS SHOWN	Client Stayte Properties
DATE 11/15/2018	
DESIGNED BY ARCHITECT	
CHECKED BY ARCHITECT	
DATE 11/15/2018	
PROJECT NO. 1453 STAYTE RD	
SECTION SECTION	

Drawing # **L-05**

YDZ Project # **DP2018-20**

SECTIONS





1800 der Zahn • associates inc.
 10000 144th Street • Unit 100
 Surrey, BC V3R 4G9
 Tel: 604.273.4444
 Fax: 604.273.4445
 www.1800derzahn.com

No.	Rev.	Description	Date
REVISIONS TABLE FOR SHEET			
1	001	Revised to DP	May 11, 2018
2	001	Revised to DP	May 25, 2018
3	001	Revised to DP	May 25, 2018
4	001	Revised to DP	May 25, 2018
5	001	Revised to DP	May 25, 2018
6	001	Revised to DP	May 25, 2018
7	001	Revised to DP	May 25, 2018
8	001	Revised to DP	May 25, 2018
9	001	Revised to DP	May 25, 2018
10	001	Revised to DP	May 25, 2018
11	001	Revised to DP	May 25, 2018
12	001	Revised to DP	May 25, 2018

Project:
1453 Stayte Road

Location:
Stayte Road
White Rock, BC


Client:
VC

Checked:
JM

Approved:
MYCE

Scale:
AS SHOWN

Original Sheet Size:
24"x36"



APPENDIX E

**Public Information Meeting Attendance Sheets, Feedback Forms, Summary Report, and
 Public Correspondence**

Public Information Meeting Attendance Sheets

PUBLIC INFORMATION MEETING
 DEVELOPMENT APPLICATION – 1453 STAYTE ROAD
 NOVEMBER 7, 2018

WHITE ROCK COMMUNITY CENTRE

	NAME* (PLEASE PRINT)	ADDRESS*	POSTAL CODE*
1	JANET MAH	1456 STEVENSON ST.	V4B 5J3
2	SHERMAN MAH	1456 STEVENS ST.	V4B 5J3
3	BILL Bishop	1464 " "	
4	GARY MACEWEN	1458 " "	V4B 5J7
5	JOHN GASHAM	1452 STEVENSON ST	V4B 5J3
6	BOB ROBERTSON	1471 STAYTE RD WR	
7	Dean Caviglia	1500 Stevens WR.	
8	Christine McGURRIN	1419 STEVENS WR.	V4B 4Y2.
9	MARK LOKANAN	1448 160 STREET, SURREY	V4A 4W9
10	SANDY NIGHTINGALE	VICTORIA AVE	
11	Linda Stuone	15991 Thrift Ave W. Rook	V4B 2M9
12	MIKE STEWART	#30-15811 Thrift Ave	V4B 2M9
13	Grace Wu	14920 Thrift Ave	
14	G Sirelat	15380 Thrift	

*Please note that this sign-in sheet 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 will become public record.

PUBLIC INFORMATION MEETING
 DEVELOPMENT APPLICATION – 1453 STAYTE ROAD
 NOVEMBER 7, 2018

WHITE ROCK COMMUNITY CENTRE

	NAME (PLEASE PRINT)	ADDRESS	POSTAL CODE
15	Linda Atkins	15921 Thrift Ave	V4B 2M7
16	Baljit Dhalwal	1489 Stayte Rd White Rg	V4B 4Z3
17	Paul Andersen	308-15991 Thrift Ave WR	V4B 2M9
18	Ed Bodna R	301-15991 THRIFT AVE WR	V4B 2M9
19	Patsy Keady	932 Maple St WR.	V4B 4M5.
20	C. NORTH	1460 STEVENS ST. W.R.	V4B 5J3
21	D. KING	1460 STEVENS	V4B 5J3
22	PAT PETRALA	15020 N. BUFFORD. WR	V4B 5A4
23	Ron Fairbairn	15991 THRIFT AVE	V4B 2M9
24	Therese Furber	15991 Thrift Ave	V4B 2M9
25	A. Harbrink	15991 Thrift Ave	V4B 2M9
26	STEPHEN MELTON	1450 STEVENS ST	V4B 5J3
27	Sam Sahu.	1520 Vidal St	V4B 3T7
28			

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PUBLIC INFORMATION MEETING
 DEVELOPMENT APPLICATION – 1453 STAYTE ROAD
 NOVEMBER 7, 2018

WHITE ROCK COMMUNITY CENTRE

	NAME (PLEASE PRINT)	ADDRESS	POSTAL CODE
29			
30	GARRY WOLGEMUT	1520 VIDA St	V4B 3T7
31	Hoten Fathers	Councillor	
32	Brian Magill	102-1354 Winter street	V4B 3Y1
33	GEORGE GUNN	15952 RUSSELL AVE	V4B 2S7
34	Chris Trevelyan	City Hall - Council	
35	PETE GUNN	15952 RUSSELL AVE	V4B 2S7
36			
37			
38			
39			
40			
41			
42			

*Please note that this sign-in sheet 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 will become public record.



DEVELOPMENT INFORMATION MEETING

Meeting held at the **White Rock Community Centre- Hall C at 15154 Russell Avenue** White Rock on **Wednesday November 7, 2018** between 6:00p.m.–8:00p.m. regarding the proposed Residential Development at **1453 Stayte Road (ZON&MJP 18-017)**

ATTENDANCE LIST:

NAME	ADDRESS	TELEPHONE	EMAIL
R Phillips	1462 STEVENSONS		
R Phillips	2 W 04533715		
J. Mah	1456 STEVENSONS ST	—	—
S. MAH	1456 STEVENSONS ST.	—	—

#111 – 3823 henning drive burnaby, bc canada v5c 6p3
 t 604.662.8689 | f 604.662.8655
 info@atelierpacific.com | www.atelierpacific.com
 brian shigetomi | architect aibc aaa saa oaa raic

Public Information Meeting Feedback Forms

PUBLIC INFORMATION MEETING FEEDBACK FORM

Development Proposal Application No. 18-017 - 1453 Stayte Road
 (Zoning Amendment & Major Development Permit Application)
 6:00 PM to 8:30 PM, November 7, 2018

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 development proposal application. Any personal information or commentary you provide on this document will form part of the public record.

Please provide your name and address below:

Name: Baljit Dhalwal
 Address: 1489 Stayte Road White Rock BC

What is your position on the development proposal application?
 (Please circle your preferred response)

I SUPPORT the proposal. I am UNDECIDED on the proposal. I OPPOSE the proposal.

Please provide your comments in the box below:

I like to see some changes of Building. I need more attractive to the Area

Thank you for your participation. If you have any questions, please contact the following:

I want to contact the CITY ...	I want to contact the APPLICANT ...
Jamieson Pritchard Planning Technician, City of White Rock Tel: (604)-541-2108 Email: jpritchard@whiterockcity.ca	Atelier Pacific Architecture Tel: (604)-552-8689 Email: info@atelierpacific.com

PUBLIC INFORMATION MEETING FEEDBACK FORM

Development Proposal Application No. 18-017 - 1453 Stayte Road
 (Zoning Amendment & Major Development Permit Application)

6:00 PM to 8:30 PM, November 7, 2018

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 development proposal application. Any personal information or commentary you provide on this document will form part of the public record.

Please provide your name and address below:

Name: Inderjeet Anjla
 Address: 1448-160 Street

What is your position on the development proposal application?

(Please circle your preferred response)

I SUPPORT the proposal.

I am UNDECIDED on the proposal.

I OPPOSE the proposal.

Please provide your comments in the box below:

Concerns

- 1- Safety - Stayte Road is already very busy - This is a very high risk projects - There are kids who walk to and from school on a daily basis plus on the weekends.
- 2- Density - How on earth can you pack 54 units (4 stories) in such a high density areas.
- 3- This seems like money grabber without thinking about the public interest.
- 4- Community - Where is the community in this proposal?
- 5- Water - There are already problems with water pressure
- 6- Drainage - How will you propose to address this issue

Thank you for your participation. If you have any questions, please contact the following:

I want to contact the CITY ...	I want to contact the APPLICANT ...
Jamieson Pritchard Planning Technician, City of White Rock Tel: (604)-541-2108 Email: jpritchard@whiterockcity.ca	Atelier Pacific Architecture Tel: (604)-552-8689 Email: info@atelierpacific.com

PUBLIC INFORMATION MEETING FEEDBACK FORM

Development Proposal Application No. 18-017 - 1453 Stayte Road
 (Zoning Amendment & Major Development Permit Application)

6:00 PM to 8:30 PM, November 7, 2018

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Please provide your name and address below:

Name:

Jinderjeet Anjla

Address:

1448-160 street

What is your position on the development proposal application?

(Please circle your preferred response)

I SUPPORT the proposal.

I am UNDECIDED on the proposal.

I OPPOSE the proposal.

Please provide your comments in the box below:

7. Zoning - Why are you proposing a rezoning of the lot? This is simply not acceptable
8. TRAFFIC - This is the over-riding complaint. You need an impartial study, not a study commissioned by the developers.
9. Infrastructure - I can't and have yet to be convinced that there is infrastructure to support a project of this magnitude.

Thank you for your participation. If you have any questions, please contact the following:

I want to contact the CITY ...	I want to contact the APPLICANT ...
Jamieson Pritchard Planning Technician, City of White Rock Tel: (604)-541-2108 Email: jpritchard@whiterockcity.ca	Atelier Pacific Architecture Tel: (604)-552-8689 Email: info@atelierpacific.com

You need a better consultation process. This all seems like pro-development without taking the public interest into consideration.

PUBLIC INFORMATION MEETING FEEDBACK FORM

Development Proposal Application No. 18-017 - 1453 Stayte Road
 (Zoning Amendment & Major Development Permit Application)

6:00 PM to 8:30 PM, November 7, 2018

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 development proposal application. Any personal information or commentary you provide on this document will form part of the public record.

Please provide your name and address below:

Name: Christine McGURRIN
 Address: 1419 Stevens St. W.R.

What is your position on the development proposal application?
 (Please circle your preferred response)

I SUPPORT the proposal. I am UNDECIDED on the proposal. **I OPPOSE the proposal.**

Please provide your comments in the box below:

- current zoning of single residential is appropriate.
 - as one of the 10 most dense cities in Canada I feel we have enough density
 - parking is already problematic as there are insufficient parking stalls at the condo building at the corner of Thrift & Stayte and these ^(condo owners) people currently park on Stevens.
 - traffic is becoming more dangerous as drivers turn north off Thrift onto Stevens to avoid the light at Stayte & Thrift. Also there is

Thank you for your participation. If you have any questions, please contact the following: (over)

I want to contact the CITY ...	I want to contact the APPLICANT ...
Jamieson Pritchard Planning Technician, City of White Rock Tel: (604)-541-2108 Email: jpritchard@whiterockcity.ca	Atelier Pacific Architecture Tel: (604)-552-8689 Email: info@atelierpacific.com

a crosswalk at Stevens & Thrift for students attending Peace Arch Elementary, Stevens St is the walking route for many students/parents at Peace Arch Elementary & Earl Marriott Secondary. Stevens is also very narrow & often only one car can get through.

- Previous developments on Stayte have resulted on dump trucks parked on Stevens with engines running, tenders left with no safety cones etc. Please ask engineering to find another location.
- The area already has drainage issues, these would have to be considered.
- What about water pressure & quality?
- No I would not like to see an apt building/or condos in that spot.

PUBLIC INFORMATION MEETING FEEDBACK FORM

Development Proposal Application No. 18-017 - 1453 Stayte Road
(Zoning Amendment & Major Development Permit Application)

6:00 PM to 8:30 PM, November 7, 2018

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 development proposal application. Any personal information or commentary you provide on this document will form part of the public record.

Please provide your name and address below:

Name: MARK LOKANAN

Address: 1448 - 160 STREET

What is your position on the development proposal application?

(Please circle your preferred response)

I SUPPORT the proposal.

I am UNDECIDED on the proposal.

I OPPOSE the proposal.

Please provide your comments in the box below:

- ① Safety - it is already unsafe for children walking in this area to 2 elementary (South Meridian and Peace Arch) and 1 secondary school (Earl Marriott).
The added traffic/congestion will make this worse.
- ② traffic - 160 St/Stayte Rd is 1 lane in each direction.
There is significant traffic during off-peak hours, and during peak hours traffic is backed up exceedingly.
The entrance/exit to this building would be a dangerous addition to this problem.
- ③ parking - on street parking is already severely

Thank you for your participation. If you have any questions, please contact the following:

I want to contact the CITY ...	I want to contact the APPLICANT ...
Jamieson Pritchard Planning Technician, City of White Rock Tel: (604)-541-2108 Email: jpritchard@whiterockcity.ca	Atelier Pacific Architecture Tel: (604)-552-8689 Email: info@atelierpacific.com

TURN OVER →
PLEASE

- limited. The added units would make this unbearable
- ④ Community - this is very much a family oriented neighbourhood. The current zoning is for RS1 and this should not be changed. 54 units is too great of an influx in terms of people, vehicles and congestion. Supporting families (both young and older) should be of paramount concern and this large of an addition cannot be supported without significant added risks
 - ⑤ fire safety/- 54 units is too many to evacuate in the event of an emergency/ fire. All of the occupants would be forced onto a busy street? Courtyard?
 - ⑥ impartial - all studies (ie. traffic study) should be impartial. With the developers paying for these studies and choosing the companies that conduct them... there is a huge conflict of interest.
 - ⑦ wrong area - there should not be a zoning change allowed. Areas with more commercial services (ie. uptown White Rock) are suited for higher dwelling populations/complexes.
 - ⑧ 4 story complex - this dwelling will tower over the homes around/across from it. This will impede on privacy, curb appeal and property values
 - ⑨ entrance/exit to complex - the one and only vehicle entrance/exit is in a dangerous location. Left hand turns onto 160 Street would be extremely hazardous to pedestrians and local traffic.

PUBLIC INFORMATION MEETING FEEDBACK FORM

Development Proposal Application No. 18-017 - 1453 Stayte Road
 (Zoning Amendment & Major Development Permit Application)

6:00 PM to 8:30 PM, November 7, 2018

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 development proposal application. Any personal information or commentary you provide on this document will form part of the public record.

Please provide your name and address below:

Name:

Arlene Harbrink

Address:

15991 Thrift Ave, 206
 White Rock BC V4B 2M9

What is your position on the development proposal application?

(Please circle your preferred response)

I SUPPORT the proposal.

I am UNDECIDED on the proposal.

I OPOSE the proposal.

Please provide your comments in the box below:

-The large scale of this building proposal does not fit the character of the neighbourhood;
 -Value of properties ~~to~~ sharing a border (common) will decrease as this bldg proposal comes too close in build to the surrounding properties, impedes the views, # of dwellers exceeds any in the neighbourhood by # and proportionally!
 -the Stayte + Thrift Streets are already busy and I am concerned about safety and CO₂ emissions on Stayte. We are in vicinity of 3 elementary schools and 1 high school, and their associated pedestrian traffic.

Thank you for your participation. If you have any questions, please contact the following:

-I would like to see the top floor set back recessed like the property @ 15991 Thrift

<p>I want to contact the CITY ... Jamieson Pritchard Planning Technician, City of White Rock Tel: (604)-541-2108 Email: jpritchard@whiterockcity.ca</p>	<p>I want to contact the APPLICANT ... Atelier Pacific Architecture Tel: (604)-552-8689 Email: info@atelierpacific.com</p>
---	---

-The driveway of this property & # dwellers will cause havoc for the current neighbours to exit & cause

Traffic wise ~~there~~ the added vehicles on Stayte with this new property and the townhouses going in just North of Stayte in South Surrey, I am very concerned this large a building & # of new dwellers to our neighbourhood, will out balance a healthy area, devaluing our properties, increasing noise, reducing privacy. Our street parking will also be affected

I am not opposed to new neighbours, but this proposal exceeds my values in size, neighbour irritation, traffic & parking safety, character look not similar to any in neighbourhood. Suggest re-do to fit into neighbourhood charm & dweller proportion, for a friendly & safe area.

I often cannot get out of my driveway (condo) and have to wait a couple minutes. Having more cars doing same so close to the backed up Traffic light seems an invite to more CO₂ emissions & congestion in our driveway and on ~~the~~ Stayte Road, especially with the recent opening of highway access @ 16th Avenue, Stayte has become a more popular thru-fare. I would like an un-bias traffic assessment done, for this already busy area.

Thank you for your time & consideration. — Arlene Harbrink

PUBLIC INFORMATION MEETING FEEDBACK FORM

**Development Proposal Application No. 18-017 - 1453 Stayte Road
 (Zoning Amendment & Major Development Permit Application)
 6:00 PM to 8:30 PM, November 7, 2018**

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 development proposal application. Any personal information or commentary you provide on this document will form part of the public record.

Please provide your name and address below:

Name:

Address:

What is your position on the development proposal application?

(Please circle your preferred response)

I **SUPPORT** the proposal.

I am **UNDECIDED** on the proposal.

I **OPPOSE** the proposal.

Please provide your comments in the box below:

• The size of these units is clearly for offshore sales as this would leave many of these units empty!

• 4 stories are ridiculous ~

No No No to amending zoning

this brings no benefit to White Rock!!

• Build townhouses please!!

Thank you for your participation. If you have any questions, please contact the following:

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Please provide your name and address below:

Name: EDWARD BODNAR
Address: #301 - 15991 THRIFT AVE

What is your position on the development proposal application?

(Please circle your preferred response)

I SUPPORT the proposal.

I am UNDECIDED on the proposal.

I OPPOSE the proposal.

Please provide your comments in the box below:

CONCERNS ABOUT DRIVEWAYS + UNDERGROUND
PARKING ON SAME SIDE OR SIDE BY SIDE,
MORE CARS COMING INTO TO THE AREA
WITH THE LIGHTS ON STAYTE + THRIFT
ALSO ON STATE + NORTH BLUFF
TRAFFIC WILL BECOME A NUISANCE

Thank you for your participation. If you have any questions, please contact the following:

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Please provide your name and address below:

Name:

PAT PETRALA

Address:

15020 NORTH BLUFF ROAD
 WHITE ROCK V4B 5A4

What is your position on the development proposal application?

(Please circle your preferred response)

I SUPPORT the proposal.

I am **UNDECIDED** on the proposal.

I OPPOSE the proposal.

eg. *cost recovery purchase
 holding Non-Profit tax free status

Please provide your comments in the box below:

It would be a bonus for this development to assign* one wing of units to the City to own and have a non-profit manage them as Rental Housing for "economically accessible" homes for working families of mixed ages. Exchange the Community Amenity \$ Value towards ownership of these. Useful also to facilitate Stayte in designated Parking - Thrift & Stevens ^{Not for Langley Commuters}

Thank you for your participation. If you have any questions, please contact the following:

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Please provide your name and address below:

Name:

PAT PETRALA

Address:

15020 NORTH BLUFF ROAD

WHITE ROCK BC V4B 5A4

What is your position on the development proposal application?

(Please circle your preferred response)

I SUPPORT the proposal.

am UNDECIDED on the proposal.

I OPPOSE the proposal.

Please provide your comments in the box below:

I like the Landscape elements & wood features - more 'west coast' soft scale vs blank glass & steel. The rear garden does not appear to have a source of water and assembled area for community gardens of vegetables. This would be for residents & may generate some food donations to local Food Bank.

Thank you for your participation. If you have any questions, please contact the following:

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Please provide your name and address below:

Name:

P. Petrala

Address:

What is your position on the development proposal application?

(Please circle your preferred response)

I **SUPPORT** the proposal.

I am **UNDECIDED** on the proposal.

I **OPPOSE** the proposal.

Please provide your comments in the box below:

Light Pollution is a concern to plan for well - no glare to passing vehicles or flood lites to neighbours who like to see the stars & moon. The window glaze could be 'sun screen' tint to reduce excess heat in units & shield for privacy.

Thank you for your participation. If you have any questions, please contact the following:

I want to contact the CITY ...

Jamieson Pritchard
Planning Technician, City of White Rock
Tel: (604)-541-2108
Email: jpritchard@whiterockcity.ca

I want to contact the APPLICANT ...

Atelier Pacific Architecture
Tel: (604)-552-8689
Email: info@atelierpacific.com

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Please provide your name and address below:

Name:

GEORGE GUNN

Address:

15952 ROSSSEA AVE

What is your position on the development proposal application?
 (Please circle your preferred response)

I SUPPORT the proposal.

I am UNDECIDED on the proposal.

I OPPOSE the proposal.

leaning toward supporting

Please provide your comments in the box below:

Have concerns about parking - ⁵⁴ residents and only 65 parking places - virtually no parking on STAYTE Rd - overflow parkers will use TARIFF & ROSSSEA?
 won't most residents have 2 vehicles?

Thank you for your participation. If you have any questions, please contact the following:

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Please provide your name and address below:

Name: Linda Stone
 Address: 306 15991 - Thrift Ave W. Rock V4B 2M9

What is your position on the development proposal application?
 (Please circle your preferred response)

I SUPPORT the proposal. I am UNDECIDED on the proposal. I OPPOSE the proposal.

Please provide your comments in the box below:

*Will this building be owners only or allow renters?
*With the high volume of traffic already on Stayte from residents, school catchments (Eau Marriot & local elementary school) how will 54 more units of 1-3 or more people living there how will the extra traffic be managed? *Where will the extra cars of residents park with only one^{or 2} space to each unit?

Thank you for your participation. If you have any questions, please contact the following:

I want to contact the CITY ...	I want to contact the APPLICANT ...
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Please provide your name and address below:

Name:

RON FAIRBANK

Address:

15991 THRIFT AVE

What is your position on the development proposal application?

(Please circle your preferred response)

I SUPPORT the proposal.

I am UNDECIDED on the proposal.

I OPOSE the proposal.

Please provide your comments in the box below:

THE AREA IS BECOMING TOO DENSE.

THE TRAFFIC IS ALREADY TOO BUSY ON STAYTE ROADS AND OFTEN BACKS UP RIGHT TO OUR NORTH UNDERGROUND PARKING DRIVEWAY.

WITH ANOTHER DRIVEWAY ADJACENT TO US AND ANOTHER 90+ CARS EVERYONE MUST TURN RIGHT - BECAUSE MAKING A LEFT TURN ONTO STAYTE IS ILLEGAL BECAUSE THEY ARE DOUBLE SOLID LINES.

PEOPLE ON STAYTE SPEED. PEOPLE ON THRIFT SPEED.

~~THE~~ I WOULD PREFER TO SEE LOWER DENSITY - MAYBE

SOME HIGH END TOWNHOMES. PARKING WILL BE CRAZY WITH

THIS PROPOSAL - THEY WOULD NEED TO HAVE ABOUT 50 PARKING SPOTS FOR

Thank you for your participation. If you have any questions, please contact the following:

RESIDENTS AND US HERE

I want to contact the CITY ...	I want to contact the APPLICANT ...
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Please provide your name and address below:

Name: GARRY WOLGEMATH
 Address: 1520 VIDAL ST

What is your position on the development proposal application?

(Please circle your preferred response)

I SUPPORT the proposal.

I am UNDECIDED on the proposal.

I OPPOSE the proposal.

Please provide your comments in the box below:

The design is too dated! Need something like Soltraire + Royce. Should put townhomes in instead! Should be low density. Street parking is not adequate. More trees in the landscaping. Don't like the design in the courtyard retaining wall. Need larger units for families - Affordable housing component missing. 95% of units should be sold to current residents

Thank you for your participation. If you have any questions, please contact the following:

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Please provide your name and address below:

Name: STEPHEN MELTON

Address: 1450 Stevens st

What is your position on the development proposal application?

(Please circle your preferred response)

I SUPPORT the proposal.

I am UNDECIDED on the proposal.

I OPPOSE the proposal.

Please provide your comments in the box below:

4 stories too high.

Shadow for townhomes on Stevens traffic

Parking.

Builder has some incidents in past builds.

New / unknown developer.

Units are quite small, mostly one parking spot, and not walking distance to any amenities.

Thank you for your participation. If you have any questions, please contact the following:

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Please provide your name and address below:

Name: Grace Wu
 Address: 15920 Thrift Ave White Rock

What is your position on the development proposal application?
 (Please circle your preferred response)

I SUPPORT the proposal. I am UNDECIDED on the proposal. I OPPOSE the proposal.

Please provide your comments in the box below:

The proposal apartment does not fit in the neighbourhood.
This is a single family area, close to elementary school.
traffic and parking would pose a serious problem for the
neighbourhood, hazard for the kids. I oppose the
proposal. I can't find any benefit for the current residents!
And it is so unfair for the duplex / House back the proposed
apartment, these homeowners would lose their privacy,
can't enjoy their backyard without exposed to pep people
above the apartment units

Thank you for your participation. If you have any questions, please contact the following:

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Please provide your name and address below:

Name:

Shawn Phillips

Address:

1462 STEVENS ST. W.D. V4B5J5

What is your position on the development proposal application?

(Please circle your preferred response)

I SUPPORT the proposal.

I am UNDECIDED on the proposal.

I OPPOSE the proposal.

Please provide your comments in the box below:

Blank lines for providing comments.

Thank you for your participation. If you have any questions, please contact the following:

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Please provide your name and address below:

Name:

E. PHILLIPS

Address:

1462 STEVENS ST W Rock

What is your position on the development proposal application?

(Please circle your preferred response)

I SUPPORT the proposal.

I am UNDECIDED on the proposal.

I OPPOSE the proposal.

Please provide your comments in the box below:

Thank you for your participation. If you have any questions, please contact the following:

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Please provide your name and address below:

Name:

STROMAN & JANE MAH.

Address:

1456 STEVENS ST. WHITE ROCK.

What is your position on the development proposal application?

(Please circle your preferred response)

I SUPPORT the proposal.

I am UNDECIDED on the proposal.

I OPPOSE the proposal.

Please provide your comments in the box below:

See letter submitted in box.

Thank you for your participation. If you have any questions, please contact the following:

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White Rock Planning and Development Services
153 Buena Vista Ave.
White Rock, BC
V4B 1Y6

Re: Public Information Meeting for Development Application for 1453 Stayte Rd.

As residents of 1456 Stevens St., White Rock BC we live in the property directly west of the said proposed development property.

We understand that development is inevitable on the property of 1453 Stayte Rd. however we are strongly in disagreement to amending the zoning. We believe that it is not in keeping with the neighbourhood and believe that a 4-level apartment building reaching to the height of 13.67 metres is grossly out of scale with the surrounding properties. We are in not in Uptown White Rock and chose not to be so.

Our concerns are as follows:

- 4 storeys is too high for the neighbourhood – single residences or townhouses are preferred
- Lost privacy which leads to lower property values
- Loss of our morning sun until almost mid-day
- Hedge and fence damage is expected during construction
- Noise concerns from HVAC systems including underground parking vents (where are compressors to be located?)
- Noise from garage gate going up and down
- Grossly increased traffic on Stayte Rd due to increased density
- Increased traffic & parking on Stevens St. during construction and once building is occupied as only 1 parking spot per dwelling unit.
- Increased traffic will cause difficulty exiting onto Stayte from Thrift and Russell
- Traffic increased at crosswalk on Thrift for elementary school children – drivers already totally disregard the crosswalk
- Overcrowding at local elementary school
- Water pressure – water and sewage
- Firefighting concerns – remember 5 Corners

We purchased our property in good faith under current zoning but the OCP was changed without our knowledge.

Sincerely

Sherman and Janet Mah

PUBLIC INFORMATION MEETING FEEDBACK FORM

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Please provide your name and address below:

Name:

GARY MACEWEN

Address:

1458 STEVENS ST

What is your position on the development proposal application?

(Please circle your preferred response)

I SUPPORT the proposal.

I am UNDECIDED on the proposal.

I OPOSE the proposal.

Please provide your comments in the box below:

- TRAFFIC ISSUES

- HEIGHT IS TOO BIG AND

WILL IMPACT THE VALUE AND

FEEL OF MY HOME. DO NOT WANT 4 STOREIES

- SUNLIGHT FROM SUNRISE TO

10AM IS BLOCKED

Thank you for your participation: If you have any questions, please contact the following:

I want to contact the CITY ...

Jamieson Pritchard
Planning Technician, City of White Rock
Tel: (604)-541-2108
Email: jpritchard@whiterockcity.ca

I want to contact the APPLICANT ...

Atelier Pacific Architecture
Tel: (604)-552-8689
Email: info@atelierpacific.com

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Please provide your name and address below:

Name:

Linda Attaris

Address:

15971 Thrift Ave W.R.

What is your position on the development proposal application?
 (Please circle your preferred response)

I SUPPORT the proposal.

I am UNDECIDED on the proposal.

I OPPOSE the proposal.

