

The Corporation of the  
CITY OF WHITE ROCK



Land Use and Planning Committee  
AGENDA

Monday, October 26, 2020, 5:30 p.m.

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City Hall Council Chambers

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

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

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

T. Arthur, Director of Corporate Administration

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Pages

1. CALL TO ORDER (Councillor Trevelyan, Chairperson)

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

**RECOMMENDATION**

THAT the Land Use and Planning Committee:

WHEREAS COVID-19 has been declared a global pandemic;

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

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

WHEREAS Ministerial Order No. 192 requires an adopted motion in order to hold public meetings electronically, without members of the public present in person at the meeting;

THEREFORE BE IT RESOLVED THAT the Land Use and Planning Committee (including all members of Council) authorizes the City of White Rock to hold the October 26, 2020 meeting to be video streamed and available on the City's website, and without the public present in the Council Chambers.

**2. ADOPTION OF AGENDA**

**RECOMMENDATION**

THAT the Land Use and Planning Committee adopt the agenda for October 26, 2020 as circulated.

**3. ADOPTION OF MINUTES**

**3.1. October 19, 2020 Meeting Minutes**

5

**RECOMMENDATION**

THAT the Land Use and Planning Committee adopt the minutes of the October 19, 2020 meeting as circulated.

**4. CONSIDERATION OF NEW CITY HALL AND THEATRE/PERFORMANCE FACILITY IN PROPOSED TOWN CENTRE DEVELOPMENT PROJECT**

11

Corporate Report dated October 19, 2020 from the Director of Planning and Development Services titled "Consideration of New City Hall and Theatre/Performance Facility in Proposed Town Centre Development Project".

**RECOMMENDATION**

THAT the Land Use and Planning Committee provide an opportunity at this meeting for the owner of 1513 Johnston Road to discuss with the Committee their intentions to redevelop their property, including the feasibility of incorporating a new City Hall facility with public amenities into the redevelopment.

**5. CONSIDERATION OF ACTIVE REZONING APPLICATIONS**

35

Corporate report dated October 19, 2020 from the Director of Planning and Development Services titled "Consideration of Active Rezoning Applications".

**RECOMMENDATION**

THAT the Land Use and Planning Committee recommends that Council:

1. Resolve that the zoning amendment application at 1464 Vidal Street proceed to the next stage in the application review process or be denied;
2. Resolve that the zoning amendment application at 15963 Marine Drive

proceed to the next stage in the application review process or be denied;

3. Resolve that the zoning amendment application at 1441 Vidal Street proceed to the next stage in the application review process or be denied;

4. Resolve that the zoning amendment application at 15704 North Bluff Road proceed to the next stage in the application review process or be denied;

5. Resolve that the zoning amendment application at 14401 Sunset Drive proceed to the next stage in the application review process or be denied;

6. Resolve that the zoning amendment application at 14068 North Bluff Road proceed to the next stage in the application review process or be denied;

7. Resolve that the zoning amendment application at 1091 Stayte Road proceed to the next stage in the application review process or be denied;

8. Resolve that the zoning amendment application at 15109 Elm Street proceed to the next stage in the application review process or be denied;

9. Resolve that the zoning amendment application at 1361 Finlay Street proceed to the next stage in the application review process or be denied; and

10. Resolve that the zoning amendment application at 15053 Marine Drive Street proceed to the next stage in the application review process or be denied.

**6. EARLY REVIEW OF REZONING APPLICATIONS (1363 JOHNSTON ROAD & 1453 STAYTE ROAD)**

68

Corporate report dated October 19, 2020 from the Director of Planning and Development Services titled "Early Review of Rezoning Applications (1363 Johnston Road & 1453 Stayte Road)".

**RECOMMENDATION**

THAT the Land Use and Planning Committee recommends that Council:

1. Resolve that the zoning amendment application at 1363 Johnston Road proceed to the next stage in the application review process or be denied; and

2. Resolve that the zoning amendment application at 1453 Stayte Road proceed to the next stage in the application review process or be denied.

**7. DRAFT ZONING AMENDMENT BYLAW, HOUSING AGREEMENT BYLAW, AND MAJOR DEVELOPMENT PERMIT FOR 'BEACHWAY' APPLICATION – 15654/64/74 NORTH BLUFF ROAD / 1570/80 MAPLE STREET AND 1593 LEE STREET (ZON/MJP 19-002)**

80

This item was the topic of discussion at the July 27, 2020 Land Use and

Planning Committee meeting. The Committee defeated the proposed recommendation:

THAT the Land Use and Planning Committee recommends that Council give first and second readings to “White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-63 - 15654/64/74 North Bluff Road / 1570/80 Maple Street and 1593 Lee Street) Bylaw, 2020, No. 2351” as presented, and directs staff to schedule the required Public Hearing.

At the October 19, 2020 Regular Council meeting Council made a motion to refer this item back to the Land Use and Planning Committee for further discussion.

**Note:** Corporate report dated July 27, 2020 provided for information.

**8. APPLICATION FOR ZONING AMENDMENT – 14234 MALABAR AVENUE (ZON/MIP/SUB 19-005)**

238

This item was the topic of discussion at the October 5, 2020 Land Use and Planning Committee meeting. The Committee defeated the proposed recommendation:

THAT the Land Use and Planning Committee:

1. Recommend that Council give first and second readings to “White Rock Zoning Bylaw, 2012, No. 2000, Amendment (RS-4 – 14234 Malabar Avenue) Bylaw, 2020, No. 2361;”
2. Recommend that Council direct staff to schedule the public hearing for “White Rock Zoning Bylaw, 2012, No. 2000, Amendment (RS-4 – 14234 Malabar Avenue) Bylaw, 2020, No. 2361;”

At the October 19, 2020 Regular Council meeting a motion was made to refer this item back to the Land Use and Planning Committee for further discussion.

**Note:** Corporate Report dated September 28, 2020 provided for information.

**9. CONCLUSION OF THE OCTOBER 26, 2020 LAND USE AND PLANNING MEETING**



## Land Use and Planning Committee

### Minutes

October 19, 2020, 6:00 p.m.

City Hall Council Chambers

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

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

ABSENT: Councillor Fathers

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

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

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

**Motion Number: 2020-LU/P-24 / It was MOVED and SECONDED**

**THAT the Land Use and Planning Committee:**

WHEREAS COVID-19 has been declared a global pandemic;

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

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

WHEREAS Ministerial Order No. 192 requires an adopted motion in order to hold public meetings electronically, without members of the public present in person at the meeting;

THEREFORE BE IT RESOLVED THAT the Land Use and Planning Committee (including all members of Council) authorizes the City of White Rock to hold the October 19, 2020 meeting to be video streamed and available on the City's website, and without the public present in the Council Chambers.

**Motion CARRIED**

**2. ADOPTION OF AGENDA**

**Motion Number: 2020-LU/P-25 / It was MOVED and SECONDED**

THAT the Governance and Legislation Committee adopt the agenda for October 19, 2020 with the following additions:

- Five (5) pieces of correspondence regarding Item 4.5; and
- One (1) piece of correspondence regarding Item 4.6

AND THAT the October 19, 2020 Land Use and Planning Agenda be adopted as amended.

**Motion CARRIED**

**3. ADOPTION OF MINUTES**

**Motion Number: 2020-LU/P-26 /** It was MOVED and SECONDED

THAT the Land Use and Planning Committee adopt the following minutes:

- September 14, 2020; and,
- October 5, 2020.

**Motion CARRIED**

**4. CORPORATE REPORTS**

**4.1 BOSA PROJECT: MIRAMAR**

There was concern noted in regard to the new BOSA building and it being built close to its property line - a portion of a lane of Thrift Avenue was taken up by cement and it is has been difficult, especially for buses, to turn from Thrift Avenue to Johnston Road.

Staff noted: repainting on Thrift Avenue, resulting in pulling the left turning bay back further, will alleviate some of the noted difficulties when east bound traffic are turning left on Johnston Road; and the sidewalk on the north side of Thrift Avenue is also being widened to accommodate future off-street cycling facilities.

**4.2 UPDATE ON PROPOSED REVISIONS TO COUNCIL POLICIES 511 and 514**

**Motion Number: 2020-LU/P-28 /** It was MOVED and SECONDED

THAT the Land Use and Planning Committee recommend that Council endorse the proposed revisions to:

1. Council Policy 511: Density Bonus Amenity Contribution; and
2. Council Policy 514: Tenant Relocation Policy as amended.

**Motion CARRIED**

**Amendment: Motion Number: 2020-LU/P-27 / It was MOVED and SECONDED**

THAT the Land Use and Planning Committee directs that proposed policy 514 Tenant Relocation be amended as follows: Section 1.3 Tenant Communication Strategy item (b) Formal Notice: from a minimum of two months formal notice must be given to the residents upon issuance of demotion permit to a minimum of three months formal notice.

**Motion CARRIED**

**4.3 REZONING AND MAJOR DEVELOPMENT PERMIT APPLICATION – 1485 FIR STREET (ZON/MJP 19-009)**

The following discussion points were noted:

- The City has not yet defined Affordable Housing
- Affordable Housing is important to Council
- Low Rise (3-4 stories) has been noted what the public would like to see for the area
- The applicant has made changes in order to help long term tenants

**Motion Number: 2020-LU/P-29 /It was MOVED and SECONDED**

THAT the Land Use and Planning Committee recommends:

1. That Council give first and second readings to “White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-64 -1485 Fir Street) Bylaw, 2020, No. 2363 as presented, and direct staff to schedule the required Public Hearing;

2. That Council direct staff to resolve the following issues prior to final adoption, if Bylaw No. 2363 is given Third Reading after the Public Hearing:

a) Ensure that all engineering requirements and issues, including dedication of a 5.0 metre by 5.0 metre corner cut on the corner of the site at Fir Street and Russell Avenue, intersection improvements including ‘watch for pedestrian’ signage as well as tactile paving on the northwest and northeast corners of George Lane and Thrift Avenue, and completion



of a servicing agreement, are addressed to the satisfaction of the Director of Engineering and Municipal Operations;

b) A Tenant Relocation Plan and adoption of a Housing Agreement Bylaw are finalized; and

c) The consolidation of existing three lots and the demolition of the existing residential building occurs; and

3. That, pending adoption of “White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-64 – 1485 Fir Street) Bylaw, 2020, No. 2363,” Council consider issuance of Development Permit No. 432 for 1485 Fir Street.

**Motion CARRIED**

Councillors Johanson and Kristjanson voted in the negative

**4.4 CONSIDERATION OF NEW CITY HALL AND THEATRE/PERFORMANCE FACILITY IN PROPOSED TOWN CENTRE DEVELOPMENT PROJECT**

**Motion Number: 2020-LU/P-30 / It was MOVED and SECONDED**

THAT the Land Use and Planning Committee:

1. Defer consideration / opportunity to hear from the owner of 1513 Johnston Road to discuss with the Committee their intentions to redevelop their property, including the feasibility of incorporating a new City Hall facility with public amenities into the redevelopment; and
2. Requests staff to schedule a further Land Use and Planning Committee meeting for this topic and all remaining topics on this agenda.

**Motion CARRIED**

**4.5 CONSIDERATION OF ACTIVE REZONING APPLICATIONS**

In relation to Motion #2020-LU/P-30, this item will be addressed at a future Land Use and Planning Committee meeting.

**4.6 EARLY REVIEW OF REZONING APPLICATIONS (1363 JOHNSTON ROAD & 1453 STAYTE ROAD)**

In relation to Motion #2020-LU/P-30, this item will be addressed at a future Land Use and Planning Committee meeting.

**5. CONCLUSION OF THE OCTOBER 19, 2020 LAND USE AND PLANNING COMMITTEE MEETING**

The Chairperson concluded the October 19, 2020 meeting at 6:58 p.m.

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Mayor Walker

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Tracey Arthur, Director of Corporate Administration

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



**DATE:** October 19, 2020

**TO:** Land Use and Planning Committee

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

**SUBJECT:** Consideration of New City Hall and Theatre/Performance Facility in Proposed Town Centre Development Project

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**RECOMMENDATION**

THAT the Land Use and Planning Committee provide an opportunity at this meeting for the owner of 1513 Johnston Road to discuss with the Committee their intentions to redevelop their property, including the feasibility of incorporating a new City Hall facility with public amenities into the redevelopment.

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**EXECUTIVE SUMMARY**

Council has previously discussed options regarding the replacement or renovation of the existing City Hall building, which has been noted to have seismic (life/safety) issues, accessibility deficiencies, and space constraints, among other issues common to aging structures. The options presented to Council have focused on City Hall remaining within the present civic precinct area, which includes the White Rock Library, Evergreen Childcare building, City Hall Annex, and the RCMP and Fire Services buildings.

An alternate approach to renewing City Hall, and potentially freeing up space in the existing civic precinct for alternate uses, would be to develop or acquire space for the City Hall at another location. The notion of relocating City Hall in the Town Centre, specifically, is in the Official Community Plan (OCP) policy 9.2.2: "Explore the possibility of relocating City Hall to the Town Centre, establishing a new civic centre with other potential civic facilities."

The property owner of 1513 Johnston Road has approached staff inquiring about the redevelopment of their property, indicating that they intend to submit an application under the current Zoning Bylaw provisions in the form of a mixed-use tower development, which include bonus density where a community amenity contribution is provided. Under the current maximum density in the Zoning Bylaw (5.4 gross floor area times the lot area – FAR) and the related provisions in the Council Policy 511: Density Bonus and Community Amenity Contribution Policy, a property of this size built to a maximum density would generate an amenity value of approximately \$5.5M. Spaces that are City owned and operated are not included in the maximum FAR and are therefore not double-counted in determining the targeted amenity contribution. The owner is also aware that a potential outcome of the Town Centre OCP Review is that the development potential (e.g. permitted maximum height and density) may be reduced. Other recommendations, such as establishing minimum parkade setbacks and minimum areas of soil permeability may also have the effect of requiring deeper excavations to meet parking requirements.

Given the relatively small size of the Town Centre area and the limited number of opportunities to co-locate new public facilities such as a City Hall in close proximity to the existing White Rock Community Centre, staff requested that the property owner consider whether they would incorporate space for a new City Hall within their redevelopment as an on-site amenity contribution. The property owner is open to this approach to an amenity contribution and has worked with City staff to produce schematic drawings of how it could be configured, for discussion purposes. These drawings, inclusive of a Council Chambers space that could also serve as a theatre/performance facility, and a lobby/galleria area that could potentially host events outside of office hours, are included as Appendix A to this corporate report. A ground level site plan, second level floor plan (containing City Hall space), and building elevation drawings are included in the figures below for reference.

Figure 1: Ground Level Site Plan (dated October 13, 2020)

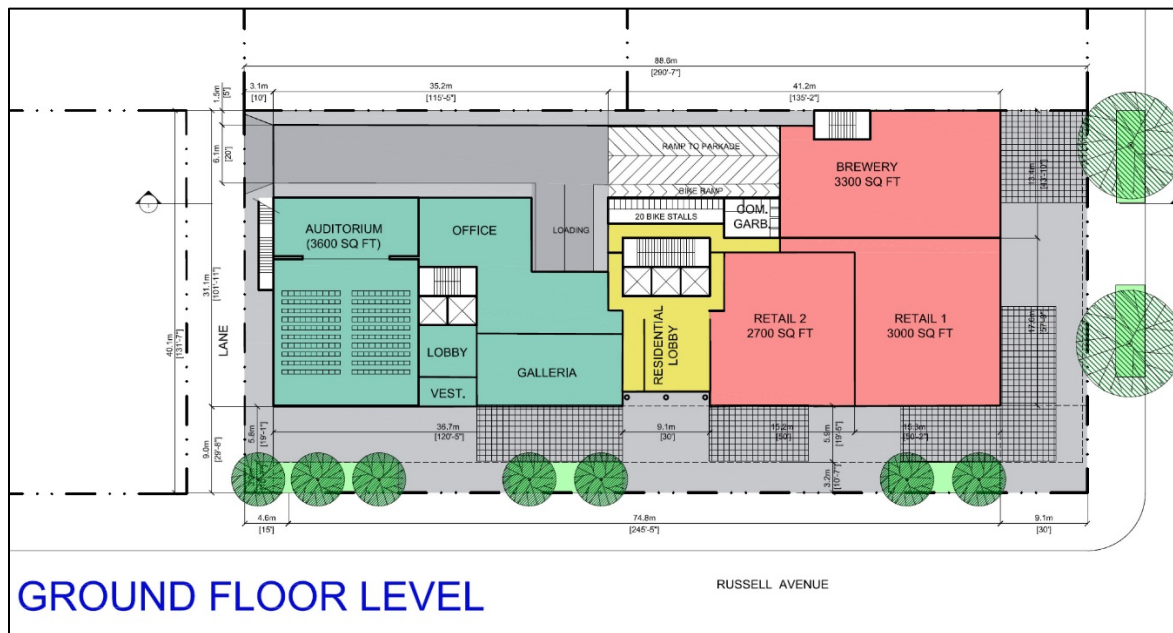


Figure 2: Second Level Floor Plan (dated October 13, 2020)

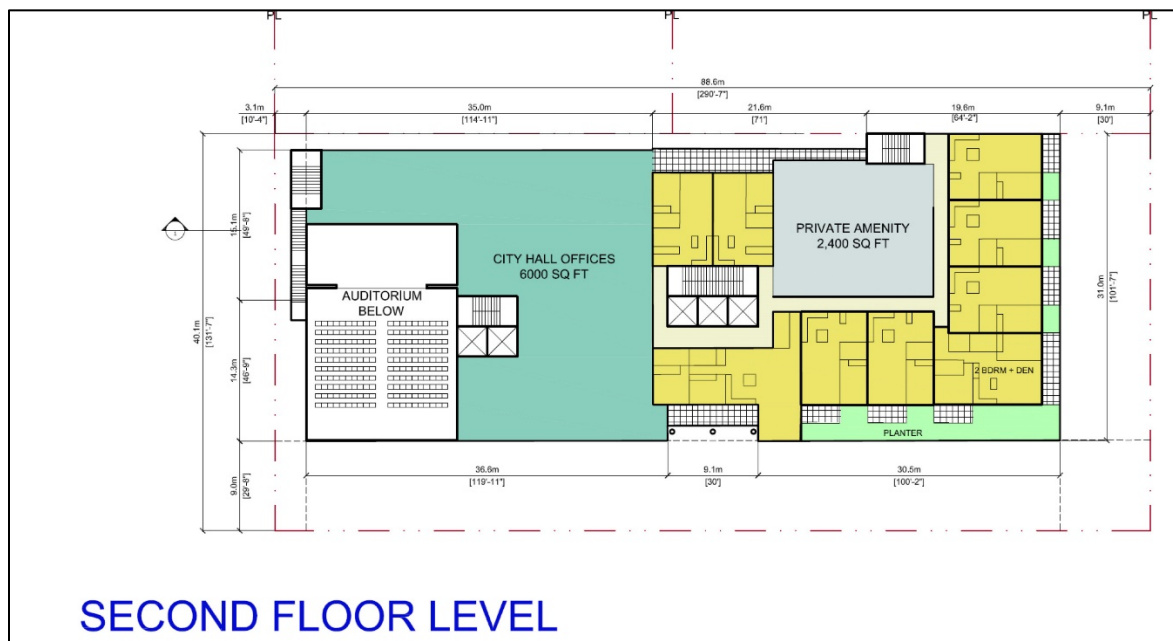


Figure 3: Building Section Illustrating Uses (from south) (dated October 13, 2020)

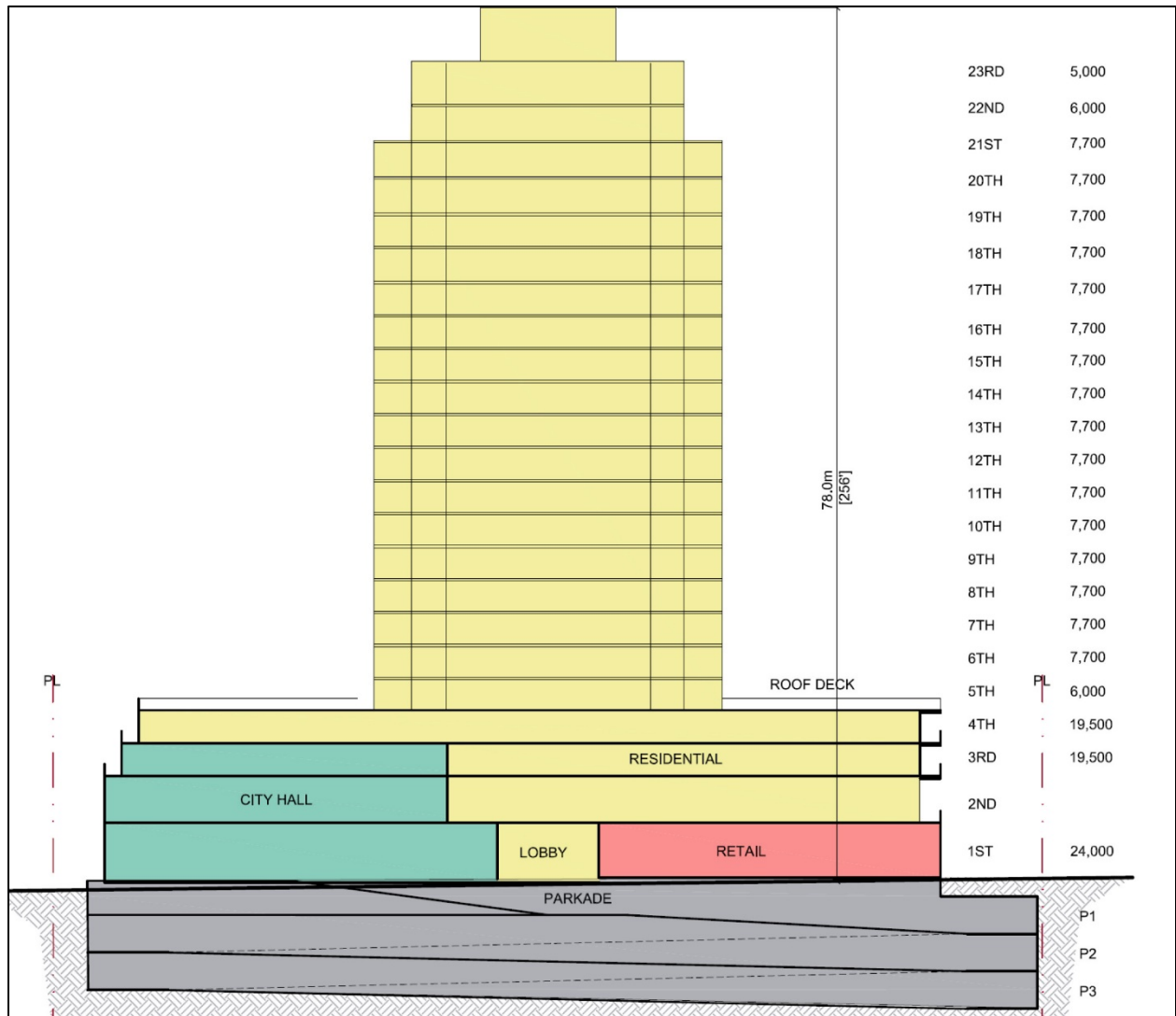
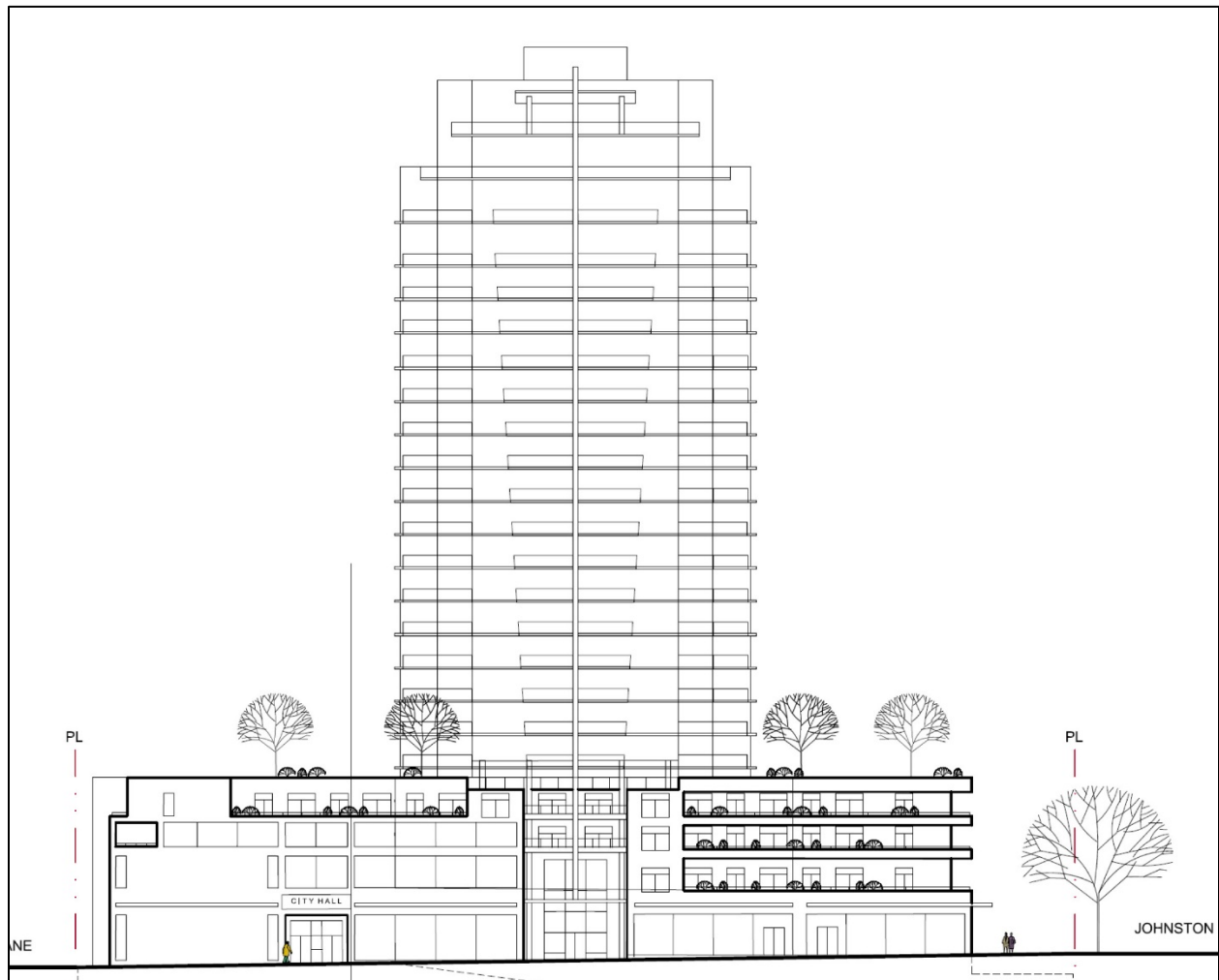


Figure 4: Building Elevation (from south) (dated October 13, 2020)



The property owner has discussed this option with staff at a high level, but prior to the preparing detailed architectural drawings to include with their application submission, it would be appropriate for Council to discuss whether there is support for continuing consideration of this option. The design and layout of the City Hall and any civic amenity areas would also likely require specialized architectural services that would be contracted by the City, in order to ensure the space meets the needs of the community. It is recommended that the LUPC allow the property owner to discuss this proposal with the Committee at this meeting and provide the opportunity for them to answer any questions of the Committee.

If Council is not interested at this time, the applicant would likely proceed with making an application for a similar sized building without a City Hall.

**PREVIOUS COUNCIL DIRECTION**

Resolution # and Date	Resolution Details
March 13, 2019 2019-107	That Council: <ol style="list-style-type: none"> <li data-bbox="591 1835 1406 1936">1. Receives for information the corporate report dated March 11, 2019 from the Chief Administrative Officer, titled “City Hall”; and</li> </ol>

	2. Directs staff to prepare a business analysis, as described within the corporate report
January 13, 2020 2020-016	THAT Council directs staff to bring forward an estimate for a study to be done for City Hall and the City Annex building to make it habitable and safe during an earthquake.
February 24, 2020 2020-095	THAT Council directs staff to bring forward a corporate report that outlines the process, implementation and cost(s) of the City conducting a Referendum regarding a new City Hall.

## **INTRODUCTION/BACKGROUND**

Some of the challenges associated with the current City Hall building were presented to Council in corporate reports dated March 11, 2019 and January 13, 2020. The issues as presented in the reports include seismic risk, accessibility deficiencies, and inadequate space. Space inadequacies not only relate to the City’s ability to accommodate community meetings but also the ability to house staff from various multidisciplinary branches of the corporation (e.g. Planning, Engineering, Operations, etc.) under one roof. This can create challenges in delivering local services, as customers may need to visit multiple City offices.

### **Anticipated Space Needs**

While the trend toward working from home during the COVID-19 pandemic has created some uncertainty around post-pandemic space requirements for meetings and employees, staff undertook a survey of similar sized municipalities in the Metro Vancouver area several years ago and believe that approximately 25,000-35,000 square feet (~2,300-3,200 square metres) would be adequate for the meeting, lobby, and office space requirements for a new City Hall. Further, the space noted is believed to be sufficient to serve the population growth in White Rock over the next 30-50 years. Additional facilities that are commonly co-located with civic facilities include community theatres and child care spaces, which can benefit from sharing spaces with similar functions (e.g. Chambers space and performance space; this option is included in the drawings attached to this corporate report as Appendix A).

A more detailed needs assessment / space planning exercise would need to be conducted to validate these numbers, and should include consideration of the trend towards online services and work from home options for staff, as well as exploring opportunities to relocate staff at the Keil Street Operations Building to City Hall. This could potentially be undertaken within the Facilities Master Plan or done as a separate study.

Pending Council’s decision on whether this opportunity should be pursued, staff would undertake this study and potentially engage a design firm to assist with the interior layout and programming to be incorporated into the property owner’s development application. Staff could bring a corporate report to a future Regular Council meeting with identifying the anticipated costs of the study and sources of funding.

### **Official Community Plan Policy**

In the Town Centre chapter of the OCP, there is a current objective that seeks “to enable the establishment of civic and community uses, as well as other important destinations, reinforcing the Town Centre as a centre for cultural, civic, and public life in the city.” In support of this objective, Policy 9.2.2 directs that the City “explore the possibility of relocating City Hall to the Town Centre, establishing a new civic centre with other potential civic facilities.”

### **Proposed Site – 1513 Johnston Road**

The property at 1513 Johnston Road currently has a one-storey strip of commercial businesses including the Wooden Spoon restaurant and two micro-breweries (White Rock Beach Beer and 3 Dogs Brewing), among other tenants. It is situated on the north-west corner of the Johnston Road and Russell Avenue intersection, opposite the White Rock Community Centre and Bryant Park to the south, and across Johnston Road from the lot expropriated from Imperial Oil by the City for a future Town Square/Civic Plaza (1510 Johnston Road).

The current Town Centre policies and 2011 Town Centre Urban Design Plan call for a large new neighbourhood park in the block bounded by Johnston Road, Russell Avenue, Foster Street, and North Bluff Road, which would likely be located immediately north of the subject site.

Given the proximity to existing City assets (the White Rock Community Centre) and potential future assets (neighbourhood park and Town Square), staff believe this site offers a unique opportunity to create a civic heart in the growing Town Centre area.

### **Cost of Constructing new City Hall**

The March 11, 2019 corporate report estimated a \$16-20M cost to construct a new City Hall, on the assumption that it would be a standalone building located in the civic precinct area, with an approximate floor area of 20,000-30,000 square feet. Should Council direct staff to pursue the option of relocating to a new mixed use development in the Town Centre, these costs would have to be re-evaluated following a space planning study. Given that the developer's approximate amenity contribution would be \$5.5M, there would be additional costs to constructing the City Hall. These additional costs could be partially covered by cash-in-lieu CACs from other projects, the sale of the City lane adjacent to the parcel to the developer (if considered surplus to the City's needs) or other surplus City properties, or other sources to be determined.

### **FINANCIAL IMPLICATIONS**

The City's current Financial Plan includes \$3M for some renovations to the current City Hall. A project of the magnitude described in this report will require significant changes to the current capital program. Prior to committing to the Developer and the project, the full costs will need to be included in a Financial Plan Bylaw.

### **LEGAL IMPLICATIONS**

Any partnership on a project of this scale entails risks, including those with legal implications, and any related agreements, including cost/maintenance agreements and Air Space Parcel subdivisions with the property owner would require legal review. Such agreements would need to be compliant with the *Community Charter* prohibitions on providing assistance to a business and other related legislation applicable to municipal dealings.

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

On February 24, 2020, Council requested a corporate report on the process, implementation and cost of the City doing a referendum on a new City Hall. Managing the City's response to the COVID-19 pandemic has disrupted the work on this topic.

### **INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS**

This corporate report was discussed with the Engineering and Municipal Operations and Finance Departments, and no additional comments were provided.



### **CLIMATE CHANGE IMPLICATIONS**

The opportunity to construct a new City Hall could include building and site features designed to reduce greenhouse gas emissions (electric vehicle charging infrastructure, building energy efficiency, etc.), as well as incorporate technology that facilitates increased work-from-home and/or online services.

By contributing to the mix of activities within walking distance in the city's growing Town Centre area, a relocated City Hall could encourage more residents in the area to walk or cycle to meet their daily needs. The Town Centre is also the transit hub for the community and may allow more employees to come to work by bus instead of single-occupant vehicle.

### **ALIGNMENT WITH STRATEGIC PRIORITIES**

The review of the City Hall and Civic Precinct is included in Council's 2018-2022 Strategic Priorities as a "Next" project.

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

#### **Alternatives**

Land Use and Planning Committee can:

1. Allow the property owner to discuss the potential for incorporating a new City Hall and theatre facility in their proposed redevelopment with the Committee.
2. Direct staff not to pursue opportunities for relocating the City Hall to the Town Centre area, both generally and more specifically as part of the mixed-use redevelopment application at 1513 Johnston Road. This may result in a lost opportunity to co-locate City Hall in close proximity to the White Rock Community Centre and other future civic facilities (parks, etc.) in the Town Centre.

It is noted that the LUPC has already provided direction to staff to proceed with preparing implementation mechanisms (i.e. Zoning and OCP amendments) related to the recommendations in the Town Centre OCP Review which relate to the height and density of properties in this area, and that this may impact the development potential of this and other parcels in the Town Centre area.

### **CONCLUSION**

The property owner of 1513 Johnston Road has indicated they are open to incorporating a new City Hall / community amenity space within the redevelopment proposal for their property, and staff are requesting that the owner be given an opportunity to discuss this possibility with the Committee. Following this discussion, the Committee may wish to provide staff with additional direction on proceeding with or discontinuing efforts on this option.

Respectfully submitted,



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

**Comments from the Chief Administrative Officer**

I concur with the recommendation of this report.

A handwritten signature in black ink, appearing to read 'Guillermo Ferrero', written over a light grey rectangular background.

Guillermo Ferrero  
Chief Administrative Officer

Appendix A: Conceptual Drawings Submitted by Property Owner of 1513 Johnston Road

**APPENDIX A**

**Conceptual Drawings Submitted by Property Owner of 1513 Johnston Road**

**STATISTICS**

**MUNICIPAL ADDRESS:**

1513 JOHNSTON ROAD, WHITE ROCK, BC

**LEGAL DESCRIPTION:**

LOT 34 EXCEPT: FIRSTLY; PART SUBDIVIDED BY PLAN 34504  
SECONDLY; PARCEL "P" (REFERENCE PLAN 36117),  
SECTION 10, TOWNSHIP 1, NWD PLAN 32979

**GROSS LOT AREA:**

38,016 SQ. FT. (3531.7 SQ M) = 0.873 ACRE (0.353 Ha)

**EXISTING ZONE:** CR-1 TOWN CENTRE AREA

**TYPE OF DEVELOPMENT:**

MIXED USE

**MAX. SITE COVERAGE:** 65%

ALLOWED: 24,710 SQ FT (7531.73 SQ M)  
PROPOSED: 20,300 SQ FT (53.4%)

**BUILDING HEIGHT:**

ALLOWED: 265'-0" (80.7 M) C/W AMENITY AGREEMENT  
PROPOSED: 265'-0" (80.7 M)  
23 STOREYS

**PROPOSED SETBACKS:**

EAST (FRONT): 30' (9 M)  
WEST (REAR): 15' (4.5 M)  
SOUTH (EXTERIOR SIDE YARD): 30' (9 M)  
NORTH (INTERIOR SIDE YARD):  
89'-6" (27.3 M) AT 0'-0"  
160'-0" (47.5 M) AT 5'-0" (1.5 M)

**FSR: (C/W AMENITY AGREEMENT)**

ALLOWED: 5.4 = 205,286 SQ FT (19,071.1 SQ M)  
PROPOSED: 5.37 = 204,000 SQ FT (1895 SQ M)  
(EXCLUDING CITY HALL)

**CITY HALL AMENITY (NOT INCLUDED IN FSR)**

GROUND FLOOR: 9,500 SQ FT (880 SQ M)  
SECOND FLOOR: 6,000 SQ FT (560 SQ M)  
THIRD FLOOR: 11,000 SQ FT (1020 SQ M)  
TOTAL AREA: 26,500 SQ FT (2460 SQ M)

**BUILDING AREAS (INCLUDED IN FSR ONLY):**

GROUND FLOOR PLATE: 16,600 SQ FT (1540 SQ M)  
SECOND FLOOR PLATE: 11,000 SQ FT (1020 SQ M)  
THIRD FLOOR PLATE: 11,000 SQ FT (1020 SQ M)  
FOURTH FLOOR PLATE: 19,800 SQ FT (1840 SQ M)  
TYPICAL TOWER PLATE: 7,700 SQ FT (715 SQ M)  
(19 FLOORS)

**COMMERCIAL SPACE:**

RETAIL 1: 3000 SQ FT  
RETAIL 2: 2700 SQ FT  
BREWERY: 3300 SQ FT  
TOTAL COMMERCIAL: 9000 SQ FT

**RESIDENTIAL SUITES:**

TOWER SUITES: 123  
2ND, 3RD & 4TH FLOOR APARTMENTS: 35  
TOTAL NO. OF UNITS: 158

**PRIVATE INDOOR AMENITY PROVIDED (INCLUDED IN FSR):**

2,400 SQ FT (220 SQ M)

**PRIVATE OUTDOOR AMENITY PROVIDED:**

12,300 SQ FT (1140 SQ M)

**RESIDENTIAL STORAGE LOCKERS:**

NO MINIMUM NUMBER REQUIRED  
PROVIDED: 168

**PARKING:**

**COMMERCIAL PARKING STALLS:**

REQUIRED: 1 PER 37 SQ M (400 SQ.FT.)  
= 9,000 SQ FT / 400 = 23  
PROVIDED: = 23

**CITY HALL PARKING:**

REQUIRED: 1 PER 37 SQ M (400 SQ.FT.)  
= 26,500 SQ FT / 400 = 66.25  
PROVIDED: = 67

**RESIDENTIAL PARKING STALLS:**

REQUIRED FOR APARTMENTS: 1.2 PER UNIT + 0.3 VISITOR  
PROVIDED: 158 X 1.2 = 190 SECURE RESIDENTIAL  
158 X 0.3 = 48 VISITOR  
TOTAL APARTMENT RESIDENTIAL = 238

**TOTAL PARKING STALLS REQUIRED:**

PUBLIC (COMMERCIAL + CITY HALL + RESIDENTIAL VISITORS)  
= 23 + 67 + 48 = 138  
SECURE RESIDENTIAL = 190  
= 328

**TOTAL PARKING STALLS PROVIDED:**

PUBLIC: = 83 - 55 (RELAXATION REQUIRED)  
SECURE: = 190  
TOTAL: = 273

**LOADING BAYS:**

REQUIRED: 2 (1 SHARED WITH RESIDENTIAL)  
PROVIDED: 2

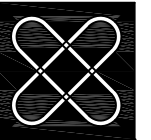
**BICYCLE STALLS:**

	CLASS 1	CLASS 2
CITY HALL	0.25 PER 200 SQ M 2320 / 200 X .25 = 3	0.75 PER 200 SQ M 2320 / 200 X .75 = 9
COMMERCIAL	0.25 PER 200 SQ M 1100 / 200 X .25 = 2	0.75 PER 200 SQ M 1100 / 200 X .75 = 4
SUITES	1 PER UNIT = 158	0.2 PER UNIT = 34

TOTAL CLASS 1 BICYCLE STALLS PROVIDED: 172  
TOTAL CLASS 2 BICYCLE STALLS PROVIDED: 44

**PROJECT STATISTICS**

**OPTION 1: CITY HALL**



**F. ADAB ARCHITECTS INC.**

#130-1000 ROOSEVELT CRESCENT  
NORTH VANCOUVER, BC V7P 3R4  
TEL: (604) 987-3003 FAX: (604) 987-3033  
E-MAIL: mfa@multigonadab.com

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2	JUN 30 2020	PRELIMINARY SCHEMATIC
1	JUN 18 2020	PRELIMINARY SCHEMATIC

PROJECT TITLE:  
**MIXED USE DEVELOPMENT**  
1513 JOHNSTON ROAD,  
WHITE ROCK, BC  
FOR:  
**PRIME JOHNSTON HOLDINGS LTS.**  
1325-1500 WEST GEORGIA ST.  
VANCOUVER, BC V6G 2Z6

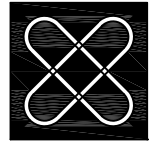
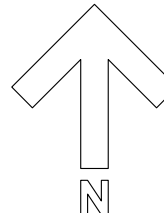
DRAWING TITLE:  
**PROJECT STATISTICS**  
OPTION 1: CITY HALL

DATE: JUNE 18, 2020	SHEET NO:
SCALE: N/A	<b>A-1</b>
DESIGN: FAA	
DRAWN: NW	
PROJECT NO: 2003	



# CONTEXT PLAN: TOWN CENTRE

## OPTION 1: CITY HALL



**F. ADAB  
ARCHITECTS  
INC.**

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PROJECT TITLE:  
**MIXED USE DEVELOPMENT  
1513 JOHNSTON ROAD,  
WHITE ROCK, BC**

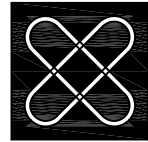
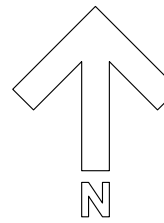
FOR:  
**PRIME JOHNSTON  
HOLDINGS LTS.  
1325-1500 WEST GEORGIA ST.  
VANCOUVER, BC V6G 2Z6**

DRAWING TITLE:  
**CONTEXT PLAN:  
TOWN CENTRE**

OPTION 1: CITY HALL

DATE:	JULY 29, 2020	SHEET NO:	<b>A-2</b>
SCALE:	N.T.S.		
DESIGN:	FAA		
DRAWN:	NW		
PROJECT NO:	2003		





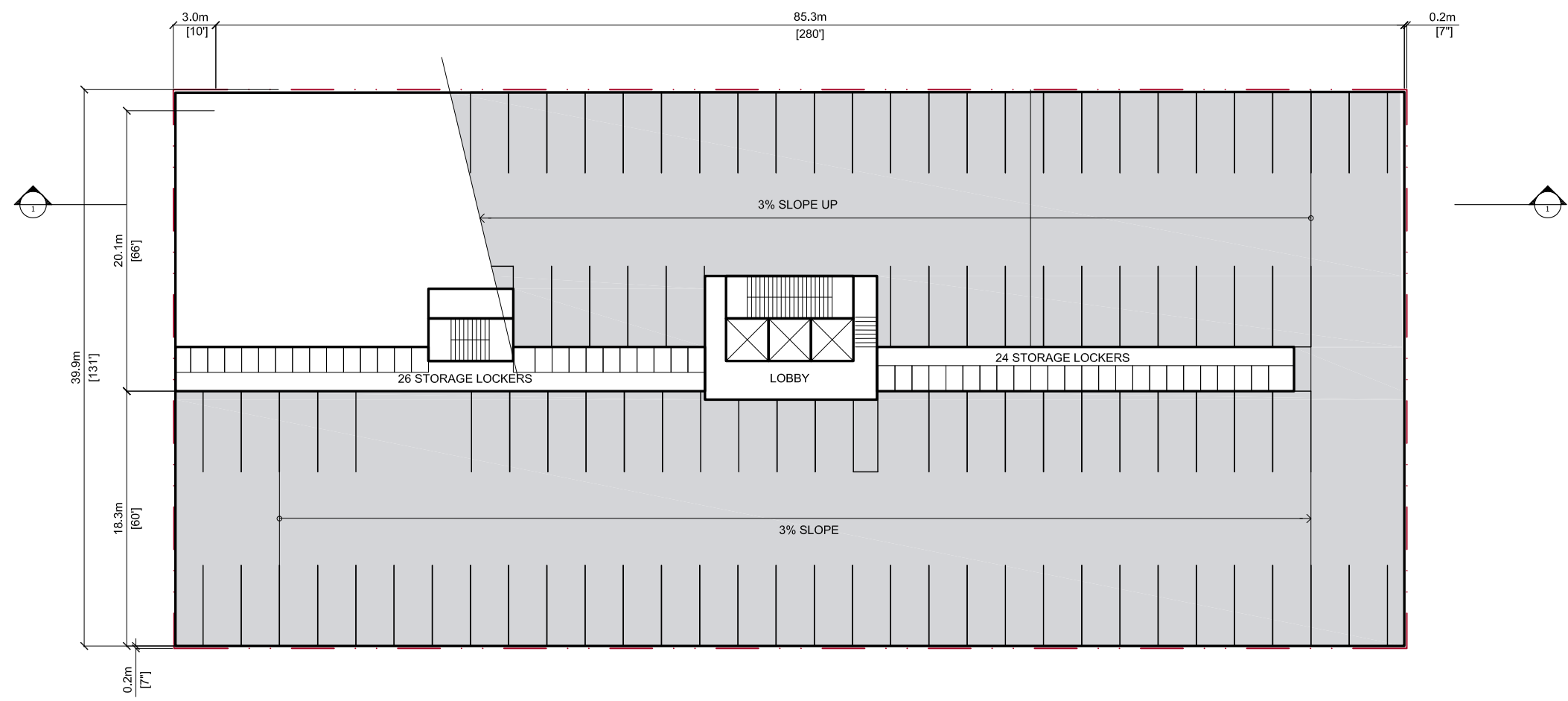
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PROJECT TITLE:  
**MIXED USE DEVELOPMENT  
1513 JOHNSTON ROAD,  
WHITE ROCK, BC**