Please provide your comments in the box below:

The current road will not support High density, -parking along Stevens St + Thrift are already congested.
 - Crosswalk for Elementary School site among this area. putting children at risk
 - Stayte Rd is a high collision area.
 - The proposed condo site leaves no other access except onto Stayte for 160th which include be looping around the Block - This area is not meant for High Density living

Thank you for your participation. If you have any questions, please contact the following:

I want to contact the CITY ...	I want to contact the APPLICANT ...
Jamieson Pritchard Planning Technician, City of White Rock Tel: (604)-541-2108 Email: jpritchard@whiterockcity.ca	Atelier Pacific Architecture Tel: (604)-552-8689 Email: info@atelierpacific.com

- No privacy for the adjoining lots to enjoy
Their Back yard
- ~~Attract~~ - Curb appeal is not attractive to
have high density building mix with
single family homes.

PUBLIC INFORMATION MEETING FEEDBACK FORM

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Please provide your name and address below:

Name:

Address:

Jean Marshall
1452 Stayte Road

What is your position on the development proposal application?

(Please circle your preferred response)

I SUPPORT the proposal.

I am UNDECIDED on the proposal.

I OPOSE the proposal.

Please provide your comments in the box below:

This is a terrible proposal for this neighbourhood - It does not fit into the character of it.

- It will burden roads, schools and ruin a good family community.

- There is no transit or walking areas for this density.

- Four stories will cast a horrid shadow over all neighbors killing their developed gardens.

Thank you for your participation. If you have any questions, please contact the following:

I want to contact the CITY ...

Jamieson Pritchard
Planning Technician, City of White Rock
Tel: (604)-541-2108
Email: jpritchard@whiterockcity.ca

I want to contact the APPLICANT ...

Atelier Pacific Architecture
Tel: (604)-552-8689
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Please provide your name and address below:

Name: DAN KING

Address: 1460 STEVENS ST.

What is your position on the development proposal application?
 (Please circle your preferred response)

I SUPPORT the proposal.

I am UNDECIDED on the proposal.

I OPPOSE the proposal.

Please provide your comments in the box below:

PROJECT TOO HIGH IN RELATION TO ADJACENT SINGLE FAMILY DWELLINGS - NOT ADEQUATE SPACE / HEIGHT RATIO.
PROJECT SHAPE LIMITS SUN & LIGHT IN THE A.M.
BUILDING APPEARS LIKE WAREHOUSE IN A SINGLE FAMILY NEIGHBOURHOOD.
THERE WILL BE EXCESSIVE TRAFFIC ON ALL THE ADJACENT STREETS. PARKING ON STEVENS WILL BE HARD TO FIND. NOISE FROM EXTERIOR MECHANICAL EQUIPMENT WILL BE A PROBLEM - TOO MANY UNITS IN SUCH A SMALL FOOTPRINT.

Thank you for your participation. If you have any questions, please contact the following:

I want to contact the CITY ...	I want to contact the APPLICANT ...
Jamieson Pritchard Planning Technician, City of White Rock Tel: (604)-541-2108 Email: jpritchard@whiterockcity.ca	Atelier Pacific Architecture Tel: (604)-552-8689 Email: info@atelierpacific.com

RECEIVED

PUBLIC INFORMATION MEETING FEEDBACK FORM

NOV 21 2018 Development Proposal Application No. 18-017 - 1453 Stayte Road
 (Zoning Amendment & Major Development Permit Application)

CITY OF WHITE ROCK ADMINISTRATION 6:00 PM to 8:30 PM, November 7, 2018

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Please provide your name and address below:

Name: MINK STEWART
 Address: #311-1599 TRUIST AVE, WHITEROCK, BC V4B 2M9

What is your position on the development proposal application?
 (Please circle your preferred response)

I SUPPORT the proposal. I am UNDECIDED on the proposal. I OPOSE the proposal.

Please provide your comments in the box below:

I've always felt that the lot beside 1599 Truist Ave should be a park. I've always felt that I should have voiced my opinion years ago as now I can be seen as a NIMBY. Nevertheless, I will add the following comments:
 → I would like to see the lot (1453 Stayte Rd) turned into a park. It could be a park with just a few benches & walking path, it could be a water park, skate board park, etc. Anything that gets people out of their cars & enjoying the outdoors. Such a facility would get more pedestrians in the neighbourhood therefore creating

Thank you for your participation. If you have any questions, please contact the following:

I want to contact the CITY ...	I want to contact the APPLICANT ...
Jamieson Pritchard Planning Technician, City of White Rock Tel: (604)-541-2108 Email: jpritchard@whiterockcity.ca	Atelier Pacific Architecture Tel: (604)-552-8689 Email: info@atelierpacific.com

(over)

TOP

more of a community. Certainly a good thing in our CAR-centric society.

I feel there is already enough condos in white rock & more than enough "development" with regards to buildings, etc. It's time for mother nature & the outdoors to "win out" more often in white rock.

If "development" must occur how about townhomes? ONCE AGAIN, there is more than enough condos/apartments in white rock. How about a transition home or a group home for troubled kids? The fast growing society of Metro Vancouver could always use more of such facilities.

ONCE AGAIN – NO CONDOS PLEASE @ 1453 STAYTE RD.

BTW – IF construction of ANY type occurs I will be watching.

→ no need for loud diesel) grad trucks / pick up trucks to be idling outside working hours

→ white rock is a smoke free municipality. How come I have to walk the quantity of cigarette smoke from construction workers in other areas of white rock? THAT BEHAVIOUR WILL NOT fly IN MY NEIGHBOURHOOD!

THANK YOU FOR YOUR TIME, MIKE STEWART



PUBLIC INFORMATION MEETING FEEDBACK FORM

Development Proposal Application No. 18-017 - 1453 Stayte Road
 (Zoning Amendment & Major Development Permit Application)

6:00 PM to 8:30 PM, November 7, 2018

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 development proposal application. Any personal information or commentary you provide on this document will form part of the public record.

Please provide your name and address below:

Name:

CONNOR NORTH

Address:

1460 STEVENS ST. WHITE ROCK

What is your position on the development proposal application?

(Please circle your preferred response)

I SUPPORT the proposal.

I am UNDECIDED on the proposal.

I OPOSE the proposal.

Please provide your comments in the box below:

OUT OF CHARACTER ^{FOR THE NEIGHBOURHOOD}, TOWNHOUSES WOULD BE
 ACCEPTABLE. THE DENSITY IS TOO HIGH.
 TRAFFIC WILL BE HORRENDOUS
 LOOKS LIKE CABBIE STREET DEVELOPMENT
 NOT A WHITE ROCK DEVELOPMENT
 ELEMENTARY SCHOOL CAN'T HANDLE ADDITIONAL
 CHILDREN. SAFETY CONCERNS. ^{CROSSING TRAFFIC} STREET PARKING
 IS NOT AVAILABLE. COUNCIL HAS KEPT THE
 INTEGRITY OF THE AREA WHY CAN'T
 WHITE ROCK?

Thank you for your participation. If you have any questions, please contact the following:

I want to contact the CITY ...	I want to contact the APPLICANT ...
Jamieson Pritchard Planning Technician, City of White Rock Tel: (604)-541-2108 Email: jpritchard@whiterockcity.ca	Atelier Pacific Architecture Tel: (604)-552-8689 Email: info@atelierpacific.com

Public Correspondence – Petition of Opposition

The **ARCADIAN**

Re: Development Application #ZON&MJP 18-017

Our Concerns

1. Water Drainage:

How will the developer address water drainage?

Before going forward we need to address the past issues with the neighbouring property. Over the past 20yrs., our owners have had to deal with a vacant treed property that is at a higher elevation than ours. The cottonwood tree roots on the proposed development property have encroached and uprooted our driveway, our fence, and have affected our irrigation lines. Because of the tree roots we had to pay for a root barrier system and install a curb on our north parking lot to divert all the water coming our way. If this project goes forward as proposed then who is responsible if the Arcadian suffers more water damage as a result? A drainage system needs to direct the water to the city drains versus our property. And who will ensure us that this will be resolved? The city or the developer?

2. Traffic safety and congestion on Stayte Road, Thrift Ave. and Stevens St:

Fire trucks, ambulances, and police cars use Stayte Road as a quick way to get to the beach. Dozens of cars per day do the same with their loud mufflers, doing 80K+ just to beat the lights. Cars, trucks (big) and even buses use Thrift and try to beat the lights from east to west. Thrift Avenue is a designated bike route but we are seeing a decline in cyclists willing to risk using it. There is a lack of respect for pedestrians at the crosswalk on Stevens and Thrift (school access.) With the high density growth in South Surrey and the new development proposed, Vancouver bound traffic trying to exit from the Arcadian driveway or the proposed development onto Stayte will force owners to turn south on Stayte, west on Thrift, north on Stevens, east on 16th to get to the Hwy. 99 access. Already, the city needs to do some traffic calming in this area. This community is not designed to be high speed - high density. Will the city do a traffic assessment and replace the lights at Thrift and Stayte with a round about to address traffic control and safety for both pedestrians and motorists?

3. Underground Parking:

Currently, the Arcadian has 56 vehicles that strive to get onto Stayte Rd safely; most on a daily basis on their way to work. With the new building, add another 70 to that number as many owners have 2 vehicles. That's 250 vehicles each & every day coming and going from driveways that are meters away from each other! Already Arcadian owners struggle to get out of the driveway as South bound traffic on Stayte Rd is often backed up past the driveway waiting for lights to change at Stayte and Thrift.

A strong suggestion would be to have the driveway of the proposed development at the north east side of the building. Although still difficult to get onto Stayte, at least it would lessen the congestion. In keeping with our community we believe the density is too high with this proposal. We would prefer to see lower density and higher quality.

The **ARCADIAN**

Re: Development Application

#ZON&MJP 18-017



The Arcadian Concerns for this proposal:
 High density in our community will increase a safety concern for pedestrians especially the children going to and from school. The traffic congestion will create increased hazards/pollution (will there be a traffic circle, speed bumps – who is in charge of traffic control/safety?) Because of no parking on Staye Rd will street parking be an issue for the Arcadian. The architects drawing is not a good representation of the side by side driveways, the trees and the sidewalks. Please read the concerns on page 2 OUR CONCERNS.

Signatures

SUITE #	Signature of Owner	Signature of Owner
205	<i>[Signature]</i>	<i>[Signature]</i>
402	<i>[Signature]</i>	<i>[Signature]</i>
208	<i>[Signature]</i>	<i>[Signature]</i>
209	<i>[Signature]</i>	<i>[Signature]</i>
313	<i>[Signature]</i>	Susan Martin
317	Karen [Signature]	
306	Stone	
404	Carol Hendricks	
207	Jamie Douglas	
211	Lindsay	
314	<i>[Signature]</i>	
316	Dennis Peach	Sandra Ewerthy
215	Andy Zavel	
301	David M. [Signature]	
319	William [Signature]	
204	<i>[Signature]</i>	
220	<i>[Signature]</i>	LEANN DANSON

The ARCADIAN

Re: Development Application

#ZON&MJP 18-017

217	<i>[Signature]</i>	KRISTEN CLARK.
104	<i>[Signature]</i>	Nate Beauchamp
405	<i>[Signature]</i>	DAWNA VAN DER RICK
312	<i>[Signature]</i>	Kimberly Anderson
302	<i>[Signature]</i>	A. FENTON
310	<i>[Signature]</i>	DYLAN BARK.
304	<i>[Signature]</i>	Trish Musscato.
105	<i>[Signature]</i>	Kana Phillips
310	<i>[Signature]</i>	DYLAN BARK.
30311	<i>[Signature]</i>	MIKE STEWART
401	<i>[Signature]</i>	Donna Fox.
305	<i>[Signature]</i>	Bonny Frost
210	<i>[Signature]</i>	<i>[Signature]</i>
219	<i>[Signature]</i>	<i>[Signature]</i>
103	<i>[Signature]</i>	<i>[Signature]</i>
101	<i>[Signature]</i>	STELACH BEHN.
104	<i>[Signature]</i>	Rachel Dargmuel
307	<i>[Signature]</i>	LEANNE KELLY
308	<i>[Signature]</i>	Paul Andersen
2006	<i>[Signature]</i>	Arlene Harbrink
218	<i>[Signature]</i>	JEREMY HANSON
213	<i>[Signature]</i>	TONY FROESE
318	<i>[Signature]</i>	Robbie Oughton
212	<i>[Signature]</i>	AURFEN BEALES
102	<i>[Signature]</i>	Jennifer Funk.
203	<i>[Signature]</i>	Sherry Hillier

Public Correspondence

Re: Public Information Meeting on 1453 Stayle Rd Development Application

Dear Sir/Madam,

I am opposed to this application as the applicant is not complying with the zoning bylaw of RS-1 which is described as a One Unit Residential Zone. I understand that 'spot zoning' (zoning amendments) would be needed to proceed with this development. I understand that Bylaw No. 1837 allows for 'low density multi-unit forms such as townhomes and garden apartments' that are 'ground oriented' and act as transition to 'medium density'. 69 units per acre is not low density and heights of 4 storeys is not 'ground oriented'.

It seems to me that this new Council has been voted into office to stop and reject these kinds of applications and I urge you to apply for this application in a property that is zoned for the density level that you seek.

Sincerely,

P. Kealy
932 Maple St
White Rock, B.C.
V4B4M5.

Elron Lilgert
1468 Stevens Street
White Rock, BC
V4B 5J3
lilgert.e@gmail.com

November 4th, 2018

To the City of White Rock's Mayor and Council:

My name is Elron Lilgert. My wife Erin and I have lived in White Rock for ten years. We currently own and reside at 1468 Stevens Street with our nine month old daughter Wren. Our home is just behind the proposed development at 1453 Stayte Road.

The reasons for opposing this development as it is planned are numerous and quite obvious. Without creating a lengthy ledger of inadequacies, the project simply does not fit with this corner of our community. Furthermore, the existing and realistic future civil infrastructure does not support a residential building of this magnitude. There are plenty of appropriately scaled new developments within a few steps of this proposed project to reference. The proposal itself is so blatantly inappropriate that it draws into question the competence of the companies behind it.

It is clear that one of the key enabling factors empowering this development proposal is the current Official Community Plan (OCP). Democracy Direct has been effective in identifying White Rock's OCP as lacking measure, due process and consultation, thus necessitating a review. I strongly agree with Democracy Direct's take on the OCP, and as seen in our recent civic election, so do many other residents of White Rock.

My request to our new mayor and council is that you deliver the mandate you were so firmly given by the people of White Rock. Please preserve the character and charm of White Rock and protect our beloved community from haphazard developments such as the one currently proposed for 1453 Stayte Road.

I am optimistic that you will seize this early opportunity to show the leadership you promised by ensuring that new developments "build upon the character and charm of White Rock, not replace it" (2018 Democracy Direct Platform).

Regards,



Elron Lilgert

Attention White Rock Council.

Development app. File no, ZON&MJP18-017 1453 Stayte Road

We the under signed would like to bring to your attention our concerns regarding this development.

Infrastructure impact.

Roads, Schools, hospitals, already overwhelmed

Owners subject to minimum reduced quality of life, noise, trucks, damage to property etc. loss of privacy excessive use of 1400 block of Stevens Street as through way and truck usage.

Possible extra 100 vehicles twice a day exit and entering said property road already heavily used.

Easement to existing owner property requested by contractor, need to assess soil stability, and possible further damage to said property.

Also hedges and fences.

Reputation of company submitting application.

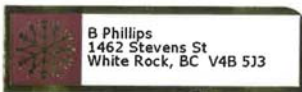
Will they still be in business after completion, and able to fulfill all promises and/or possible damage to existing owner property.

We have concerns as this is an off shore company with little or no real history or obligation to the owners.

Brian Phillips

Elizabeth Phillips.

1462 Stevens Street White Rock. V4B 5J3.



Colleen North & Dan King
1460 Stevens Street
White Rock, BC
V4B 5J3
colleen.north@shaw.ca
dan_king@shaw.ca

Dear Mayor and Council:

Re: 1453 Stayte Street, White Rock, BC

We wish to register our objections to the proposed development at 1453 Stayte Street, White Rock B. C.

As stated in the current OCP regarding the East Side large infill development noted in the item 22.8.1 on page 115:

"Ensure buildings are compatible with or complimentary to adjacent developments in terms of height, density and design. New apartments and townhouse developments adjacent to mature neighborhoods shall transition to compliment the height and scale of single family homes and create a streetscape that is reflective of a single family area."

The proposed building will tower over the single family dwellings with no road or lane separation. The structure will severely inhibit sun and light exposure to the lawns and gardens of the existing residents. As the living quarters of these residences face directly to the new structure quality of live will be directly impacted.

The size and scope of this proposed project will also result in increased street traffic and parking on Stevens Street and the adjacent roadways.

There will also be increased noise levels from exterior mounted mechanical equipment.

In summary this project as presented is totally unsuitable to this location. A structure that is only 2 stories with sufficient offsets would be more acceptable.

Regards,

Colleen North
Dan King

Pre-Public Information Meeting for Development Application for 1453 Stayte Rd.

Concerns:

- 4 storey height -- Townhouses preferred
- Lost privacy – lower property values
- Shadowing
- Hedge and fence damage during construction
- Water pressure – water and sewage
- Noise from HVAC systems (where are compressors to be located?)
- Venting for underground parking – noise
- Gate to garage – noise
- Increased traffic & parking on Stevens St. during construction and once building is occupied as only 1 parking spot per dwelling unit
- Due to increased traffic difficulty exiting onto Stayte from Thrift and Russell
- Due to traffic increased crosswalk danger
- Overcrowding at local school
- Firefighting concerns – remember 5 Corners

Owners purchased properties in good faith under current zoning. OCP changed without our knowledge

ROHAN & ELIZABETH PHILLIPS
1462 STEVENS ST.
WHITE ROCK BC

Bob Phillips
Elizabeth Phillips

Re: Public Information Meeting on 1453 Stayle Rd Development Application

Dear Sir/Madam,

I am opposed to this application as the applicant is not complying with the zoning bylaw of RS-1 which is described as a One Unit Residential Zone. I understand that 'spot zoning' (zoning amendments) would be needed to proceed with this development. I understand that Bylaw No. 1837 allows for 'low density multi-unit forms such as townhomes and garden apartments' that are 'ground oriented' and act as transition to 'medium density'. 69 units per acre is not low density and heights of 4 storeys is not 'ground oriented'.

It seems to me that this new Council has been voted into office to stop and reject these kinds of applications and I urge you to apply for this application in a property that is zoned for the density level that you seek.

Sincerely,



15920 Thrifte Ave

778-991-2004

Re: Public Information Meeting on 1453 Stayle Rd Development Application

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Sincerely,

Kivela Athanas
159 or Trivitt Ave White Rock.

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Sincerely,



1448 160 STREET
INDERJEET AUJLA

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Sincerely,

Mark L. Stander
1448 - 160th Street

Re: Public Information Meeting on 1453 Stayle Rd Development Application

Dear Sir/Madam,

I am opposed to this application as the applicant is not complying with the zoning bylaw of R5-1 which is described as a One Unit Residential Zone. I understand that 'spot zoning' (zoning amendments) would be needed to proceed with this development. I understand that Bylaw No. 1837 allows for 'low density multi-unit forms such as townhomes and garden apartments' that are 'ground oriented' and act as transition to 'medium density'. 69 units per acre is not low density and heights of 4 storeys is not 'ground oriented'.

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Sincerely,

Paul Andersen
308-15991 Thrift Ave
White Rock BC
V4B 2M9
604-531-2698



Scanned by CamScanner

Elron Lilgert
1468 Stevens Street
White Rock, BC
V4B 5J3
lilgert.e@gmail.com

November 4th, 2018

To the City of White Rock's Mayor and Council:

My name is Elron Lilgert. My wife Erin and I have lived in White Rock for ten years. We currently own and reside at 1468 Stevens Street with our nine month old daughter Wren. Our home is just behind the proposed development at 1453 Stayte Road.

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Elron Lilgert

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Development app. File no, ZON&MJP18-017 1453 Stayte Road

We the under signed would like to bring to your attention our concerns regarding this development.

Infrastructure impact.

Roads, Schools, hospitals, already overwhelmed

Owners subject to minimum reduced quality of life, noise, trucks, damage to property etc. loss of privacy excessive use of 1400 block of Stevens Street as through way and truck usage.

Possible extra 100 vehicles twice a day exit and entering said property road already heavily used.

Easement to existing owner property requested by contractor, need to assess soil stability, and possible further damage to said property.

Also hedges and fences.

Reputation of company submitting application.

Will they still be in business after completion, and able to fulfill all promises and/or possible damage to existing owner property.

We have concerns as this is an off shore company with little or no real history or obligation to the owners.

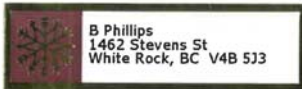
Brian Phillips



Elizabeth Phillips.



1462 Stevens Street White Rock. V4B 5J3.



Nov. 04. 2018

City of White Rock
15322 Buena Vista Ave.
White Rock, B.C.
V4B-1Y6
Attn: planning Dept.

Dear Sirs:

Regarding the multi-unit subdivision at 1453 Statye, with the new city council to be invested next month, this subdivision is totally contrary to their campaign promises and vision of White Rock as a garden community. This area is a community of high to mid-priced single family units with maximum heights of 2 stories.

As the previous municipal government allowed a free -for- all attitude towards development we would ask you to rein in the random developments. The value of the official Community Plan has been corrupted in the past allowing the random rezoning and issuing of building permits. A careful evaluation of the “urban neighbourhood land use” designation will evaluate the rejection of this development. This council we voted in was and is for a rational development and this project is anything but rational!

In conclusion, we feel this development is ill timed and contrary to the policy of our elected council members. As they have been recently elected and by their campaign promises, they wanted a hold on all permits until a careful study

of the existing developments might be further reviewed. This application for an additional permit might be considered as a trial of their commitment.

Sincerely Yours

A handwritten signature in blue ink, appearing to read "William and Gabriele Bishop". The signature is written in a cursive style with a large initial "W" and "G".

William and Gabriele Bishop

1464 Stevens St.

Public Information Meeting Summary



atelier **pacific** architecture inc.

November 27, 2018

Planning and Development Services
City of White Rock
15322 Buena Vista Avenue,
White Rock, BC
V4B 1Y6

Attention: Jamieson Pritchard, Planning Technician

RE: ZON&MJP 18-017
1453 Stayte Road, White Rock

Dear Jamieson,

Please find enclosed, on behalf of our clients, the following:

1. Our minutes of the Public Information Meeting (PIM) and copies of the boards displayed in the dropbox link below.
https://www.dropbox.com/s/52s51lvf8631pzb/1453%20Stayte%20Road_PIM%20Boards.pdf?dl=0
2. Pictures taken at the Public Information Meeting.

If the above are in order, we would like to proceed as soon as possible with the municipal approval process.

Yours very truly,

Brian Shigetomi, Architect AIBC
Atelier Pacific Architecture Inc.
109 - 131 Water Street
Vancouver, B.C. V6B 4M3
t. 604.662.8689
f. 604.662.8655

suite 109 - 131 water street vancouver, bc canada v6b 4m3
t 604.662.8689 | f 604.662.8655
info@atelierpacific.com | www.atelierpacific.com
brian shigetomi | architect aibc aia saa oaa raic



atelier **pacific** architecture inc.

E-mail: brian@atelierpacific.com

RE: ZON&MJP 18-017
1453 Stayte Road, White Rock

MINUTES OF THE PUBLIC INFORMATION MEETING

Minutes of the Public Information Meeting held at the White Rock Community Centre – Hall C at 15154 Russell Avenue, White Rock on Wednesday November 7, 2018 from 6:00p.m. to 8:00p.m.

IN ATTENDANCE

- Kai Zhao of VanHome Properties Inc.
- Michael Lu of VanHome Properties Inc.
- Aaron Jin of VanHome Properties Inc.
- Jamieson Pritchard of City of White Rock
- Brian Shigetomi of Atelier Pacific Architecture Inc.
- Stella Chen of Atelier Pacific Architecture Inc.
- Jennifer Wall of Van Der Zalm and Associates Landscape Architecture Ltd.
- Approximately 37 local residents and interested parties

ON DISPLAY

- A context plan showing the proposed site and neighbourhood properties
- OCP map outlining the allowable and provided density
- Set of architectural drawings showing project data / unit breakdown/ inspiration images/ floor plans / elevations/ sections/ site sections/ streetscape
- Exterior finishes / colours / colour schemes board/ 3D rendering
- Coloured / rendered siteplan showing the proposed site treatment / landscaping by the Landscape Architect together with various coloured landscaping detail drawings

MEETING MINUTES

Prior to the meeting, notices of the date / time / location and purpose of the Public Information Meeting were mailed to the local residents and interested parties on the mailing list provided by the City. Also, efforts were made to contact the Strata boards for all townhouse and apartment developments within a 100 m radius by email and phone.

The majority of questions and concerns from the residents were related to:

- a) Building height, size and density
- b) Capacity of civil infrastructure
- c) Traffic safety and parking

suite 109 - 131 water street vancouver, bc canada v6b 4m3
t 604.662.8689 | f 604.662.8655
Info@atelierpacific.com | www.atelierpacific.com
brian.shigetomi | architect albc aaa saa oaa raic



atelier **pacific** architecture inc.

d) Reputation of developer/applicant

The following is a list of concerns raised by the neighbours:

1. Some residents had concerns that the proposal did not fit the character of the neighbourhood. They would prefer town houses over the proposed 4-storey residential building.
2. Some residents had concerns that the height of the project would lead to a loss of sunlight and privacy for adjacent properties.
3. Some residents had concerns regarding the potential noise generated by the proposed building. Noise from HVAC systems, underground parking venting, and overhead gates were mentioned.
4. Some residents had concerns regarding pedestrian safety. They feel that the proposed building's density along with its proximity of schools would increase the risk of pedestrian road accidents.
5. Some residents had concerns that the increased density in the area will affect negatively civil infrastructure. Water pressure, firefighting, traffic, on-street parking and overcrowding in the community's schools, hospitals were frequently noted items. Many commenters were concerned about traffic congestion and on-street parking on Stayte Road, Thrift Avenue, and Stevens Street.
6. Some residents were concerned about the potential property damage, such as hedges and fences, of adjacent properties during construction.
7. Some residents were unsure about the reputation of the applicant, developer and builder.
8. Some applicants were concerned that the proposal is inconsistent with position of the newly elected Democracy Direct.
9. Some residents were concerned that the units were catered to off-shore sales. Others questioned if the units will be occupied by the owners or become rental units. One resident suggested if a portion of the units can be rented out for low-cost rental housing.

The meeting ended around 8:30 pm.

DEVELOPER'S SOLUTION/ DISCUSSION

1. **Project Height & Character**

Some residents had concerns that the proposal did not fit the character of the neighbourhood. They would prefer town houses over the proposed 4-storey residential building.

- The proposed project meets the Official Community Plan's vision of height, density and form.
- As per the OCP, the proposed project incorporates west coast design elements and use of natural coloured/ texture materials including woodtoned siding, bricks and heavy timber posts.

suite 109 - 131 water street vancouver, bc canada v6b 4m3
t 604.662.8689 | f 604.662.8655
Info@atelierpacific.com | www.atelierpacific.com
brian shigetomi | architect albc aaa saa oaa raic



atelier **pacific** architecture inc.

- The proposed building sits approximately 2m lower than the west properties and 1m lower than the north property. The development appears to be three and half storey building. A solid fence along the property line will further reduce exposure to the development.
- The proposed flat roof helps to reduce the building overall height and shadow casting on the neighbour's property.
- The form of development is similar to the south strata property which is 3-4 storey in height.

2. Privacy

Some residents had concerns that the height of the project would lead to a loss of sunlight and privacy for adjacent properties.

- L shape building is proposed to have windows/ balconies away from the residential properties to the west and south. Limited windows are proposed on the short end of the building directly facing the west and south. The majority of the building is located close to Stayte Road.

3. Noise

Some residents had concerns regarding the potential noise generated by the proposed building. Noise from HVAC systems, underground parking venting, and overhead gates were mentioned.

- We have relocated the roof top unit towards Stayte Road with solid screen.
- We have relocated the parking vents away from any property line screened by landscaping.

4. Pedestrian safety

Some residents had concerns regarding pedestrian safety. They feel that the proposed building's density along with its proximity of schools would increase the risk of pedestrian road accidents.

- The development proposes ground oriented units with landscaping along Stayte Road to enhance Crime Prevention through Environmental Design (CPTED) with eyes on the streets.
- New curb, gutter and sidewalk will be done as per city's engineering requirement.

5. Density

Some residents had concerns that the increased density in the area will affect negatively civil infrastructure. Water pressure, firefighting, traffic, on-street parking and overcrowding in the community's schools, hospitals were frequently noted items. Many commenters were concerned about traffic congestion and on-street parking on Stayte Road, Thrift Avenue, and Stevens Street.

- The proposed density meets the OCP.
- The project residential and visitor parking conforms to the bylaw requirement.

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atelier pacific architecture inc.

- As per the traffic report, major traffic issues are not expected along Stayte Road and at intersections and accesses.
- Three major bus routes (Rout 354, 361 and 363) are in the vicinity of the proposed development along Stayte Road and at Thrift Avenue/ 14 Avenue and Russell Avenue.

6. Construction

Some residents were concerned about the potential property damage, such as hedges and fences, of adjacent properties during construction.

- Any damage during construction will be replaced by the developer.
- Trees will be protected as per the arborist report.

7. Project Team

Some residents were unsure about the reputation of the applicant, developer and builder.

○ Applicant/ Architect:

Atelier Pacific Architecture is a full-service practice licensed and registered in British Columbia, Alberta, Saskatchewan, and Ontario. The firm has built a solid reputation through numerous successful completed multi-family and mixed-use projects throughout the Lower Mainland. Principal, Brian Shigetomi has over 26 years of experience in premium architectural designs.

○ Developer:

Vanhome Properties Inc. is a newly branded real estate development company. Vanhome currently has projects in the Development process in Richmond, White Rock and Coquitlam. The development company works closely with local architects, engineers and marketing teams to create projects that fulfill the preference and needs of those living in beautiful British Columbia.

○ Builder:

The Peak Construction Group of Companies has specialized in the development and construction of wood frame and concrete multi-family residential projects throughout the lower mainland for over 25 years. It has extensive expertise in the design and construction process, strong ties to local quality multi-family residential subtrades.

- Peak has excellent rapport with City building officials to ensure their construction projects are completed smoothly.

○

8. Official Community Plan

Some applicants were concerned that the proposal is inconsistent with position of the newly elected Democracy Direct.

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- The proposed project form and use is consistent with the newly adapted Official Community Plan.
- The proposed use of apartment was also consistent with the old Official Community Plan.

9. **Marketing Target**

Some residents were concerned that the units were catered to off-shore sales. Others questioned if the units will be occupied by the owners or become rental units. One resident suggested if a portion of the units can be rented out for low-cost rental housing.

The proposed project is catered to stable families mainly consisting of starter families, couples and senior retired people.

- The project accommodating typical 2-bedroom and larger 3-bedroom units aims (55.4%) to attract local stable families to grow into.
- The project provides compact smaller units for low-cost rental possibilities.
- The project focuses to improve the housing affordability as majority of units is relatively small size (600-800 sq. Ft)

PUBLIC INFORMATION MEETING PHOTO

PIM PHOTO 1



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PIM PHOTO 2



PIM PHOTO 3



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PIM PHOTO 4



PIM PHOTO 5



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PIM PHOTO 6



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NOTICE OF PUBLIC INFORMATION MEETING

Development Application File No. ZON&MJP 18-017
RE: 1453 STAYTE RD
LOT B, PLAN NWP84401, SECTION 11, TOWNSHIP 1, NEW WESTMINSTER LAND DISTRICT
015-689-573

PLEASE TAKE NOTICE THAT a Public Information Meeting will be hosted by Atelier Pacific Architecture at the White Rock Community Centre – Hall C at 15154 Russell Avenue from 6:00 PM to 8:30 PM on Wednesday, November 7, 2018 to discuss a development proposal application located at 1453 Stayte Road (please see Location Map on the other side of this page).

A Zoning Amendment and a Major Development Permit application have been submitted to allow for the construction of a four-storey multi-unit residential building over one level of underground parking. The proposed use, height, and density is consistent with the Urban Neighbourhood Land Use Designation in the Official Community Plan.



<i>Proposal Statistics (approximate)</i>	
Dwelling Units	54
Parking Spaces	81 spaces
Height	13.67 metres (4 storeys)
Density (Gross Floor Area)	1.49 FAR (4,737 m ²)

The purpose of this Public Information Meeting is to provide surrounding residents and business owners with an opportunity to provide their feedback on the proposal. This feedback will be used to identify concerns, address issues, and make improvements to the proposal early on in the application process.

City staff will be in attendance to monitor the meeting and to report back to Council on the meeting.

For more information, please contact the City of White Rock at 604-541-2108 or jpritchard@whiterockcity.ca.

Planning and Development Services
P: 604.541.2136 | F: 604.541.2153
City of White Rock
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APPENDIX F

Response to Development Permit Guidelines from Applicant

City of White Rock – Planning & Development Services
Multi-Family Development Permit Area Guidelines



The objectives of the **Multi-Family Development Permit Area** are to:

- 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
- Enhance the character of the built environment and public realm in the City of White Rock

Please provide a summary of how your proposal achieves the objectives and policies of the Multi-Family DPA below:

The proposed development is in line with the Official Community Plan strategy and meets the objectives of the Multi-Family Development Permit Area in the following manners:

- Form of development proposes a 4 storey residential apartment with the building front entry accessing to grade/ the street. The building is designed to front onto a public road with direct pedestrian access to the outside and through appropriate treatment of the building exterior. A front setback along Stayte Road of 6.0m allows for ample yard and landscaping buffers while the same strategy is also applied at the side setback of 5.0m along the north. A large shared outdoor courtyard is located at the rear yard and extends all the way to the south property line to provide a significant green space separation to the adjacent lots.
- A substantial outdoor space with extensive landscaping is provided for the residents.
- Various sustainable strategies are listed to conserve energy, water and reduce Greenhouse Gas emissions. Please refer to the project design rationale.
- Overall the proposed development is in line with the Official Community Plan strategy that increase density at infill sites, but also complements and enhances the existing neighbourhood.

NOTE 1: All 'Applicant Response' sections must be filled out by the applicant.

NOTE 2: If your proposal cannot adequately address one of the below-listed DPA guidelines, provide a rationale (and alternative resolution) above, and in the applicable response section.

City of White Rock – Planning & Development Services
Multi-Family Development Permit Area Guidelines



Section 22.6.1 - Buildings	
Multi-Family DPA Guideline 22.6.1 (a)	
Ensure buildings are compatible with or complementary to adjacent developments in terms of height, density, and design, with height transitions as outlined in Figure 9 in applicable areas. Vary heights, rooflines, and massing to minimize impacts to views and solar exposure enjoyed by adjacent buildings and open spaces.	
Applicant Response	Variation of materials and colours to complement and enhance existing neighbourhood. Large landscaped area at the courtyard/ outdoor amenity and front/ side yards create a significant buffer to adjacent neighbouring development.
Multi-Family DPA Guideline 22.6.1 (b)	
Set buildings back from the property line at least 3 metres to provide enough space for gardens and shade trees in the front yard. Include a further step back above the fourth floor and consider an additional step back above the seventh floor. Tower portions of all buildings should be slim and be set back a minimum of 6 metres from the edge of the podium level to minimize view impacts and shading and to facilitate a minimum tower separation of 30 metres.	
Applicant Response	Front and rear setbacks of 6.0m area provided with an ample amount of yard space/ landscape to act as a buffer along the property line. A large courtyard/ outdoor amenity with extensive landscaping are also provided at the south west side of the lot.

City of White Rock – Planning & Development Services
Multi-Family Development Permit Area Guidelines



Multi-Family DPA Guideline 22.6.1 (c)	
<p>Create visual interest and comfort for pedestrians along all elevations with architectural details. Incorporate windows, doors, bay windows, porches, setbacks, and vary colours, massing, and materials. Townhouse developments are encouraged to provide for individuality from site to site and unit to unit, and to vary the front set-back between units. Non-street facing elevations shall be treated with the same architectural details as the street facing elevations.</p>	
Applicant Response	<p>The design combines the variation of cladding materials with the staggering of the building face to create a distinct and interesting structure that catches the pedestrian’s eye.</p> <p>To create a visual reduction in massing while providing articulation and hierarchy of building elements, the design utilizes charcoal brick as the building base coupled together with cedar wood tone siding as the vertical accent provide a consistent rhythm articulating each unit while the white and beige tones create a visual hierarchy of the building façade and give a modern twist to the west coast style.</p>
Multi-Family DPA Guideline 22.6.1 (d)	
<p>Ensure the main entrances of residential apartment buildings are level with the sidewalk to create a barrier free environment for aging in place. Townhouses may have elevated patios and entrances. Entrances shall be clearly identifiable, and weather protection with overhangs and awnings shall be provided over all entrances. Residential units on the ground floor should be ground-oriented.</p>	
Applicant Response	<p>The main entrance can be directly accessed to/ from the municipal sidewalk and can easily be identified by its large canopy. Ground level units are also oriented to have direct access to individual yards along the east and north side.</p>

City of White Rock – Planning & Development Services
Multi-Family Development Permit Area Guidelines



Multi-Family DPA Guideline 22.6.1 (e)	
Address all street edges on properties fronting multiple streets or public walkways. Orient buildings toward intersections or design independent frontages along both intersecting streets, and incorporate windows, doorways, landscaping, and architectural detailing along all street frontages and walkways.	
Applicant Response	Building is oriented towards Stayte Road. Ground level units have direct access to individual yards along with landscaping and low fencing along Stayte Road.
Multi-Family DPA Guideline 22.6.1 (f)	
Provide articulation to break up building mass and to establish a rhythm along the street front in commercial areas. Ground-level commercial spaces should reflect traditional patterns of diverse, small-scale retail with storefronts of approximately ten metres wide. Include no more than six contiguous units fronting a given street without incorporating architectural elements.	
Applicant Response	To create a visual reduction in massing while providing articulation and hierarchy of building elements, the design utilizes charcoal brick as the building base coupled together with cedar wood tone siding as the vertical accent provide a consistent rhythm articulating each unit while the white and beige tones create a visual hierarchy of the building façade and give a modern twist to the west coast style.

City of White Rock – Planning & Development Services
Multi-Family Development Permit Area Guidelines



Multi-Family DPA Guideline 22.6.1 (g)	
<p>Provide shared outdoor amenity spaces for residents in mixed-use and residential buildings. Shared roof decks with gardens are encouraged where appropriate. Incorporate dining and seating areas with outdoor cooking facilities, play areas for children, areas for air-drying laundry, communal vegetable gardens, and appropriate landscaping.</p> <p>Provide each residential unit with a private outdoor space where possible. Incorporating green-roofs to manage stormwater, reduce urban heat island effect, and contribute to biodiversity is encouraged.</p>	
Applicant Response	<p>A large area of the site (1,134 sq m) with various programs are designated as semi-private outdoor amenity space for the residents. These programs include an outdoor kitchen area with seating, a community garden space, and outdoor lounge. We've also provided synthetic lawn (verses standard sod, due to potential high volume of use) space to provide opportunities for open play and dog walking.</p> <p>Each ground floor unit has a private outdoor space that is appropriate in size and appropriately screened from neighbors and the public.</p> <p>Units on the upper floors are given balcony spaces for their own private use.</p>
Multi-Family DPA Guideline 22.6.1 (h)	
<p>Follow passive solar design principles and orient and site buildings to maximize views to the waterfront. Design roofs to maximize opportunities for solar collection in winter and control solar gain on south-facing facades by blocking high-angle sun in summer. Alternatively, provide operable shading devices or window overhangs to control summer solar gain. Maximize passive ventilation and passive cooling through building orientation.</p>	
Applicant Response	<p>While extensive glazing is provided to each unit to take maximum advantage of natural light as well as views, majority of sliding doors/ windows are recessed to be sheltered from peak summer sun exposure. A large main roof overhang is provided to control sun exposure around the building.</p>

City of White Rock – Planning & Development Services
Multi-Family Development Permit Area Guidelines



Multi-Family DPA Guideline 22.6.1 (i)	
<p>Incorporate west coast design elements with the use of natural materials, including brick, stone, concrete, exposed heavy timber, and/or steel. Vinyl siding and stucco will not be considered for cladding. Use rich natural tones which reflect the natural landscape and seascape as the dominant colours, with brighter colours used only as accents.</p>	
Applicant Response	<p>The architectural aesthetics of the proposed project takes its cues from the architectural style / language of the contemporary West Coast Architecture. Although contemporary elements are part of the inspiration, the proposed architectural language uses a combination of tactile, warm elements in materials such as charcoal, wood tone cement siding, and perimeter landscaping to provide warmth and west coast flavour to the design.</p>
Multi-Family DPA Guideline 22.6.1 (j)	
<p>Integrate commercial signage with the building and/or landscaping. Signage shall have a pedestrian scale and be coordinated throughout each development and compatible with signage on adjacent properties to establish a unified and attractive commercial area. The use of natural materials and projecting signs is encouraged.</p>	
Applicant Response	<p>Not applicable.</p>

City of White Rock – Planning & Development Services
Multi-Family Development Permit Area Guidelines



Multi-Family DPA Guideline 22.6.1 (k)	
Blocks of side-by-side townhouses are limited to a maximum of eight contiguous units. Lot consolidation to allow for street-fronting townhouse developments are encouraged.	
Applicant Response	Not applicable.

City of White Rock – Planning & Development Services
Multi-Family Development Permit Area Guidelines



Section 22.6.2 – Public Realm and Landscape	
Multi-Family DPA Guideline 22.6.2 (a)	
Improve the public realm with widened sidewalks (minimum 1.8 metres). Plant street trees and design curb let-downs to accommodate wheelchairs and scooters.	
Applicant Response	Curb let-down is provided in front of the project entrance.
Multi-Family DPA Guideline 22.6.2 (b)	
Provide consistency with street trees, plant materials, street furniture, and other aspects of the public realm to create cohesive streetscapes. Incorporate public art in both the public and private realm that is reflective of the local landscape and heritage.	
Applicant Response	Not applicable. Streetscape to remain as is.

City of White Rock – Planning & Development Services
Multi-Family Development Permit Area Guidelines



Multi-Family DPA Guideline 22.6.2 (c)	
<p>Site buildings to create through-block walking connections. These will create opportunities for a variety of pedestrian-oriented activities and a finer-grained street grid. Special attention should be paid to establishing a linear park connection between the Town Centre and Centennial Park. Enhance these public spaces with public art and opportunities for programmed uses.</p>	
Applicant Response	<p>Not applicable.</p>
Multi-Family DPA Guideline 22.6.2 (d)	
<p>Use light coloured reflective paving materials such as white asphalt or concrete for paths, driveways, and parking areas to reduce heat absorption and urban heat island effect. Ensure all areas not covered by buildings, structures, roads, and parking areas are landscaped. Use landscaping to establish transitions from public, to semi-public, to private areas.</p>	
Applicant Response	<p>To reduce heat absorption and to improve energy efficiency, light coloured/ reflective SBS roofing is specified for the building roof.</p> <p>An extensive outdoor amenity/ landscaping area is provided at setbacks and remaining of the site and all hardscape materials will be light in colour to reduce the heat island effect.</p> <p>The ramp down to the parkade is proposed to be reflective asphalt therefore decreasing the heat island effect.</p>

City of White Rock – Planning & Development Services
Multi-Family Development Permit Area Guidelines



Multi-Family DPA Guideline 22.6.2 (e)	
<p>Increase the quantity, density, and diversity of trees planted. Ensure all trees are planted with sufficient soil volume, using soil cells where appropriate, and incorporate diverse native shrub layers below trees to intercept stormwater. Projects should be designed to allow for the retention of large, mature, healthy trees, and landscape design should employ CPTED safety principles.</p>	
Applicant Response	<p>The design proposes 6 different tree species, both deciduous and coniferous. Majority of the trees will be surrounded by shrub or perennial plant material. The quantity, placement, and specie of trees has been selected based on the design framework, such as choosing trees that will thrive in planters or along retaining walls.</p>
Multi-Family DPA Guideline 22.6.2 (f)	
<p>Select trees that will maximize passive solar gain, natural ventilation, and natural cooling, and increase the entry of natural light into buildings. Maximize the use of drought tolerant species that can withstand the seaside setting and require minimal irrigation. Avoid planting invasive species. The planting of hedges directly adjacent to sidewalks is discouraged, unless they are screening a garbage/recycling area.</p>	
Applicant Response	<p>All trees are appropriate for the site constraints. All trees are pedestrian friendly with the deciduous trees having open canopies to allow dapple light to come through and allow penetration of natural light into the building. All species are appropriate to this area and are non-invasive.</p>

City of White Rock – Planning & Development Services
Multi-Family Development Permit Area Guidelines



Multi-Family DPA Guideline 22.6.1 (g)	
<p>Incorporate Low Impact Development Techniques for stormwater management, where appropriate and in accordance with the City’s ISWMP. This includes but is not limited to bio-swales, cisterns, and permeable paving. Narrower lanes/access roads and the use of porous asphalt are encouraged.</p>	
Applicant Response	<p>The project is proposing a small onsite storm water detention tank and flow control manhole underneath the proposed driveway ramp to temporarily detain and release storm water flows per the rates specified in the City’s engineering design guideline requirements.</p> <p>The landscaping on slab includes a large amount of planters which will retain water for plant use then be drained through the bottom and picked up by roof drains. All off-slab landscape areas are proposed with softscape which will provide infiltration.</p> <p>For this site being all building and basement, items such as bioswales is impossible to incorporate onsite</p>
Multi-Family DPA Guideline 22.6.2 (h)	
<p>Provide sufficient on-site illumination for pedestrian/vehicle safety and good exposure for retail uses. Light facades and highlight building entrances, and avoid “light spill” onto adjacent properties. The use of lighting systems that are powered by renewable energy, such as solar-power, are encouraged.</p>	
Applicant Response	<ol style="list-style-type: none"> 1. Glazed doors/ sidelights at parkade stairwell/ elevator lobbies for improved visibility. 2. High luminescent white painted walls and ceiling at the parkade to improve visibility. 3. Extensive lighting (low voltage) around the buildings/ pathways/ exterior stairs for improved visibility.

City of White Rock – Planning & Development Services
Multi-Family Development Permit Area Guidelines



Section 22.6.3 – Parking and Functional Elements	
Multi-Family DPA Guideline 22.6.3 (a)	
<p>Locate parkade entrances at the rear or side of buildings where possible and separate from pedestrian entrances. Vehicular access from North Bluff Road will only be considered when alternative access is not available. If a parkade entrance faces a street, it shall be subordinate to the pedestrian entrance in terms of size, prominence on the streetscape, location, and design emphasis.</p> <p>The use of landscaping to screen and soften the appearance of the parkade entrance is encouraged. Access ramps must be designed with appropriate sight lines and incorporate security features.</p>	
Applicant Response	<p>The underground parking/loading access is from Stayte Road and is located at the south side of the lot. The loading space paved with grass grid.</p>
Multi-Family DPA Guideline 22.6.3 (b)	
<p>Use a single internal vehicular access for townhouse developments where possible, with a shared parkade or individual garages. Provide landscaped areas between garages in townhouse developments that have multiple direct vehicular accesses from the street.</p>	
Applicant Response	<p>One access to underground parkade is provided from Stayte Road at the south of the property. Landscape planting will be provided between the property line and the parking ramp.</p>

City of White Rock – Planning & Development Services
Multi-Family Development Permit Area Guidelines



Multi-Family DPA Guideline 22.6.3 (c)	
<p>Provide all off-street parking below grade or enclosed within a building, with the exception of some visitor parking spaces and short-term commercial parking spaces. Bicycle and scooter parking shall be provided for residents within parkades, with temporary bicycle parking available near building entrances. Ensure buildings are accessible from parkades for those with mobility impairments.</p>	
Applicant Response	<p>All tenant and visitor parking are located underground to minimize the hardscape and maximize the greenspace. Long term bike storage spaces are provided underground for tenants. The temporary bicycle parking is designated along the building entry.</p>
Multi-Family DPA Guideline 22.6.3 (d)	
<p>Provide sufficient space for garbage, recycling, and composting within parkades. These areas are to be located so that they are convenient for users and accessible for waste/recycling/ compost collection and removal. Loading areas must also be incorporated within buildings wherever possible.</p>	
Applicant Response	<p>The garbage and recycling room are found on the south east corner of the building as well as loading space which provides a convenient location for tenants coming in and out of the building.</p>

City of White Rock – Planning & Development Services
Multi-Family Development Permit Area Guidelines



Multi-Family DPA Guideline 22.6.3 (e)	
Locate mechanical equipment to minimize exposure to the street and nearby buildings. Screening of rooftop mechanical equipment must be integrated into the overall architectural form of the building, and be designed to dampen noise where required.	
Applicant Response	Mechanical rooms are located underground and to the rear side to minimize the exposure to the street and neighborhood. Roof top units are screened from view.

APPENDIX G

Traffic Study



Inspiring sustainable thinking 

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August 16, 2018

Our Reference: 32096

Vanhome Properties
433 - 5811 Cooney Road,
Richmond, BC V6X 3M1

Attention: Mr. Kai Zhao, Project Manager (kai@vanho.ca)

Dear Sir,

Reference: **Traffic Impact Study for Residential Development at 1453 Stayte Road in White Rock, BC**

1.0 Introduction

1.1 Background

ISL Engineering and Land Services (ISL) was retained by Vanhome Properties to undertake a traffic impact study to cover the transportation services for the proposed development at 1453 Stayte Road in White Rock, British Columbia. The findings of this letter report could be used as part of a development rezoning application to the City of White Rock (the City).

Discussions with City staff were held and Terms of Reference for the study was developed and submitted on May 10, 2018 for review and approval. It was later updated (in reference to the City's *Term of Reference for Traffic Study*, received on May 25, 2018), and submitted to the City on May 28, 2018, and has been included as **Appendix A** of this report.

1.2 Study Objectives

The objectives of the traffic study are to estimate traffic generated by the proposed development, assess performance of the study intersections, evaluate potential traffic impacts to the surrounding road network, and recommend improvement measures, if required. Impacts to other transportation modes (transit commuters, pedestrians, and cyclists) as well as parking and loading requirements are discussed. All study findings (traffic surveys, intersection analyses, and potential recommendations) are summarized in this report.

1.3 Proposed Development

The proposed residential development will be located on the west side of Stayte Road between Russell Avenue and Thrift Avenue in White Rock. Based on the site plan (*Figure 1*) provided by Ateller Pacific Architect (dated August 13, 2018), the existing vacant lot will be developed into a four-storey multi-family residential building (containing 54 dwelling units) with an outdoor common area. The development is expected to have approximately 51,000 square feet of residential area across 34,000 square feet of site area. An underground parking level is proposed for the building and vehicular access to the parkade and loading bay will be on the south side of the proposed development through Stayte Road.

The development site is located in an urban neighbourhood, bounded by neighbourhood commercial building (north), duplex houses (west), multi-family residential building (south), as well as single-family houses (east) on the City of Surrey side. According to the City's *2017 Official Community Plan (OCP)*, the land use area is intended for multi-family residential characteristics.

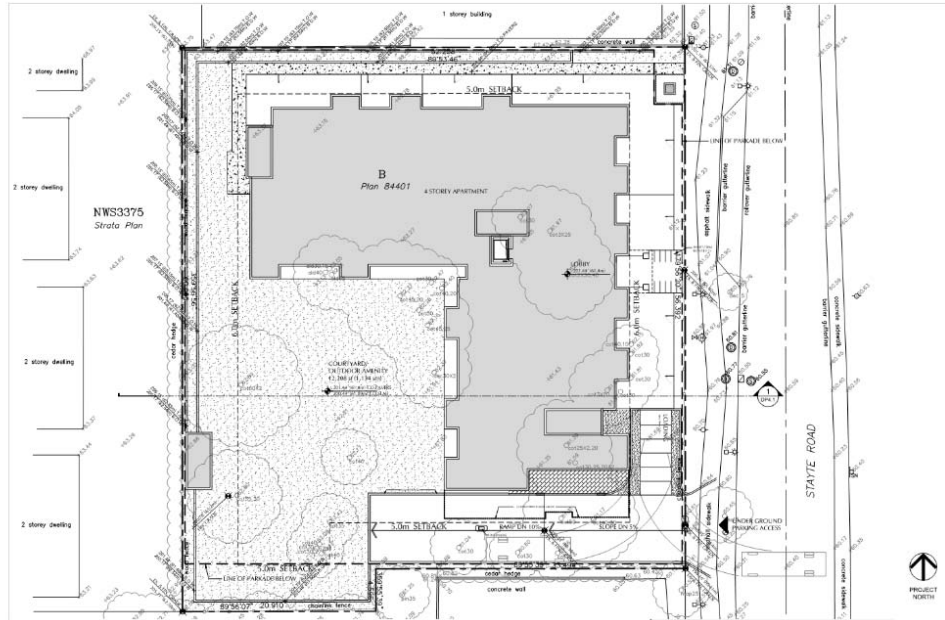


Figure 1 Proposed Development Preliminary Site Plan (dated on August 13, 2018) from Atelier Pacific Architect

1.4 Study Area

The development site is located along the municipal boundary with the City of Surrey, which refers to Stayte Road in White Rock as 160 Street in Surrey. Upon agreement with the City, the following two intersections were identified with the existing intersection traffic control types shown in brackets:

- Stayte Road and Russell Avenue (STOP-controlled at the eastbound approach)
- Stayte Road and Thrift Avenue / 14 Avenue (signalized)

The proposed access roadway for the development site along Stayte Road was analyzed as a STOP-controlled (eastbound) T-intersection.

According to the City's 2014 Strategic Transportation Plan (STP), Stayte Road is a north-south arterial and intersects the east-west streets of Russell Avenue (neighbourhood collector) and Thrift Avenue (primary collector). All roadways within the study area are two-lane (one-lane each direction) cross-section, and on-street parking is allowed along the east-west avenues. The roads service single-family detached houses, multi-family residential buildings, as well as neighbourhood commercial area (mainly southwest quadrant of the Stayte Road and Russell Avenue intersection). Left-turn storage lanes are provided at the northbound and southbound approaches of the Stayte Road and Thrift Avenue / 14 Avenue intersection.

ISL staff conducted a site visit on May 16, 2018 to observe the existing conditions and surrounding neighborhood. Photographs and illustration of the study area, intersections, and access are shown in Figure 2 and Figure 3, respectively.

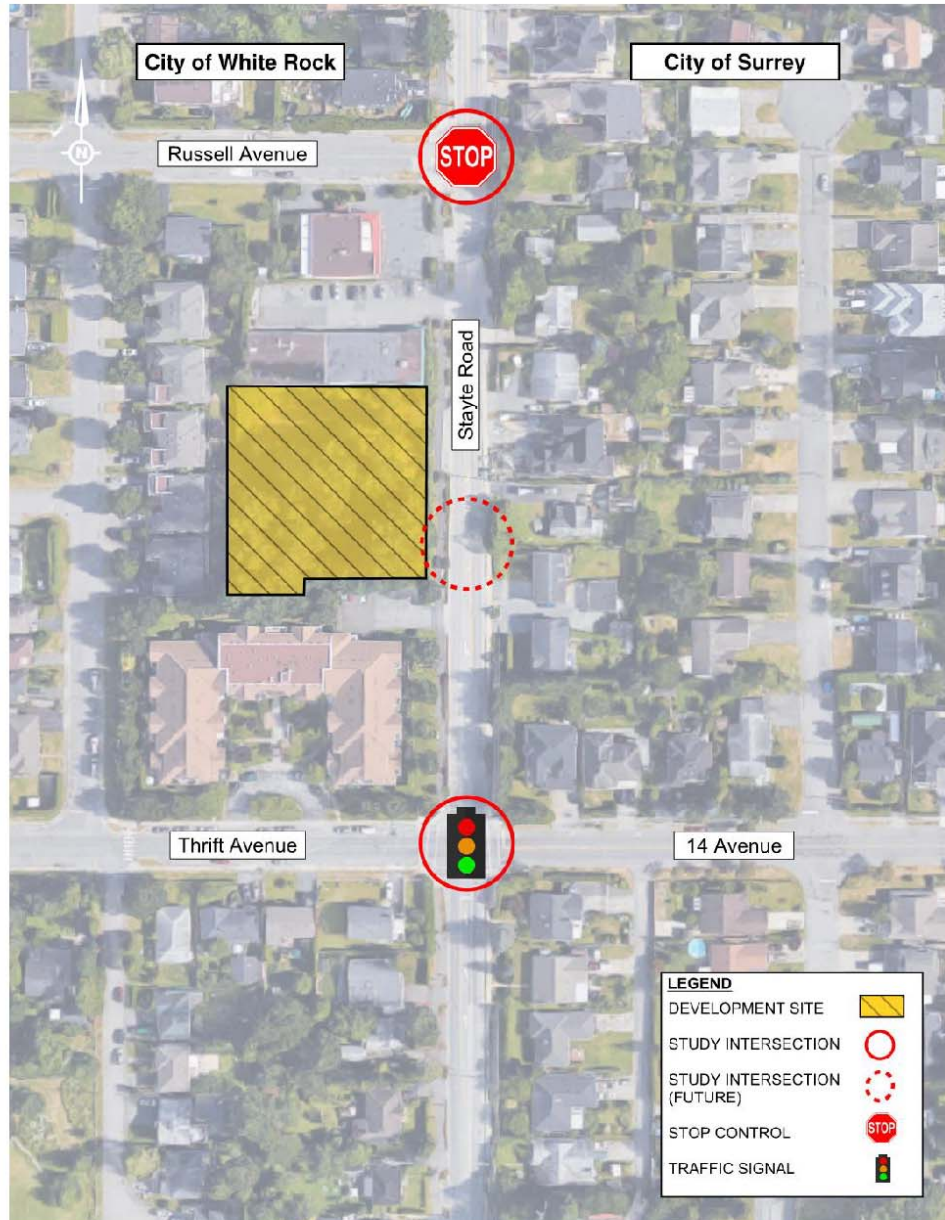


Figure 2 Study Area and Study Intersections



Figure 3 Site Visit Photographs

2.0 Background and Development Traffic

2.1 Background Traffic (2018)

Classified traffic count surveys (including cars, trucks, pedestrians, and bicycles) of two study intersections were conducted by ISL staff during a typical weekday (Wednesday, May 16, 2018). Peak periods of weekday AM (from 0730 to 0900 hours) and PM (from 1630 to 1800 hours) were collected at 15-minute intervals. The observed weekday AM peak hour was found to be from 0800 to 0900 hours (8:00 to 9:00 AM) and the observed weekday PM peak hour was found to be from 1630 to 1730 hours (4:30 to 5:30 PM). The 2018 existing turning volumes used for the traffic analyses during both peak hours are summarized in *Figure 4*.