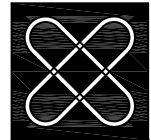
FOR:  
**PRIME JOHNSTON  
HOLDINGS LTS.**  
1325-1500 WEST GEORGIA ST.  
VANCOUVER, BC V6G 2Z6

DRAWING TITLE:  
**P3 PARKING LEVEL  
OPTION 1: CITY HALL**

DATE:	JULY 29, 2020	SHEET NO:	<b>A-4</b>
SCALE:	1/16" = 1'-0"		
DESIGN:	FAA		
DRAWN:	NW		
PROJECT NO:	2003		

# P3 PARKING LEVEL: 101 SECURE (RESIDENTIAL) PARKING STALLS

## OPTION 1: CITY HALL



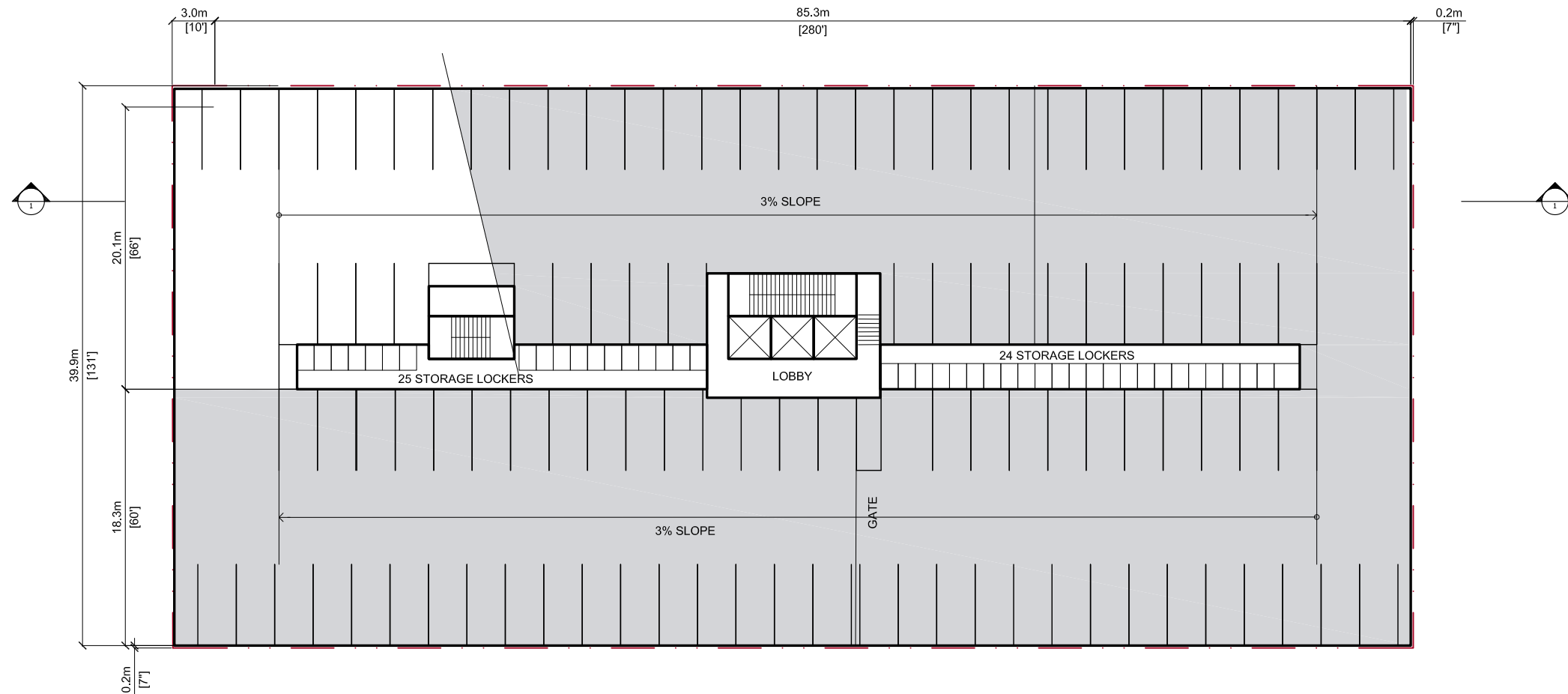
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## P2 PARKING LEVEL: 101 SECURE (RESIDENTIAL) PARKING STALLS

OPTION 1: CITY HALL

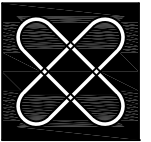
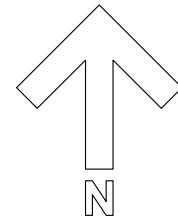
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1	JUN 18 2020	PRELIMINARY SCHEMATIC

PROJECT TITLE:  
**MIXED USE DEVELOPMENT  
1513 JOHNSTON ROAD,  
WHITE ROCK, BC**

FOR:  
**PRIME JOHNSTON  
HOLDINGS LTS.**  
1325-1500 WEST GEORGIA ST.  
VANCOUVER, BC V6G 2Z6

DRAWING TITLE:  
**P2 PARKING LEVEL**  
OPTION 1: CITY HALL

DATE: JULY 29, 2020	SHEET NO:
SCALE: 1/16" = 1'-0"	<b>A-5</b>
DESIGN: FAA	
DRAWN: NW	
PROJECT NO: 2003	



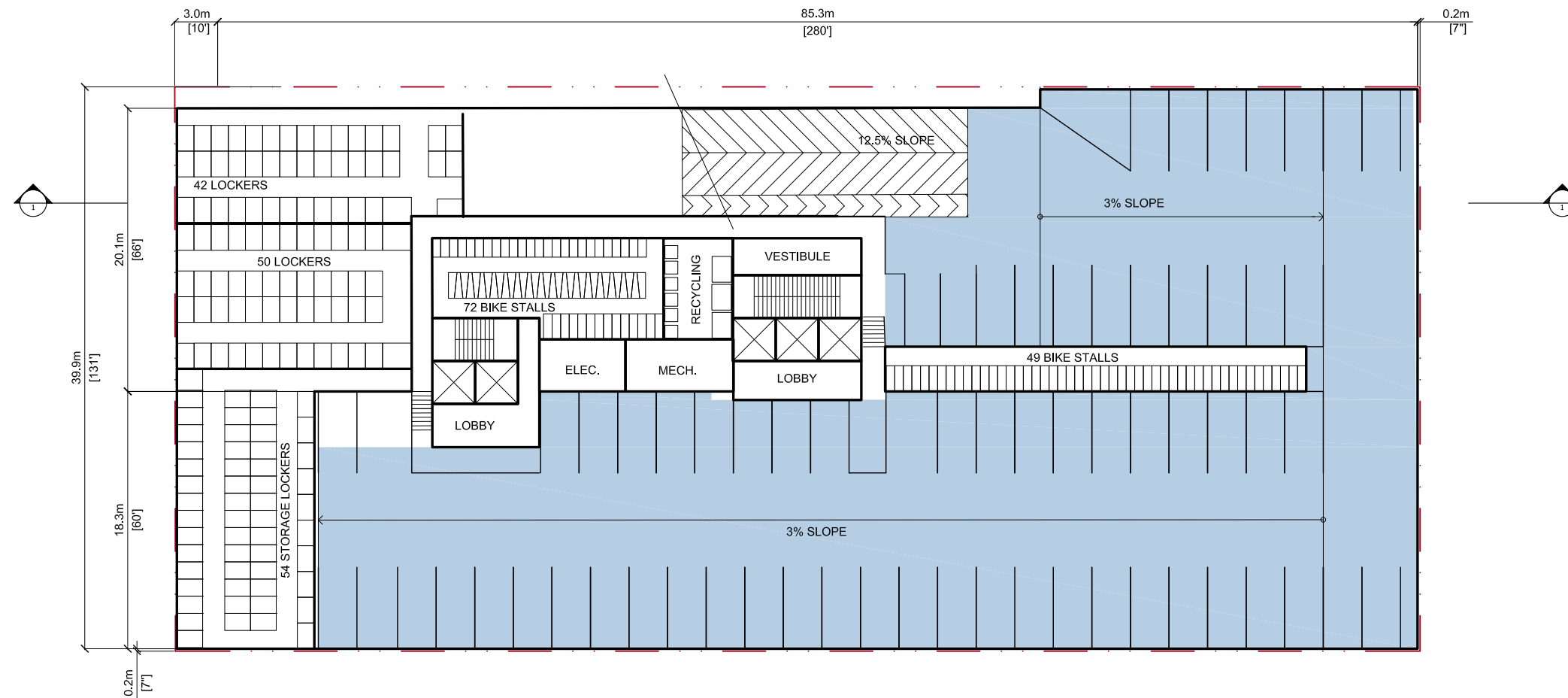
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WHITE ROCK, BC**

FOR:  
**PRIME JOHNSTON  
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1325-1500 WEST GEORGIA ST.  
VANCOUVER, BC V6G 2Z6

DRAWING TITLE:  
**P1 PARKING LEVEL**  
OPTION 1: CITY HALL

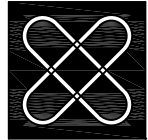
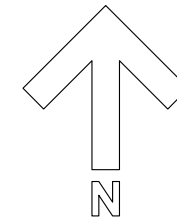
DATE:	JULY 29, 2020	SHEET NO:	
SCALE:	1/16" = 1'-0"		
DESIGN:	FAA		<b>A-6</b>
DRAWN:	NW		
PROJECT NO:	2003		

## P1 PARKING LEVEL:

73 UNSECURED (PUBLIC) PARKING STALLS; CITY HALL: 68 PARKING STALLS IN BLUE

OPTION 1: CITY HALL





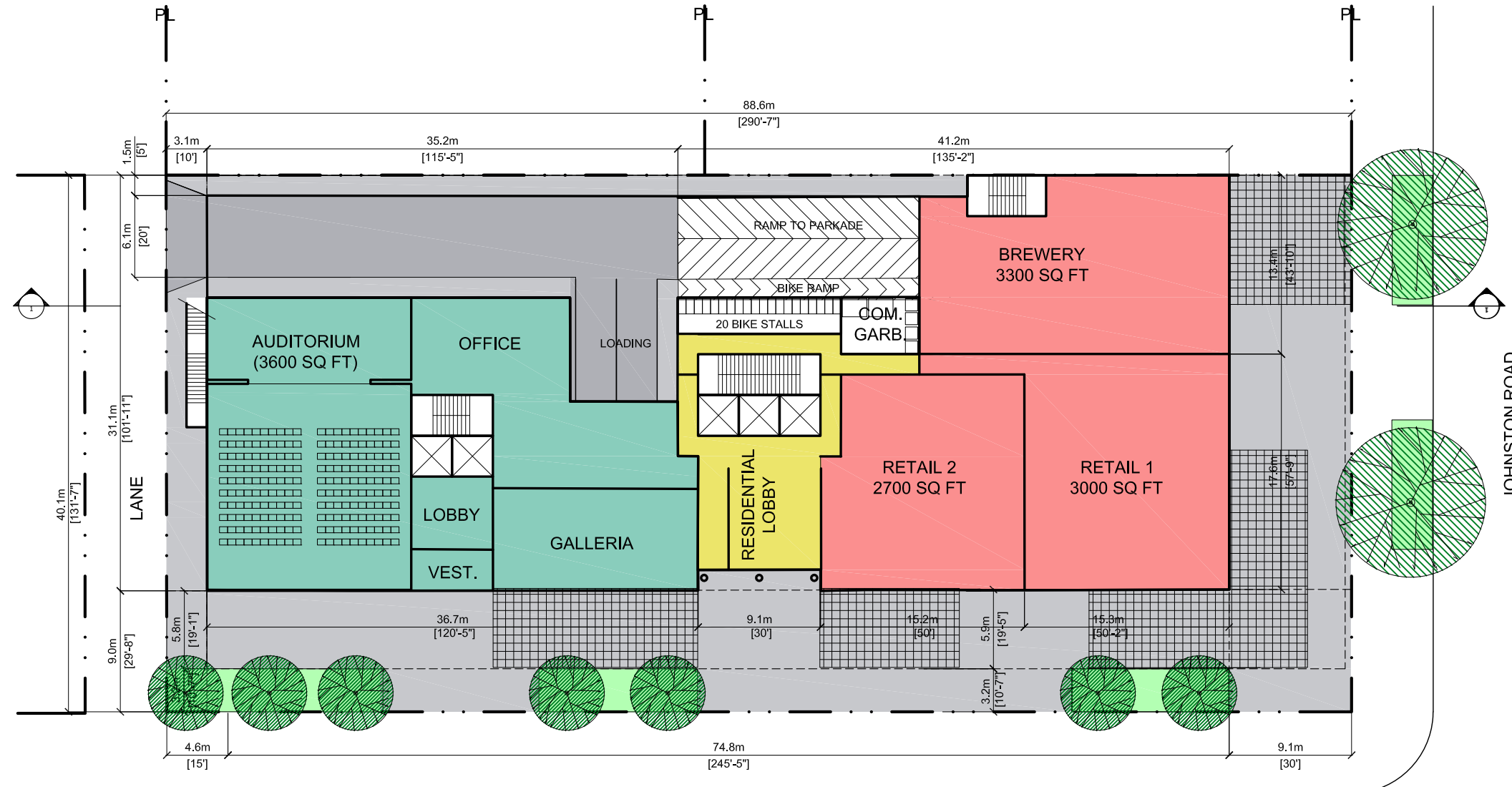
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# GROUND FLOOR LEVEL

## OPTION 1: CITY HALL

RUSSELL AVENUE

JOHNSTON ROAD

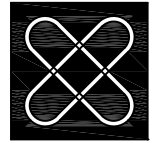
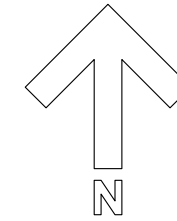
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PROJECT TITLE:  
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1513 JOHNSTON ROAD,  
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FOR:  
**PRIME JOHNSTON  
HOLDINGS LTS.  
1325-1500 WEST GEORGIA ST.  
VANCOUVER, BC V6G 2Z6**

DRAWING TITLE:  
**GROUND FLOOR PLAN  
OPTION 1: CITY HALL**

DATE: JULY 29, 2020	SHEET NO:
SCALE: 1/16" = 1'-0"	<b>A-7</b>
DESIGN: FAA	
DRAWN: NW	
PROJECT NO: 2003	



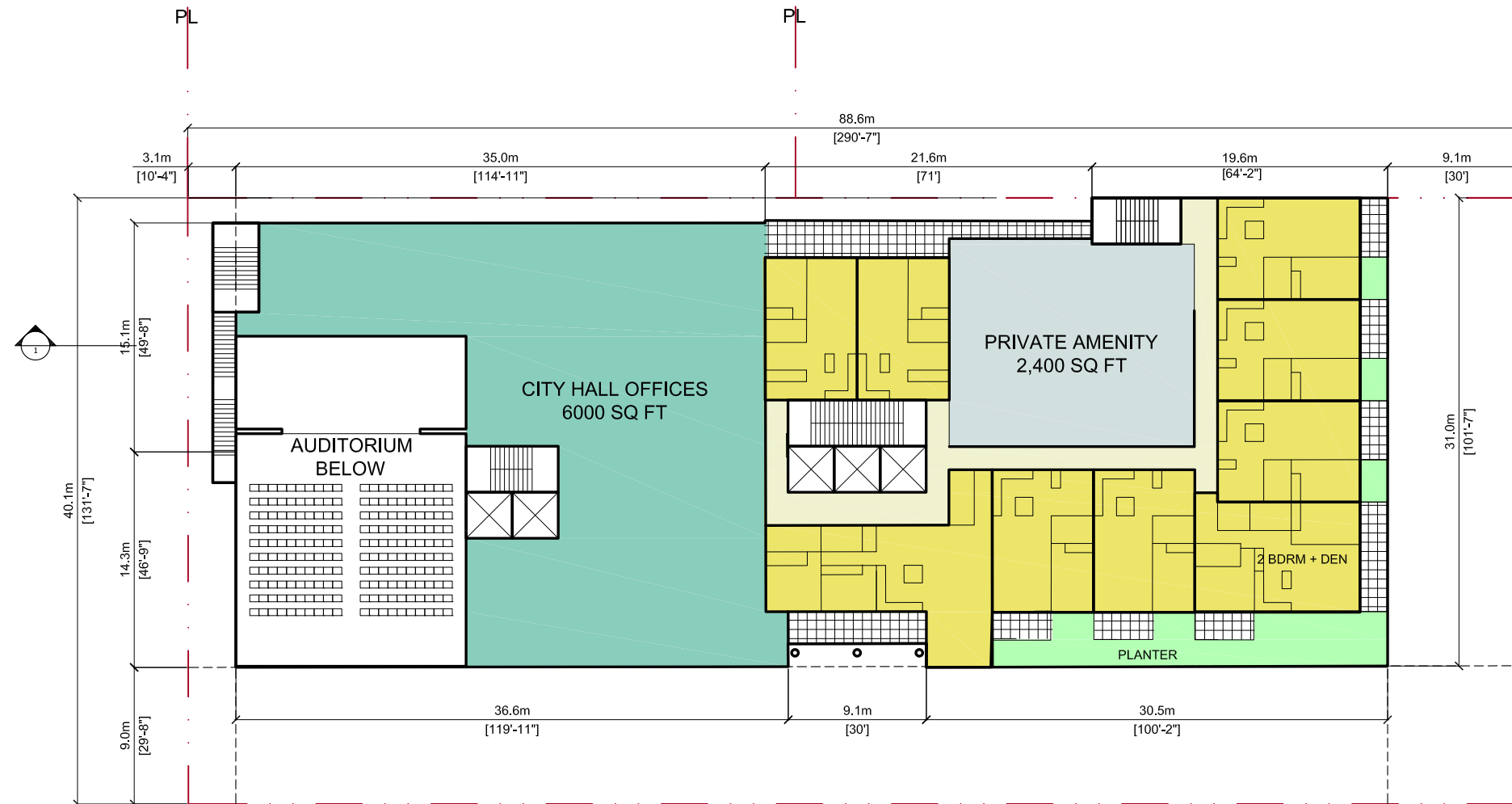
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**SECOND FLOOR LEVEL**  
**9 RESIDENTIAL UNITS**  
**6000 SQ FT CITY HALL**

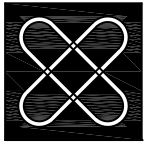
NO.	DATE	REVISION/ISSUED
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PROJECT TITLE:  
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**1513 JOHNSTON ROAD,**  
**WHITE ROCK, BC**

FOR:  
**PRIME JOHNSTON**  
**HOLDINGS LTS.**  
1325-1500 WEST GEORGIA ST.  
VANCOUVER, BC V6G 2Z6

DRAWING TITLE:  
**SECOND FLOOR LEVEL**  
OPTION 1: CITY HALL

DATE: JULY 29, 2020	SHEET NO:
SCALE: 1/16" = 1'-0"	<b>A-8</b>
DESIGN: FAA	
DRAWN: NW	
PROJECT NO: 2003	



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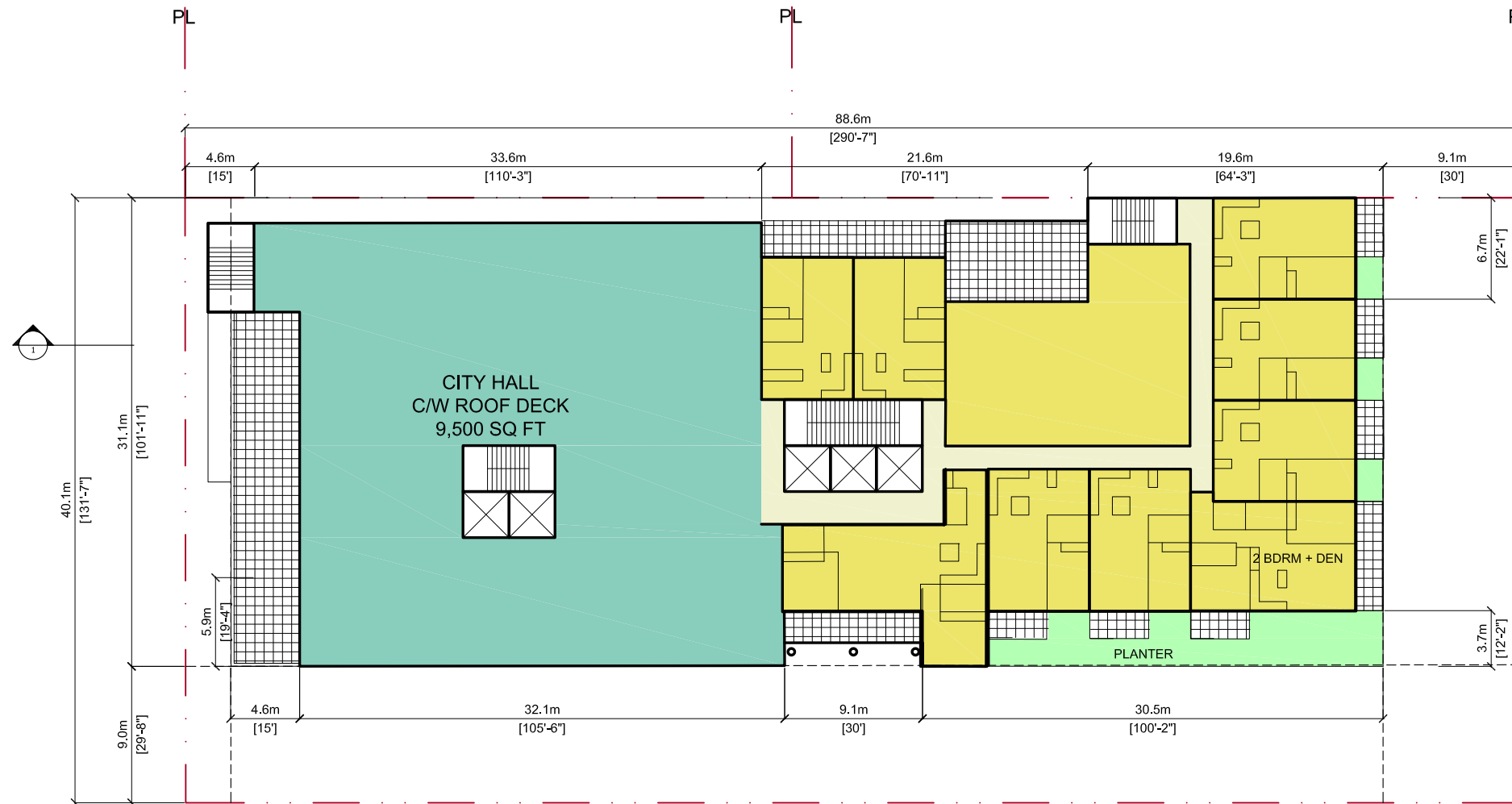
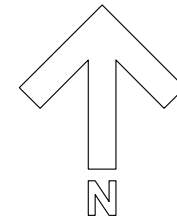
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PROJECT TITLE:  
**MIXED USE DEVELOPMENT  
1513 JOHNSTON ROAD,  
WHITE ROCK, BC**