According to the existing vehicular volumes, through movements along Stayte Road were the major traffic flows in the study area. At the Thrift Avenue / 14 Avenue intersection, the eastbound and westbound through movements also experienced relatively high turning volumes during both peak hours. The overall heavy vehicle percentage was about 3% during the weekday AM and about 2% during the weekday PM peak hours.

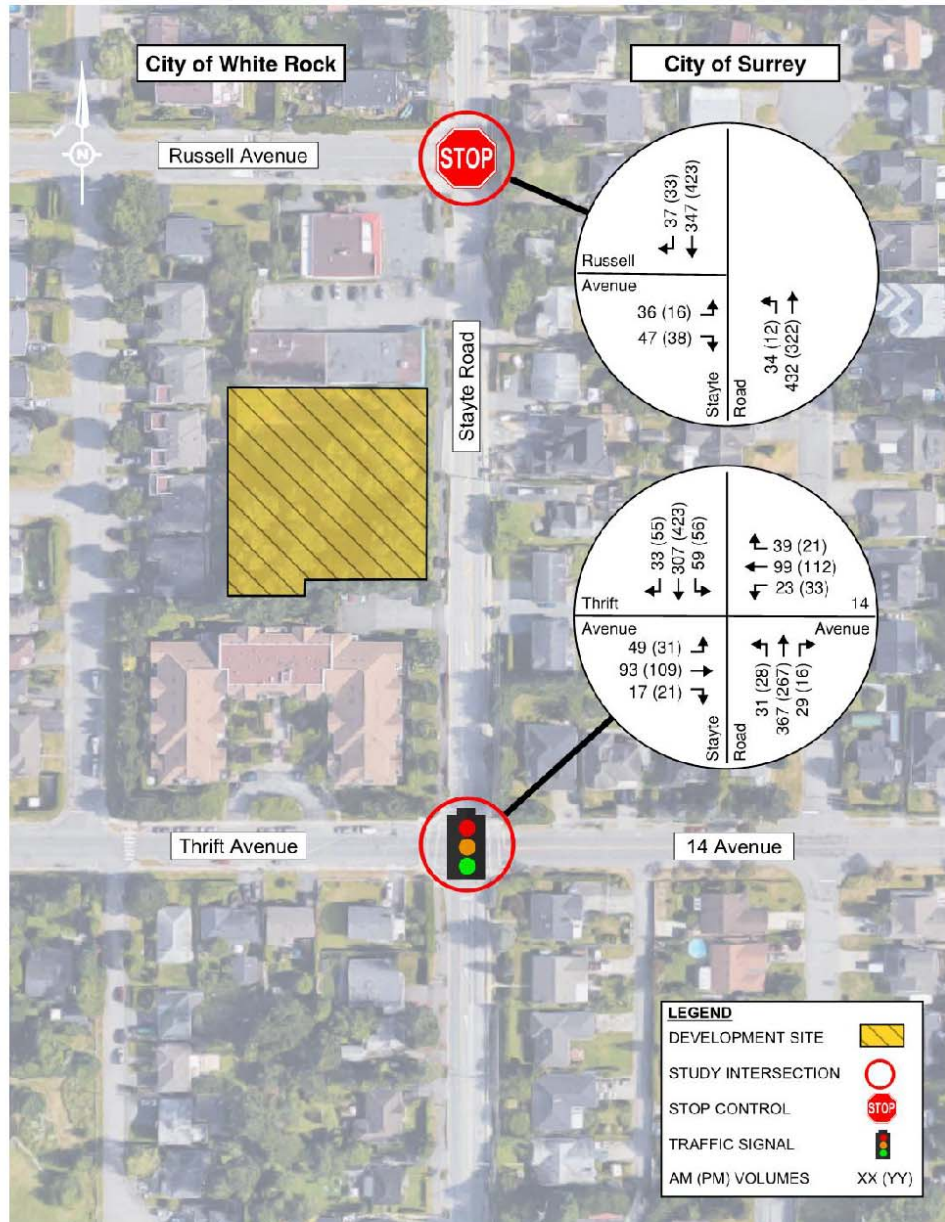


Figure 4 2018 Weekday Peak Hour Traffic Volume



2.2 Proposed Development Traffic

As the proposed development is to be completed by 2021, three horizon years were considered in the traffic impact study, which were opening year of 2021 (full build-out) and projected years of 2031 (10 years after full build-out) as well as 2045 (as requested to align with the City’s OCP horizon year – *Imagine White Rock 2045*).

To forecast trips generated inbound and outbound from the proposed development during both peak hours, the *Institute of Transportation Engineers Trip Generation Manual – 10th Edition (ITE Manual)* was used. The ITE trips rate was established using Land Use Code 221 – Multifamily Housing (Mid-Rise). According to the *ITE Manual*, mid-rise multifamily housing generally includes apartments, townhouses, and condominiums within the same building from three to ten levels (floors). The generated trips entering and exiting the proposed residential development during the weekday peak hours have been estimated using the number of dwelling units (54) and provided in **Table 1**.

Table 1 Vehicular Trip Generations of the Proposed Development

Land Use	Classification [Land Use Code]	Unit	Extent	Peak Period	Trip Rate	Two- Way Trips	Directional Split		In	Out
							In	Out		
Residential	Multifamily Housing (Mid-Rise) [221]	DU	54	AM	0.36	19	26%	74%	5	14
				PM	0.44	24	61%	39%	15	9

Table 1 shows the summary of inbound and outbound generated traffic volumes during weekday AM and PM peak hours. It indicates that, during the weekday AM peak hour, a total of 19 vehicles are expected to be generated – 5 inbound and 14 outbound; during the weekday PM peak hour, a total of 24 trips are expected to be generated – 15 inbound and 9 outbound. The trip generation is applied for three horizon years.

Trips generated by the proposed development were distributed and assigned to the surrounding road network generally based on existing traffic patterns and achievable traffic routes. It is expected that higher traffic volumes exit to the north in the AM peak and enter from the north in the PM peak. The trip assignment proportions for the proposed development are provided in **Figure 5** and the generated trip volumes are provided in **Figure 6**.

2.3 Combined Traffic (2021, 2031, and 2045)

Development traffic is added into background traffic to determine the combined traffic volumes at the study intersections for all horizon years (2021, 2031, and 2045). To consider other future background traffic growth within and outside (such as from the City of Surrey) of the study area that is not generated by the proposed development, a linear annual growth rate of 2% was agreed by the City in this study and applied – yielding 54% projection over 27 years (for 2045). The 2031 and 2045 combined traffic volumes for the weekday AM and PM peak hours are shown in **Figure 7** and **Figure 8**.

The percentage of development traffic denotes the percentage of traffic that is generated by the proposed development compared to the total expected traffic during the 2045 horizon year traffic. At the major study intersections, the development traffic is expected to constitute 0.5% to 0.8% of the total intersection entering traffic volumes in 2045 as shown in **Table 2**.

Table 2 Development Traffic as Percentage of Total Intersection Entering Traffic Volume in 2045

Study Intersection (along Stayte Road)	Total Intersecton Entering Traffic		Development Traffic		Development Traffic (Percent)	
	AM	PM	AM	PM	AM	PM
Russell Avenue	1,475	1,340	10	10	0.7%	0.8%
Thrift Avenue	1,835	1,735	9	14	0.5%	0.8%

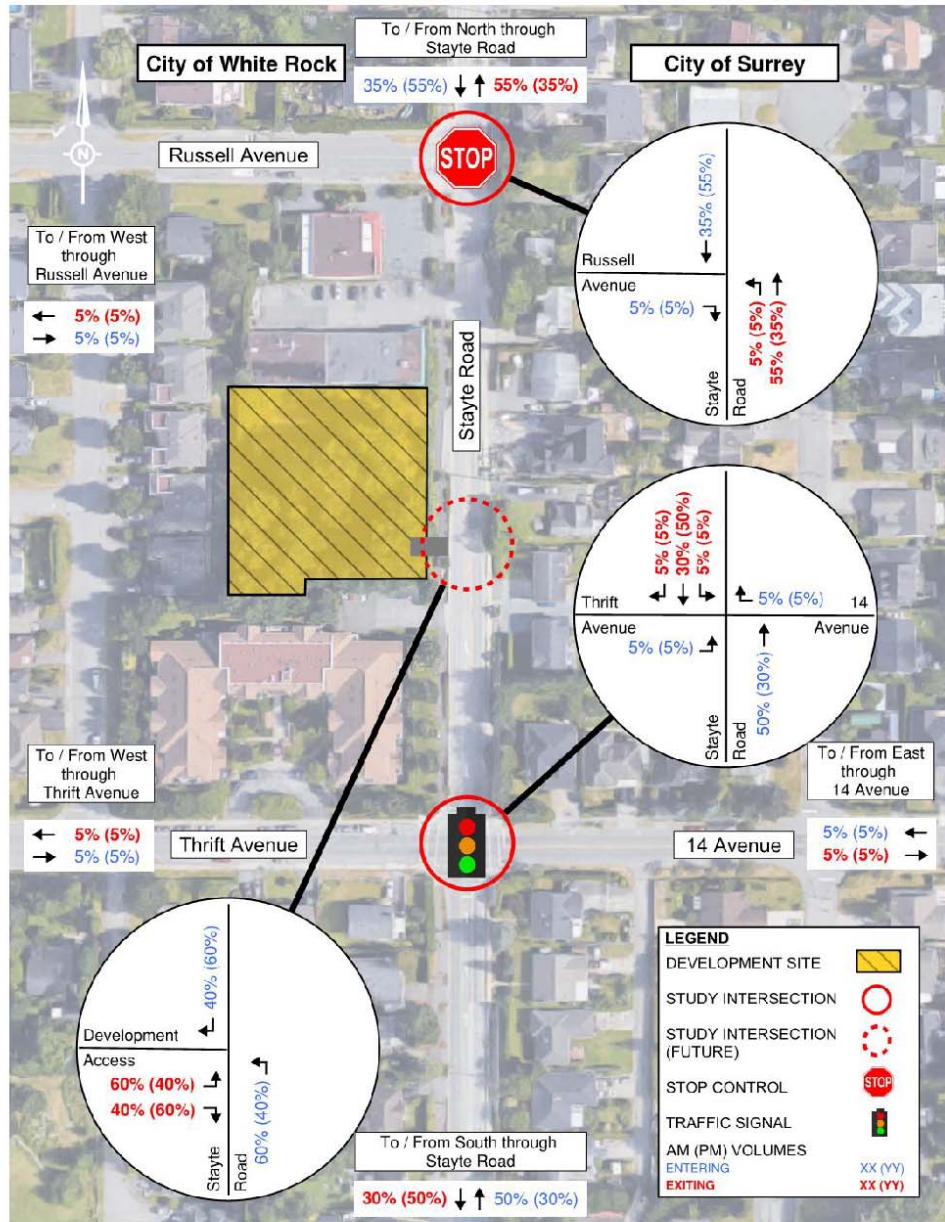


Figure 5 Generated Traffic Proportions

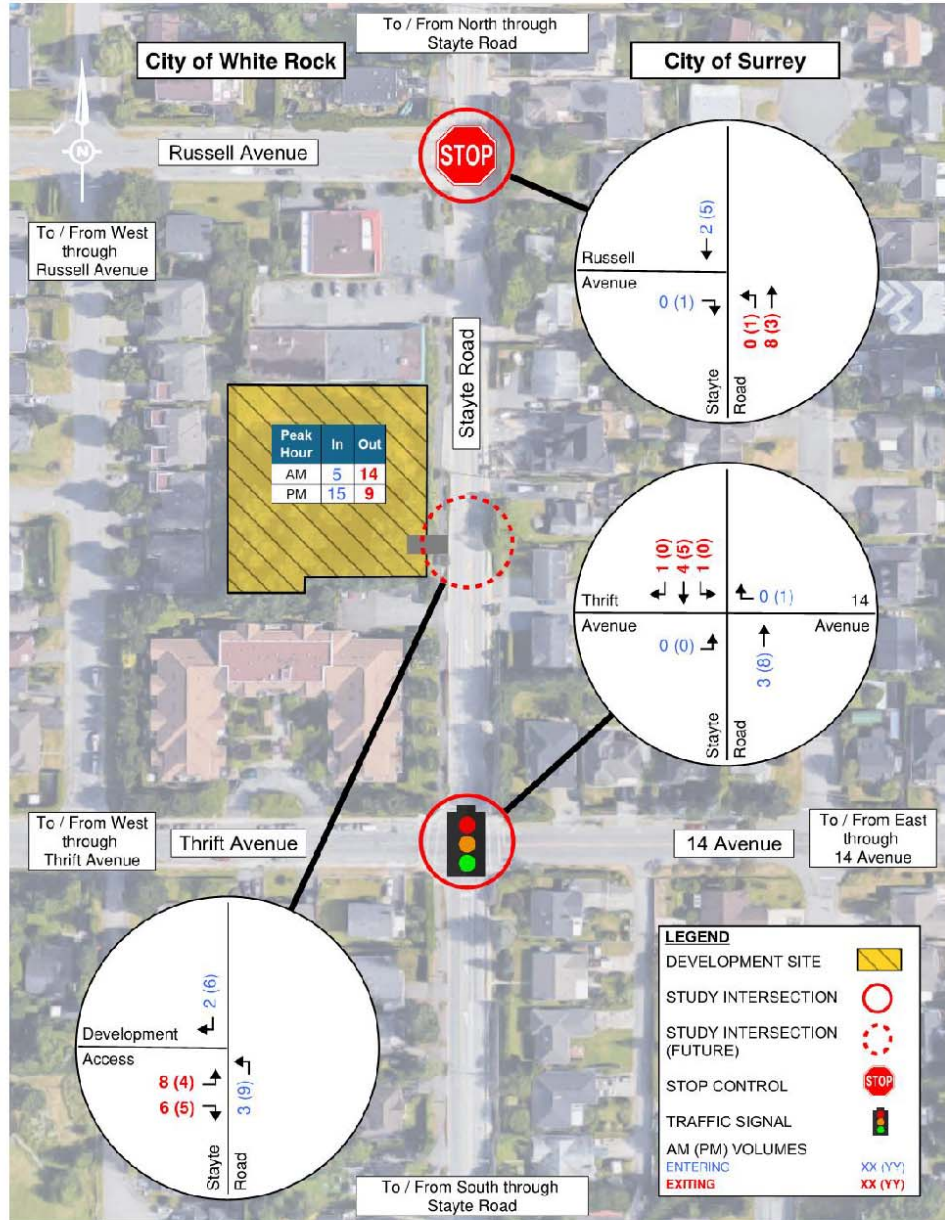


Figure 6 Generated Traffic Volumes

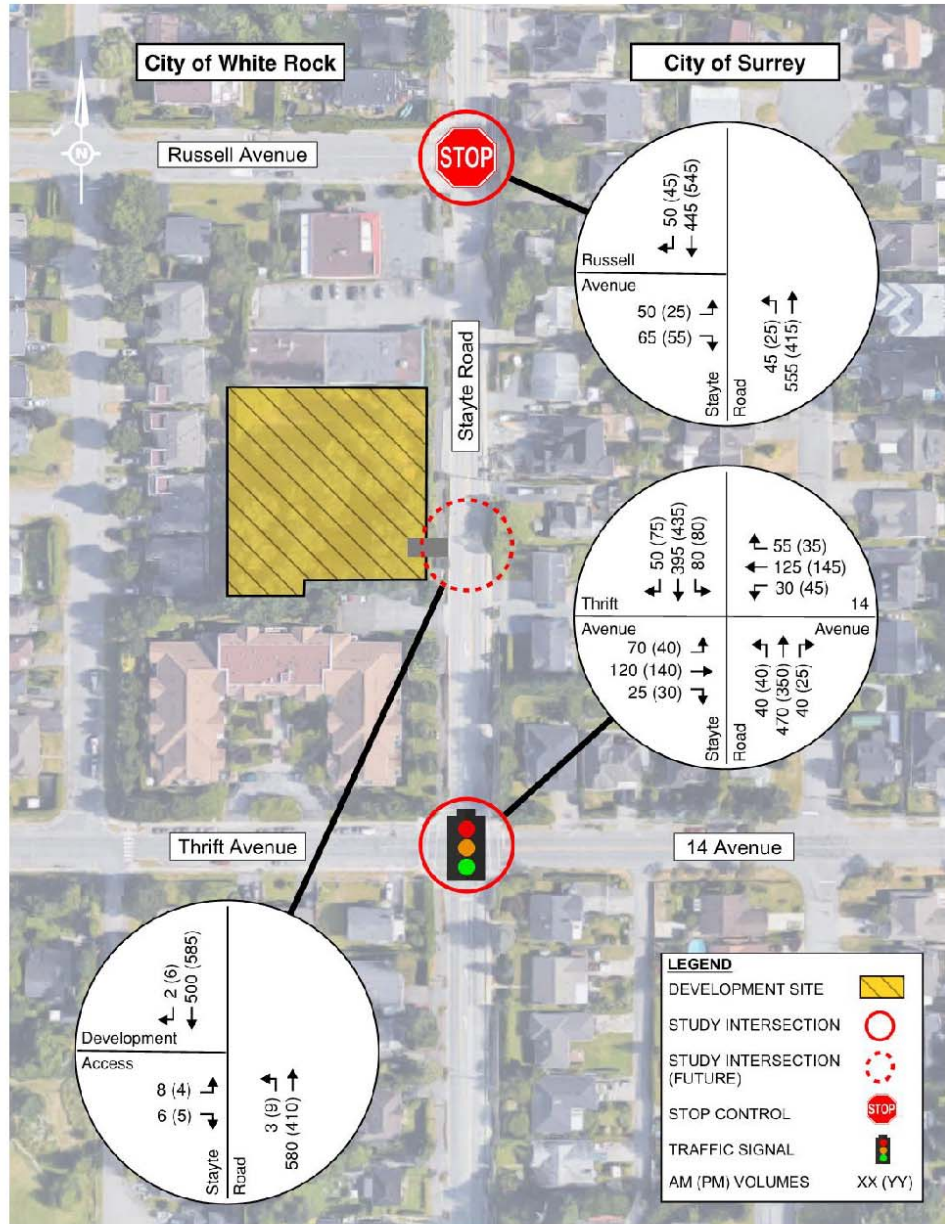


Figure 7 2031 Combined Traffic Volume

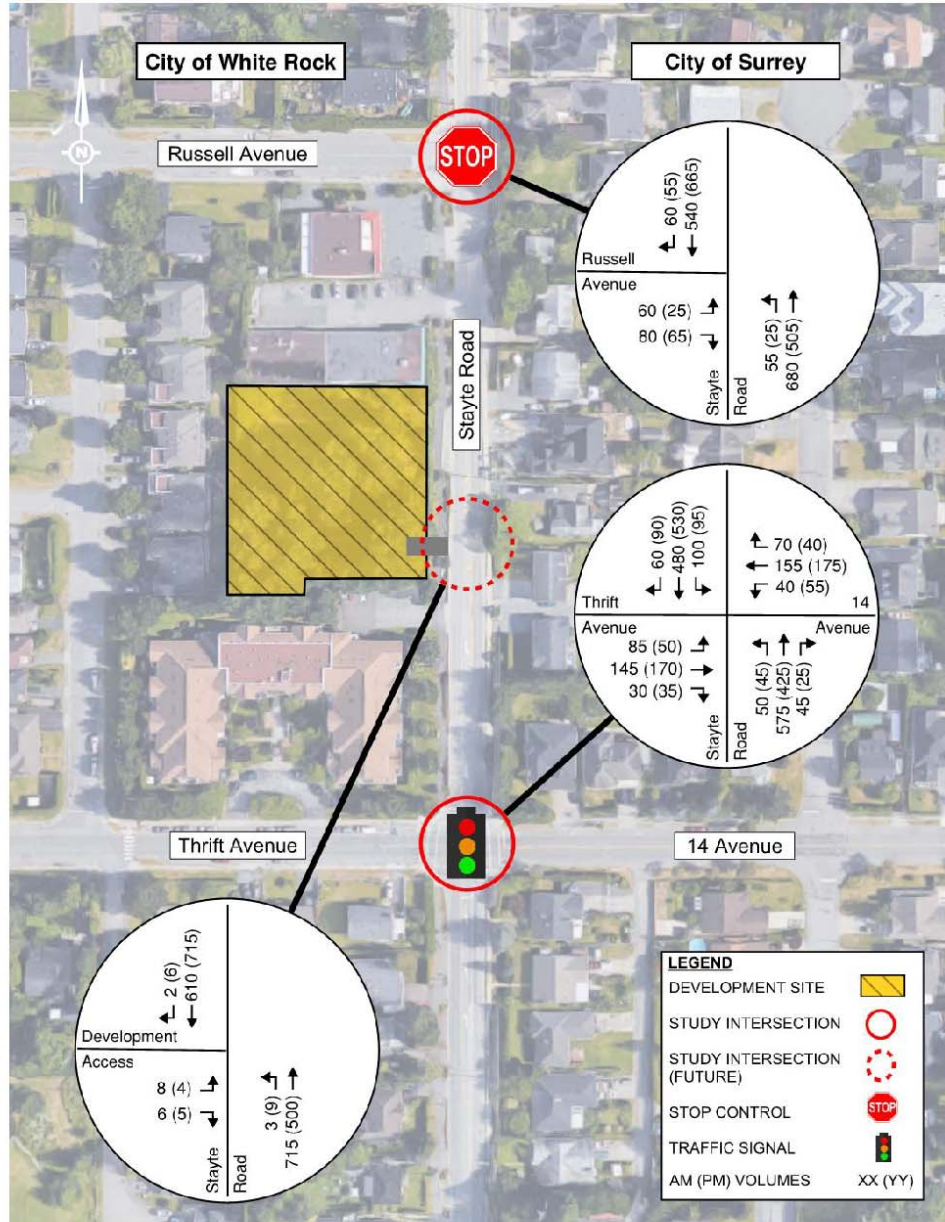


Figure 8 2045 Combined Traffic Volume

3.0 Traffic Operations Analysis

Traffic operation performances for signalized and STOP-controlled intersections were analyzed using *Synchro Version 9 software*, which is based on the standard methods of the *Highway Capacity Manual (HCM)*. In *HCM*, measures of effectiveness were developed including control delay (seconds per vehicle) and Level of Service (LOS). LOS is defined based on the average control delay for different traffic controls (**Table 3**). In traffic operation analysis for urban area, LOS D or better is generally considered as an acceptable performance for both signalized and STOP-controlled intersections. The Synchro results are summarized in the following sections and the output could be provided upon request.

Table 3 LOS Definition for Signalized and Unsignalized Intersections in HCM

Traffic Control	LOS	A	B	C	D	E	F
Signalized	Delay (seconds per vehicle)	0-10	10-20	20-35	35-55	55-80	>80
Unsignalized		0-10	10-15	15-25	25-35	35-50	>50

Base (without proposed development traffic) and Combined (with proposed development traffic) traffic operations were analyzed and the results were summarized by peak hours and horizon years. The signal timings are estimated for this study, but optimization was applied for all traffic analyses.

For study intersections, the overall intersection delay (seconds per vehicle) and LOS, as well as critical movements (LOS E or F) are listed. For the critical movements, EB, WB, NB, and SB correspond to eastbound, westbound, northbound and southbound, respectively. L, R, and T imply left-turn, right-turn, and through movements, respectively. Lanes with shared movements are also indicated; for example, NBTR denotes as northbound movements with shared through-right lanes.

3.1 Existing Traffic Operations (2018)

Synchro analysis results for the existing condition (2018) are summarized in **Table 4** and illustrated in **Figure 9**. It is found that under the existing conditions, both study intersections are operating at LOS B or better overall during both peak hours.

Table 4 Synchro Results for 2018 Existing Condition

Study Intersection along Stayte Road	Peak Hour	Base		
		Delay (s)	LOS	Critical Movement
Russell Avenue (STOP-controlled)	AM	2.0	A	-
	PM	1.1	A	-
Thrift Avenue (signalized)	AM	10.1	B	-
	PM	10.2	B	-

3.2 Opening Year Traffic Operations (2021)

The 2021 traffic analyses were undertaken to determine and compare the traffic performances in the expected opening year without the proposed development (Base) and with the proposed development (Combined). A summary of the traffic performance at the study intersections is shown in **Table 5**. Analysis results indicate that, similar to the existing conditions, all study intersections will operate under acceptable conditions (LOS B or better) during both peak hours.

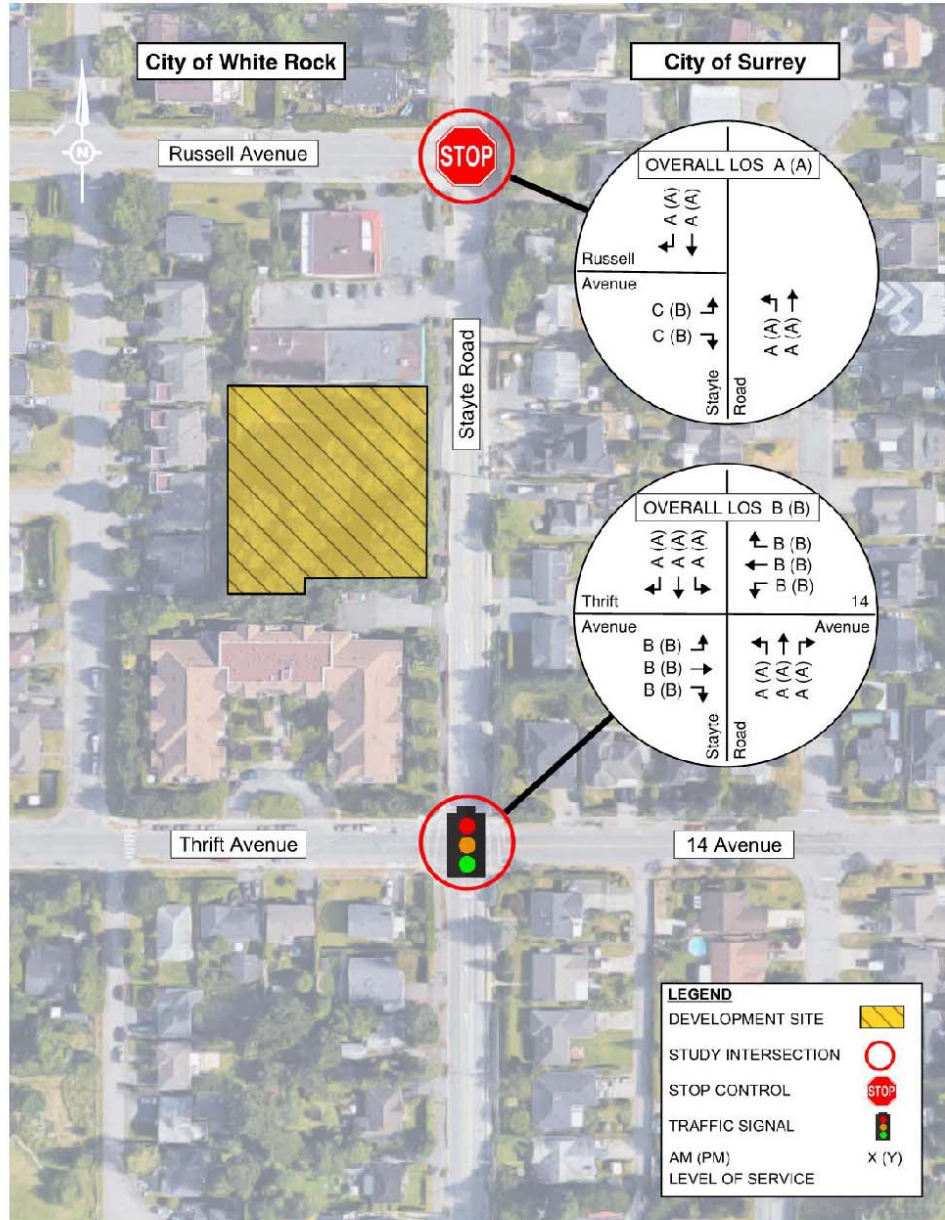


Figure 9 2018 Level of Service (Without Development)



Table 5 Synchro Results for 2020 Base and Combined Condition

Study Intersection along Stayte Road	Peak Hour	Base			Combined		
		Delay (s)	LOS	Critical Movement	Delay (s)	LOS	Critical Movement
Russell Avenue (STOP-controlled)	AM	2.2	A	-	2.3	A	-
	PM	1.3	A	-	1.4	A	-
Thrift Avenue (signalized)	AM	10.5	B	-	10.7	B	-
	PM	10.6	B	-	10.6	B	-
Development Access	AM	-	-	-	0.3	A	-
	PM	-	-	-	0.3	A	-

3.3 Future Traffic Operations (2031)

The 2031 traffic analyses were undertaken to determine the traffic impacts of the proposed development 10 years after full build-out. Analysis results (similar to existing and opening years – LOS B or better) for the 2031 condition are illustrated in **Figure 10** and summarized in **Table 6**.

Table 6 Synchro Results for 2031 Base and Combined Condition

Study Intersection along Stayte Road	Peak Hour	Base			Combined		
		Delay (s)	LOS	Critical Movement	Delay (s)	LOS	Critical Movement
Russell Avenue (STOP-controlled)	AM	3.2	A	-	3.4	A	-
	PM	1.6	A	-	1.7	A	-
Thrift Avenue (signalized)	AM	12.0	B	-	12.2	B	-
	PM	12.1	B	-	13.1	B	-
Development Access	AM	-	-	-	0.3	A	-
	PM	-	-	-	0.3	A	-

3.4 Future Traffic Operations (2045)

Analysis results for the 2045 traffic analyses are illustrated in **Figure 11** and summarized in **Table 7**. Similar to previous traffic performances, they indicate that all study intersections will continue to operate at acceptable conditions (LOS B or better) during both peak hours. In Base and Combined cases, critical movements (eastbound) are identified during the weekday AM peak hour for Russell Road, mainly due to relatively high eastbound left-turn volumes under STOP-controlled operations with limited crossing gaps on the north-south free flow of Stayte Road.

Table 7 Synchro Result for 2040 Base and Combined Condition

Study Intersection along Stayte Road	Peak Hour	Base			Combined		
		Delay (s)	LOS	Critical Movement	Delay (s)	LOS	Critical Movement
Russell Avenue (STOP-controlled)	AM	9.1	A	EBLR	9.9	A	EBLR
	PM	2.0	A	-	2.2	A	-
Thrift Avenue (signalized)	AM	17.1	B	-	17.6	B	-
	PM	16.4	B	-	16.6	B	-
Development Access	AM	-	-	-	0.4	A	-
	PM	-	-	-	0.3	A	-

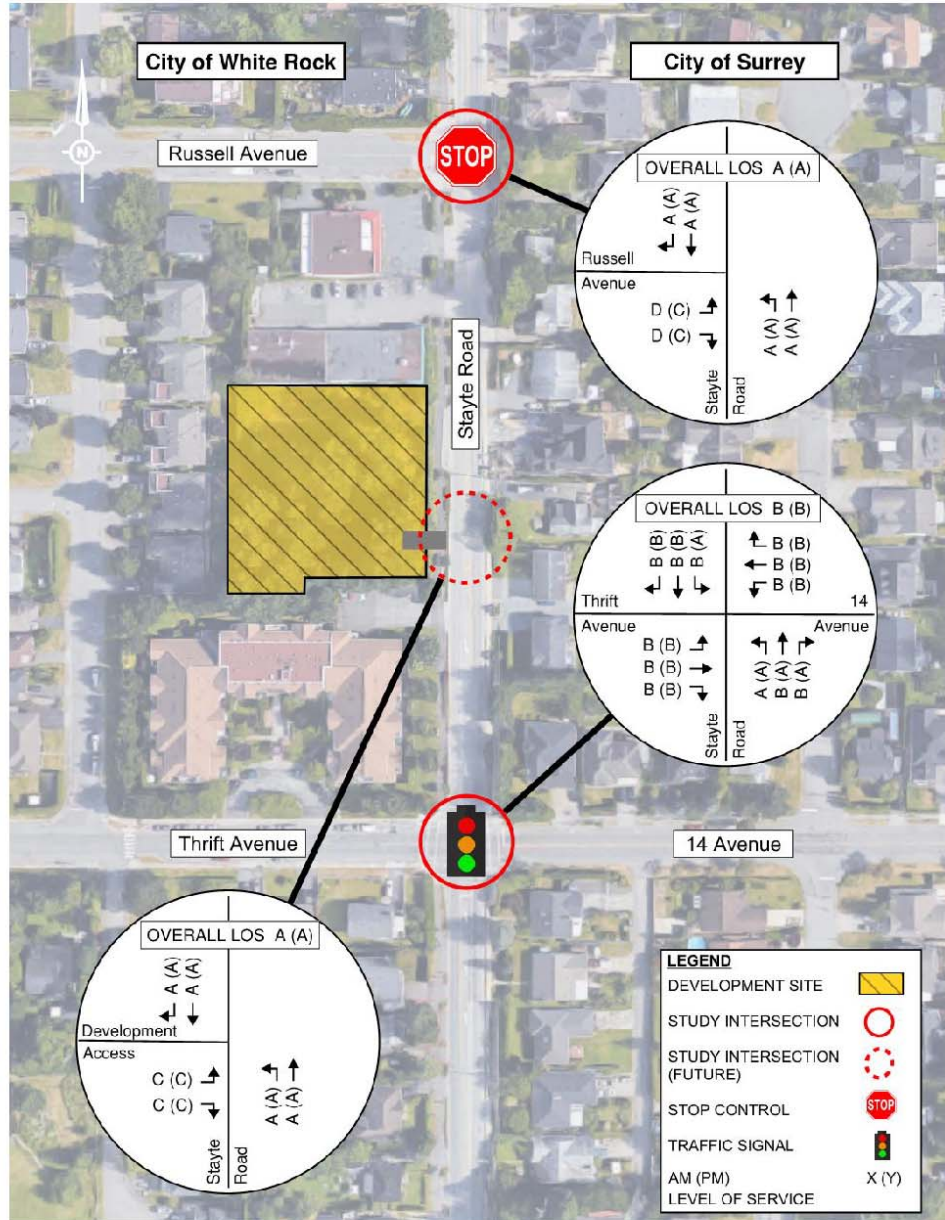


Figure 10 2031 Level of Service (With Proposed Development)

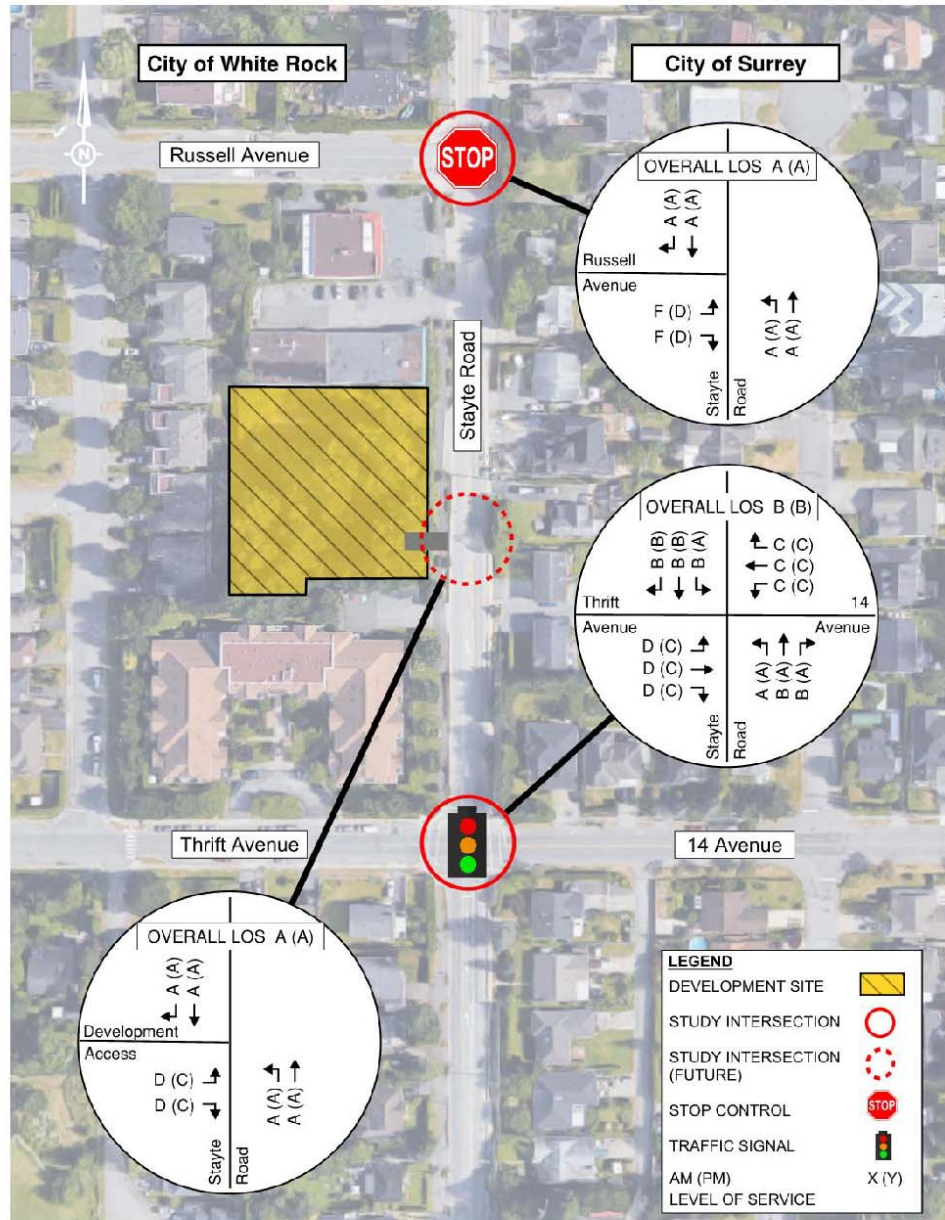


Figure 11 2045 Level of Service (With Proposed Development)

3.5 Development Access Roadway

As shown in **Table 5**, **Table 6**, and **Table 7**, traffic operations analyses of the proposed development access with one lane each inbound and outbound direction off Stayte Road, about 75 metres north of Thrift Avenue / 14 Avenue, is also conducted. Analysis results indicated that the access is expected to operate at LOS D or better for all scenarios (peak hours and horizon years). For the development access in 2045, the highest estimated vehicle delay was 30.1 seconds (eastbound) during the AM peak hour and the maximum queue length (denotes the 95th percentile queue length) was 24.2 m (northbound, assuming due to left-turn vehicles waiting for a crossing gap) during the PM peak hour – estimated from SimTraffic analysis (traffic simulation of Synchro). Major traffic issues are not expected accessing to and egressing from the proposed development access roadway.

3.6 Traffic Operations Summary

All study intersections are expected to operate under LOS B or better during both peak hours in all horizon years. Critical movements (eastbound) are noticed during the AM peak hour in 2045 at the STOP-controlled intersection of Stayte Road and Russell Avenue. However, such traffic performance is still expected even without development traffic. Based on SimTraffic analysis results, the maximum queue length was estimated at 10.8 metres (about two passenger cars) during the AM peak hour and will not block the commercial accesses along Russell Avenue. Major traffic issues are not expected along the stretch of Stayte Road as well as at intersections and accesses.

It should also be noted that the development traffic makes up only less than 1% of the total entering traffic volumes at these major intersections during both peak hours in the future years of 2031 and 2045. These low percentages indicate that critical movement was mainly due to background traffic (annual growth) rather than the traffic generated by proposed development; noting 54% traffic growth from 2018 to 2045. No intersection improvements are proposed for the traffic impact study.

4.0 Pedestrian, Cyclist, and Transit Review

It is understood that the overall Stayte Road will be constructed to the assigned road standards to become a Complete Street – *vibrant and amenable corridor supporting local trips by sustainable modes* – as per the City's STP.

All City's roads within the study area are provided with raised sidewalks. Raised sidewalk are used as multi-use pathway on the frontage of the development site. With continuous sidewalks along streets fronting the proposed development and easy access close to the bus stops, walking will be encouraged for commuters to reduce short-distance vehicular trips. Marked pedestrian crosswalks are provided at both study intersections with pedestrian phases at the signalized intersection at Thrift Avenue / 14 Avenue. In the future, it is noted that the signalized intersection at Stayte Road and Thrift Avenue is to be upgraded with curb extension according to the City's STP, further improve the safety of crossing pedestrians with shorter crossing distance.

It is clear that a safe, continuous, and convenient cycling network can encourage more people to bike more often, especially to school, work, communities, etc. According to the OCP, there are no bike lanes (existing and proposed) at the other roads within the study area. However, it is understood that there are currently plans by the City to provide bike lane connections to Stayte Road. Currently, a multi-use pathway is provided along the west side of Stayte Road and to be extended and connected to the south side of White Rock.

Three major bus routes (Route 354, 361, and 363) are in the vicinity of the proposed development. Nearby bus stops are found along Stayte Road at Thrift Avenue / 14 Avenue (two north-south far-sided) and Russell Avenue (one westbound near-sided) for local community shuttles and peak period buses. It is expected some residents will take the public transit to their destinations; therefore, the actual traffic generated by the proposed development could be reduced. Based on the City's STP, local transit services on Russell Avenue is to be enhanced in terms of facility and frequency, routing to and from community centre, hospital, etc.



5.0 Parking and Loading Requirements

The parking requirement for the development was verified using the City's 2013 Zoning Bylaw No. 2000 (Bylaw) requirements. The parking requirements for apartment use include: 1.2 parking spaces per dwelling unit for residents and 0.3 parking spaces per dwelling unit for visitors. The City's Bylaw specifies that 40% (maximum) of the parking spaces provided could be signed and marked as small car parking. In addition, the development site is required to provide two (2) parking spaces for persons with disabilities. Parking requirements are rounded up to an integer as indicated by the City's Bylaw. Using the City's Bylaw, the summary of the off-street parking requirements for 54-unit development has been provided in **Table 8**.

Table 8 Summary of the Parking Requirement Based on the City of White Rock Zoning Bylaw

Classification	Parking Rate	Dwelling Units	Required Spaces
Apartment	1.2 per dwelling unit	54	65
Visitors	0.3 per dwelling unit	54	16
Total			81

Based on the latest site plan drawing, 81 total parking stalls including 24 small parking spaces (about 30% of the total) and 2 stalls for persons with disabilities are proposed within the parkade, which satisfies the City's Bylaw requirements. Therefore, no parking reduction measures (Transportation Demand Management or Cash-in-lieu) are required and proposed.

Utilizing the latest site plans provided for the parking configuration, vehicle turning path analysis was conducted using *AutoTURN* software for the underground parking internal vehicle (standard passenger car) circulation within the drive aisles. Turning path drawing is provided in the attached drawings (**Appendix B.1**). It was determined that the drive aisle configuration is adequate to accommodate vehicle movements and drawings have been attached. Due to 90 degree turn and vertical curve at the gated entrance (southwest corner) to the underground parkade, visibility issues were noted to generate a potential head-on collision risk, therefore, the installation of a convex mirror at corner was recommended to improve driver's visibility.

The City's Bylaw also specifies a bicycle parking requirement of 1.0 spaces per dwelling unit for long-term and 0.2 spaces per building for short-term (such as bike racks). The bicycle parking requirement has been summarized in **Table 9**. Based on the 54 dwelling units in the proposed development, 54 long-term and 11 short-term bicycle parking spaces are required. It is expected that the latest site plan will fulfill the City's Bylaw requirements and adequate short-term bicycle parking spaces will be provided near the lobby.

Table 9 Summary of the Bicycle Parking Requirement Based on the City of White Rock Zoning Bylaw

Classification	Parking Rate	Dwelling Units	Required Spaces
Class I	1.0 per dwelling unit	54	54
Class II	0.2 per dwelling unit	54	11
Total			65

One loading space is provided which satisfies the City's Bylaw requirement. The loading space size satisfies the City's Zoning Bylaw requirements, with a minimum width of 3 metres and length of 9 metres. An off-street loading bay (for residential loading as well as garbage and recycle trucks) is to be provided on the south side of the development site, just before the gate and therefore no truck access is required into the parkade. It is understood that the strata, in order to manage garbage/recycling collection operations, will engage a private garbage disposal company. Garbage and recycling bins will be moved from inside the nearby room to the loading area for pickup such as low profile compactors, which could be use within the site.



Inspiring sustainable thinking 

To determine whether the loading space can accommodate residential loading as well as garbage and recycling trucks, turning path analysis using *AutoTURN software* was completed. A SU9 (single-unit with 9 metres in length) truck template was used, which is larger than low profile compactors vehicles. The turning path drawing is provided in the attached drawings (*Appendix B.2*). It is expected that truck movements can be accommodated with the provided loading space with minimal impact to traffic operations at the development access.

Due to the expected low vehicle traffic volumes and vehicular speeds in the access roadway, there is not expected to be any significant traffic operations or safety concerns. To further mitigate any potential safety concerns for loading vehicle backing into the bay at the development access, convex mirrors could be installed along with appropriate warning signage on the roadway to alert truck and passenger car drivers.

5.0 Conclusions

This letter report summarizes the study findings for the proposed development at 1453 Stayte Road in White Rock, British Columbia. At the full build-out (2021), the proposed residential development will consist of 54 multi-family units. The development is expected to have approximately 51,000 square feet of residential area across 34,000 square feet of site area.

Existing traffic volumes at the two study intersections (Stayte Road at Russell Avenue and Thrift Avenue / 14 Avenue) were determined, and traffic conditions for weekday AM and PM peak hours were analyzed for four horizon years – 2018 (existing), 2021 (full build-out), 2031 (long-term – 10 years after full build-out), and 2045 (aligning with the City's OCP horizon year). Trip generation analysis indicates that, during the weekday AM peak hour, a total of 19 vehicles are expected to be generated – 5 inbound and 14 outbound; during the weekday PM peak hour, a total of 24 trips are expected to be generated – 15 inbound and 9 outbound.

All study intersections are expected to operate under LOS B or better during both peak hours in all horizon years. Critical movements (eastbound) are noticed during the AM peak hour in 2045 at the STOP-controlled intersection of Stayte Road and Russell Avenue. However, such traffic performance is expected even without development traffic. It should also be noted that the development traffic makes up only less than 1% of the total entering traffic volumes at these major intersections during both peak hours in the future years of 2031 and 2045 – indicating critical movement was mainly due to background traffic (54% traffic growth from 2018 to 2045) rather than the traffic generated by proposed development. Major traffic issues are not expected along the stretch of Stayte Road as well as at intersections and accesses. No major intersection improvements are proposed for the traffic impact study.

Based on the *City's Zoning Bylaw*, it is expected that the proposed parkade will meet the City's requirements and the proposed number of bicycle parking (long-term and short-term) will also fulfill the City's requirement. Using *AutoTURN software*, the turning paths for passenger cars within the parkade and SU9 trucks (larger than proposed garbage and recycling trucks) accessing and egressing the loading bay were reviewed and anticipated to be satisfactory. To further mitigate potential safety concerns, convex mirrors have been recommended for the entrance to the underground parkade and for the access to the truck loading stall on the south side of the development, along with appropriate warning signage.

If there are any questions or further information is required, please do not hesitate to contact the undersigned.

Yours truly,

Alvin Tse, E.I.T.
Traffic / Road Safety Engineer

Borg Chan, M.Sc., P.Eng., PTOE, FITE
Manager, Traffic Engineering and Road Safety

cc: Atelier Pacific Architect – Ms. Stella Chen, Architect AIBC (stella@atelierpacific.com)



#201, 8506 – 200th Street Langley BC, V2Y 0M1 T: 604.371.0091 F: 604.371.0098

Terms of Reference

May 28, 2018

Our Reference: 32096

Attention: Carl Isaak, Manager of Planning, City of White Rock (cisaak@whiterockcity.ca)
Rosaline Choy, Manager of Engineering, City of White Rock (rchoy@whiterockcity.ca)

Dear Sir/Madam:

Reference: Traffic Engineering Services at 1453 Stayte Road Development, White Rock, BC

Background

A proposed residential development is located on the west side of Stayte Road between Russell Avenue and Thrift Avenue in White Rock. It will be consisted of a four-storey multi-family residential building (about 55 dwelling units) with an outdoor common area. An underground parking level is proposed for the building and vehicular access to the parkade will be on the south side of the proposed development through Stayte Road. The development site is bounded by neighbourhood commercial area (north) and multi-/single-family residential buildings (other sides).

Within the study area, the road network consists of arterials (Stayte Road – Major Road Network) and collectors (Thrift Avenue and Russell Avenue). It is understood that Stayte Road will be constructed to the latest road standards to become a Complete Street – vibrant and amenable corridor supporting local trips by sustainable modes – in accordance with the City’s Strategic Transportation Plan (STP). Currently, an off-street pathway is provided along the frontage of the development site. Bus stops are found along Stayte Road, Russell Avenue, and North Bluff Road. In the future, it is noted that the signalized intersection at Stayte Road and Thrift Avenue is to be upgraded with curb extension according to the City’s STP. Local transit services along Russell Avenue is to be enhanced in terms of facility and frequency, which routes to/from community centre, hospital, etc.

Proposed Tasks

Existing Conditions:

- Collect weekday AM and PM peak hour turning volumes at study intersections:
 - Stayte Road at Thrift Avenue (4-legged signal)
 - Stayte Road at Russel Avenue (3-legged Stop-controlled)

Trip Generation:

- Appropriate trip rates based on Institute of Transportation Engineers Trip Generation Manual (10th Edition)
- Trip distribution / assignment based on reasonable assumptions and achievable traffic routes

Traffic Conditions:

- Intersection performance at 2018 (existing), 2021 (expected opening year), 2031 (ten years after the expected opening year), and 2045 (matching the City’s Official Community Plan)
- Use 2% annual linear growth rate to estimate the future background traffic volumes – yielding 54% over 27 years (greater than 30%, which should be sufficient to take into consideration of approved and in progress developments in the City of Surrey side)



Design Criteria:

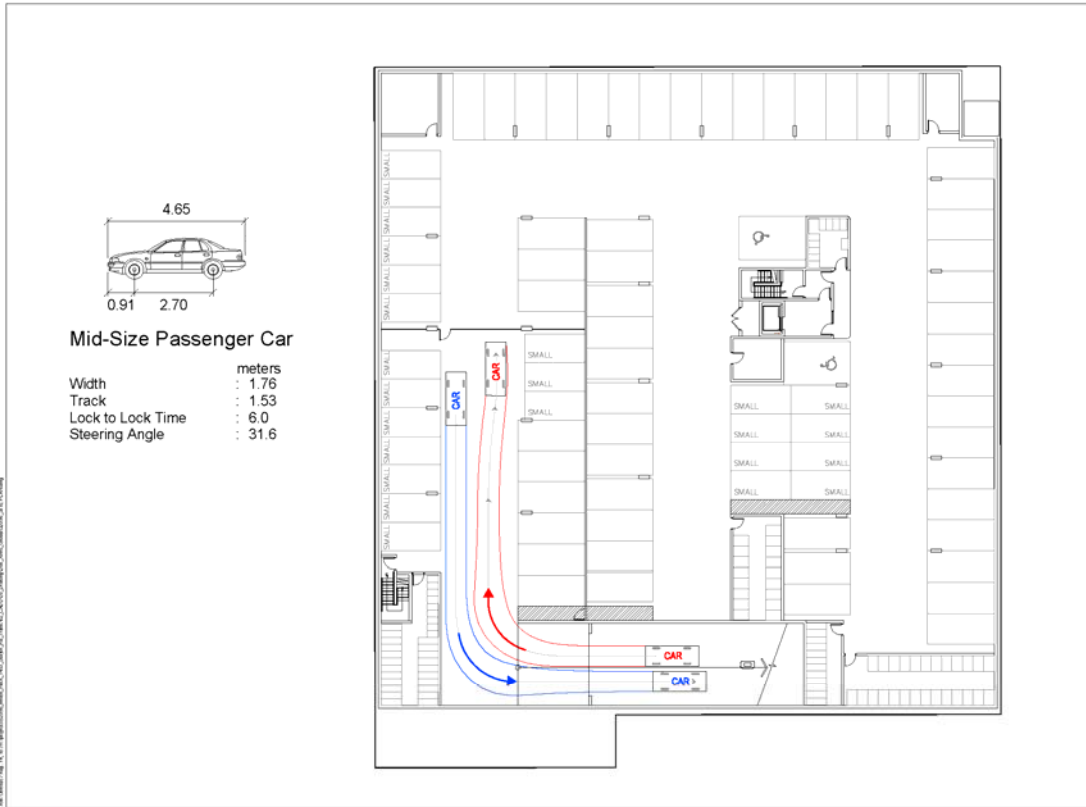
- Parking/loading requirements and arrangements
- Analyze access/egress operations
- Internal circulation on-site

Other Users/Facilities:

- Pedestrians
- Cyclists
- Transit

Prepared by: Alvin Tse
Reviewed by: Borg Chan



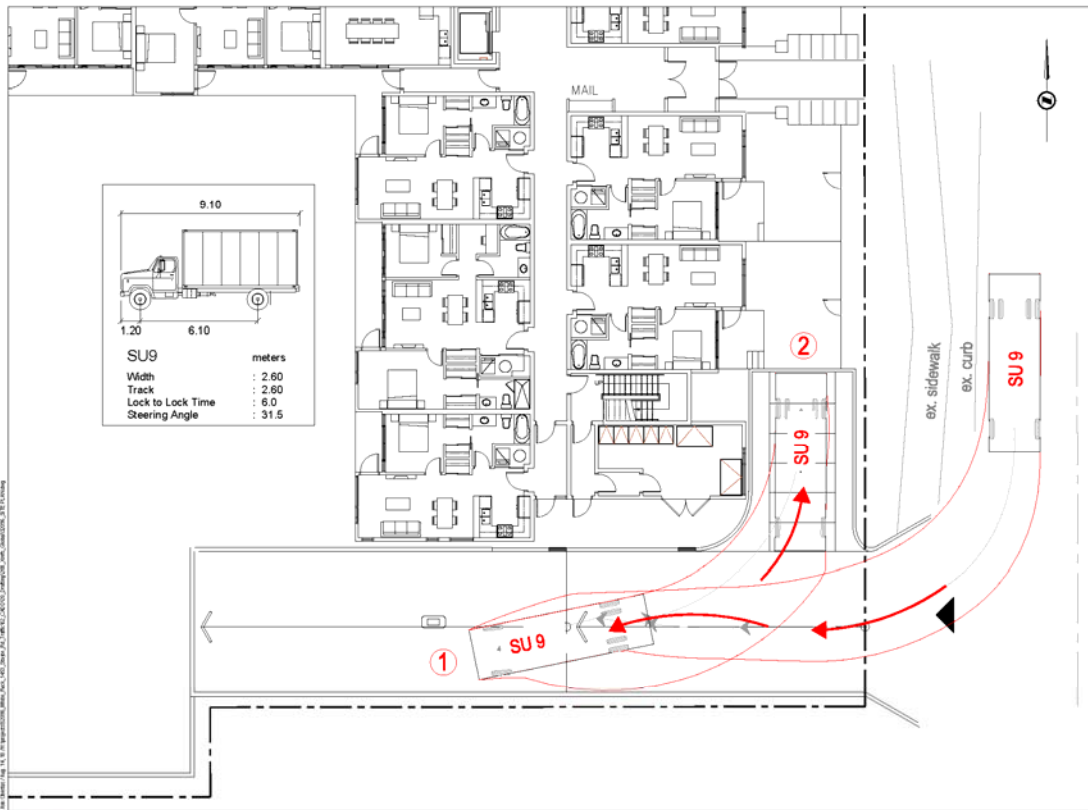


32096
 NTS
 08-13-2018

1453 STAYTE ROAD, WHITE ROCK
 MID-SIZE PASSENGER VEHICLES ENTERING AND EXITING DEVELOPMENT

Appendix B.1

Passenger Car Turning Movements

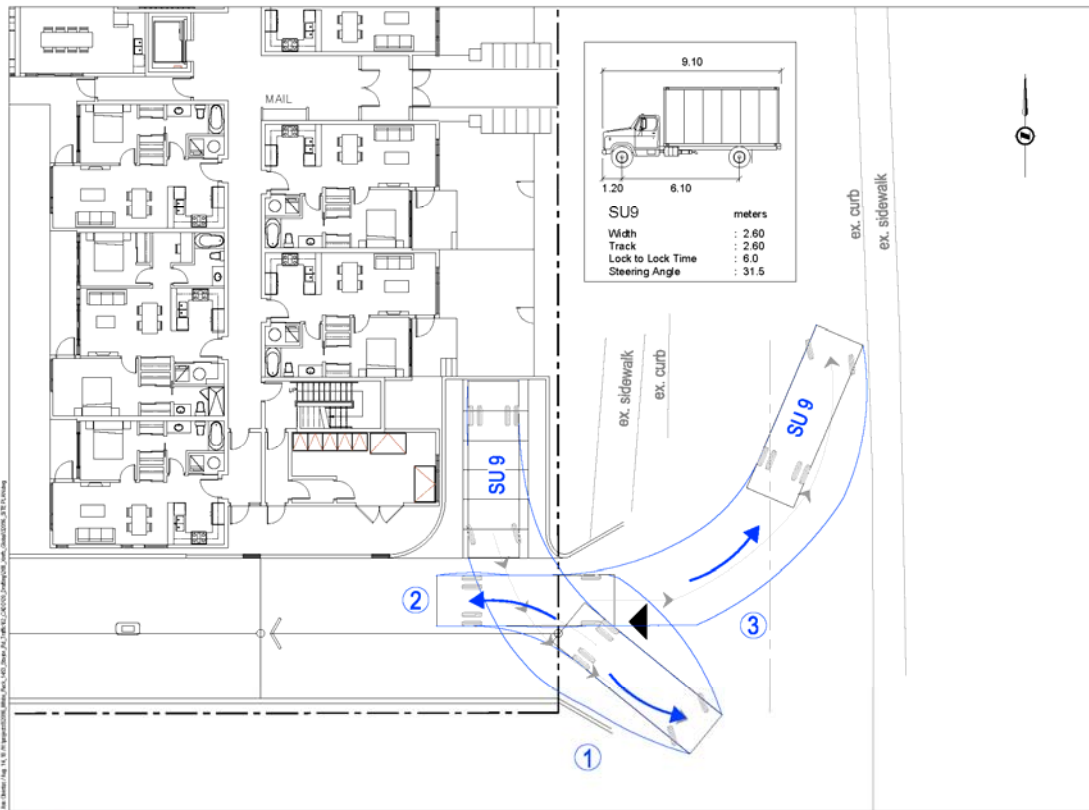


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1453 STAYTE ROAD, WHITE ROCK
 SU9 ENTERING DEVELOPMENT (BACKING IN TO LOADING BAY)

Appendix B.2

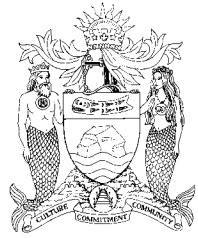
Truck Turning Movements



32096
NTS
08-13-2018

1453 STAYTE ROAD, WHITE ROCK
SU9 EXITING DEVELOPMENT

THE CORPORATION OF THE
CITY OF WHITE ROCK
CORPORATE REPORT



DATE: March 11, 2019

TO: Land Use and Planning Committee

FROM: Carl Johannsen, Director of Planning and Development Services

SUBJECT: 15081 Marine Drive Delegation: Zoning and Parking Considerations for Smaller Lots on Marine Drive and Recommended Approach

RECOMMENDATIONS

THAT the Land Use and Planning Committee:

1. Receive for information the corporate report dated March 11, 2019, from the Director of Planning and Development Services, titled "15081 Marine Drive Delegation: Zoning and Parking Considerations for Smaller Lots on Marine Drive and Recommended Approach;" and
 2. Authorize staff to initiate a Zoning Bylaw Review of CR-3 and CR-4 zones in conjunction with the Official Community Plan (OCP) Review, Waterfront Enhancement Strategy, Marine Drive Task Force and the Parking Task Force.
-

EXECUTIVE SUMMARY

On December 10, 2018, Council received a delegation from an owner of a property zoned CR-3 on Marine Drive (the 'Little India' restaurant), who expressed concerns regarding the parking and loading requirements that would apply to redevelopment of his property in relation to the site's small size and difficult access.