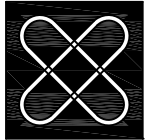
FOR:  
**PRIME JOHNSTON  
HOLDINGS LTS.**  
1325-1500 WEST GEORGIA ST.  
VANCOUVER, BC V6G 2Z6

DRAWING TITLE:  
**THIRD FLOOR LEVEL**  
OPTION 1: CITY HALL

DATE: JULY 29, 2020	SHEET NO:
SCALE: 1/16" = 1'-0"	<b>A-9</b>
DESIGN: FAA	
DRAWN: NW	
PROJECT NO: 2003	



**THIRD FLOOR LEVEL**  
**9 RESIDENTIAL UNITS**  
**11,000 SQ FT CITY HALL**



**F. ADAB  
ARCHITECTS  
INC.**

#130-1000 ROOSEVELT CRESCENT  
NORTH VANCOUVER, BC V7P 3R4  
TEL: (604) 987-3003 FAX: (604) 987-3033  
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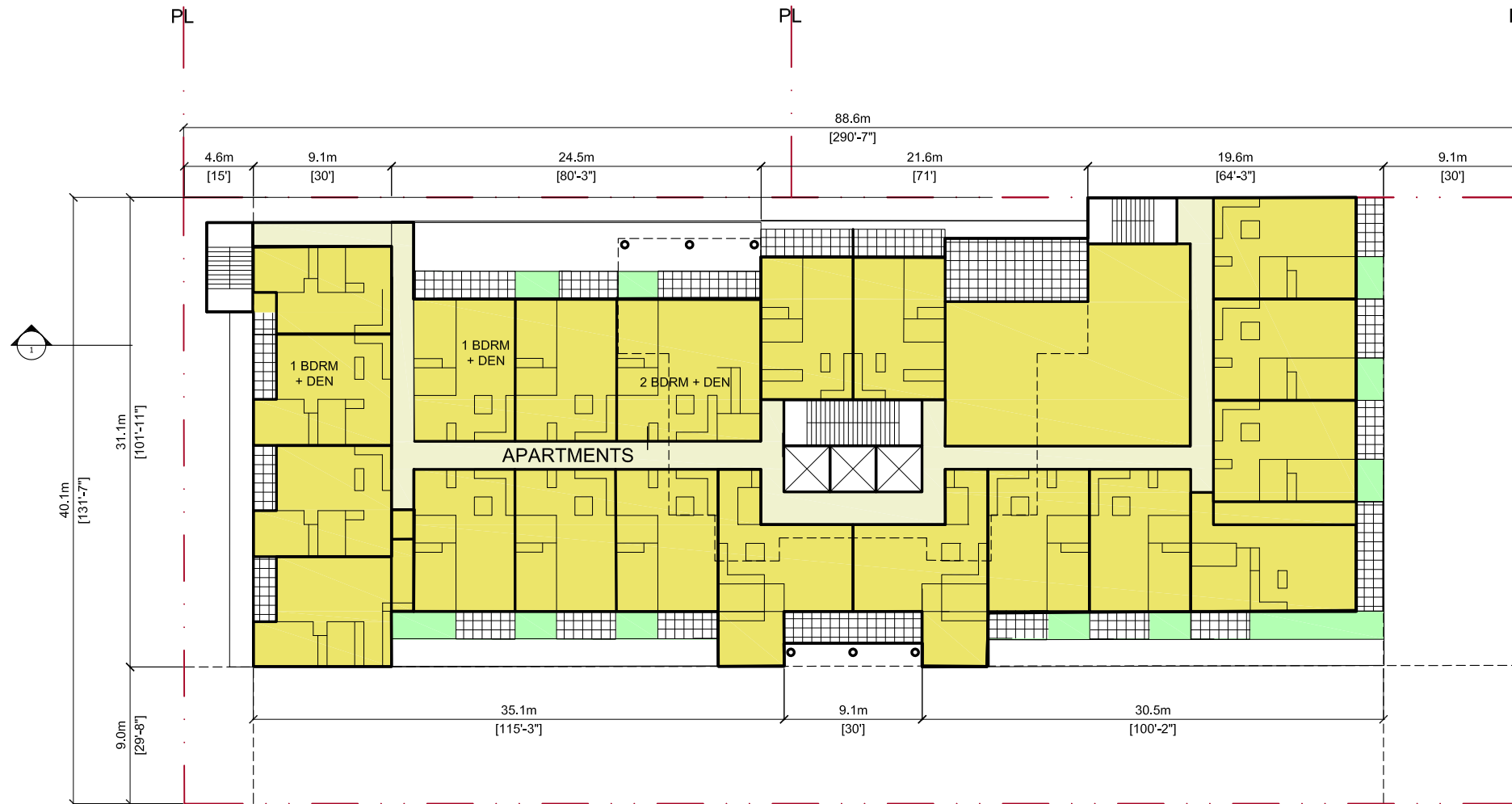
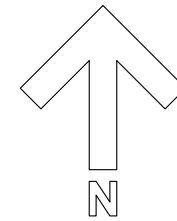
NO.	DATE	REVISION/ISSUED
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PROJECT TITLE:  
**MIXED USE DEVELOPMENT  
1513 JOHNSTON ROAD,  
WHITE ROCK, BC**

FOR:  
**PRIME JOHNSTON  
HOLDINGS LTS.**  
1325-1500 WEST GEORGIA ST.  
VANCOUVER, BC V6G 2Z6

DRAWING TITLE:  
**FOURTH FLOOR LEVEL  
OPTION 1: CITY HALL**

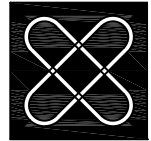
DATE: JULY 29, 2020	SHEET NO:
SCALE: 1/16" = 1'-0"	<b>A-10</b>
DESIGN: FAA	
DRAWN: NW	
PROJECT NO: 2003	



# FOURTH FLOOR LEVEL

## 17 RESIDENTIAL UNITS

OPTION 1: CITY HALL



**F. ADAB  
ARCHITECTS  
INC.**

#130-1000 ROOSEVELT CRESCENT  
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TEL: (604) 987-3003 FAX: (604) 987-3033  
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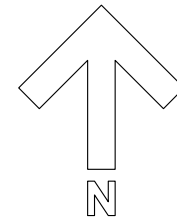
NO.	DATE	REVISION ISSUED
8	OCT 13 2020	OPTION 1 REVISED FOR CITY REVIEW
7	AUG 19 2020	OPTION 1 REVISED FOR CLIENT REVIEW
6	JUL 29 2020	OPTIONS 1 & 2 REVIEW BY CITY
5	JUL 22 2020	DESIGN DEVELOPMENT
4	JUL 15 2020	DESIGN DEVELOPMENT
3	JUL 08 2020	REVIEW BY CITY
2	JUN 30 2020	PRELIMINARY SCHEMATIC
1	JUN 18 2020	PRELIMINARY SCHEMATIC

PROJECT TITLE:  
**MIXED USE DEVELOPMENT  
1513 JOHNSTON ROAD,  
WHITE ROCK, BC**

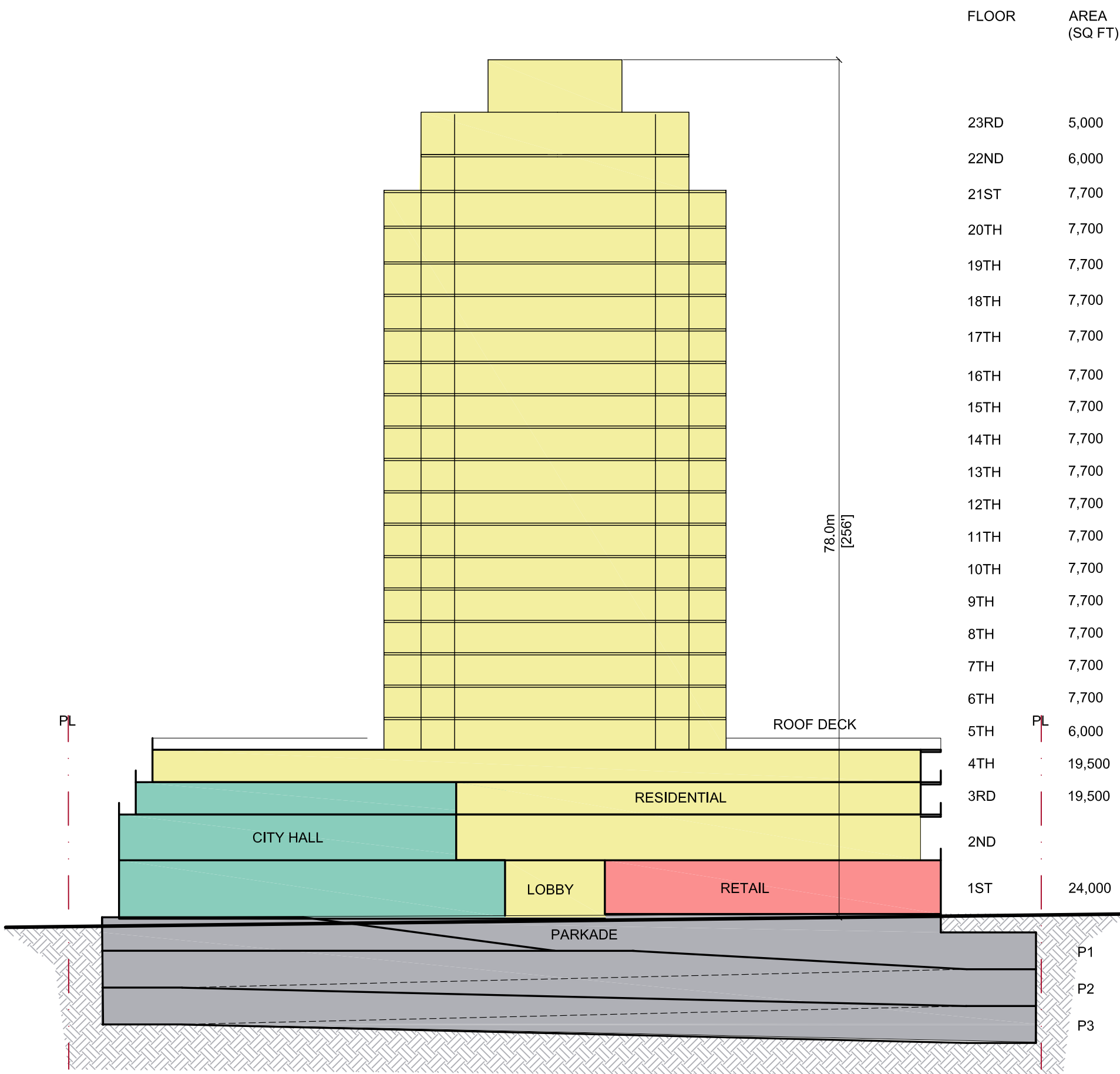
FOR:  
**PRIME JOHNSTON  
HOLDINGS LTS.**  
1325-1500 WEST GEORGIA ST.  
VANCOUVER, BC V6G 2Z6

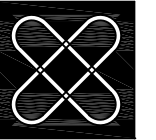
DRAWING TITLE:  
**LONGITUDINAL SECTION  
OPTION 1: CITY HALL**

DATE: JULY 29, 2020	SHEET NO:
SCALE: 1/16" = 1'-0"	<b>A-11</b>
DESIGN: FAA	
DRAWN: NW	
PROJECT NO: 2003	



# LONGITUDINAL SECTION THROUGH TOWER OPTION 1: CITY HALL





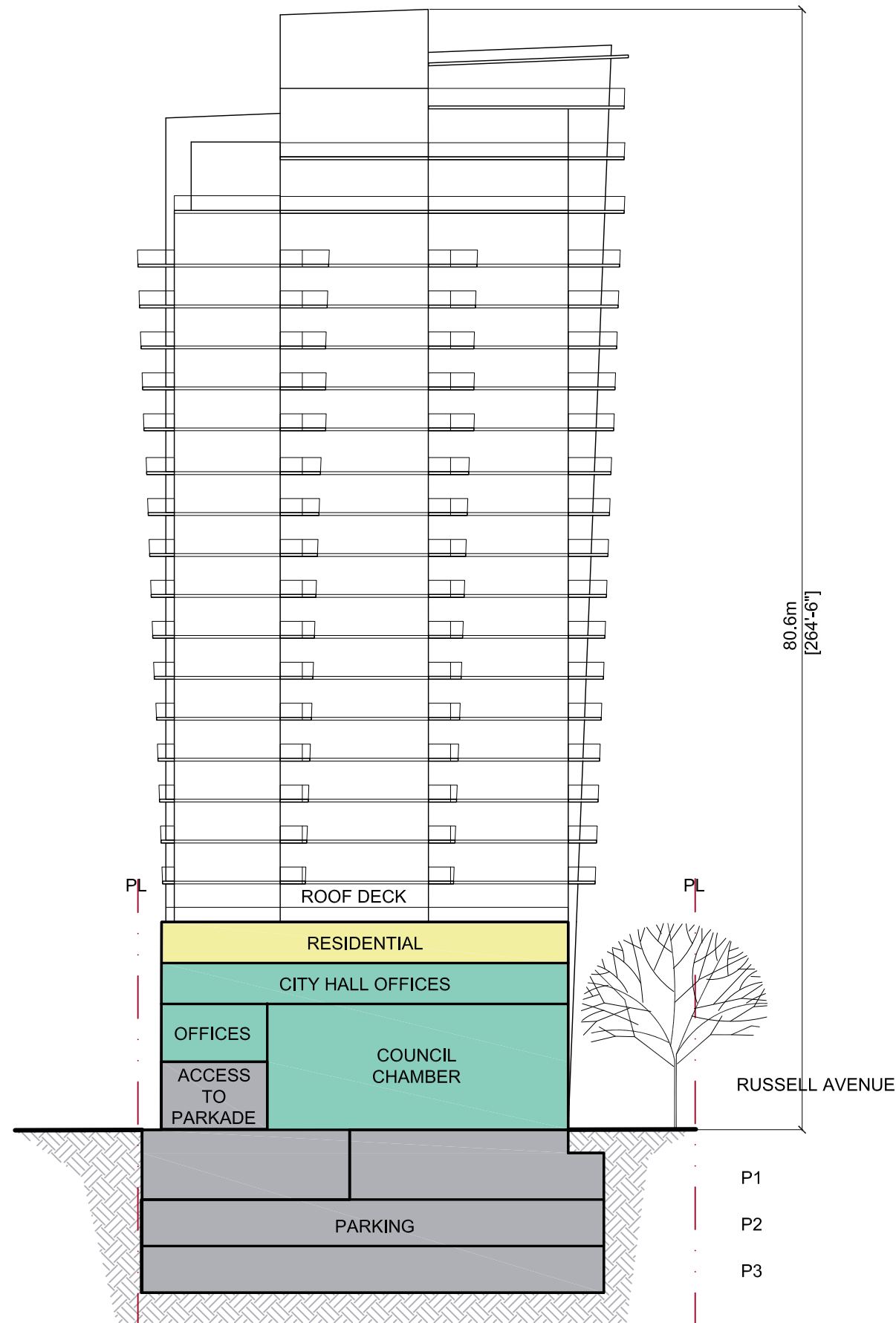
**F. ADAB  
ARCHITECTS  
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#130-1000 ROOSEVELT CRESCENT  
NORTH VANCOUVER, BC V7P 3R4  
TEL: (604) 987-3003 FAX: (604) 987-3033  
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# CROSS SECTION THROUGH CITY HALL

## OPTION 1: CITY HALL

NO.	DATE	REVISION/ ISSUED
8	OCT 13 2020	OPTION 1 REVISED FOR CITY REVIEW
7	AUG 19 2020	OPTION 1 REVISED FOR CLIENT REVIEW
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1	JUN 18 2020	PRELIMINARY SCHEMATIC

PROJECT TITLE:  
**MIXED USE DEVELOPMENT  
1513 JOHNSTON ROAD,  
WHITE ROCK, BC**

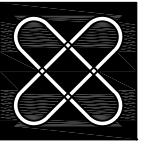
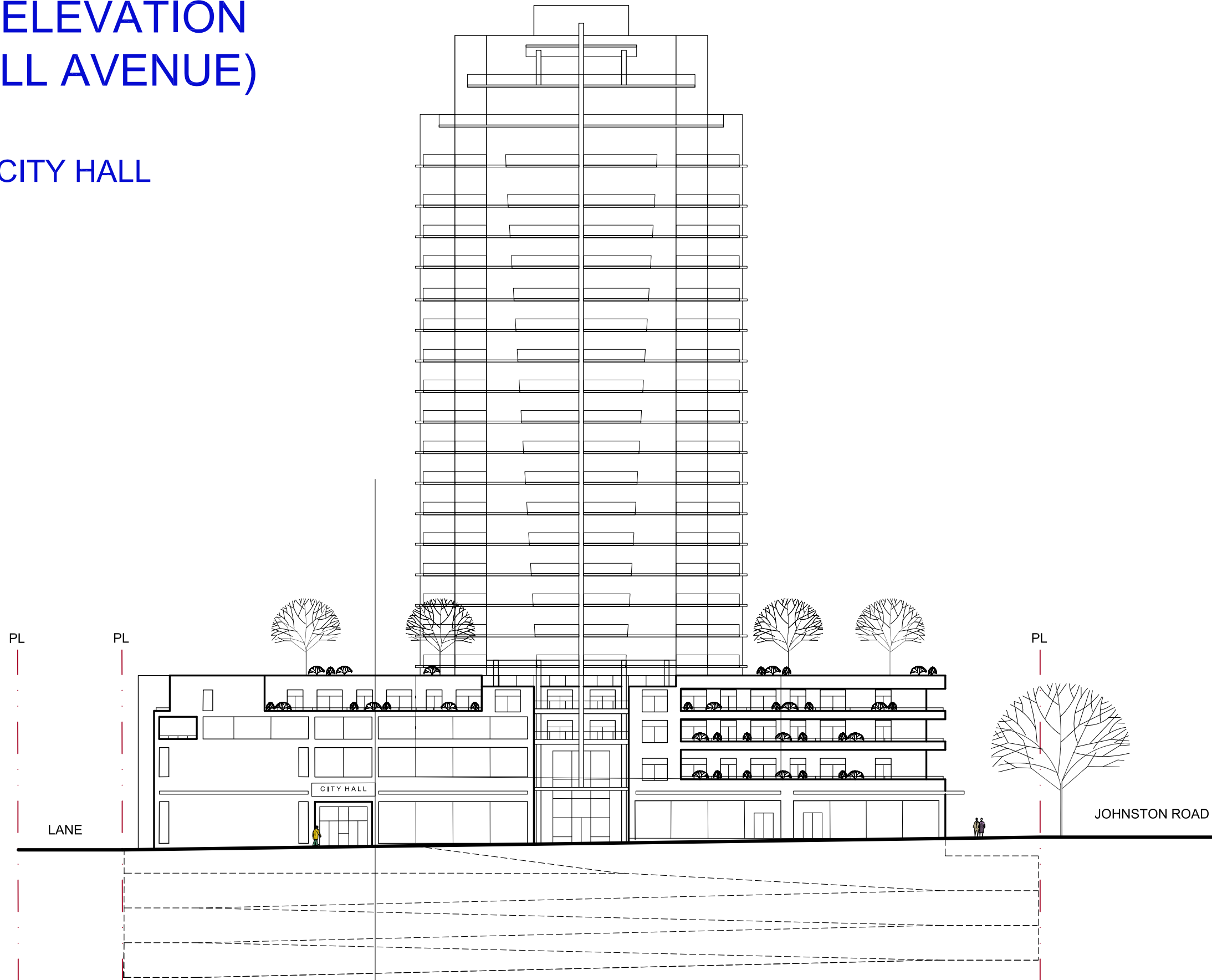
FOR:  
**PRIME JOHNSTON  
HOLDINGS LTS.**  
1325-1500 WEST GEORGIA ST.  
VANCOUVER, BC V6G 2Z6

DRAWING TITLE:  
**SECTION**  
OPTION 1: CITY HALL

DATE:	JULY 29, 2020	SHEET NO:	
SCALE:	1/16" = 1'-0"		
DESIGN:	FAA		
DRAWN:	NW		<b>A-12</b>
PROJECT NO:	2003		

# SOUTH ELEVATION (RUSSELL AVENUE)

## OPTION 1: CITY HALL



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2	JUN 30 2020	PRELIMINARY SCHEMATIC
1	JUN 18 2020	PRELIMINARY SCHEMATIC