There are a number of City initiatives underway or commencing shortly related to this delegation.

- Council has directed staff to review the OCP in a number of key areas, including the form and character of buildings in the Marine Drive/Waterfront area;
- A preliminary draft of Council's 2018-2022 Strategic Priorities includes a 'targeted' review of Zoning Bylaw issues; and
- A Marine Drive Task Force and Parking Task Force have been initiated by Council.

In this context, staff recommend that Council authorize a Zoning Bylaw update of the commercial CR-3 and CR-4 zones in the OCP Waterfront Village land use designation, to be undertaken concurrently with the work of the OCP Review, Zoning Bylaw targeted review, and the Marine Drive and Parking Task Forces.

This report also identifies options that the property owner could pursue prior to the conclusion of the Zoning Bylaw update.

INTRODUCTION

On December 10, 2018, Council received a delegation from Pawan Bakshi, the owner of 15081 Marine Drive ('Little India' restaurant). Mr. Bakshi noted that he intends to sell the property, but prospective purchasers have been deterred from purchasing the property for potential redevelopment. This is due to the parking and loading requirements that would apply under the current CR-3 zoning, if a new larger building is proposed on this property, and the difficulty in meeting those requirements on a lot with challenging access. The challenges include the property's narrow width and significant slope between the Marine Drive frontage and the lane at the rear.

It was noted during the Council discussion that staff and the property owner have communicated on this matter, and staff have identified that off-street parking and loading requirements may be reduced ('varied') with a Council-approved Development Variance Permit (DVP). Mr. Bakshi stated to Council that a DVP application is not desirable, as it requires application fees and does not come with a guaranteed Council approval. Alternatives for reducing the parking requirements include a 'text amendment' to the CR-3 zone that is specific to this property, rezoning the property or a Zoning Bylaw amendment that applies to other similar properties.

Staff note that many properties between 15081 Marine Drive and Martin Street, which were created in the 1920's-1930's, are challenged by small lot sizes, steep slopes and difficult access.

This corporate report provides the Land Use and Planning Committee (LUPC) with background information regarding this delegation's request, and identifies a recommended approach by staff to address the issues related to 15081 Marine Drive and other properties on Marine Drive, as well as several options that the property owner could pursue.

PAST PRACTICE / POLICY / LEGISLATION

Resolution 2018-426

On December 10, 2018, Council passed the following motion:

“THAT Council direct staff to provide a corporate report addressing the issues expressed by P. Bakshi regarding CR-3 zoning.”

Current Official Community Plan (OCP) Land Use Designation

The current OCP land use designation for 15081 Marine Drive, as well as the others on this block and beyond along Marine Drive between Oxford Street and Stayte Road, is “Waterfront Village.” The Waterfront Village is described as having a seaside village character, with small scale mixed use buildings, as well as small scale multi-unit residential buildings that can readily accommodate future commercial uses as demand grows.

The image below excerpted from the OCP Land Use Designation map shows the 'Waterfront Village' designated properties in pink, with the subject property.

Figure 1: OCP Land Use Designation – Waterfront Village Area and Subject Property



In the Waterfront Village designation, mixed use and multi-unit residential buildings are permitted in buildings up to four (4) storeys in height and with a density of 2.0 gross floor area ratio (FAR).

Figure 2: Aerial Map of 15081 Marine Drive and Adjacent Properties



Additional Related OCP Policies

The land use chapter of the OCP includes an objective 8.13 to “ensure development applications are reviewed and processed in a consistent manner.” Related to this objective, policy 8.13.5 provides direction to “encourage lot consolidations where smaller sites do not allow for functional development at the allowable FARs [density as gross floor area ratio].”

Zoning

The subject property is currently zoned “CR-3 West Beach Business Area Commercial/Residential Zone,” which it has been since adoption of a new comprehensive zoning bylaw (Zoning Bylaw No. 2000, 2012) in 2013. The comprehensive zoning bylaw update included a consolidation and categorizing of the number of commercial zones.

Prior to 2013, under the previous zoning bylaw (Zoning Bylaw No. 1591, 1999) the property was zoned CR-2 Marine Commercial Zone.

A description of the current and previous zones applicable to the property is provided in the following Analysis section.

OCP Review and Waterfront Enhancement Strategy

Council has directed staff to review the OCP in a number of key areas, including the form and character of buildings in the Marine Drive/Waterfront area, and on December 10, 2018 authorized additional funds for consultant assistance in the stakeholder engagement and design elements related to the Waterfront component. After issuing a request for proposals for this work in January 2019, a team led by MVH Planning and Design Inc. was selected to work on this ‘Waterfront Enhancement Strategy’ (WES) that will form part of the OCP Review. Further details regarding these processes is provided in the corporate report on the March 11, 2019 Regular Council meeting agenda titled “Updated Scope and Process for OCP Review.”

Draft Council Strategic Priorities: Zoning Bylaw Update

A preliminary draft of Council’s 2018-2022 Strategic Priorities includes a ‘targeted’ review of Zoning Bylaw issues in the category of ‘Now’ priorities. Staff note that the OCP Review, particularly the WES, provides an opportunity to undertake a targeted update of the CR-3 (West Beach) and CR-4 (East Beach) Commercial /Residential Zones according to the outcomes of the WES and OCP Review, in order to foster economic development, enhance business viability, and incent redevelopment on the Waterfront. This approach was previously occurring as ‘Phase 2’ of the Zoning Bylaw Update (‘Phase 1’ was completed in 2018), primarily involving updates to the CR-3 and CR-4 zones to align density, height and other zoning parameters with the OCP.

ANALYSIS

Current Zone Provisions (CR-3 West Beach Business Area Commercial / Residential Zone)

With the adoption of a new comprehensive zoning bylaw (Zoning Bylaw No. 2000) in 2013, some properties on Marine Drive previously zoned as CR-2 Marine Drive Commercial Zone, were re-categorized as CR-3.

The CR-3 zone is intended to accommodate commercial and multi-unit residential uses in the West Beach Business area. A range of commercial uses is permitted in this zone, as well as multi-unit residential uses. The maximum density in the CR-3 zone is 1.75 FAR, and the maximum height of buildings in the CR-3 zone is 11.3 metres (37.1 feet), with specific provisions on the measurement of height that is unique to this zone and contemplates two principal buildings on the same property.

Parking and loading requirements for properties in this zone are outlined in the general regulations of the zoning bylaw (Section 4.14 and 4.15 respectively) and determined by the density (i.e. number of dwelling units or amount of commercial floor area) and land use (i.e. restaurants have different parking requirements than general retail stores). The off-street parking and loading space requirements are the same for all mixed use (“CR”) zones, and apply regardless of property size. As most of the commercial buildings on this block of Marine Drive pre-date the zoning bylaw, it is worth noting that under Section 4.14.2 developments existing prior to the adoption of the zoning bylaw are considered acceptable (i.e. ‘grandfathered’ or ‘legally non-conforming’) with regard to parking requirements, provided that there are no changes in use or increases in floor area density. In other words, many existing properties and businesses are not ‘parked’ according to the current Zoning Bylaw (some properties have no on-site parking, such as Little India), nor do they have an on-site loading area.

Parking requirements for commercial uses for lots fronting onto Marine Drive are half of the parking requirements that apply for commercial uses in other areas of the City (one (1) space per 16 seats in a restaurant, and one (1) space per 74 m² of commercial floor area, versus one (1) space per eight (8) seats in a restaurant and one (1) space per 37 m² of commercial floor area).

Parking requirements for residential units are two (2) spaces per unit for a building with up to three (3) units, and one and a half (1.5) spaces per unit for a building with four (4) or more units (categorized as ‘apartments’). No automatic reduction is available for properties fronting onto Marine Drive.

Off-street loading requirements for buildings containing commercial floor area up to 500 m² in size are one (1) loading space, and increase with larger commercial floor areas. No exception to this loading space requirement is available for properties with small commercial areas or difficult access. The minimum dimension for loading spaces is 3.0 metres in width and 9.0 metres in length, and a minimum height clearance of 3.7 metres. An off-street loading spaces for multi-unit residential buildings are only required if the development contains over ten (10) dwelling units. As noted above, most of the properties between 15081 Marine Drive and Martin Street do not have on-site (off-street) loading spaces due to site constraints.

While there are minimum lot dimensions (i.e. lot width, lot area) in the CR-3 zone, these regulations would only prevent the further creation of new lots in the CR-3 zone through subdivision that are smaller than the minimum dimensions. This clause in the CR-3 zone does not impose any restrictions on an existing lot within the zone that does not meet the minimum lot dimensions and therefore does not apply to 15081 Marine Drive.

A copy of the CR-3 zone is attached as Appendix A. An excerpt of the parking (Section 4.14 and loading (Section 4.15) regulations is attached as Appendix B.

Previous Zone Provisions (CR-2 Marine Commercial/Residential Zone)

The CR-2 zone, as it existed under the previous zoning bylaw (Bylaw No. 1591, 1999) was also intended to permit mixed commercial/development and residential uses. Both retail and multi-unit residential uses (above the first storey) were permitted in the zone, and, since an amendment in 2009, buildings were limited to a maximum height of 11.3 metres in a three (3) storey building form. Prior to the 2009 amendment, buildings were limited to a 9.2 metre maximum height, but with no maximum number of storeys which could allow properties with significant slopes to have almost six (6) storeys in height from the low side of the property. No maximum FARs applied under the CR-2 zone and density was essentially limited by the maximum height of the building and the lot line setbacks, which restricted the siting and horizontal aspects of the building.

In the CR-2 zone of Bylaw 1591, properties in the CR-2 zone fronting on Marine Drive required two (2) spaces for one (1) or two (2) residential units, only one (1) space per apartment dwelling unit which included buildings with three (3) or more units. The required parking spaces for commercial units was the same as under the current bylaw (described above).

The off-street loading space requirements for commercial uses in Bylaw 1591 only required the provision of a loading space where the commercial use involved the movement of goods and materials by truck, exempting businesses without those needs (i.e. a hair salon, professional offices, etc.).

A copy of the parking and loading regulations from Bylaw 1591 is attached as Appendix C.

15081 Marine Drive: Lot Dimensions and Parking Access Challenges

The subject property is approximately 9.3 metres (30.5 feet) in width, 20.3 metres (66.6 feet) in depth, and 188.8 m² (2,031 ft²) in area. Between a regular size parking space length of 5.8 metres (19 feet) in length, and an adequate 6.7 metre (22.0 feet) drive-aisle to access the parking spaces, the provision of an efficient ‘row’ of underground or structured parking, along with an access ramp and elevator/stair core, within these tight constraints is not possible.

The Development Permit Guidelines for the Waterfront Area encourage a ‘continuous commercial frontage’ along business areas of Marine Drive. This is to maintain the vibrant pedestrian-oriented environment that comes from having interesting, varied and active storefronts, rather than driveway let-downs for ramp access to parkades, which leave a gap in the commercial fabric and provide less of an engaging experience for pedestrians. This preference for a continuous street wall along the Marine Drive sidewalk, and the regulations in section 48 of the Street and Traffic Bylaw No. 1529 that require properties with two accesses to have their driveway on the minor – i.e. ‘less busy’ side (in this case the lane), means that vehicular access is typically required from the lane.

However, from the front lot line on Marine Drive up to the rear lot line at the lane, there is nearly a five (5) metre increase in elevation, an average slope of 24% over the property. This slope limits the options for parking on the site, as a ramp sloping down from the lane to provide access to lower levels would be too steep, and any parking areas off the lane would therefore need to be on the second storey of a 3+ storey building, which would be more valuable as residential floor area.

Currently there is no pedestrian or vehicular access between the 15081 Marine Drive property and the adjacent rear lane, as the roof of the single storey building is positioned well below the surface of the lane. This situation also occurs with other properties along Marine Drive, between Martin Street and 15081 Marine Drive (see Appendix F for images showing this situation).

***Local Government Act* authority for off-street parking and loading space requirements**

Section 525 of the *Local Government Act* requires specific amounts of off-street parking and loading spaces, specifies design standards for these spaces, and permits, under specified conditions, that the required spaces may exist in an offsite location, or allows payment to the local government in lieu of the required off-street parking spaces. This authority must be exercised by bylaw.

The City formerly had an Off-Street Parking Facilities Bylaw which allowed properties to provide payment-in-lieu of providing off-street parking spaces, which provided the funds to allow the City to construct and maintain parking spaces in City-owned and leased property, including surface parking areas in the Town Centre near Bryant Park, and along Marine Drive. This Bylaw was rescinded in 2018.

The City has not had bylaw provisions that allow required off-street parking spaces to be provided off site on another property or on a City's road allowance.

Local Government Act authority for varying off-street parking and loading space

A Development Variance Permit (DVP) is a land use permit that provides Council with the ability to vary certain regulatory bylaws for a particular property based on the specific circumstances of that property and proposed development. This allows discretion in granting exceptions based on unique circumstances, which may not be appropriate to allow for an entire class or zone of multiple properties. A DVP may not vary the density or use of a property, however among the regulations that may be varied through a DVP, are off-street parking and loading space requirements, which may be reduced in number if, for example, a particular use is determined to not generate the parking or loading demand that would be otherwise required by the bylaw.

Typically, a DVP application will include architectural drawings at a conceptual level at minimum, in order to confirm that the proposal is feasible (e.g. any proposed parking spaces would be accessible) and would not necessitate additional variances at a later date. The application fee for a Development Variance Permit is \$2,000, according to Planning Procedures Bylaw No. 2234.

The application process for a Development Variance Permit include posting a Development Proposal Notification Sign on the property, an applicant-hosted Public Information Meeting, a report to Land Use and Planning Committee and, should Council wish the application to move forward, a Public Meeting after which Council may decide to issue, amend and issue, deny, or refer the permit back to staff.

DVP Options Discussed with 15081 Marine Drive Property Owner

The property owner has indicated they, or a prospective purchaser, would redevelop the property with a 32-seat restaurant on the lowest level and residential use(s) located on the floor(s) above. Staff also note that the property owner was initially encouraged to seek a property assembly with 15073 Marine Drive to the west, in order to create a new property sized larger and wide enough for a viable underground or structure parkade, which in turn would enable a new building to meet its parking and loading requirements of the CR-3 zone. However, the property owner has indicated that the prospect of assembly is limited, due to not having the financial means to purchase the adjacent property, and on the basis that discussions with the adjacent property owner have not yielded a mutually agreeable assembly and/or redevelopment scenario.

Based on the property owner's desired 32-seat restaurant and the small size and slope of the property, staff generated development scenarios for Mr. Bakshi's consideration that would involve a Development Variance Permit. The scenarios assume that the site can physically accommodate a maximum of three (3) regular sized parking spaces accessed from the rear lane, and no loading spaces, provided the first storey of a new building is high enough to enable an accessible parking deck from the lane. Conceptual diagrams related to these options provided to the applicant by staff are attached as Appendix D (note options 2 and 3 of the diagrams are slightly different layouts of Option 2 below but with the same parameters).

In Option 1, with one (1) unit/storey of residential above the restaurant, the parking requirement would be two (2) residential spaces and two (2) commercial spaces (four total), resulting in a shortfall of one space, as two (2) residential spaces would meet the requirement for a one-unit residential use, and one space for the restaurant would be one less than the two required for 32-seats. This option would require a variance for one (1) commercial parking space and one (1) loading space. Staff note that other commercial properties on Marine Drive do not have on-site loading, and have historically undertaken loading from trucks parked on the street. While this

approach can result in minor traffic disruptions, staff note that the impact of on-street loading could be mitigated by time-limited loading requirements or other approaches. On street loading is common in other cities where there are unique and historical lot, access and topographical challenges.

In Option 2, with two (2) units/storeys of residential above the restaurant, the parking requirement would be four (4) residential spaces and two (2) commercial spaces (six total), resulting in a shortfall of three (3) spaces. This option would require a variance for two (2) residential parking spaces, one (1) commercial parking space and one (1) loading space.

Given the significant amount of parking in the surface parking lots around Marine Drive, and the new 180-space West Beach Parkade, staff indicated to the property owner that staff would consider a Development Variance Permit (DVP) application for a proposed reduction in commercial parking spaces and no loading spaces for the restaurant use.

Due to the small scale of the property and likely redevelopment scenarios (and noting the applicant is leasing a parking space on Martin Street), staff note that a reduction of two (2) commercial parking spaces for a new 32-seat restaurant use, with no loading space, would not likely have a significant impact on parking supply or current traffic operations in the Marine Drive corridor. Staff would also encourage more leased spots with any redevelopment proposal.

Zoning Bylaw Amendment Options

Meeting Existing Parking Space Requirements

The property owner currently leases one (1) space on Martin Street, which is used for commercial loading and staff parking. Should Council wish to allow the property to meet their off-street parking requirements by leasing a space from the City (either in the Martin Street area, West Beach Parkade, or Montecito parking garage), the parking provisions in the Zoning Bylaw would need to be changed in order to account for this approach. In addition, some form of security would need to be provided (i.e. a restrictive covenant or other means) to ensure that the parking space would continue to be leased by the business.

Alternately, Council could direct an amendment to the Zoning Bylaw and creation of a new off-street parking bylaw to allow businesses to redevelop and have the option of providing payment-in-lieu of commercial parking spaces, which could be used towards the cost of the West Beach Parkade. This approach would likely require further significant study in terms of establishing an appropriate payment per space, and determination of which areas would be eligible for this option.

Reducing Parking Space Requirements Options

The Zoning Bylaw could be amended to further reduce or waive parking space requirements for businesses located on Marine Drive where difficult lot constraints limit current access and parking and redevelopment options. As the former zoning bylaw 1591 only required one (1) parking space per apartment unit, consideration could be given to bringing back a reduced requirement.

Potential Outcomes of Reducing Parking and Loading Space Requirements

The effect of reducing off-street parking or loading space requirements for properties on Marine Drive, or providing alternative means of meeting the requirements (payment in lieu or lease from the City) would likely be that smaller parcels (i.e. particularly one (1) storey restaurants/businesses, vacant lots with difficult or no access such as 14903 Marine Drive) would be more financially attractive to redevelop relative to the existing income generated from leasing or operating the property as a business. This would reduce the incentive to consolidate lots into

larger parcels that are able to provide a more efficient parking layout and therefore support more residential units.

These small-scale redevelopment opportunities may allow for replenishment of the existing ‘small-lot’ building stock occupied by Marine Drive businesses, some of which date from the 1920s and 1930s. New commercial space with modern facilities may be seen as attractive from a customer and restaurant-operator’s viewpoint, and assist in bringing more customers to Marine Drive as a whole provided that, the new buildings are compatible and contribute to the existing charm of Marine Drive.

Staff also note that while property assembly and redevelopment of Marine Drive properties is encouraged, given the unique topographical and built form context of the Waterfront, some smaller redevelopment opportunities should be supported, to complement the existing eclectic, narrow building character and historical lot pattern along Marine Drive. The Waterfront Enhancement Strategy will investigate this approach further.

Reducing on-site (off-street) parking requirements may also have the effect, if it attracts more customers and allows for additional commercial floor space, of increasing the demand for parking spaces in City owned and leased areas, particularly in the high season.

Staff Recommendation

Initiate Zoning Bylaw Review for Waterfront Zones

As Council has recently appointed a Parking Task Force which has yet to meet or provide recommendations to Council, staff do not support making wide-ranging, parking-related changes to the Zoning Bylaw that may have unintended consequences. Council has also appointed a Marine Drive Task Force, which will provide advice to Council and key input into the WES and other business viability and enhancement issues on the Waterfront.

With this context, noting that the OCP Review and WES is underway and Council has identified Zoning Bylaw updates as one of their priorities, and recognizing the challenging property and zoning constraints that affect many properties on Marine Drive, it is recommend that Council authorize staff to initiate a Zoning Bylaw update of the commercial CR-3 and CR-4 zones in the OCP Waterfront Village land use designation.

In terms of proposed scope, this staff-led update to the CR-3 and CR-4 zones will include:

- seeking to align the allowable density (FAR) and height in these zones with the current OCP Waterfront Village land use designation (2.0 FAR and four (4) storeys);
- incorporating the recommendations of the WES/OCP Review and Marine Drive Task Force for preferred building and streetscape designs along Marine Drive, through updating specific zone parameters that help to determine building form, siting and character (in addition to the OCP Waterfront Development Permit Area Guidelines);
- updating the applicable parking requirements for these zones, according to the recommendations of the WES/OCP Review and Parking Task Force; and
- considering new payment in lieu of parking options and/or options for allowing parking space requirements to be met by leasing City parking spaces. This may involve the creation of a new bylaw(s) to facilitate these options.

In the interest of an efficient process and implementing zoning changes in conjunction with OCP Review updates, staff propose the following process for updating the CR-3/CR-4 zones:

1. During Phase Three of the WES, as described on page 8 of the Updated OCP Scope and Process corporate report on the March 11, 2019 Regular Council agenda, staff will bring forward an interim corporate report to LUPC with draft recommendations for updating the CR-3 and CR-4 zones, based on the draft recommendations of the WES and Task Forces;
2. An on-line survey and Public Information Meeting will be held, either as a stand-alone meeting or in conjunction with the final Public Information Meeting #3 for the WES, to provide an opportunity for public and property owner input on proposed updates;
3. Following presentation of feedback to on proposed Zoning Bylaw updates to LUPC, bring forward recommended zoning amendment bylaw(s) for first and second reading, Public Hearing and consideration of 3rd and final readings by Council.

This proposed process will enable updates to the CR-3 and CR-4 zones to be completed in December 2019 or January 2020, in conjunction with or shortly after the completion of the WES/OCP Review.

This approach will allow staff to explore potential updates to the CR-3 and CR-4 zones in parallel to the OCP Review and WES, and the work and recommendations of the Parking and Marine Drive Task Forces, and enable more timely and efficient bylaw changes that support business viability and revitalization on Marine Drive. Based on this, staff recommend that LUPC and Council authorize staff to undertake a review of the CR-3 and CR-4 zones and related parking and loading requirements.

Options for the Property Owner of 15081 Marine Drive

Staff recognize the difficulty that property owners of smaller properties along Marine Drive will likely have in redeveloping their properties in conformity with the current parking and loading requirements in the Zoning Bylaw. These property owners have the opportunity to bring forward individual requests to vary or change the zoning of their properties, through Development Variance Permit or Rezoning applications.

In the case of 15081 Marine Drive, and based on the content of this corporate report, the property owner has the following options, among others not considered by staff:

1. Await the outcomes of the WES/OCP Review and proposed update of the CR-3 zone and determine how they apply to 15081 Marine Drive and redevelopment options; or
2. Apply for a Development Variance Permit, to seek a reduction in parking spaces and loading requirements. The fee for this application is \$2,000 and requires Council approval following a Public Meeting of Council; or
3. Apply for a property-specific text amendment to the CR-3 zone, to change the parking and loading requirements for 15081 Marine Drive only. The fee for this application is \$4,100 and requires Council approval following a Public Hearing; or
4. Apply to rezone 15081 Marine Drive to a 'Comprehensive Development' of 'CD' Zone with property-specific parking and loading requirements. The fee for this application is \$4,100 and requires Council approval following a Public Hearing.

Next Steps

Pending direction and feedback from LUPC on the recommendation and other information presented in this report, staff will contact the property owner to inform him of the discussion and his options to move forward with an application to Council.

If Council directs staff to undertake a Zoning Bylaw Update, staff suggest that this corporate report be referred to the Marine Drive and Parking Task Forces, for further consideration.

OPTIONS

The Land Use and Planning Committee can:

1. Receive this corporate report and authorize staff to initiate a Zoning Bylaw review of CR-3 and CR-4 zones in conjunction with the Official Community Plan (OCP) Review and Waterfront Enhancement Strategy and the work of the Marine Drive and Parking Task Forces;
or
2. Provide feedback to staff regarding the options presented in this report or other alternatives and direct staff to proceed with a particular approach.

Staff recommends Option 1.

CONCLUSION

On December 10, 2018, Council received a delegation from an owner of a property zoned CR-3 on Marine Drive (the 'Little India' restaurant), who expressed concerns regarding the parking and loading requirements that would apply to redevelopment of his property in relation to the site's small size and difficult access. Staff recognize the difficulty that property owners of smaller commercial properties along Marine Drive will likely have in redeveloping their properties in conformity with the current parking and loading requirements in the Zoning Bylaw.

However, there are a number of City initiatives underway or commencing shortly that are related to this topic, and in this context, staff recommend that Council authorize a Zoning Bylaw update of the commercial CR-3 and CR-4 zones in the OCP Waterfront Village land use designation, which would be undertaken concurrently with the work of the OCP Review, Zoning Bylaw targeted review, and the Marine Drive and Parking Task Forces. While this comprehensive analysis of the issues presented by the delegation is undertaken, property owners would be able to bring forward property-specific applications through a Development Variance Permit (DVP) or rezoning application.

Respectfully submitted,



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

Comments from the Chief Administrative Officer:

I concur with the recommendations of this corporate report.