PROJECT TITLE:  
**MIXED USE DEVELOPMENT  
1513 JOHNSTON ROAD,  
WHITE ROCK, BC**

FOR:  
**PRIME JOHNSTON  
HOLDINGS LTS.**  
1325-1500 WEST GEORGIA ST.  
VANCOUVER, BC V6G 2Z6

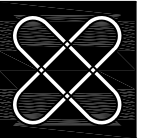
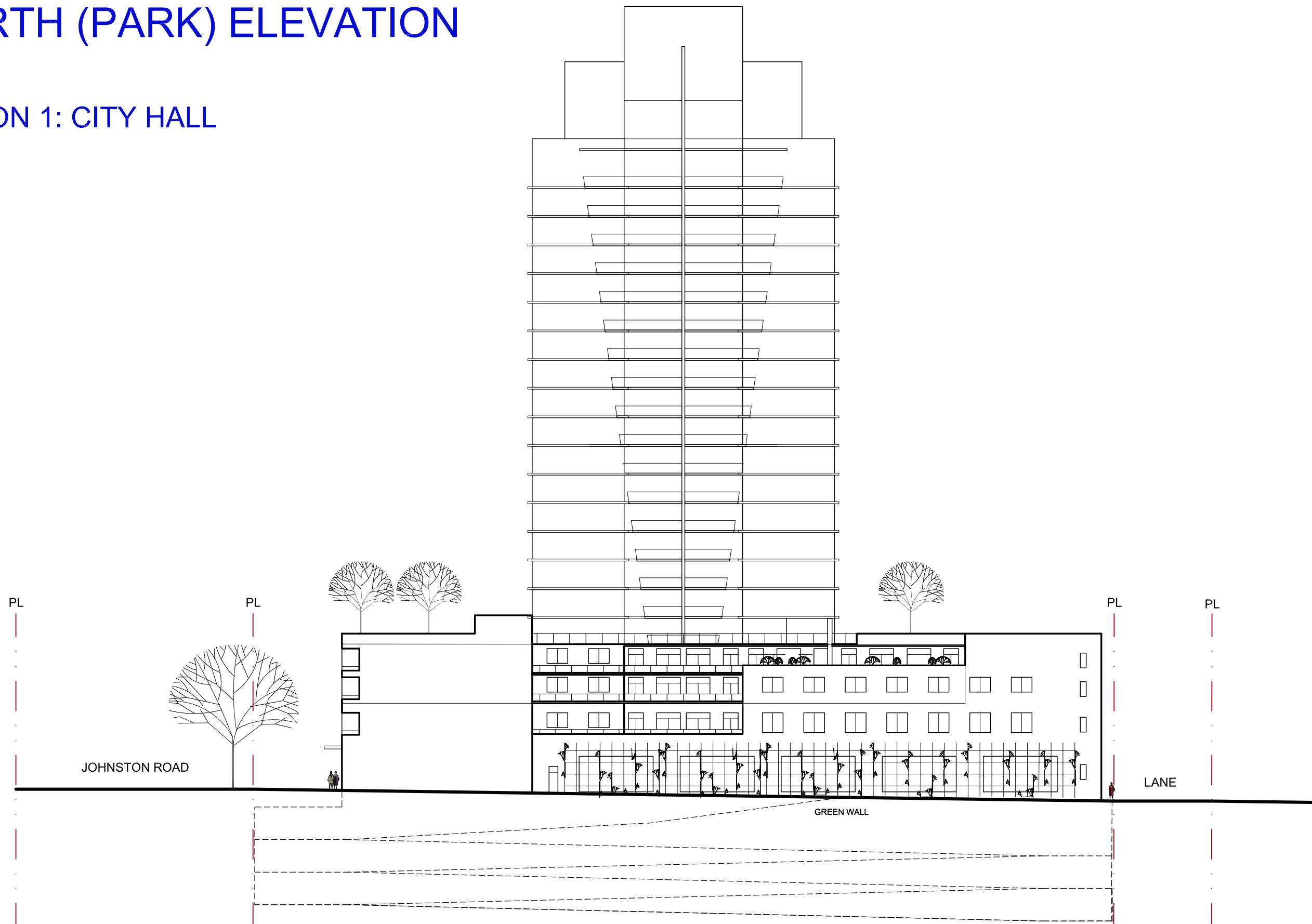
DRAWING TITLE:  
**SOUTH ELEVATION  
(RUSSELL AVENUE)**

OPTION 1: CITY HALL

DATE: JULY 29, 2020	SHEET NO:
SCALE: 1/16" = 1'-0"	<b>A-13</b>
DESIGN: FAA	
DRAWN: NW	
PROJECT NO: 2003	

# NORTH (PARK) ELEVATION

## OPTION 1: CITY HALL



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3	JUL 08 2020	REVIEW BY CITY
2	JUN 30 2020	PRELIMINARY SCHEMATIC
1	JUN 18 2020	PRELIMINARY SCHEMATIC

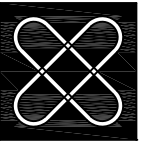
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**MIXED USE DEVELOPMENT  
1513 JOHNSTON ROAD,  
WHITE ROCK, BC**

FOR:  
**PRIME JOHNSTON  
HOLDINGS LTS.**  
1325-1500 WEST GEORGIA ST.  
VANCOUVER, BC V6G 2Z6

DRAWING TITLE:  
**NORTH (PARK)  
ELEVATION**  
  
OPTION 1: CITY HALL

DATE:	JULY 29, 2020	SHEET NO:	
SCALE:	1/16" = 1'-0"		
DESIGN:	FAA		A-14
DRAWN:	NW		
PROJECT NO:	2003		





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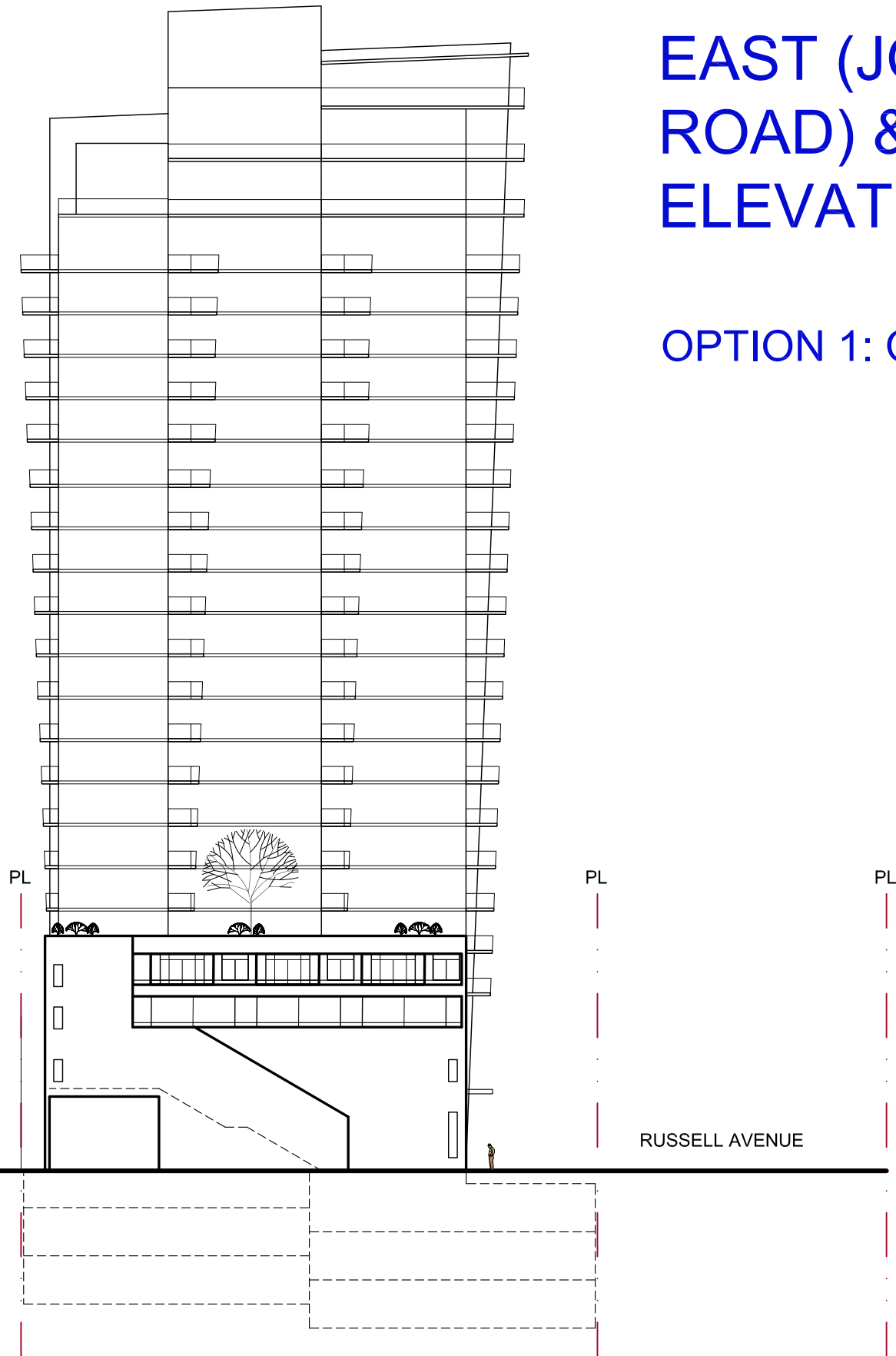
PROJECT TITLE:  
**MIXED USE DEVELOPMENT  
1513 JOHNSTON ROAD,  
WHITE ROCK, BC**  
  
FOR:  
**PRIME JOHNSTON  
HOLDINGS LTS.**  
1325-1500 WEST GEORGIA ST.  
VANCOUVER, BC V6G 2Z6

DRAWING TITLE:  
**EAST (JOHNSTON ROAD)  
& WEST (LANE) ELEVS**  
  
OPTION 1: CITY HALL

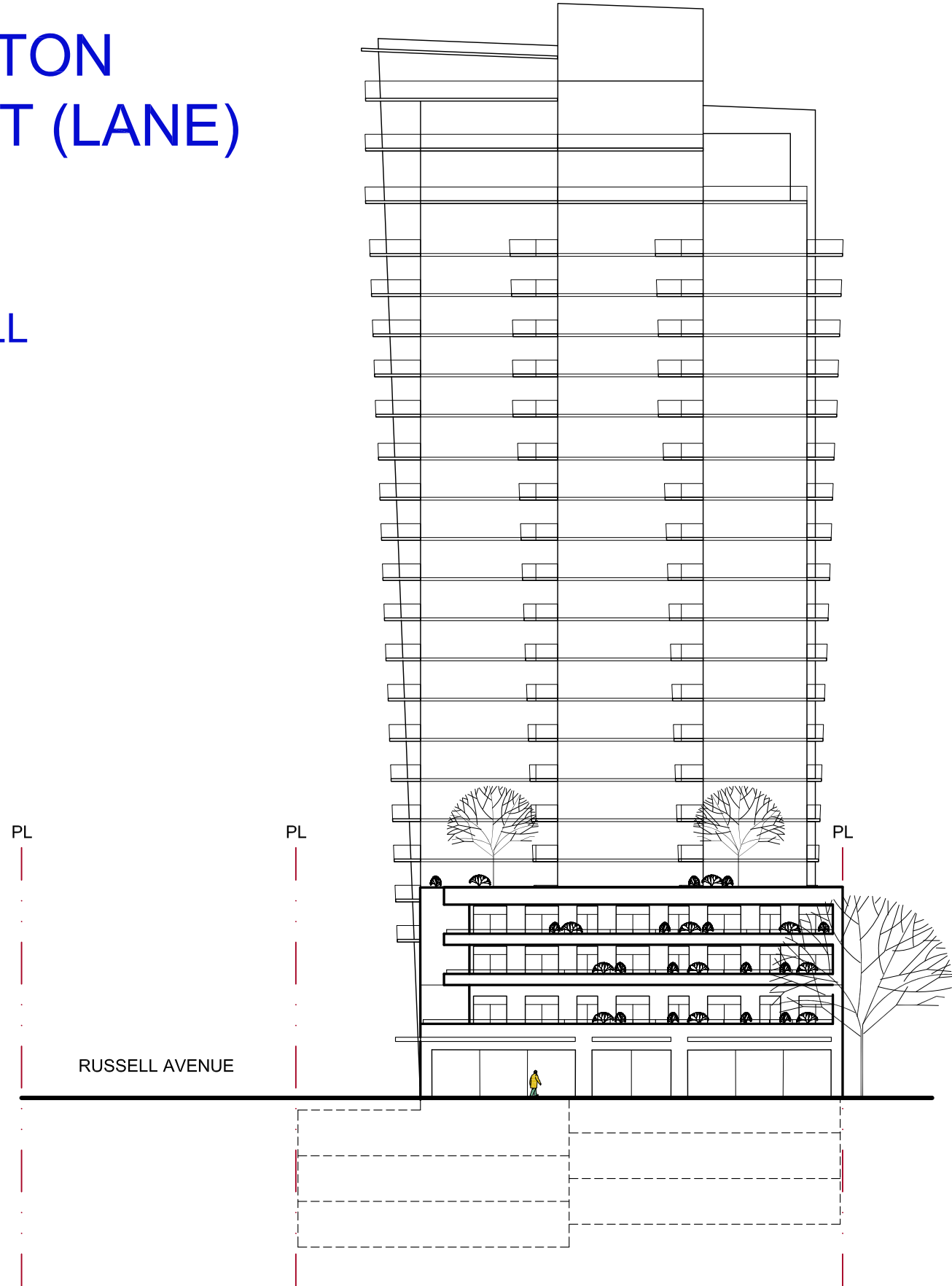
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DRAWN:	NW		<b>A-15</b>
PROJECT NO:	2003		

# EAST (JOHNSTON ROAD) & WEST (LANE) ELEVATIONS

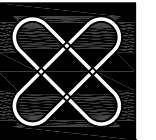
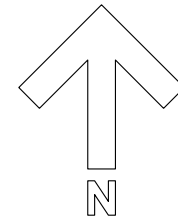
## OPTION 1: CITY HALL



WEST (LANE)



EAST (JOHNSTON RD)



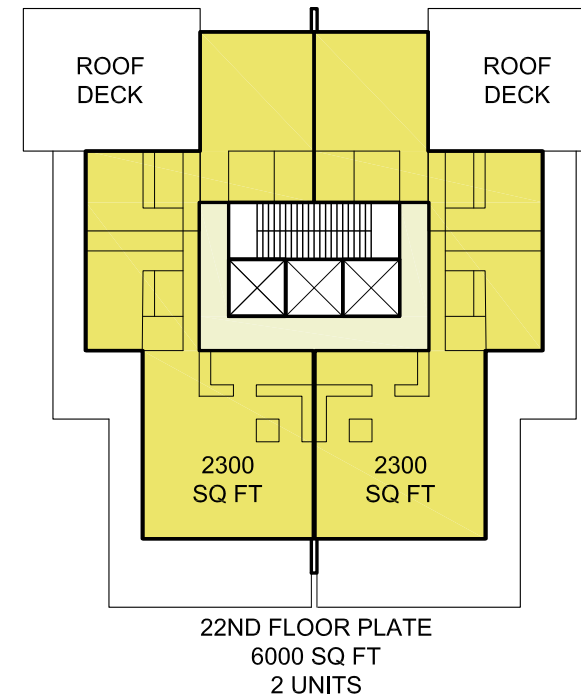
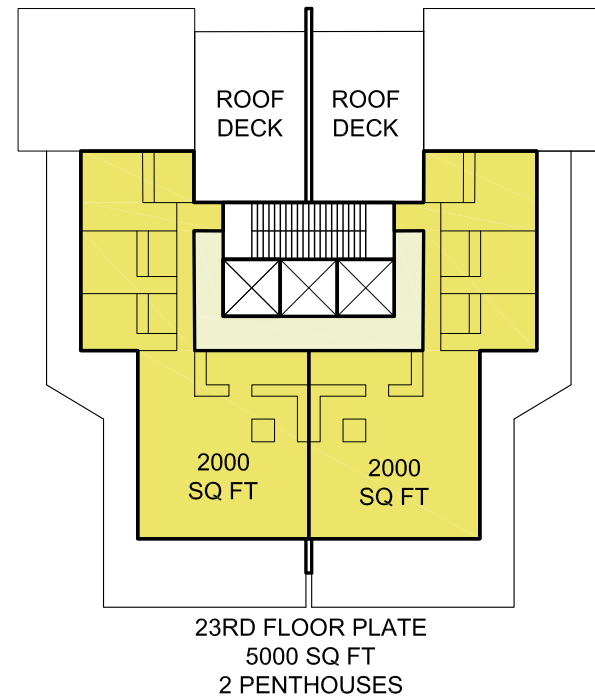
**F. ADAB  
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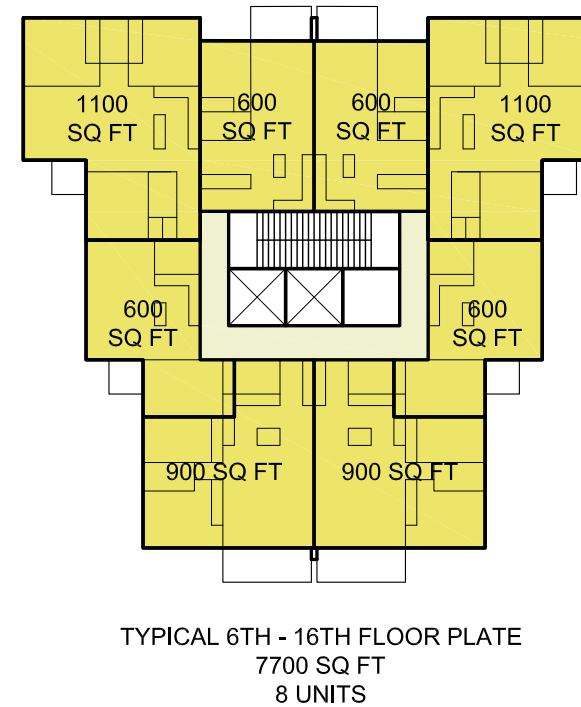
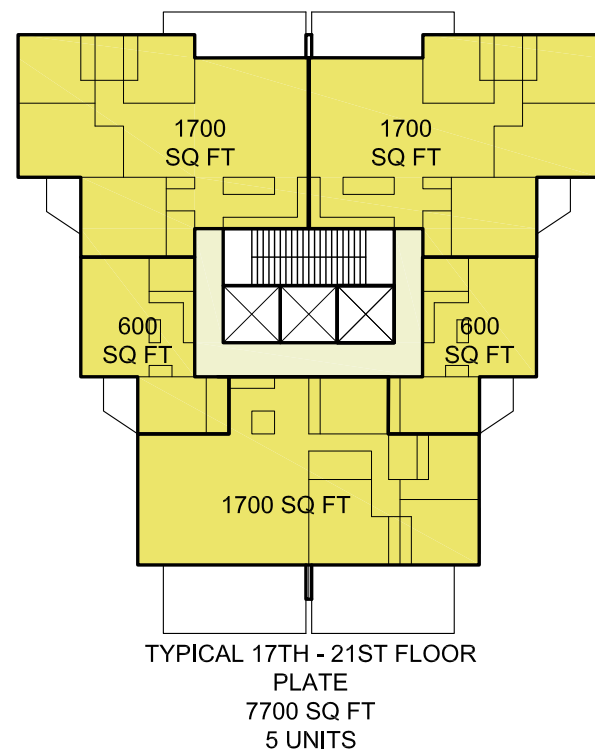
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# TYPICAL TOWER FLOOR PLATES

## OPTION 1: CITY HALL



NO.	DATE	REVISION/ISSUED
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2	JUN 30 2020	PRELIMINARY SCHEMATIC
1	JUN 18 2020	PRELIMINARY SCHEMATIC

PROJECT TITLE:  
**MIXED USE DEVELOPMENT  
1513 JOHNSTON ROAD,  
WHITE ROCK, BC**

FOR:  
**PRIME JOHNSTON  
HOLDINGS LTS.**  
1325-1500 WEST GEORGIA ST.  
VANCOUVER, BC V6G 2Z6

DRAWING TITLE:  
**TYPICAL TOWER  
FLOOR PLATES**  
OPTION 1: CITY HALL

DATE:	JULY 29, 2020	SHEET NO:	<b>A-16</b>
SCALE:	1/16" = 1'-0"		
DESIGN:	FAA		
DRAWN:	NW		
PROJECT NO:	2003		

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



**DATE:** October 19, 2020  
**TO:** Land Use and Planning Committee  
**FROM:** Carl Isaak, Director, Planning and Development Services  
**SUBJECT:** Consideration of Active Rezoning Applications

---

**RECOMMENDATIONS**

THAT the Land Use and Planning Committee recommends that Council:

1. Resolve that the zoning amendment application at 1464 Vidal Street proceed to the next stage in the application review process or be denied;
  2. Resolve that the zoning amendment application at 15963 Marine Drive proceed to the next stage in the application review process or be denied;
  3. Resolve that the zoning amendment application at 1441 Vidal Street proceed to the next stage in the application review process or be denied;
  4. Resolve that the zoning amendment application at 15704 North Bluff Road proceed to the next stage in the application review process or be denied;
  5. Resolve that the zoning amendment application at 14401 Sunset Drive proceed to the next stage in the application review process or be denied;
  6. Resolve that the zoning amendment application at 14068 North Bluff Road proceed to the next stage in the application review process or be denied;
  7. Resolve that the zoning amendment application at 1091 Stayte Road proceed to the next stage in the application review process or be denied;
  8. Resolve that the zoning amendment application at 15109 Elm Street proceed to the next stage in the application review process or be denied;
  9. Resolve that the zoning amendment application at 1361 Finlay Street proceed to the next stage in the application review process or be denied; and
  10. Resolve that the zoning amendment application at 15053 Marine Drive Street proceed to the next stage in the application review process or be denied.
- 

**EXECUTIVE SUMMARY**

On September 28, 2020, Council gave final reading to a bylaw, which amended City of White Rock Planning Procedures Bylaw, 2017, No. 2234, to enable an early review of zoning bylaw amendment (“rezoning”) applications. The early review includes the presentation of preliminary information related to a rezoning application to the City’s Land Use and Planning Committee (LUPC), prior to the application moving to a Public Information Meeting (PIM) and Advisory Design Panel (ADP) review, if applicable. During the September meeting, Council directed staff to bring forward current rezoning applications that have not had a PIM and/or ADP review to the

LUPC to decide whether each application should proceed to the next stage of review or be denied by Council. This corporate report brings forward the basic information about each of the rezoning applications noted in the September 28, 2020 corporate report, including site plan and building elevation architectural drawings as well as project statistics.

If the LUPC and Council consider that an application may have the potential to be approved, or that further information would be required prior to making a decision on the application, it would be appropriate to direct that the application move forward to the next stage in the application process (i.e., interdepartmental review, Public Information Meeting, and/or Advisory Design Panel review). This direction to proceed does not fetter Council’s final decision regarding the project and is not a guarantee that the project would ultimately be approved.