Dan Bottrill
Chief Administrative Officer

- Appendix A: CR-3 West Beach Business Area Commercial/Residential Zone (Bylaw No. 2000)
- Appendix B: Section 4.14 (Off-Street Parking) and 4.15 (Off-Street Loading (Bylaw No. 2000)
- Appendix C: CR-2 Marine Commercial Zone (Bylaw No. 1591) from 2010
- Appendix D: Diagrams Illustrating Potential Development Concepts for 15081 Marine Drive
- Appendix E: Minutes from Delegation on December 10, 2018
- Appendix F: Property Conditions between Martin Street and 15081 Marine Drive

APPENDIX A

CR-3 West Beach Business Area Commercial / Residential Zone (Bylaw No. 2000)

6.18 CR-3 West Beach Business Area Commercial / Residential Zone

The intent of this zone is to accommodate commercial and multi-unit residential uses in the West Beach Business area.

6.18.1 Permitted Uses:

The following uses are permitted in one (1) or more principal buildings:

- 1) *retail service group 1 uses*;
- 2) *licensed establishments, including liquor primary, food primary, agent store, u-brew and u-vin*;
- 3) *hotel*;
- 4) *medical or dental clinic*;
- 5) *multi-unit residential use* in conjunction with not more than one of the following *accessory uses per dwelling unit*:
 - a) *accessory home occupation* in accordance with the provisions of Section 5.3.;
 - b) *accessory boarding use* in accordance with the provisions of Section 5.4.
- 6) *a one-unit residential use, a two-unit residential use, or a three-unit residential use* accessory to a *retail service group 1 use*, and limited to the story or stories above the portion of a building used for *retail service group 1 uses*.

6.18.2 Lot Size:

- 1) Minimum *lot width, lot depth and lot area* in the CR-3 zone are as follows:

Lot width	15.24m (50.0ft)
Lot depth	35.0m (115.0ft)
Lot area	534.2m ² (5,750.5ft ²)

6.18.3 Lot Coverage:

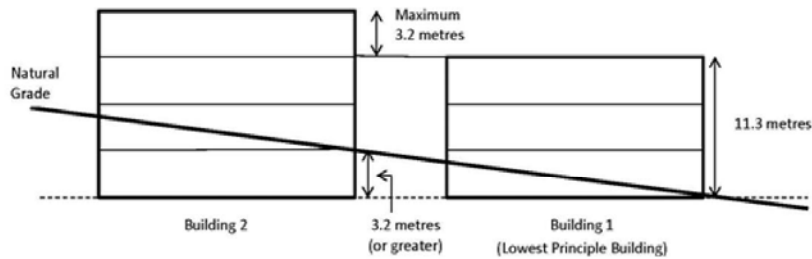
- 1) Maximum *lot coverage* per fee-simple lot is 75%.

6.18.4 Density:

- 1) Maximum *gross floor area* (GFA) of all uses shall be 1.75 times the *lot area*.

6.18.5 Building Heights:

- 1) *Principal buildings shall not exceed a height* of 11.3 metres (37.1 feet) measured as the vertical distance from the roof peak to the lessor of either the *natural grade* adjacent to the mid-point of the building on the lowest side of the property or not more than 0.5m (1.64ft) above the average height at the top of curb for the lowest street frontage adjacent to the property. Notwithstanding, where more than one *principal building* is proposed and where the *natural grade* for those other *principal buildings* is greater than 3.2 metres (10.5 feet) higher than the 1st or lowest *principal building*, the maximum *height* of the other *principal buildings* shall be no more than 3.2 metres (10.5 feet) greater in geodetic elevation than the maximum *height* of the 1st or lowest *principal building*, as shown in the illustration below.



2) Structures shall not exceed a height of 4.0m.

6.18.6 Minimum Setback Requirements:

1) Principal buildings and structures in the CR-3 zone shall be sited in accordance with the following minimum setback requirements:

Setback	Principal Building	Structures
Front lot line	1.5m (4.92ft)	Not permitted *
Exterior side lot line	1.5m (4.92ft)	3.0m (9.84ft)
Interior side lot line or rear lot line adjacent to a lot zoned only for residential use	1.5m (4.92ft)	3.0m (9.84ft)

2) Notwithstanding sub-section 1) above, principal buildings shall be set back no more than 2.5m (8.2ft) from Marine Drive, where applicable.

6.18.7 Ancillary Buildings and Structures:

Except as otherwise provided in Section 4.13 and in addition to the provisions of sub-section 6.18.5 and 6.18.6 above, the following also applies:

- 1) ancillary buildings shall not be permitted.
- 2) structures shall not be sited less than 3.0m from a principal building on the same lot.
- 3) * notwithstanding sub-sections 6.18.6 and 6.18.7 (2), patios and awnings are permitted in the front and exterior side yard areas in accordance with White Rock License Agreement (Sidewalk Café / Business License) Bylaw requirements.

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

6.18.9 Accessory off-street loading spaces shall be provided in accordance with the provisions of sub-sections 4.15.2 and 4.15.3.

APPENDIX B

Section 4.14 (Off-Street Parking) and 4.15 (Off-Street Loading (Bylaw No. 2000))

4.13.6 In the RM-1, RM-2 and RM-3 zones only, where solar panels or other green energy technologies are installed on or within a roof, the maximum height of buildings and structures permitted elsewhere in this Bylaw may be exceeded for solar heating panels by not more than 2.2m (7.22ft).

4.14 Off-Street Parking Requirements

4.14.1 Unless otherwise indicated in this Bylaw, off-street parking spaces must be provided and maintained in accordance with the following standards:

Development Type or Use	Required Parking Spaces
RESIDENTIAL USES	
One-unit residential Two-unit residential Three-unit residential Townhouse	2 per dwelling unit, except 1 per dwelling unit for lots zoned RS-3 fronting onto Marine Drive
Accessory secondary suite Accessory coach house Accessory vacation rental	1 per dwelling unit
Accessory bed & breakfast Accessory boarding use	1 per sleeping unit
Apartment	1.2 per dwelling unit, plus 0.3 per dwelling unit for visitor parking, for a total of 1.5 spaces per dwelling unit
Community Care Facility	1 per 5 units plus 1 for every 2 employees
Accessory Child Care Centre	2 spaces for pick-up and drop-off plus 1 for every 2 employees
COMMERCIAL USES	
Commercial – retail	1 per every 37m ² of commercial (retail) floor area, except 1 per 74m ² of commercial (retail) floor area for lots fronting onto Marine Drive
Commercial – office	1 per every 37m ² of commercial (office) floor area, except 1 per 74m ² of commercial (office) floor area for lots fronting onto Marine Drive
Commercial – restaurant or licensed establishment	1 per every 8 seats available for customer use, except 1 per every 16 seats for lots fronting onto Marine Drive
Hotel / Motel	1 per sleeping unit
INSTITUTIONAL & CULTURAL USES	
Civic use, Recreational use	1 per every 37m ² of institutional floor area used for a civic or recreational use. For 1174 Fir Street only (lot 1, Block 30, Plan 11883), 6 parking spaces total for

	professional and semi-professional office use.
Assembly use	1 per every 46m ² of institutional floor area used for an assembly use
Elementary school	1 per every 92m ² of institutional floor area
Hospital	1 per 5 patient beds
Child Care Centre	1 per every 3 employees, plus 2 spaces for pick-up and drop-off

- 4.14.2 Notwithstanding Paragraph 4.14.1 above, developments existing prior to the adoption of this Bylaw shall be considered acceptable provided that there are no changes in the use or increases in the floor area and/or density of the development. If there is a change of use or increase in floor area or density, an existing development will be required to comply with the parking requirements outlined in Paragraph 4.14.1.
- 4.14.3 The minimum on-site parking requirements outlined in Paragraph 4.14.1 above may be reduced by up to a maximum of 10% where:
- transportation demand management measures, including the use of car co-operatives, or car-share programs, are provided, and
 - the reduction in minimum on-site parking requirements is substantiated by a parking study that is prepared by a registered professional engineer and is subject to review and approval by the City; and
 - the proponents offer and enter into a covenant to require continuation of the transportation demand management measure.
- 4.14.4 Where a building or structure is used for more than one permitted use, the required number of parking spaces shall be interpreted as the sum of the requirements for each use.
- 4.14.5 Notwithstanding Paragraph 4.14.4 above, shared on-site parking areas for two (2) or more uses may be permitted where:
- the maximum demand for such parking areas by the individual uses occurs at different periods of the day;
 - the maximum demand of such parking areas is substantiated by a parking study that is prepared by a registered professional engineer and is subject to review and approval by the City; and
 - the proponents offer and enter into a covenant to restrict any change of use or occupancy that would adversely affect the continuation of the shared on-site parking arrangement.
- 4.14.6 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
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- 4.14.7 In the calculation of required parking, where the calculation results in a fraction of a parking space, any fraction less than 0.5 shall be disregarded and any fraction of 0.5 or greater shall require one (1) full parking space.
- 4.14.8 Minimum parking space dimensions shall be as follows:

Angle	Width	Length	Depth to Curb	Aisle Width	Traffic Direction
30°	2.7m	5.2m	5.2m	3.5m	1-way
45°	2.7m	5.2m	6.0m	3.9m	1-way
60°	2.7m	5.2m	6.4m	5.0m	1-way
90°	2.7m	5.8m	5.8m	6.7m	1- or 2-way
Parallel Parking	2.5m	7.0m	2.5m	3.5m 6.0m	1-way 2-way

- 4.14.9 Small car spaces may be provided to a maximum portion of 40% of the total parking required, shall have a minimum width of 2.5m and minimum length of 5.2m, and shall be clearly marked for small car use only.

4.15 Off-Street Loading Requirements

- 4.15.1 Additional spaces must be provided for the temporary stopping, loading and unloading of vehicles for every commercial site, place of public assembly, hospital, institution, school, or club. The minimum number of loading spaces in addition to the parking space requirements of Paragraph 4.14.1 above, are as follows:

Commercial / Institutional Floor Area	Required Loading Spaces
< 500m ²	1 loading space
500-2000m ²	2 loading spaces
2001-3500m ²	3 loading spaces
>3500m ²	1 additional loading space for every additional 5000m ² of commercial / institutional floor area

- 4.15.2 Notwithstanding the above, a minimum of one (1) off-street loading space shall be provided for every apartment complex, assisted-living complex and *care facility* containing more than ten (10) *dwelling units* or *living units*. Where the apartment complex, assisted-living complex or *care facility* is provided in more than one *principal building* with separate elevators for each *building*, one (1) off-street loading space shall be provided for each *principal building* containing more than ten (10) *dwelling units* or *living units*.
- 4.15.3 Loading spaces shall have a minimum width of 3.0m, a minimum length of 9.0m and a minimum clearance height of 3.7m.

APPENDIX C

CR-2 Marine Commercial Zone (Bylaw No. 1591) from 2010

602 CR-2 MARINE COMMERCIAL ZONE

INTENT

The intent of this zone is to allow mixed commercial/development and *residential uses*.

1. Permitted Uses

The following uses and no others shall be permitted in the CR-2 zone:

- (a) a *retail service group 1 use*
- (b) a *one-unit residential use*
- (c) a *two-unit residential use*
- (d) an *apartment use*

2. Regulations for Permitted Uses of Land, Buildings and Structures

- (a) A retail-service group use shall be limited to the first and second *storeys* of a *building*.
- (b) Subject to the provisions of Section 403 (6), a one-unit or two-unit residential use or an apartment use :
 - (i) shall be limited exclusively to the *storey* or *storeys* above the *first storey* of a *building* and above the highest *storey* in the *building* which is used for a *retail service group 1 use*.
- (c) Off street parking and loading shall be provided in accordance with the provisions of Section 402.

3. Regulations for the Size, Shape, and Siting of Buildings and Structures:

- (a) Subject to the provisions of Section 403 and notwithstanding any other provisions of this bylaw to the contrary, principle buildings:⁷⁸
 - (i) shall not exceed a *height* of 11.3 metres (37 feet) measured as the vertical distance from the roof peak to the natural grade adjacent to the mid point of the building on the lowest side of the property, and limited to a maximum three storey building with one storey of ground level commercial use with up to 3.05 metres (10 feet) high ceilings, a second storey for either commercial or residential use with up to 2.75 metres (9 feet) high ceilings, and a third storey of residential use with up to 2.75 metres (9 feet) high ceilings, and a pitched roof but where roof decks, roof railings, parapet walls, or stairwell access structures are not permitted; and
 - (ii) shall be sited not less than 1.5 metres (4.92 feet) from all exterior lot lines, or the front lot line for the 1st storey, and 1.5 metres (4.92 feet) for all levels adjacent to properties zoned only for residential use.
- (b) Subject to the provisions of Section 403, accessory structures:
 - (i) shall not exceed a *height* of 4 metres (13.12 feet);
 - (ii) no *accessory buildings* shall be permitted.

⁷⁸ Bylaw Amendment, 2009, No. 1901

APPENDIX D

Diagrams Illustrating Potential Development Concepts for 15081 Marine Drive

15081 Marine Drive

CR-3 Zone

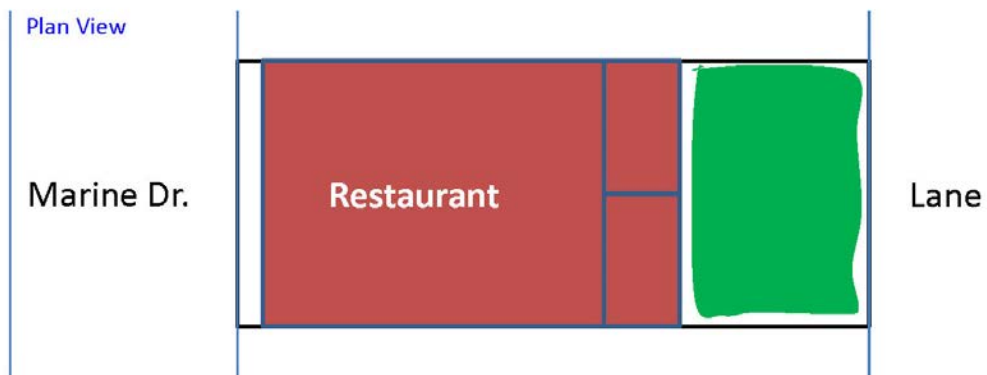
Existing Condition

1.75 FAR, 75% max. lot coverage
11.3 m height (~3 storey height)

Section View



Plan View



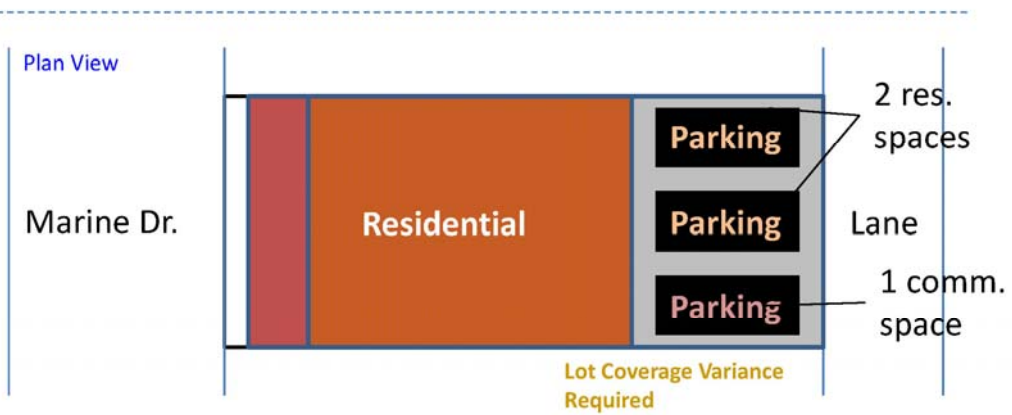
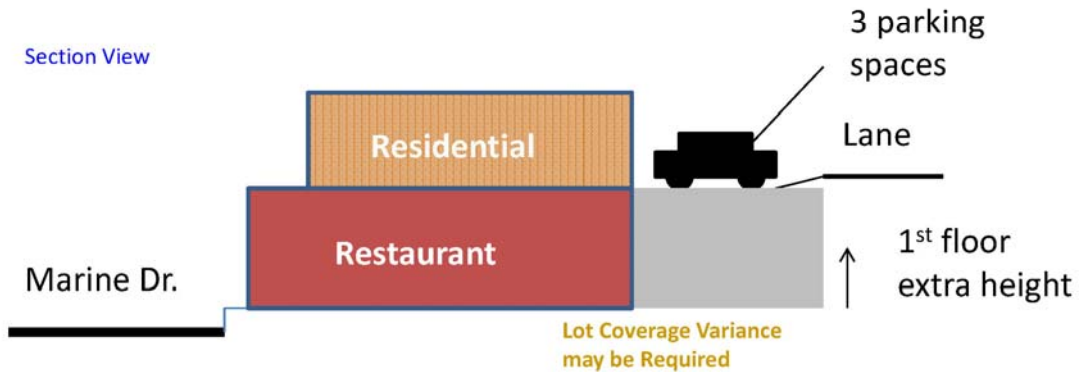
15081 Marine Drive

CR-3 Zone

Option 1

1.75 FAR, 75% max. lot coverage

11.3 m height (~3 storey height)



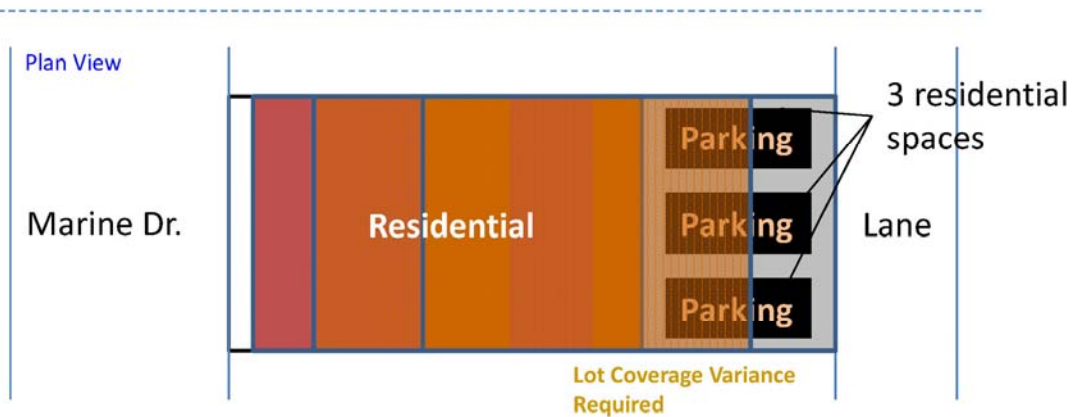
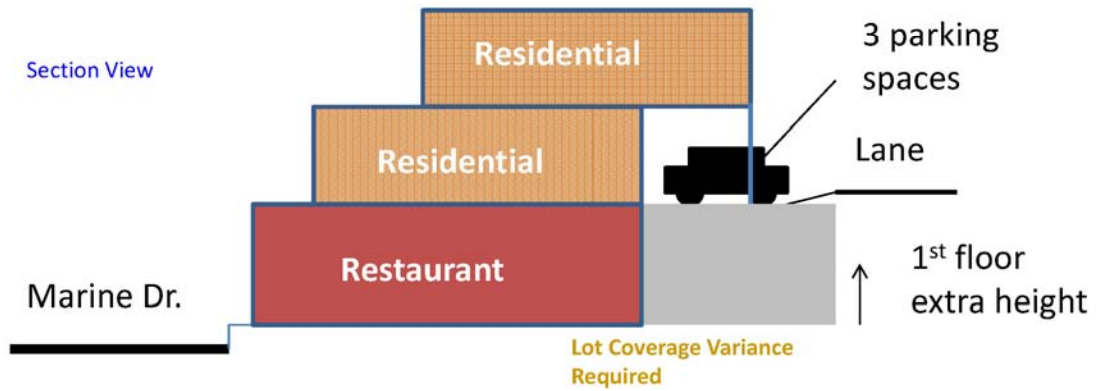
15081 Marine Drive

CR-3 Zone

Option 2

1.75 FAR, 75% max. lot coverage

11.3 m height (~3 storey height)



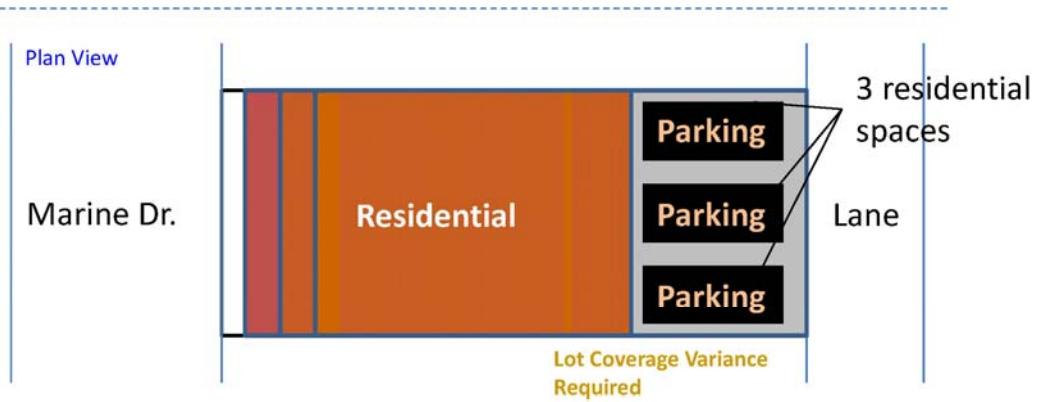
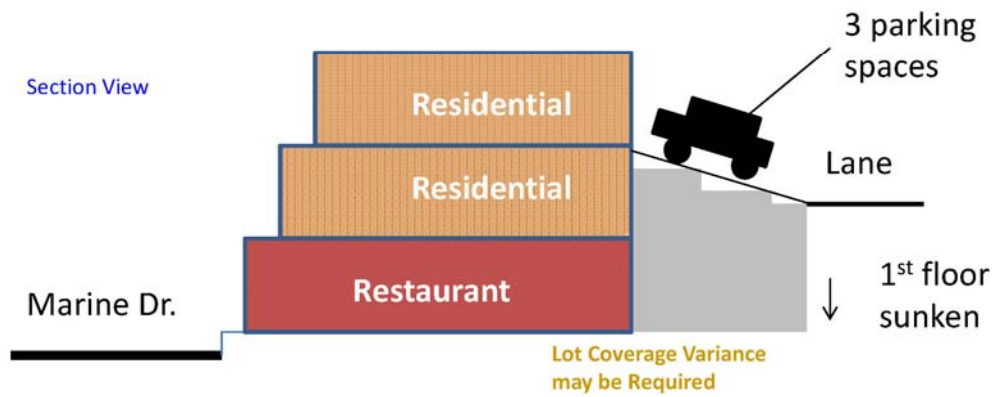
15081 Marine Drive

CR-3 Zone

Option 3

1.75 FAR, 75% max. lot coverage

11.3 m height (~3 storey height)



APPENDIX E

Minutes from Delegation on December 10, 2018

Minutes of a Regular Meeting of
City of White Rock Council held in the City Hall Council Chambers
December 10, 2018

Page No. 220

4. DELEGATIONS AND PETITIONS

4.1 DELEGATIONS

4.1.1 MIKE ARMSTRONG - DOG OWNERS GROUP OF WHITE ROCK: DOG PARKS IN WHITE ROCK

M. Armstrong, Dog Owners Group of White Rock, appeared as a delegation and provided a PowerPoint presentation requesting the City establish a committee to address the implementation of Dog Parks (family friendly, cleanliness, and fulfilling the Official Community Plan goal).

Mr. Armstrong requested the City amend the relative bylaws that would permit dogs along the White Rock promenade, adding that approximately 40% of White Rock residents are dog owners and likely do not visit the waterfront due to the current bylaw.

Following the presentation, discussion ensued and the following comments were noted:

- If an amendment bylaw was adopted, this matter should be monitored for a one (1) year trial period
- Bylaw Enforcement would need to be diligent in monitoring the trial period
- It was suggested that if dogs were permitted along the promenade, that the Beach and the Pier be excluded
- There should be enough "pick-up" bags along the waterfront
- The policy should consider permissions between May 1 and August 31

2018-425

It was MOVED and SECONDED

THAT Council directs staff to bring forward a corporate report and amendment with regard to the Animal Control and Licensing Bylaw that would permit dogs along the promenade, excluding the Pier and the Beach, and that the report be brought back for consideration at the next regular Council meeting.

CARRIED

4.1.2 PAWAN BAKSHI: ZONING BYLAW (CR-3)

P. Bakshi, resident, appeared as a delegation expressing concerns regarding CR-3 zoning within the City's Zoning Bylaw and the following comments were noted:

- Suggested that the properties along West Beach contravene the CR-3 zoning due to the shape/layout of the lot sizes
- The City suggested an application for a Development Variance Permit be submitted; however, it was noted that the process is quite costly and would place financial hardship on his family
- Expressed concerns that property owners should not need to pay for parking in the area during the holiday season
- Future bylaws see the existing requirements as a deterrent to purchase the property
- Requested the City relax the bylaw requirements

Minutes of a Regular Meeting of
City of White Rock Council held in the City Hall Council Chambers
December 10, 2018

Page No. 221

Discussion ensued and staff provided the following comments in response to Council's questions:

- Staff advised the delegation of the Development Variance process for a relaxation of parking, and reported that in this scenario, staff would recommend the application be supported
- The zoning bylaw is currently under review, and the intention to make the parking and loading requirements consistent with the Official Community Plan
- If Council wishes to relax the existing bylaw requirements, a zoning bylaw amendment would need to be brought forward
- Staff provided parking options, like off-lane parking; however, noted that parking for the commercial component of the property can be difficult
- While some of the lots along the waterfront can be assembled to make bigger lots, the existing bylaw does not compel an owner to do so
- At this point, there is no requirement for additional parking. The requirements are only necessary if there is a change in use or density/units

Council noted that parking along the waterfront will be a general topic of discussion during the upcoming Official Community Plan review process.

2018-426

It was MOVED and SECONDED

THAT Council direct staff to provide a corporate report addressing the issues expressed by P. Bakshi regarding CR-3 Zoning.

CARRIED

4.1.3

RAGHBIR GURM & SHELLEY CRIAG - URBAN ARTS ARCHITECTURE: INTRODUCTION TO MASS-TIMBER BUILDING TECHNOLOGY (APPLIED TO FORTH-COMING APPLICATION LOCATED AT NORTH BLUFF AND MAPLE)

R. Gurm, and S. Craig, Urban Arts Architecture, appeared as a delegation introducing mass-timber (cross laminated / timber) building technology generally and as applied to a forth-coming application located at North Bluff Road and Maple Street. A PowerPoint presentation was provided.

Following the presentation, discussion ensued and the following comments were noted:

- The purpose of the presentation is to introduce the concept of mass timber in terms of new projects
- The forth-coming application located at North Bluff and Maple may come forward to the Land Use and Planning Committee in early 2019
- The upcoming proposal will have an affordable housing (rental) component when the project comes forward for consideration.

APPENDIX F

Property Conditions between Martin Street and 15081 Marine Drive

Aerial View of 15000-block Marine Drive from Northwest



Street View from Marine Drive, looking northwest



View from Rear Lane of Property at 15081 Marine Drive



View from Rear Lane of Property at 15053 Marine Drive



1453 Stayte Road

Rezoning and Major Development Permit Application

WHITE ROCK
My City by the Sea!