If LUPC and Council are certain that the application has fundamental issues which means they would not be approved without changing the nature of the proposal, Council may direct that the application be denied and identify their concerns with the applicant. An applicant would be refunded a portion of their application fees and may consider making a subsequent application that is responsive to Council’s concerns, continuing the existing land use on the property, or they may choose to develop within their current zoning provisions.

**PREVIOUS COUNCIL DIRECTION**

Resolution # and Date	Resolution Details
September 28, 2020 2020-459	<p>THAT Council, pending adoption of “City of White Rock Planning Procedures Bylaw, 2017, No. 2234, Amendment (Initial Information Reports for Zoning Amendments) Bylaw, 2020, No. 2357,” endorse the approach to bringing forward active zoning amendment applications as recommended in this corporate report, being [...]</p> <p>Zoning amendment applications which have not had a Public Information Meeting, or have had a Public Information Meeting but no review by the Advisory Design Panel when applicable, will be brought forward with basic architectural drawings (i.e., site plan and building elevations) and project statistics (e.g., number of units, height, setbacks, etc.) to the Land Use and Planning Committee at a future meeting, for the Committee and subsequently Council to decide whether the application should proceed or be denied.</p>
September 28, 2020 2020-473	<p>THAT Council give final reading to "City Of White Rock Planning Procedures Bylaw, 2017, No. 2234, Amendment (Initial Information Reports For Zoning Amendments) Bylaw, 2020, No. 2357"</p>

**INTRODUCTION/BACKGROUND**

The following section introduces basic information for each of the ten (10) rezoning applications included in Category 2 of the corporate report dated September 28, 2020. The applications at 14990 North Bluff Road and 1164 Elm Street, which were included in the noted corporate report, have been subsequently withdrawn by the applicants and are therefore excluded in this report.

As each of these applications do not require an Official Community Plan (OCP) amendment, it has already been confirmed that the proposed land use, density, and other applicable development related policies (e.g. family friendly housing, rental replacement, etc.) in the OCP are met by the application. Council is not obligated to approve a rezoning application that is

consistent with the OCP; Council would not be able to adopt a zoning amendment bylaw if it conflicts with the OCP, per section 478(2) of the *Local Government Act*.

**Active Rezoning Applications**

**1464 Vidal Street – 13-Unit, Four-Storey Residential Building**

The table below the project rendering includes the basic development statistics. An orthophoto (illustrating the location and context of the property) and additional development drawings are included as Appendix A.



	Existing Zoning (RT-1)	Proposed Zoning (CD)
Use	Duplex Residential	Multi-Unit Residential
Height	Four (4) storeys / ~15.4 metres	Four (4) storeys / ~15.4 metres
Density	13 strata apartment units (60.7 units per acre) / 1.5 FAR	13 strata apartment units (60.7 units per acre) / 1.5 FAR
Parking Spaces	21 spaces (exceeds minimum requirement by 1 space)	21 spaces (exceeds minimum requirement by 1 space)

OCP Land Use Designation	Urban Neighbourhood – allows multi-unit residential uses in townhouses and low-rise buildings, with a density of up to 1.5 FAR (gross floor area ratio) in buildings up to four storeys in height.
--------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

15963 Marine Drive - 5 Rental Units, Four-Storey Residential Building

The table below the project rendering includes the basic development statistics. An orthophoto (illustrating the location and context of the property) and additional development drawings are included as Appendix B.



	Existing Zoning (RS-1) Standards	Proposed Zoning (CD)
Use	Detached (One-Unit) Residential	Multi-Unit Residential (Rental Tenure)
Height	7.7 metres maximum	Four (4) storeys / ~11.1 metres
Density	1 detached residential dwelling	5 rental apartment units (52.9 units per acre) / 1.82 FAR
Parking Spaces	2 spaces minimum	5 spaces (below minimum requirement by 3 spaces; consideration for reduction based on rental tenure and proximity to transit services)

OCP Land Use Designation	Waterfront Village – allows multi-unit residential uses and mixed-uses (commercial/residential) in low-rise buildings, with a density of up to 2.0 FAR (gross floor area ratio) in buildings up to four storeys in height.
--------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

1441 Vidal Street (et al – four lots) - 129 Rental Units, Six-Storey Residential Building

The table below the project rendering includes the basic development statistics. An orthophoto (illustrating the location and context of the property) and additional development drawings are included as Appendix C. A Public Information Meeting for this project was held (virtually) on August 20, 2020, and is scheduled to be reviewed by the Advisory Design Panel on October 20, 2020 (tomorrow).



	Existing Zoning (RS-1/CD-32/RT-1) Standards	Proposed Zoning (CD)
Use	Detached (One-Unit) Residential Duplex Residential Townhouse Residential	Multi-Unit Residential (Rental Tenure)
Height	7.7 metres – 11.5 metres maximum	Six (6) storeys / ~25.7 metres
Density	Varies depending on lot	129 rental apartment units (134.6 units per acre) / 2.10 FAR
Parking Spaces	Varies depending on lot	180 spaces (below minimum requirement by 14 spaces; consideration for reduction based on rental tenure and proximity to transit services, etc.)
OCP Land Use Designation	Town Centre Transition – allows multi-unit residential uses in building types ranging from low-rise to high-rise, with a density of up to 2.1 FAR (gross floor area ratio) based on the properties location on Figure 9 of the OCP and incorporating a 40% density increase allowed for provision of rental housing, above the base density of 1.5 FAR. Height guidance from Figure 10 indicated a conceptual height between 4-12 storeys.	

15704 North Bluff Rd (et al – seven lots) - 147 Rental Units, Three Six-Storey Buildings

The table below the project rendering includes the basic development statistics. An orthophoto (illustrating the location and context of the property) and additional development drawings are included as Appendix D. A Public Information Meeting for this project was held (virtually) on September 9, 2020, and is scheduled to be reviewed by the Advisory Design Panel on October 20, 2020 (tomorrow). The applicant is the same proponent of a similar six-storey application on the opposite side of Lee Street (‘Beachway 1’), which was considered by LUPC on July 27, 2020 and recommended for denial; the recommendation is to be ratified on tonight’s Council agenda.



	Existing Zoning (RS-1) Standards	Proposed Zoning (CD)
Use	Detached (One-Unit) Residential	Multi-Unit Residential (Rental Tenure)
Height	7.7 metres	Six (6) storeys / ~21.2 metres
Density	One detached home and one secondary suite per lot	147 rental apartment units, 46 of which would be affordable (below market) rental (110.9 units per acre) / 2.5 FAR
Parking Spaces	Two per detached home and one per secondary suite	144 spaces, including 16 car share spaces (below minimum requirement by 76 spaces; consideration for reduction based on rental tenure and below market rental units, proximity to transit services, car share etc.)
OCP Land Use Designation	East Side Large Lot Infill Area – allows multi-unit residential uses in townhouses and low-rise apartments on North Bluff Road, with a density of up to 2.5 FAR (gross floor area ratio) and six storeys based on the OCP housing policy 11.2.1(c) density bonus for affordable rental developments, above the base density of 1.5 FAR and three storeys.	



14401 Sunset Drive – Rezoning to Allow a Two-Lot Subdivision

The table below the project rendering includes the basic development statistics. A location map (illustrating the location and context of the property) and additional development drawings are included as Appendix E. A Public Information Meeting for this project was held (virtually) on October 15, 2020.



	Existing Zoning (RS-1) Standards	Proposed Zoning (CD) – for two lots
Use	Detached (One-Unit) Residential	
Minimum Lot Requirements	Lot Width: 15.0m (49.2ft) Lot Area: 464.0m <sup>2</sup> (4,994.6ft <sup>2</sup> ) Lot Depth: 27.4m (89.8ft)	Lot Width: 12.5m (41.0 ft) (per lot) Lot Area: 447.4m <sup>2</sup> (4816 ft <sup>2</sup> ) (per lot) Lot Depth: 24.61m (80.7ft) (east lot) Lot Depth: 27.01m (88.5ft) (west lot)
Lot Coverage	40%	30% (per lot)
Height	7.7 metres	
Density (RGFA)	0.5 times the lot area	0.47 times the lot area (per lot)
Setbacks	Front: 7.5 m (24.61 ft) Rear: 7.5 m (24.61 ft) Interior Side: 1.5 m (4.95 ft) Exterior Side: 3.8 m (12.47 ft)	Front: 7.61 m (east lot) / 7.64 m (west lot) Rear: 7.56 m / 7.56 m Interior Side: 1.5 m / 1.5 m Exterior Side: 2.41 m (east lot line) / 3.83 m (west lot line)
Parking Spaces	Two per detached home and one per secondary suite	
OCP Land Use Designation	Mature Neighbourhood – allows single family homes (including secondary suites), duplexes, and triplexes, with density and height allowed per the applicable provisions in the Zoning Bylaw.	

14068 North Bluff Road – Proposed Triplex

The table below the project rendering includes the basic development statistics. An orthophoto (illustrating the location and context of the property) and additional development drawings are included as Appendix F. A Public Information Meeting for this project was held (virtually) on September 23, 2020.



	Existing Zoning (RS-1) Standards	Proposed Zoning (RT-2)
Use	Detached (One-Unit) Residential	Attached (Three-Unit) Residential
Minimum Lot Requirements	Lot Width: 15.0m (49.2ft) Lot Depth: 27.4m (89.8ft) Lot Area: 464.0m <sup>2</sup> (4,994.6ft <sup>2</sup> )	Lot Width: 18.0m (59.0 ft) Lot Depth: 30.5 m (100.4 ft) Lot Area: 742.0m <sup>2</sup> (7,986.8 ft <sup>2</sup> )
Lot Coverage	40%	45%
Height	7.7 metres	
Density (RGFA)	0.5 times the lot area	0.6 times the lot area
Setbacks	Front: 7.5 m (24.61 ft) Rear: 7.5 m (24.61 ft) Interior Side: 1.5 m (4.95 ft)	
Parking Spaces	Two per detached home and one per secondary suite	Two per unit (six total)
OCP Land Use Designation	Mature Neighbourhood – allows single family homes (including secondary suites), duplexes, and triplexes, with density and height allowed per the applicable provisions in the Zoning Bylaw.	

1091 Stayte Road – Proposed Duplex

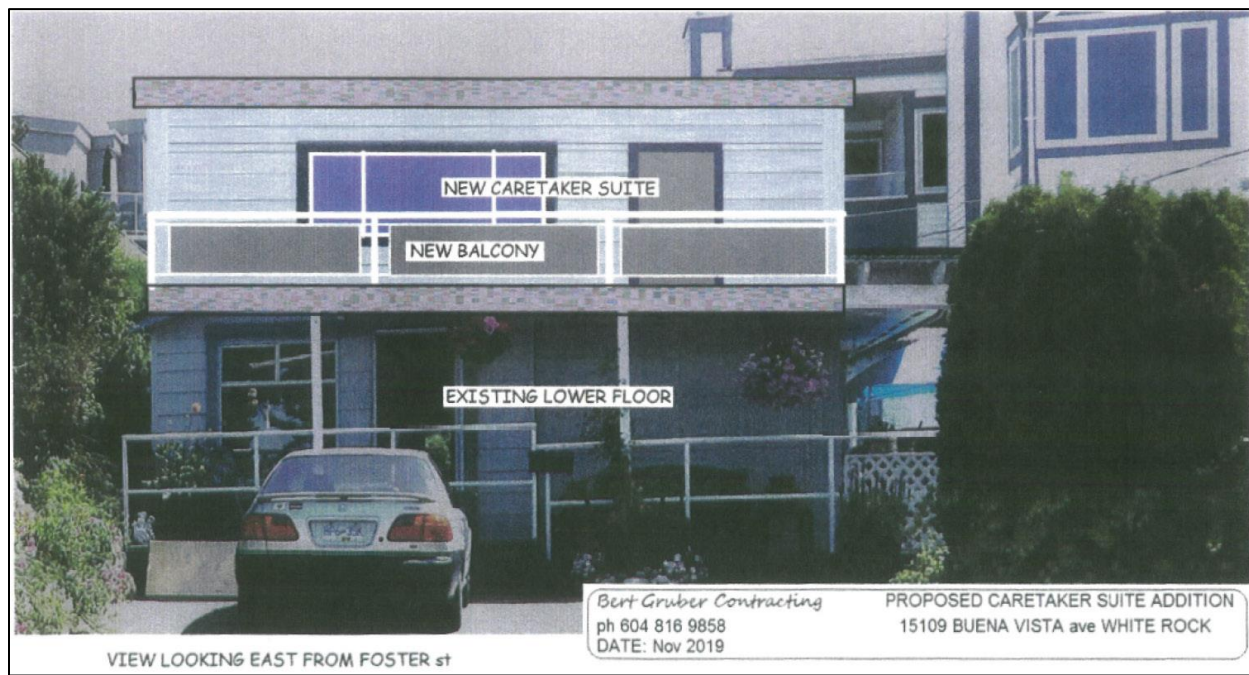
The table below the project rendering includes the basic development statistics. An orthophoto (illustrating the location and context of the property) and additional development drawings are included as Appendix G. A Public Information Meeting for this project was held (virtually) on October 8, 2020.



	Existing Zoning (RS-1) Standards	Proposed Zoning (RT-1)
Use	Detached (One-Unit) Residential	Attached (Two-Unit) Residential
Minimum Lot Requirements	Lot Width: 15.0m (49.2ft) Lot Depth: 27.4m (89.8ft) Lot Area: 464.0m <sup>2</sup> (4,994.6ft <sup>2</sup> )	Lot Width: 18.0m (59.0 ft) Lot Depth: 30.5 m (100.4 ft) Lot Area: 742.0m <sup>2</sup> (7,986.8 ft <sup>2</sup> )
Lot Coverage	40%	45%
Height	7.7 metres	
Density (RGFA)	0.5 times the lot area	0.5 times the lot area
Setbacks	Front: 7.5 m (24.61 ft) Rear: 7.5 m (24.61 ft) Interior Side: 1.5 m (4.95 ft)	
Parking Spaces	Two per detached home and one per secondary suite	Two per unit (four total)
OCP Land Use Designation	Mature Neighbourhood – allows single family homes (including secondary suites), duplexes, and triplexes, with density and height allowed per the applicable provisions in the Zoning Bylaw.	

15109 Buena Vista Avenue – Addition to allow Caretaker’s Suite

The table below the project rendering includes the basic development statistics. An orthophoto (illustrating the location and context of the property) and additional development drawings are included as Appendix H. A Public Information Meeting for this project is tentatively scheduled (virtually) for November 12, 2020.



	Existing Zoning (CD-24)	Proposed Zoning (CD-24, as amended)
Use	Personal Care Use	Personal Care Use and Accessory Caretakers Suite
Height	7.7 metres (4.0 metres for accessory building)	7.7 metres (6.3 metres for accessory building)
Density	12 sleeping units for personal care use	12 sleeping units for personal care use plus caretakers suite
Setbacks (excerpt)	For an accessory building: 6.9 metres from an exterior side lot line	For an accessory building: 5.95 metres from an exterior side lot line
OCP Land Use Designation	Mature Neighbourhood – allows single family homes (including secondary suites), duplexes, and triplexes, with density and height allowed per the applicable provisions in the Zoning Bylaw. No change of land use from personal care is proposed in this application, only the addition of an accessory use (caretakers suite).	

1361 Finlay St – Proposed Duplex

The table below the project rendering includes the basic development statistics. An orthophoto (illustrating the location and context of the property) and additional development drawings are included as Appendix I. A Public Information Meeting for this project is tentatively scheduled (virtually) for November 26, 2020.



	Existing Zoning (RS-1) Standards	Proposed Zoning (RT-1)
Use	Detached (One-Unit) Residential	Attached (Two-Unit) Residential
Minimum Lot Requirements	Lot Width: 15.0m (49.2ft) Lot Depth: 27.4m (89.8ft) Lot Area: 464.0m <sup>2</sup> (4,994.6ft <sup>2</sup> )	Lot Width: 18.0m (59.0 ft) Lot Depth: 30.5 m (100.4 ft) Lot Area: 742.0m <sup>2</sup> (7,986.8 ft <sup>2</sup> )
Lot Coverage	40%	45%
Height	7.7 metres	
Density (RGFA)	0.5 times the lot area	0.5 times the lot area
Setbacks	Front: 7.5 m (24.61 ft) Rear: 7.5 m (24.61 ft) Interior Side: 1.5 m (4.95 ft)	
Parking Spaces	Two per detached home and one per secondary suite	Two per unit (four total)
OCP Land Use Designation	Mature Neighbourhood – allows single family homes (including secondary suites), duplexes, and triplexes, with density and height allowed per the applicable provisions in the Zoning Bylaw.	

15053 – Proposed Cannabis Store (through Temporary Use Permit)

The table below the proposed building elevation includes the basic proposal; no changes to the building are proposed but the proposed amendment to the Zoning Bylaw would allow for the applicant to also obtain a Temporary Use Permit for a cannabis store use in the existing building. An orthophoto (illustrating the location and context of the property) is included as Appendix J. A Public Information Meeting for this project has not yet been scheduled.



	Existing Zoning (CR-3)	Proposed Zoning (CR-3)
Use	Commercial and Multi-Unit Residential	Commercial (cannabis retail); proposal is to amend the eligible area for Temporary Use Permits for cannabis stores to include the subject property (and subsequently apply for the Temporary Use Permit).
Height	11.3 metres	
Density	1.75 FAR (gross floor area ratio)	
OCP Land Use Designation	Waterfront Village – allows multi-unit residential uses and mixed-uses (commercial/residential) in low-rise buildings, with a density of up to 2.0 FAR (gross floor area ratio) in buildings up to four storeys in height.	

### **FINANCIAL IMPLICATIONS**

Application fees for zoning amendment applications that are refused by Council would, per the recent amendments to the City's Planning Procedures Bylaw, be subject to a refund minus 30% of the original fees, intended to cover administrative costs; where a Public Information Meeting has not yet been held a refund, minus 20% for administrative costs, would be processed. Council's denial of any of the above-listed zoning amendment applications would therefore result in a loss of revenue; however, the time and resources otherwise dedicated to advancing the review of the applications would be allocated to other tasks.

### **LEGAL IMPLICATIONS**

Per section 479 of the *Local Government Act*, a City's zoning bylaw may regulate the use of land and the density of the uses of land, among other regulations that apply to buildings.

Section 460 of the *Local Government Act* establishes that where a local government has adopted a zoning bylaw it must define procedures under which an owner of land may apply for an amendment to the bylaw and must consider every application for an amendment.

The City's Planning Procedures Bylaw provides these application procedures, and by changing the steps for considering a zoning amendment application in the Planning Procedures Bylaw, Council would be able to provide earlier input to applicants who may be pursuing a project which Council would not support. If the recommended amendment to the Planning Procedures Bylaw is adopted, and a rezoning application is moved forward in the process, this does not fetter Council's final decision regarding the project and is not a guarantee that the project would be approved.

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

If Council does deny some of the active rezoning applications, it would reduce the number of Public Information Meetings held related to development applications, but may help to avoid some of the concerns raised and experienced by members of the public when they feel they must strenuously oppose a proposal which Council ultimately would not approve.

### **INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS**

Not applicable.

### **CLIMATE CHANGE IMPLICATIONS**

Not applicable.

### **ALIGNMENT WITH STRATEGIC PRIORITIES**

Not applicable.

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

Alternatives, or supplemental resolutions to the staff recommendation at the start of this report include:

1. LUPC may direct that staff obtain additional information as specified by LUPC for certain applications be made available prior to deciding whether to advance or deny the application;  
or

2. LUPC may advance applications and request a particular aspect of the application be given additional focus or scrutiny during the review process.

### **CONCLUSION**

Council has adopted an amendment to the Planning Procedures Bylaw, which allows for early/initial consideration of rezoning applications prior to these applications proceeding to Public Information Meeting and Advisory Design Panel. This corporate report identifies ten (10) zoning amendment applications, which are currently active and, per direction on the approach for existing applications provided at the September 28, 2020 Council meeting, LUPC and Council have an opportunity to decide on whether each application should proceed to the next step or be denied.

Respectfully submitted,



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

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

I concur with the recommendation of this report.