March 11, 2019



Location



Application Process

- Public Information Meeting – November 7, 2018
- Advisory Design Panel – November 20, 2018
- LUPC Report – March 11, 2018 (today)
- Public Hearing for Zoning Amendment
- Council Decision (Zoning Bylaw 3rd reading)
 - *Completion of development pre-requisites (if approved)*

Proposed Development: East Elevation

Looking southwest from Stayte Road



Proposed Development: South Elevation

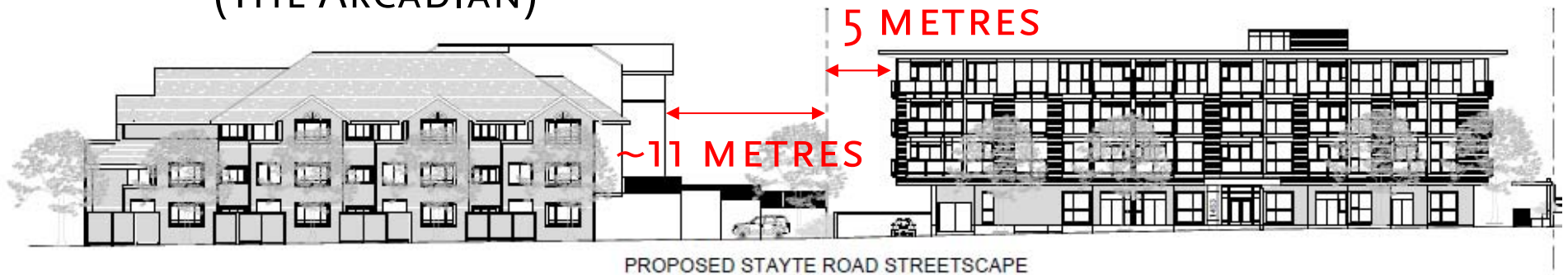
Looking northeast from southwest corner of property



Setbacks from Adjacent Buildings

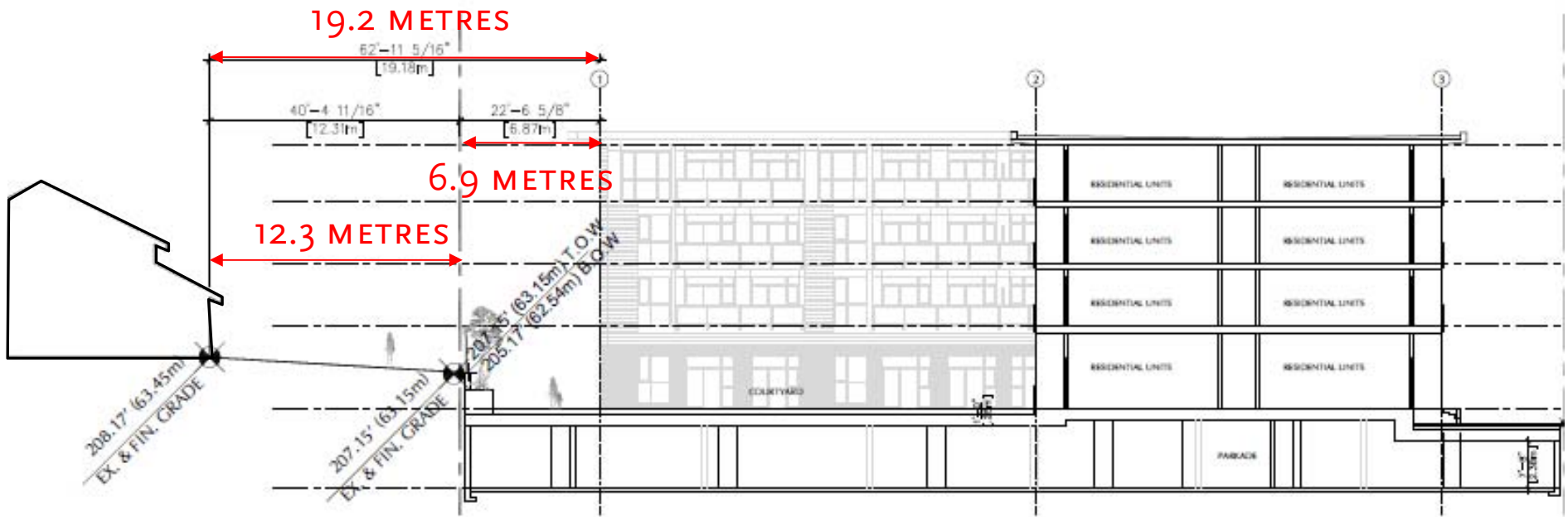
Section of building viewed from west with setbacks to apartment on the south

APARTMENT
(THE ARCADIAN)

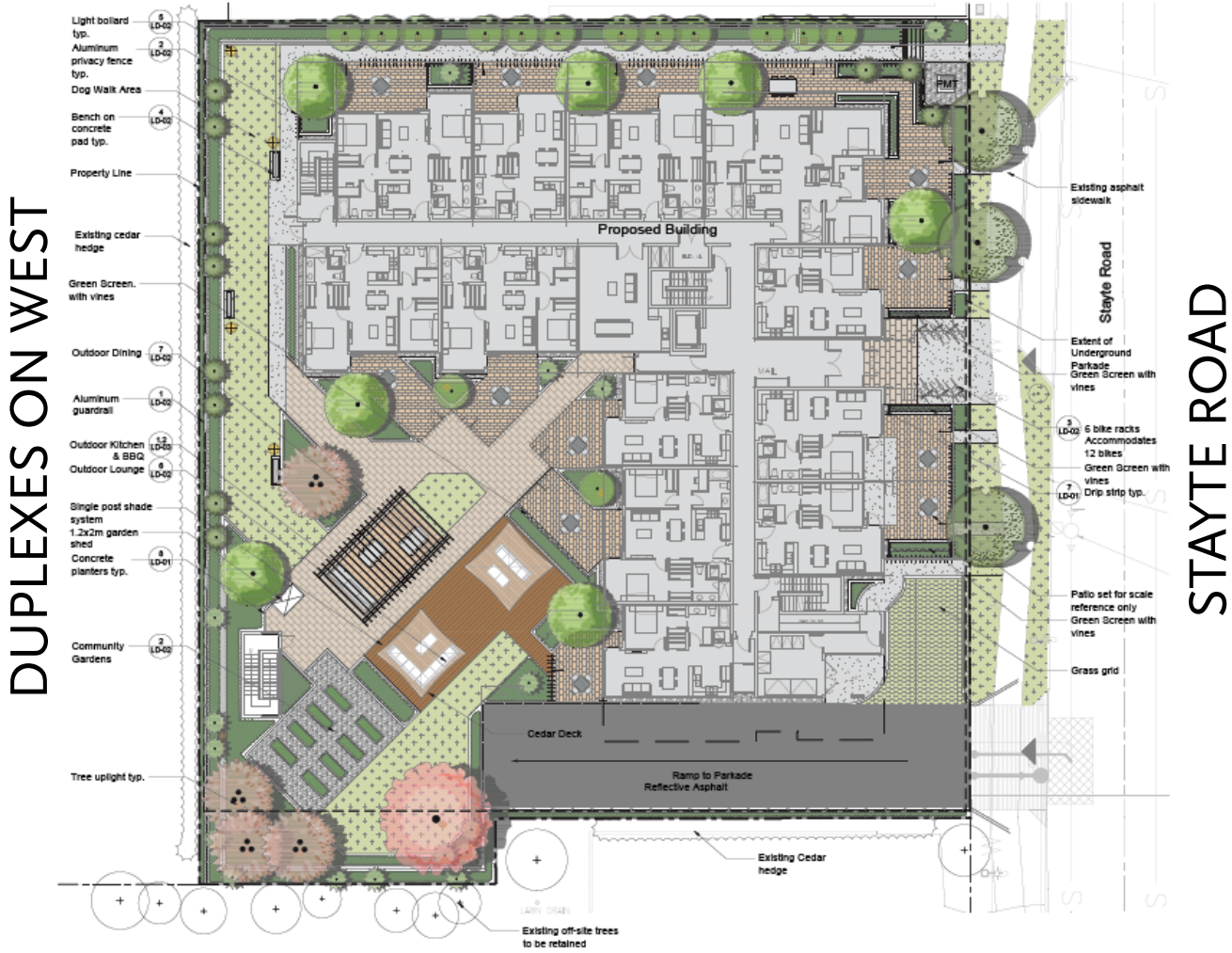


Setbacks from Adjacent Buildings

Section of building viewed from south with setbacks to duplexes on the west



Landscape Site Plan



APARTMENT (THE ARCADIAN)

Application Process

- Public Information Meeting – November 7, 2018
- Advisory Design Panel – November 20, 2018
- LUPC Report – March 11, 2018 (today)
- Public Hearing for Zoning Amendment
- Council Decision (Zoning Bylaw 3rd reading)
 - *Completion of development pre-requisites (if approved)*



15081 Marine Drive Delegation

*Zoning and Parking Considerations for Smaller Lots
on Marine Drive and Recommended Approach*

WHITE ROCK
My City by the Sea!

March 11, 2019

Aerial Image of 15000-Block Marine Drive



Street View from Marine Drive (looking NW)



View from Rear Lane of Subject Property



View from Rear Lane of Similar Property



15053 Marine Drive
Former "Giraffe"



Existing Condition (Plan and Elevation)

15081 Marine Drive

CR-3 Zone

Existing Condition

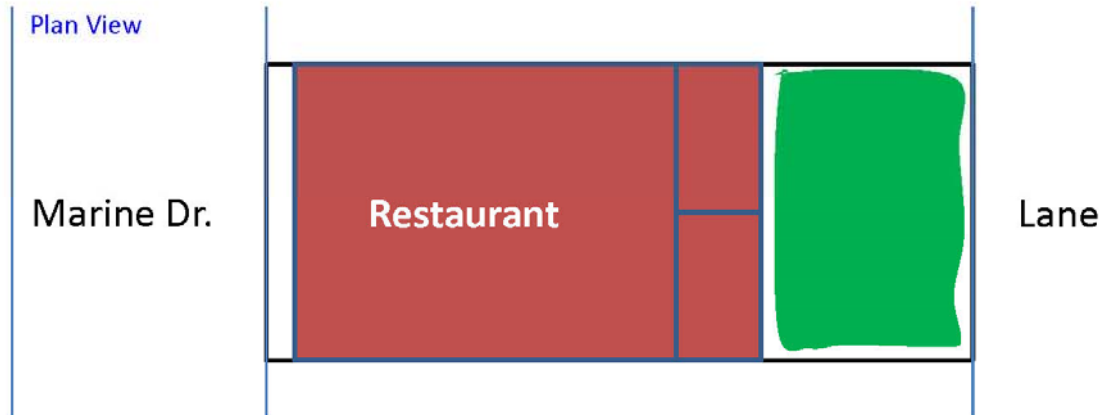
1.75 FAR, 75% max. lot coverage

11.3 m height (~3 storey height)

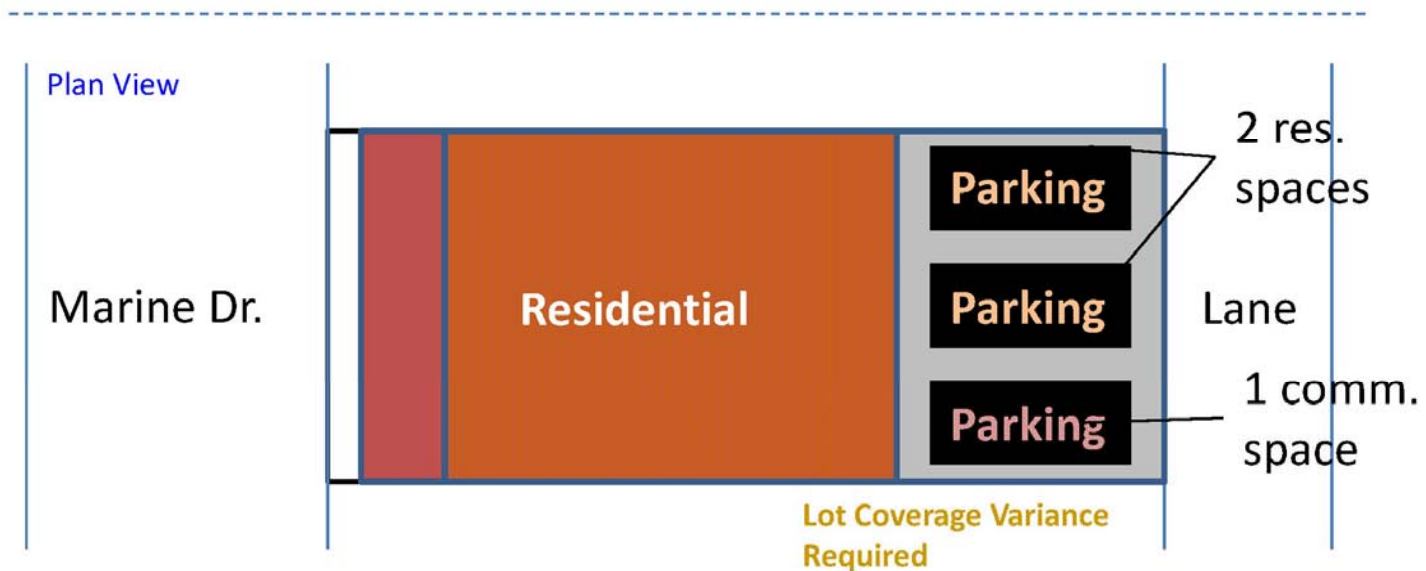
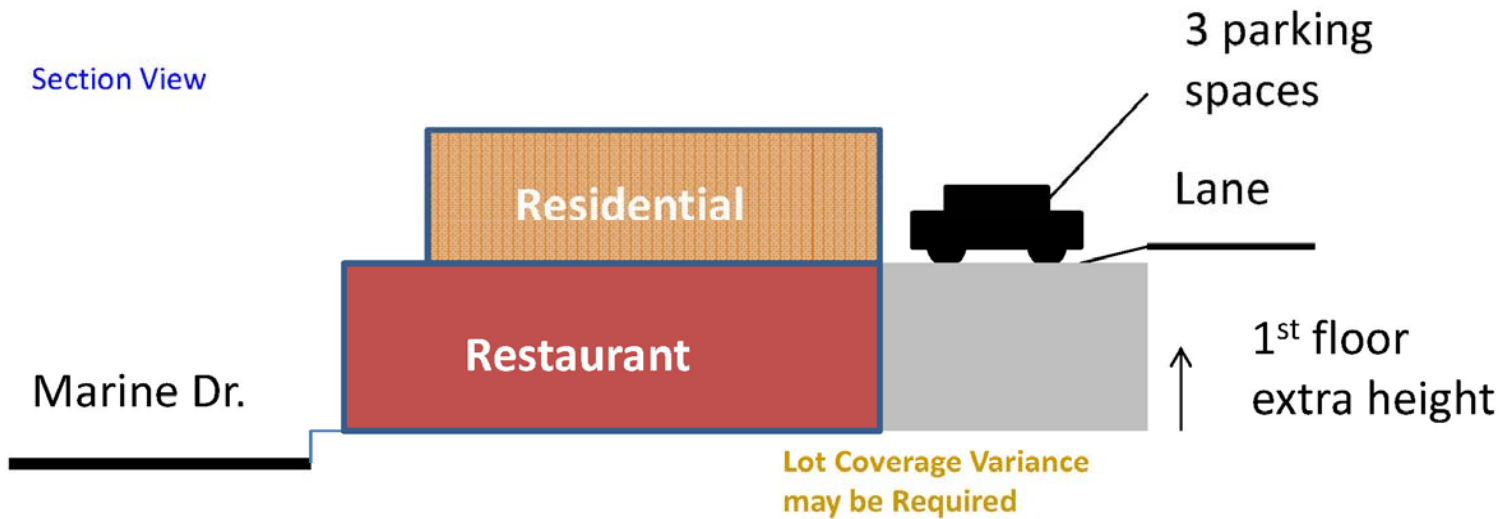
Section View



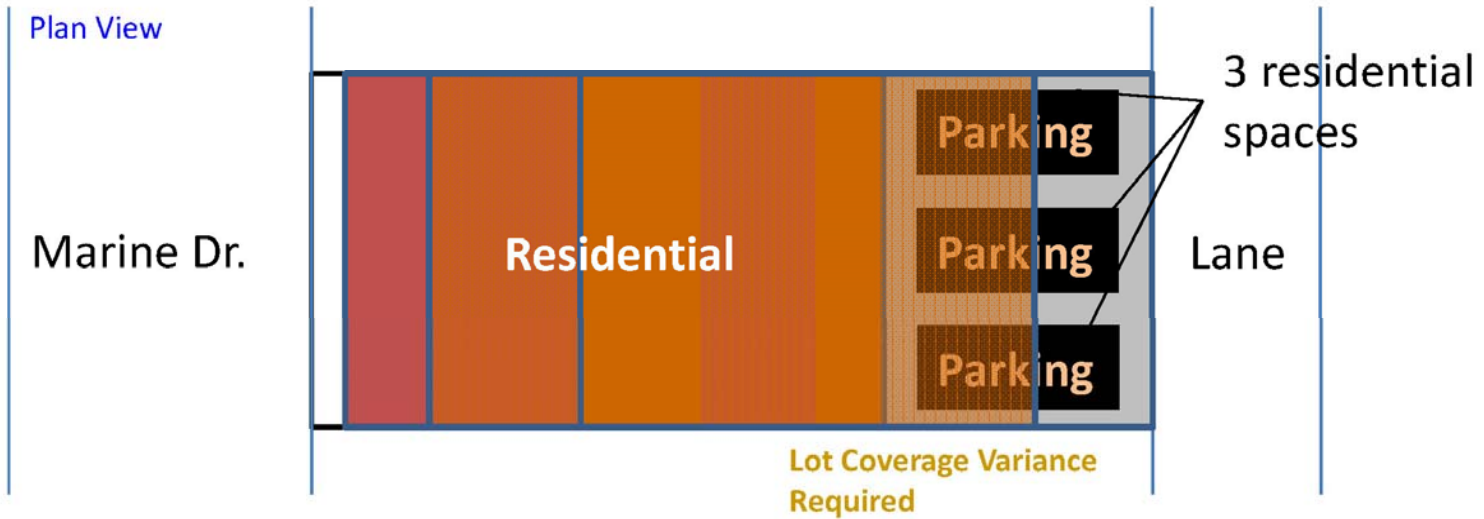
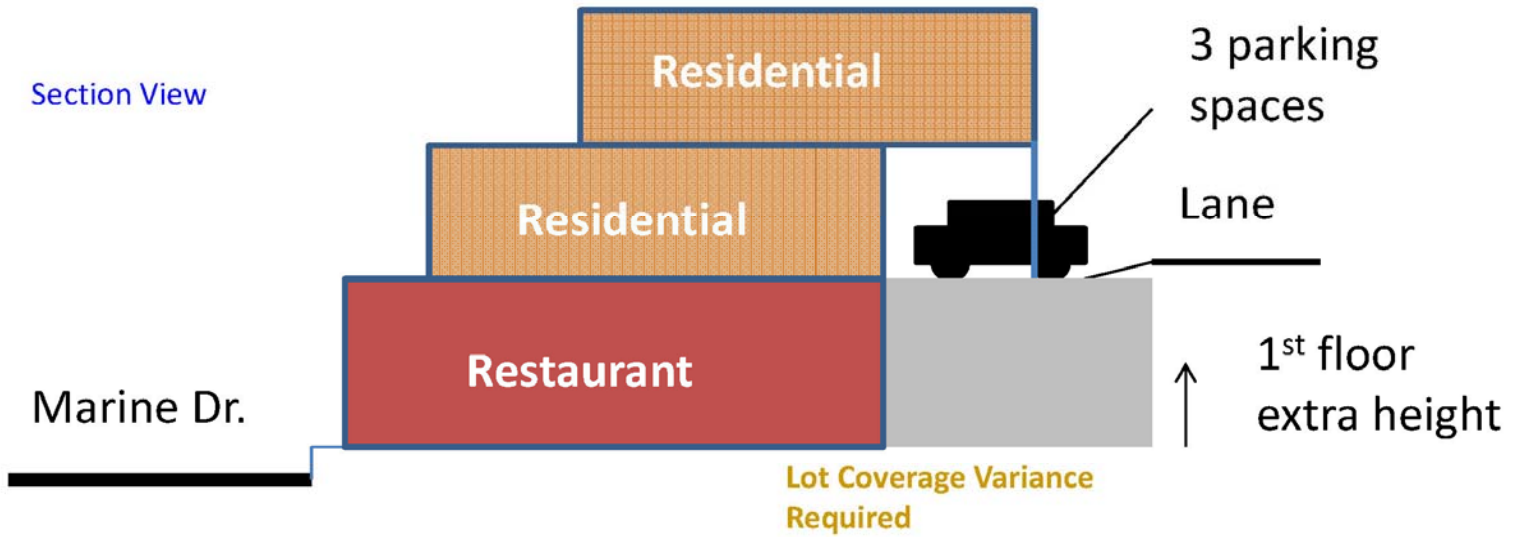
Plan View



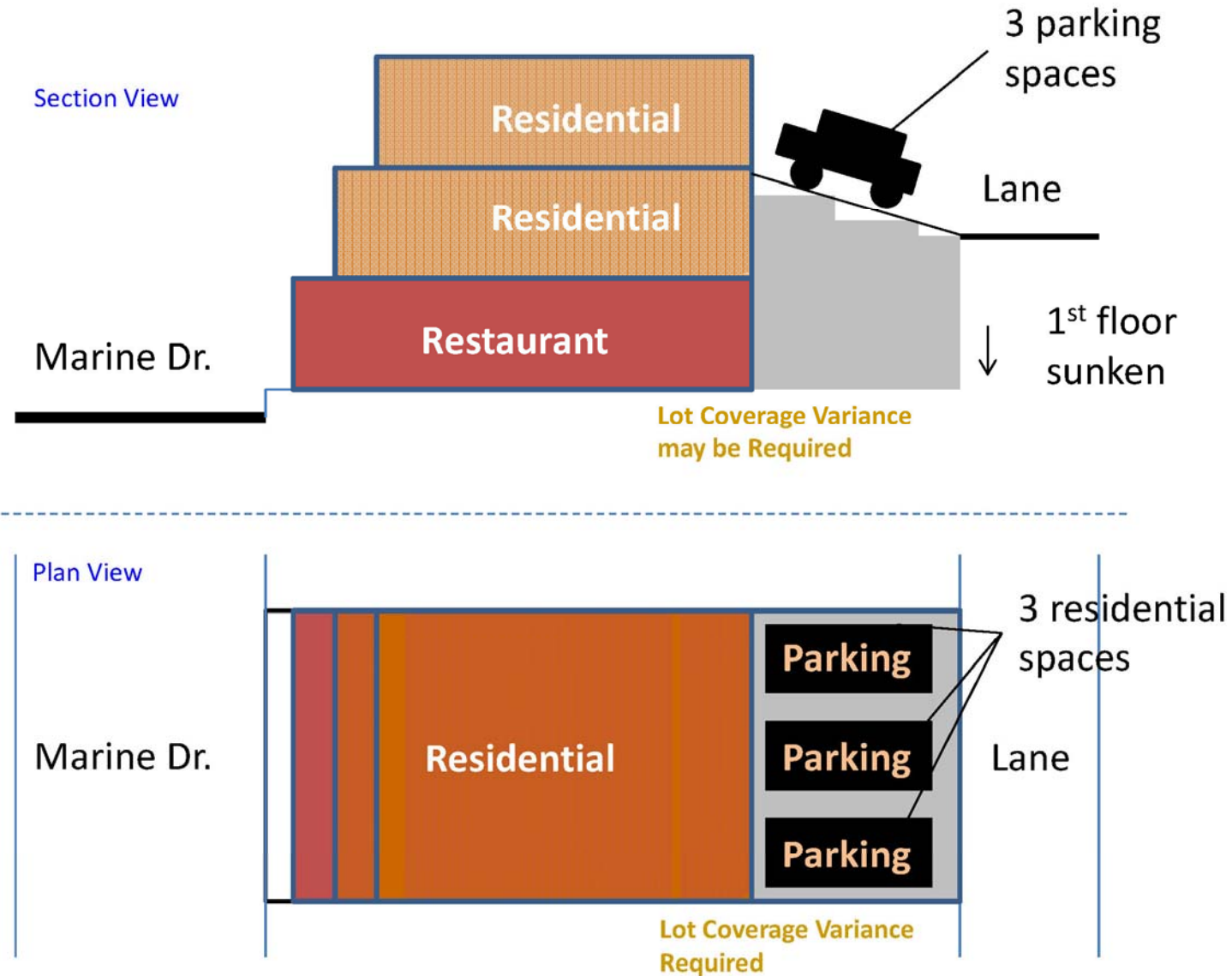
Option #1 Discussed with Applicant



Option #2 Discussed with Applicant

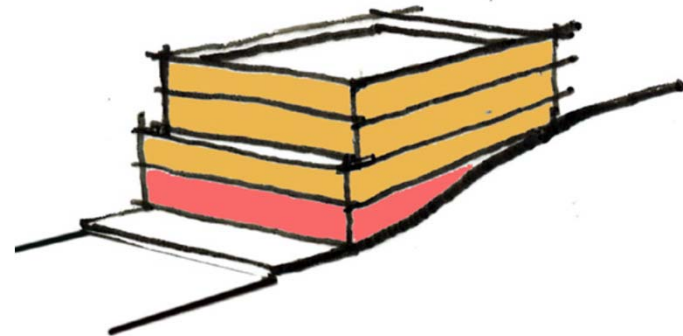
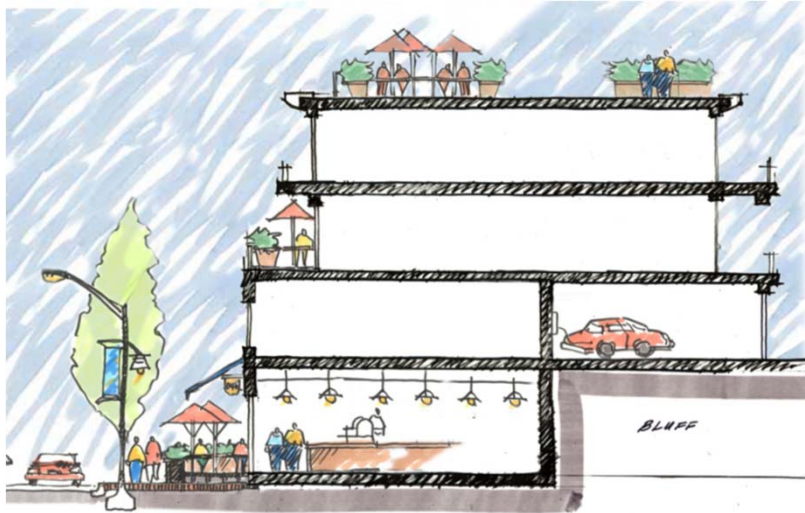


Option #3 Discussed with Applicant



Recommended Bylaw Review of CR-3/CR-4

- Align height and density with OCP (2.0 FAR / 4 storeys)



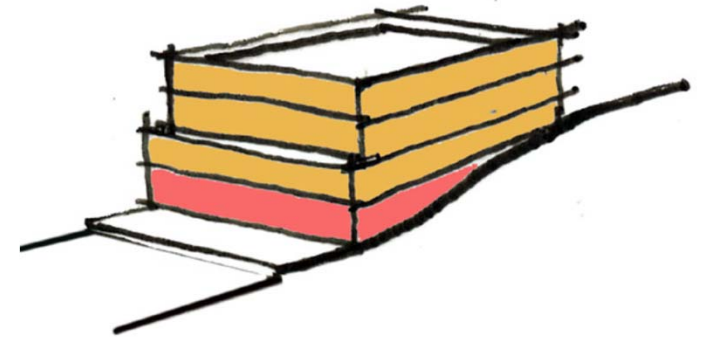
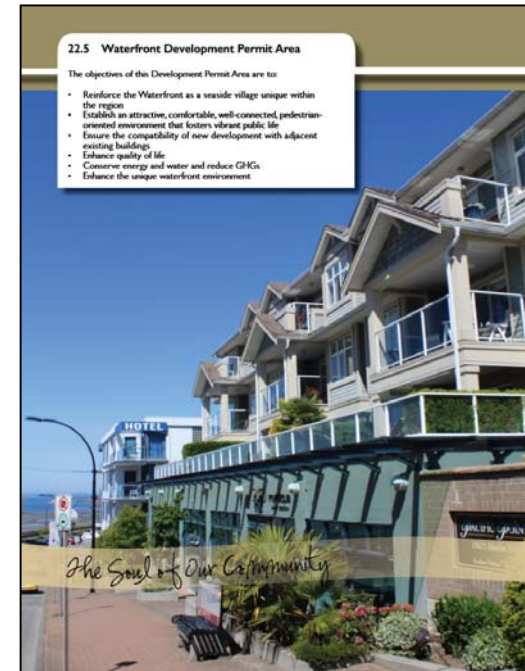
- Incorporate recommendations of Waterfront Enhancement Strategy (WES) / Marine Dr Task Force
- Update parking and loading requirements per WES / Parking Task Force

Options for Parking / Loading Requirements

- Payment in lieu of parking for certain areas (requires creation of Off-Street Parking Reserve Fund)
- Revising parking ratios required (e.g. 1.5 spaces per unit for buildings with up to 3 units, instead of 2 spaces per unit as currently required)
- Allowing parking space requirements to be met by leasing City parking spaces
- Requiring site-specific applications (Development Variance Permit or Rezoning) for all variances

Recommended Bylaw Review of CR-3/CR-4

- Proposed Review Process
 1. Bring forward proposed updates in Phase 3 of WES
 2. Hold on-line survey and Public Information Meeting (PIM), to obtain input on updates
 3. Public Hearing on proposed CR-3 & CR-4 zone updates, following WES completion



Current Options for Property Owners

- Await outcome of Zoning Bylaw update for CR-3
- Apply for Development Variance Permit (DVP)
- Apply for site-specific rezoning
 - Text amendment for property only within CR-3
 - Rezone to a CD-zone with site-specific parking/loading requirements

Recommendations

1. Receive this corporate report for information
2. Authorize staff to initiate review of CR-3 & CR-4 zones, in conjunction with WES/OCP Review, Marine Drive & Parking Task Forces

A stylized graphic of waves in shades of light blue and grey, flowing from the bottom left towards the top right, positioned behind the text.

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