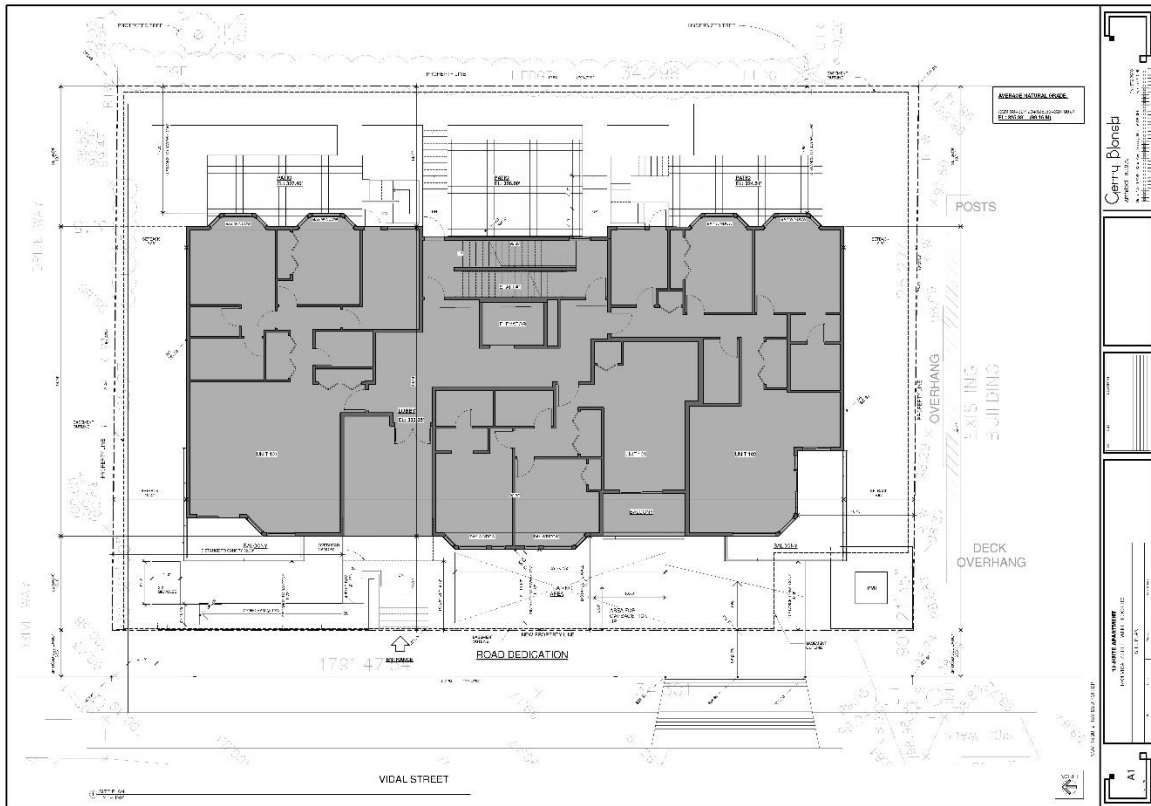
Guillermo Ferrero  
Chief Administrative Officer

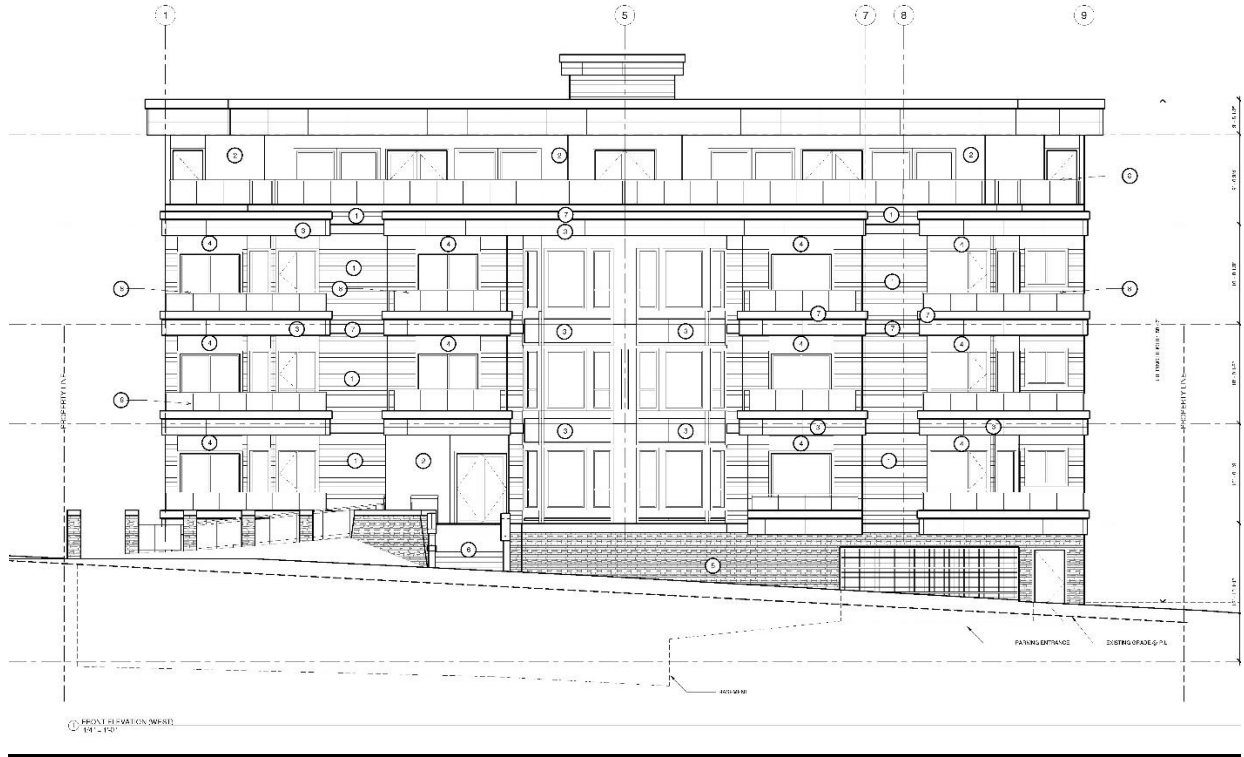
- Appendix A: Orthophoto and Development Drawings - 1464 Vidal Street
- Appendix B: Orthophoto and Development Drawings - 15963 Marine Drive
- Appendix C: Orthophoto and Development Drawings - 1441 Vidal Street (et al)
- Appendix D: Orthophoto and Development Drawings - 15704 North Bluff Road (et al)
- Appendix E: Location Map and Development Drawings - 14401 Sunset Drive
- Appendix F: Location Map and Development Drawings - 14068 North Bluff Road
- Appendix G: Location Map and Development Drawings - 1091 Stayte Road
- Appendix H: Orthophoto and Development Drawings - 15109 Buena Vista Avenue
- Appendix I: Orthophoto and Development Drawings - 1361 Finlay Street
- Appendix J: Orthophoto - 15053 Marine Drive



## APPENDIX A

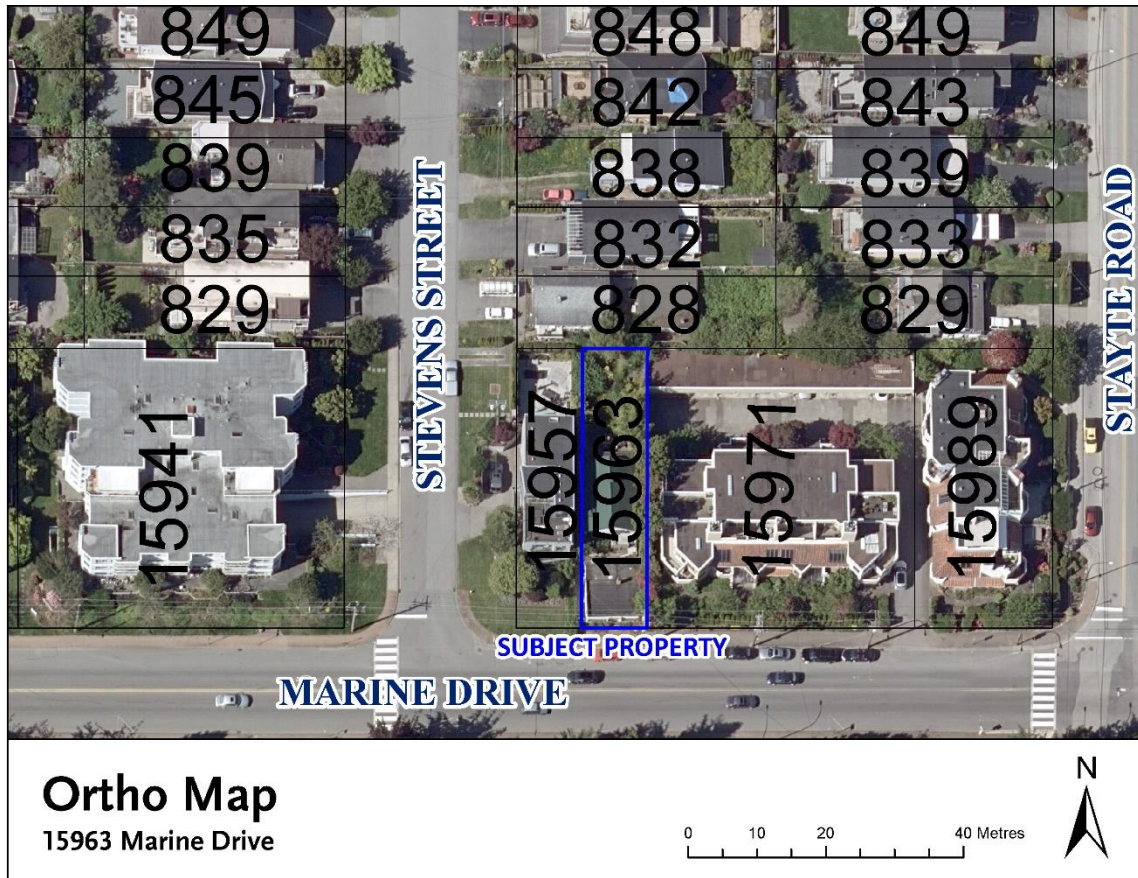
### Orthophoto and Development Drawings - 1464 Vidal Street





### APPENDIX B

#### Orthophoto and Development Drawings - 15963 Marine Drive



**ARCHITECTS**

**ANKENMAN MARCHAND**

Project: 19663 Marine Dr  
1966 Marine Drive  
Ottawa, Ontario

Project Title: **ELEVATIONS & MATERIALS**

Project Code: DP

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

**SD200**

Key Value	Keynote Legend
1	SMOOTH FIBER CEMENT PANEL PANEL SYSTEM - COLOUR CHAIRBOUL
2	SMOOTH FIBER CEMENT PANEL PANEL SYSTEM - COLOUR TOPEY
3	SMOKE FINISH - COLOUR WADINGHAM
4	STEEL WINDOW FRAME - COLOUR CHAIRBOUL
5	STEEL F.L. GLAZED PHOTO SLATS COLOUR FRAME COLOUR CHAIRBOUL

Key Value	Keynote Legend
6	ALUMINUM AND GLASS SLIP
7	SPITTELSBURG LIGHT-BLOCK CONCRETE TEXTURE WALL
8	ALUMINUM WINDOW COOR WITH SLIDING FRAME COLOUR CHAIRBOUL

**ARCHITECTS**

**ANKENMAN MARCHAND**

Project: 19663 Marine Dr  
1966 Marine Drive  
Ottawa, Ontario

Project Title: **ELEVATIONS & MATERIALS**

Project Code: DP

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

**SD205**

Key Value	Keynote Legend
1	SMOOTH FIBER CEMENT PANEL PANEL SYSTEM - COLOUR CHAIRBOUL
2	SMOOTH FIBER CEMENT PANEL PANEL SYSTEM - COLOUR TOPEY
3	SMOKE FINISH - COLOUR WADINGHAM
4	STEEL WINDOW FRAME - COLOUR CHAIRBOUL
5	STEEL F.L. GLAZED PHOTO SLATS COLOUR FRAME COLOUR CHAIRBOUL

Key Value	Keynote Legend
6	ALUMINUM AND GLASS SLIP
7	SPITTELSBURG LIGHT-BLOCK CONCRETE TEXTURE WALL
8	ALUMINUM WINDOW COOR WITH SLIDING FRAME COLOUR CHAIRBOUL

## APPENDIX C

### Orthophoto and Development Drawings - 1441 Vidal Street (et al)





**MATERIAL LEGEND**

1. GLASS CURTAIN WALL SYSTEM (W/ GLASS INSULATION) - CLEAR GLASS, ALUMINUM FRAME
2. CONCRETE CURTAIN WALL SYSTEM (W/ GLASS INSULATION) - LIGHT GRAY CONCRETE, ALUMINUM FRAME
3. ALUMINUM CURTAIN WALL SYSTEM (W/ GLASS INSULATION) - CLEAR GLASS, ALUMINUM FRAME
4. ALUMINUM CURTAIN WALL SYSTEM (W/ GLASS INSULATION) - CLEAR GLASS, ALUMINUM FRAME
5. ALUMINUM CURTAIN WALL SYSTEM (W/ GLASS INSULATION) - CLEAR GLASS, ALUMINUM FRAME
6. ALUMINUM CURTAIN WALL SYSTEM (W/ GLASS INSULATION) - CLEAR GLASS, ALUMINUM FRAME
7. ALUMINUM CURTAIN WALL SYSTEM (W/ GLASS INSULATION) - CLEAR GLASS, ALUMINUM FRAME
8. ALUMINUM CURTAIN WALL SYSTEM (W/ GLASS INSULATION) - CLEAR GLASS, ALUMINUM FRAME
9. ALUMINUM CURTAIN WALL SYSTEM (W/ GLASS INSULATION) - CLEAR GLASS, ALUMINUM FRAME
10. ALUMINUM CURTAIN WALL SYSTEM (W/ GLASS INSULATION) - CLEAR GLASS, ALUMINUM FRAME
11. ALUMINUM CURTAIN WALL SYSTEM (W/ GLASS INSULATION) - CLEAR GLASS, ALUMINUM FRAME
12. ALUMINUM CURTAIN WALL SYSTEM (W/ GLASS INSULATION) - CLEAR GLASS, ALUMINUM FRAME
13. ALUMINUM CURTAIN WALL SYSTEM (W/ GLASS INSULATION) - CLEAR GLASS, ALUMINUM FRAME
14. ALUMINUM CURTAIN WALL SYSTEM (W/ GLASS INSULATION) - CLEAR GLASS, ALUMINUM FRAME
15. ALUMINUM CURTAIN WALL SYSTEM (W/ GLASS INSULATION) - CLEAR GLASS, ALUMINUM FRAME
16. ALUMINUM CURTAIN WALL SYSTEM (W/ GLASS INSULATION) - CLEAR GLASS, ALUMINUM FRAME
17. ALUMINUM CURTAIN WALL SYSTEM (W/ GLASS INSULATION) - CLEAR GLASS, ALUMINUM FRAME
18. ALUMINUM CURTAIN WALL SYSTEM (W/ GLASS INSULATION) - CLEAR GLASS, ALUMINUM FRAME
19. ALUMINUM CURTAIN WALL SYSTEM (W/ GLASS INSULATION) - CLEAR GLASS, ALUMINUM FRAME
20. ALUMINUM CURTAIN WALL SYSTEM (W/ GLASS INSULATION) - CLEAR GLASS, ALUMINUM FRAME

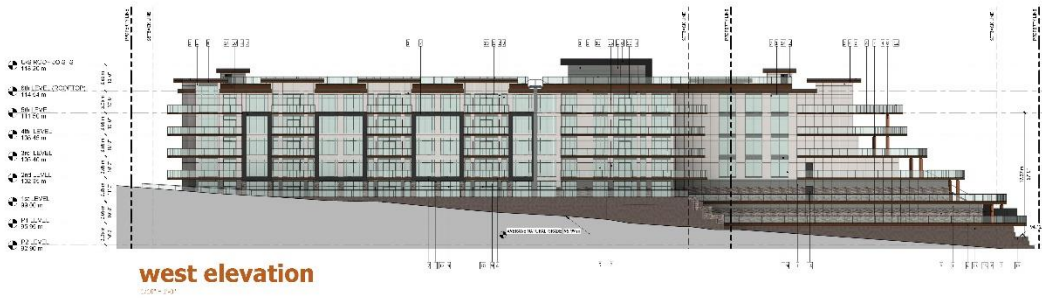


	<b>VIDAL STREET DEVELOPMENT</b> <small>1705-1715 WILLOW STREET, VANCOUVER, BC</small>	<b>BUILDING ELEVATIONS</b> <small>SUNLIT REVISED</small>	<b>RE-ISSUED FOR DEVELOPMENT PERMIT</b> <small>ARCHITECT: PLY/STY/HR                  1705 WILLOW STREET, VANCOUVER, BC</small>		SD4.01
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**MATERIAL LEGEND**

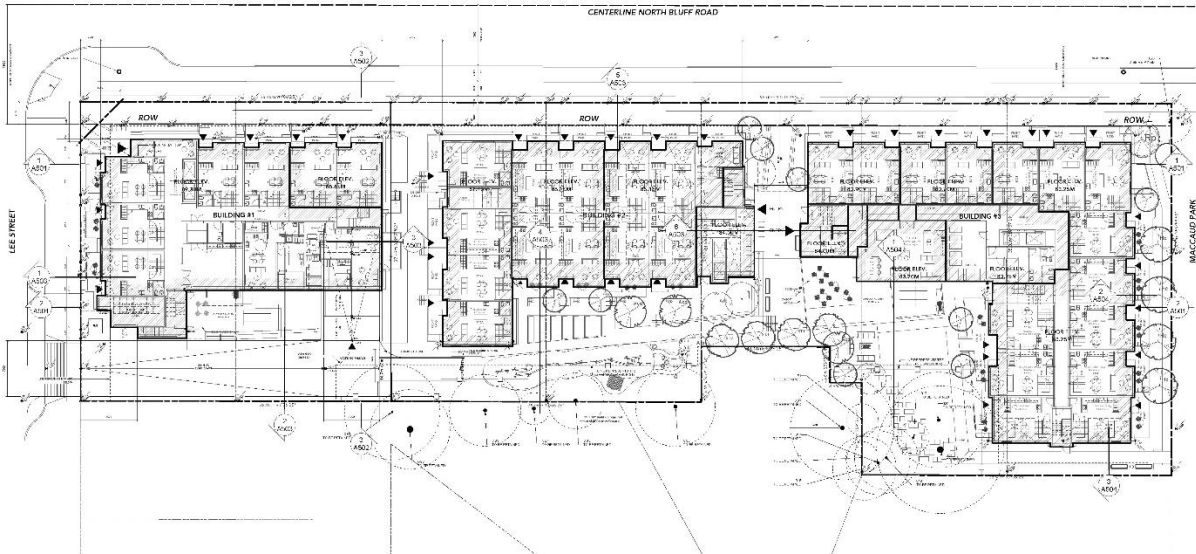
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2. CONCRETE CURTAIN WALL SYSTEM (W/ GLASS INSULATION) - LIGHT GRAY CONCRETE, ALUMINUM FRAME
3. ALUMINUM CURTAIN WALL SYSTEM (W/ GLASS INSULATION) - CLEAR GLASS, ALUMINUM FRAME
4. ALUMINUM CURTAIN WALL SYSTEM (W/ GLASS INSULATION) - CLEAR GLASS, ALUMINUM FRAME
5. ALUMINUM CURTAIN WALL SYSTEM (W/ GLASS INSULATION) - CLEAR GLASS, ALUMINUM FRAME
6. ALUMINUM CURTAIN WALL SYSTEM (W/ GLASS INSULATION) - CLEAR GLASS, ALUMINUM FRAME
7. ALUMINUM CURTAIN WALL SYSTEM (W/ GLASS INSULATION) - CLEAR GLASS, ALUMINUM FRAME
8. ALUMINUM CURTAIN WALL SYSTEM (W/ GLASS INSULATION) - CLEAR GLASS, ALUMINUM FRAME
9. ALUMINUM CURTAIN WALL SYSTEM (W/ GLASS INSULATION) - CLEAR GLASS, ALUMINUM FRAME
10. ALUMINUM CURTAIN WALL SYSTEM (W/ GLASS INSULATION) - CLEAR GLASS, ALUMINUM FRAME
11. ALUMINUM CURTAIN WALL SYSTEM (W/ GLASS INSULATION) - CLEAR GLASS, ALUMINUM FRAME
12. ALUMINUM CURTAIN WALL SYSTEM (W/ GLASS INSULATION) - CLEAR GLASS, ALUMINUM FRAME
13. ALUMINUM CURTAIN WALL SYSTEM (W/ GLASS INSULATION) - CLEAR GLASS, ALUMINUM FRAME
14. ALUMINUM CURTAIN WALL SYSTEM (W/ GLASS INSULATION) - CLEAR GLASS, ALUMINUM FRAME
15. ALUMINUM CURTAIN WALL SYSTEM (W/ GLASS INSULATION) - CLEAR GLASS, ALUMINUM FRAME
16. ALUMINUM CURTAIN WALL SYSTEM (W/ GLASS INSULATION) - CLEAR GLASS, ALUMINUM FRAME
17. ALUMINUM CURTAIN WALL SYSTEM (W/ GLASS INSULATION) - CLEAR GLASS, ALUMINUM FRAME
18. ALUMINUM CURTAIN WALL SYSTEM (W/ GLASS INSULATION) - CLEAR GLASS, ALUMINUM FRAME
19. ALUMINUM CURTAIN WALL SYSTEM (W/ GLASS INSULATION) - CLEAR GLASS, ALUMINUM FRAME
20. ALUMINUM CURTAIN WALL SYSTEM (W/ GLASS INSULATION) - CLEAR GLASS, ALUMINUM FRAME



	<b>VIDAL STREET DEVELOPMENT</b> <small>1705-1715 WILLOW STREET, VANCOUVER, BC</small>	<b>BUILDING ELEVATIONS</b> <small>SUNLIT REVISED</small>	<b>RE-ISSUED FOR DEVELOPMENT PERMIT</b> <small>ARCHITECT: PLY/STY/HR                  1705 WILLOW STREET, VANCOUVER, BC</small>		SD4.02
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**APPENDIX D**

**Orthophoto and Development Drawings - 15704 North Bluff Road (et al)**





1 SOUTH ELEVATION  
Scale: 1:500



2 WEST ELEVATION  
Scale: 1:500



3 EAST ELEVATION  
Scale: 1:500



4 NORTH ELEVATION  
Scale: 1:500



2 EAST ELEVATION BUILDING #1 UNPROTECTED OPENINGS DIAGRAM  
Scale: 1:500



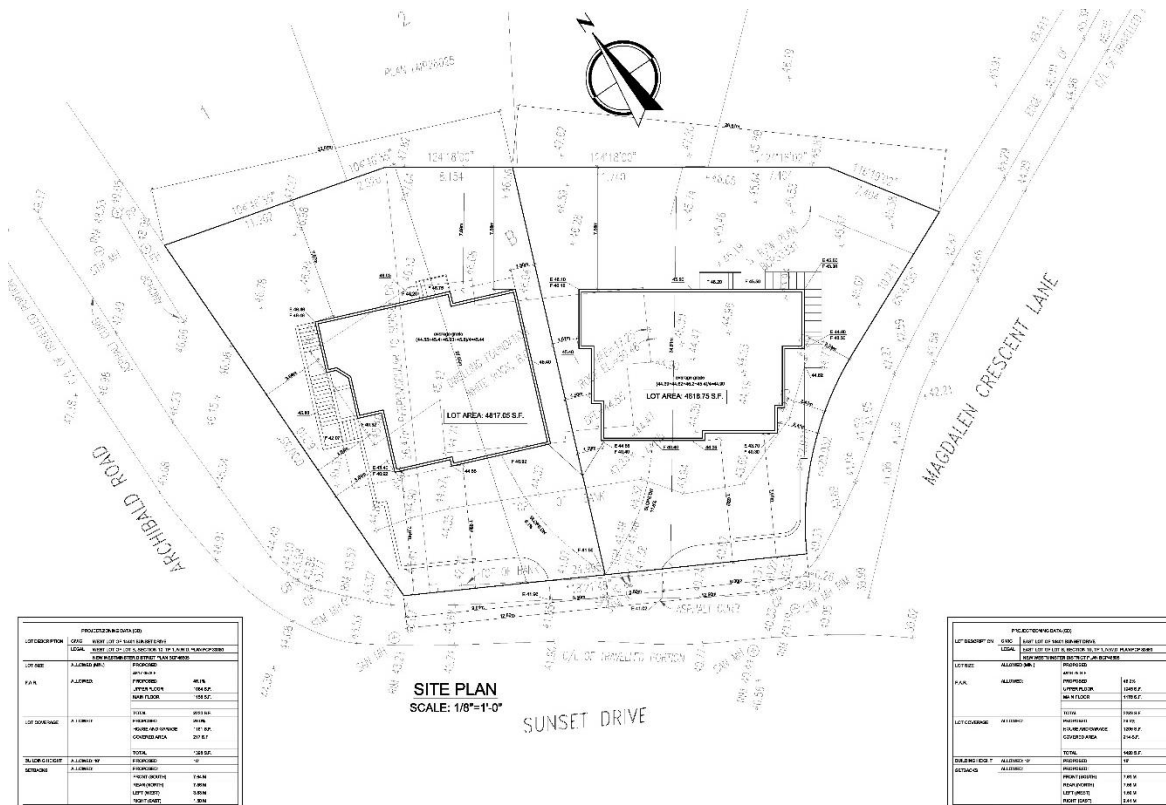
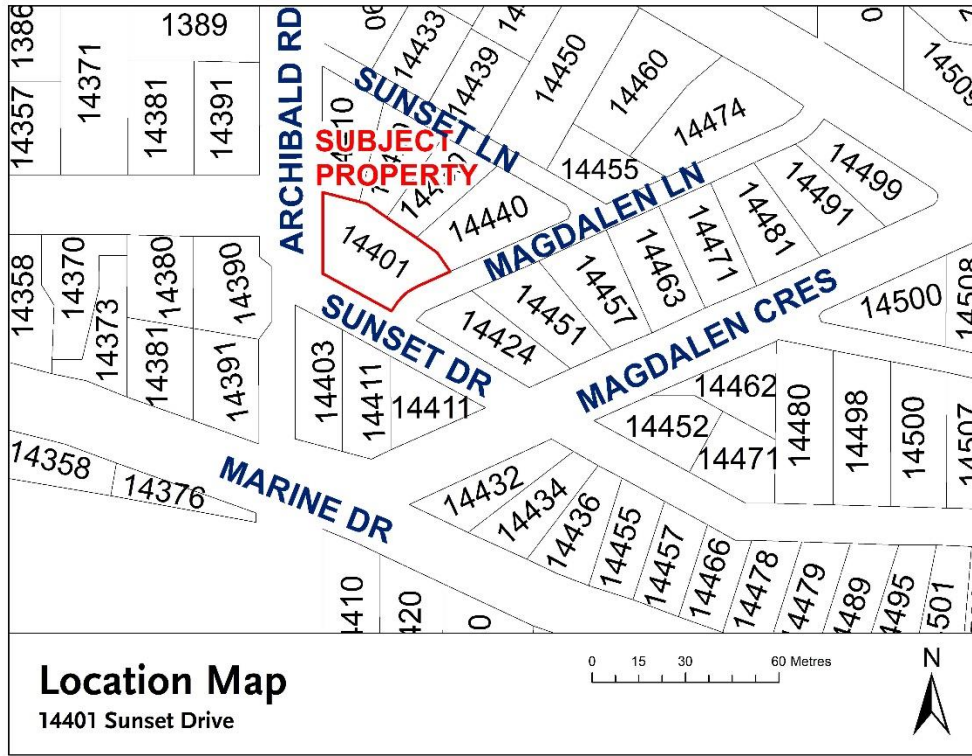
3 WEST ELEVATION BUILDING #2 UNPROTECTED OPENINGS DIAGRAM  
Scale: 1:500

NOTES:  
 1. UNPROTECTED OPENINGS ARE SHOWN IN RED.  
 2. UNPROTECTED OPENINGS ARE SHOWN IN RED.  
 3. UNPROTECTED OPENINGS ARE SHOWN IN RED.



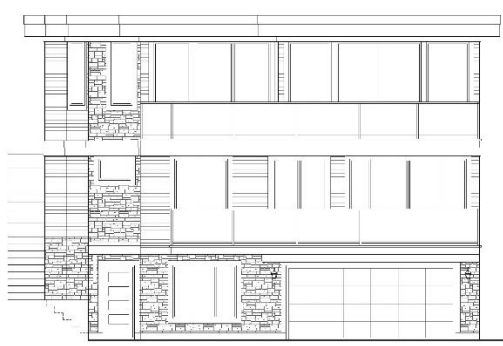
## APPENDIX E

### Location Map and Development Drawings - 14401 Sunset Drive

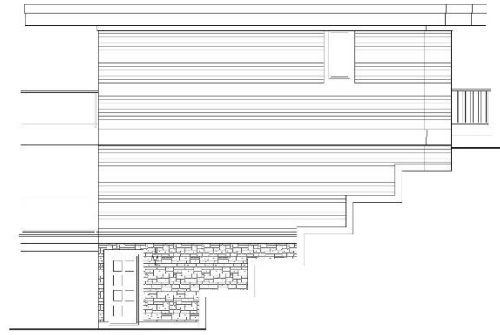
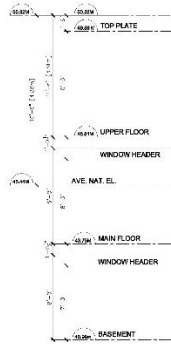


PROPOSED/ALLOWED		EXIST. LOT-TO-LOT DIFFERENCES	
LOT DESCRIPTION	LEGAL	AREA	AREA
LOT NO.	ALLOWED	PROPOSED	EXIST.
P.A.N.	ALLOWED	PROPOSED	EXIST.
LOT COVERAGE	ALLOWED	PROPOSED	EXIST.
NUMBER OF LOTS	ALLOWED	PROPOSED	EXIST.
MINIMUM	ALLOWED	PROPOSED	EXIST.

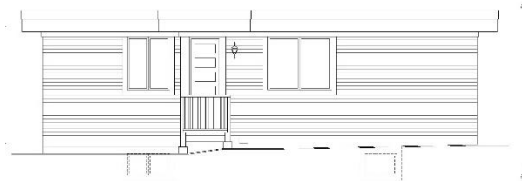
PROPOSED/ALLOWED		EXIST. LOT-TO-LOT DIFFERENCES	
LOT DESCRIPTION	LEGAL	AREA	AREA
LOT NO.	ALLOWED	PROPOSED	EXIST.
P.A.N.	ALLOWED	PROPOSED	EXIST.
LOT COVERAGE	ALLOWED	PROPOSED	EXIST.
NUMBER OF LOTS	ALLOWED	PROPOSED	EXIST.
MINIMUM	ALLOWED	PROPOSED	EXIST.



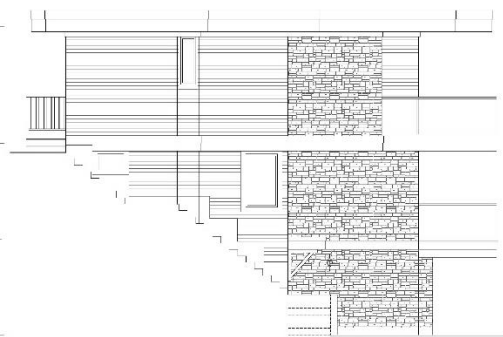
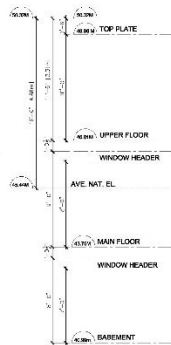
**SOUTH ELEVATION**  
 1/4" = 1'-0"



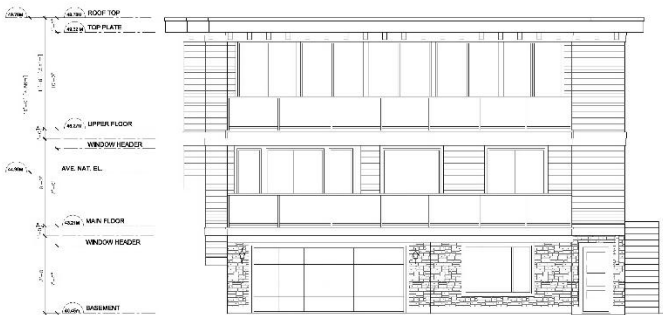
**EAST ELEVATION**  
 1/4" = 1'-0"



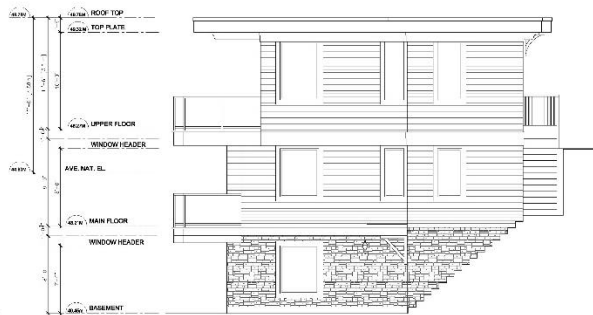
**NORTH ELEVATION**  
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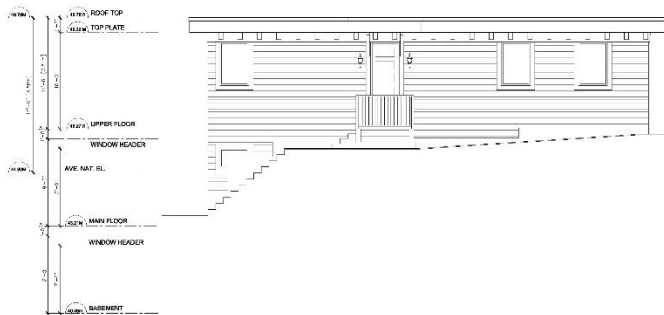
**WEST ELEVATION**  
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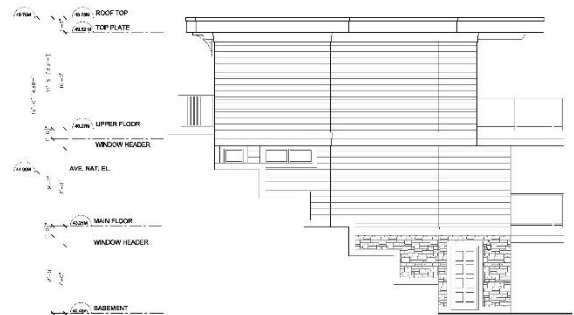
**SOUTH ELEVATION**  
 1/4" = 1'-0"



**EAST ELEVATION**  
 1/4" = 1'-0"



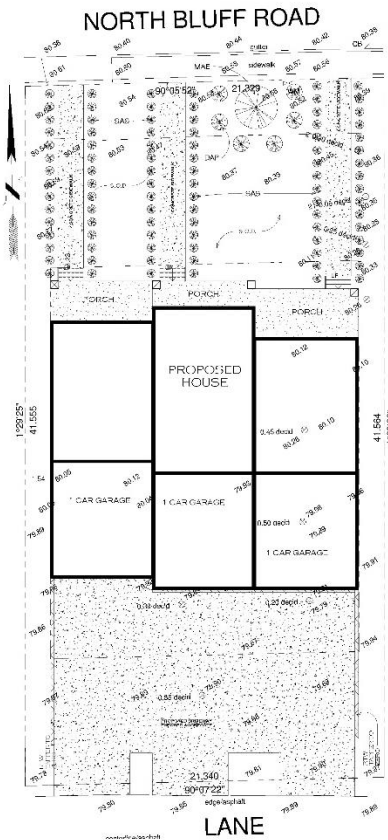
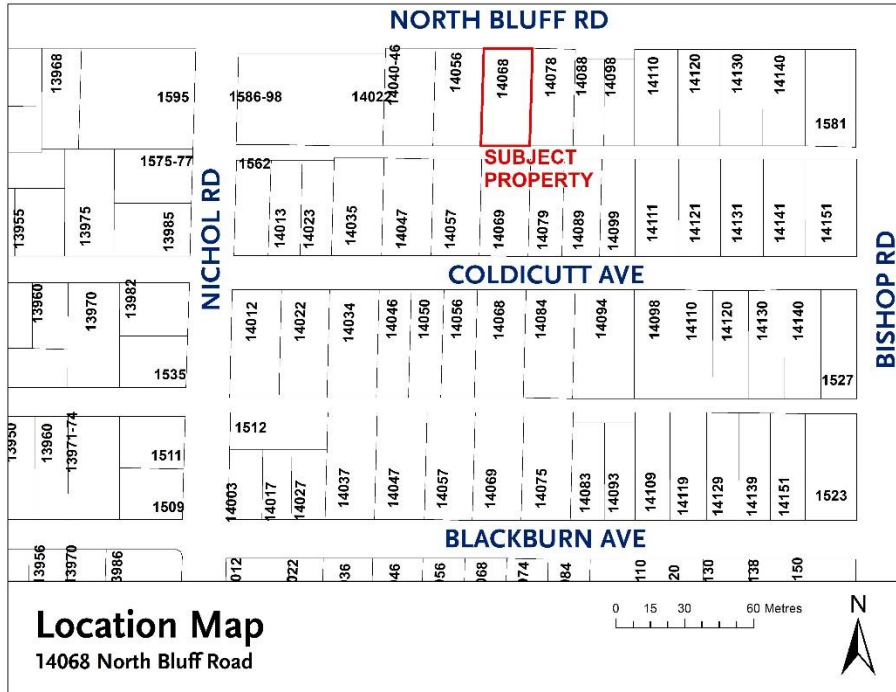
**NORTH ELEVATION**  
 1/4" = 1'-0"

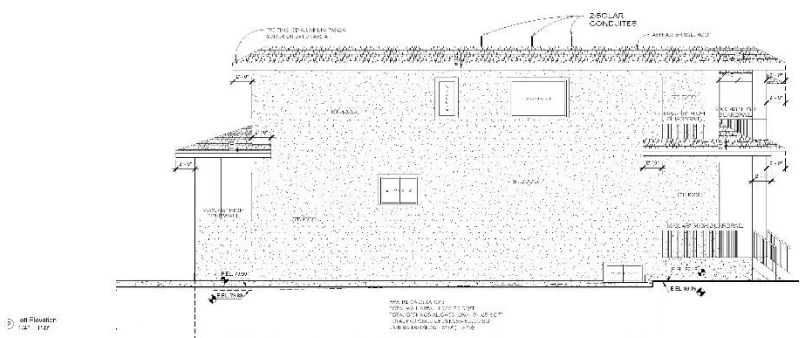
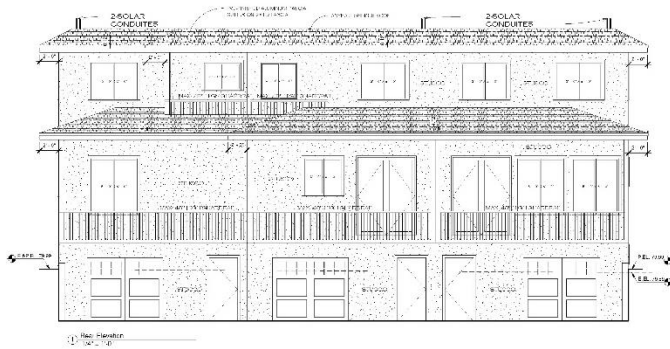
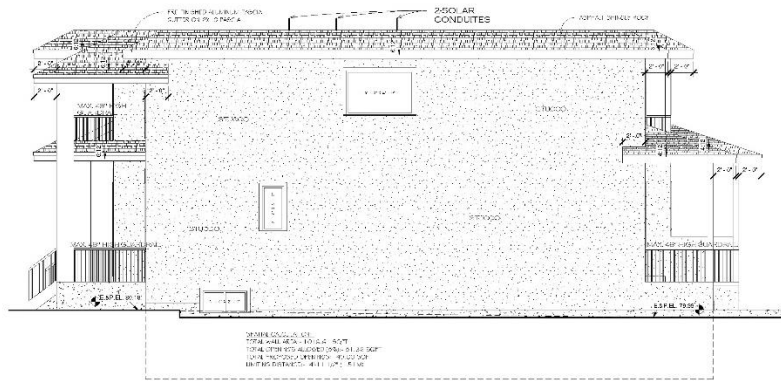
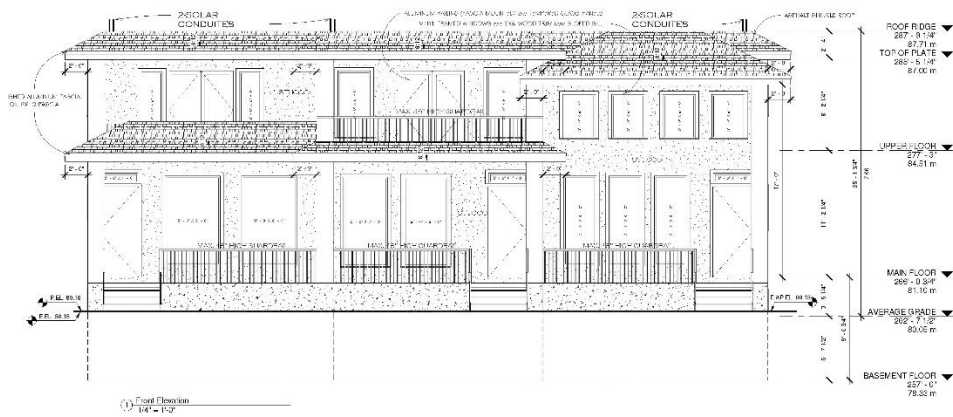


**WEST ELEVATION**  
 1/4" = 1'-0"

## APPENDIX F

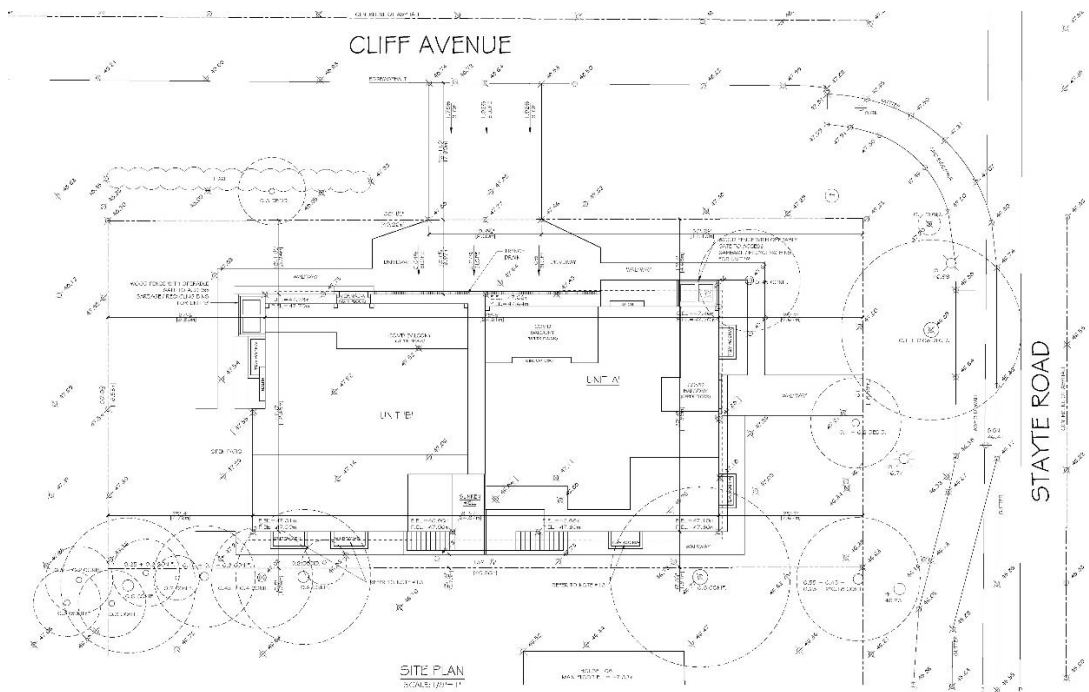
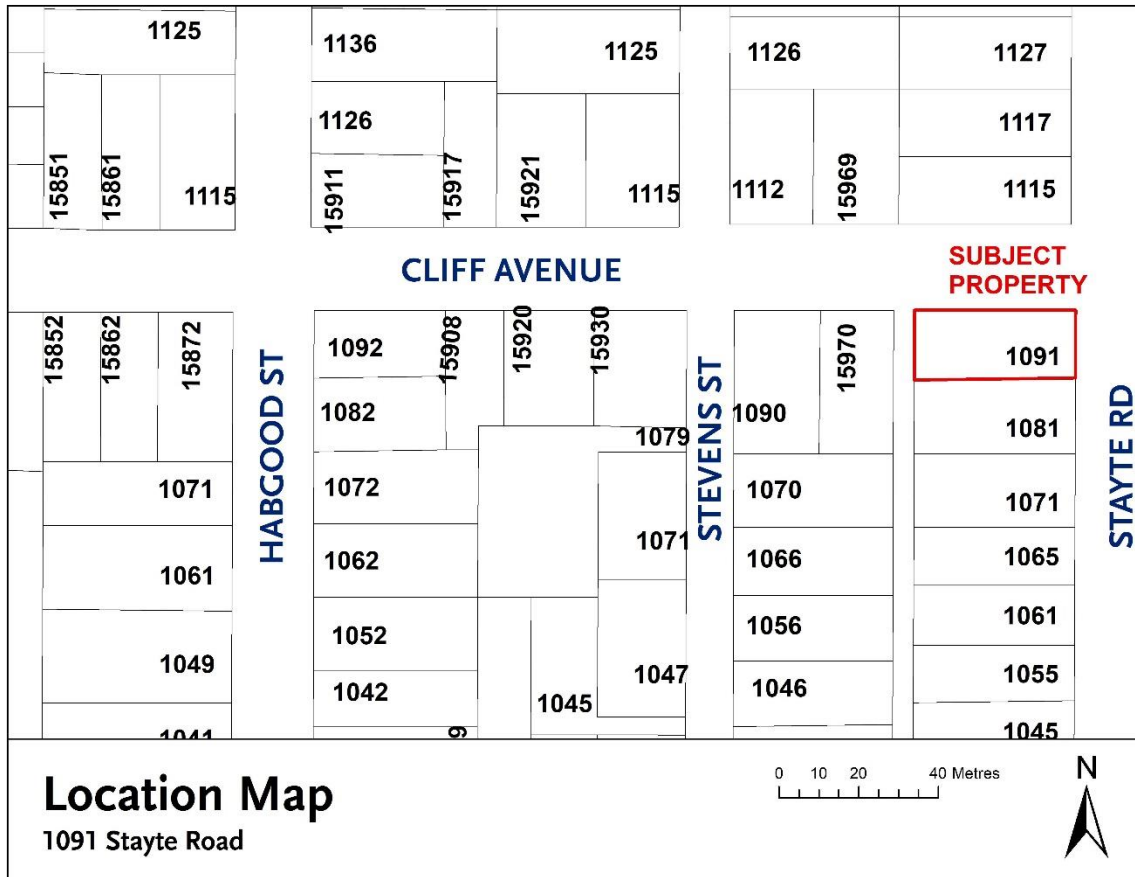
### Location Map and Development Drawings - 14068 North Bluff Road

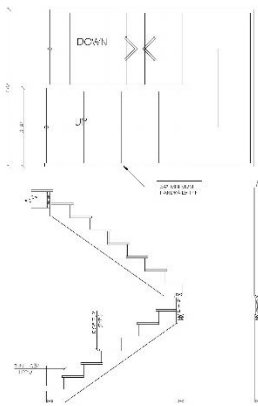
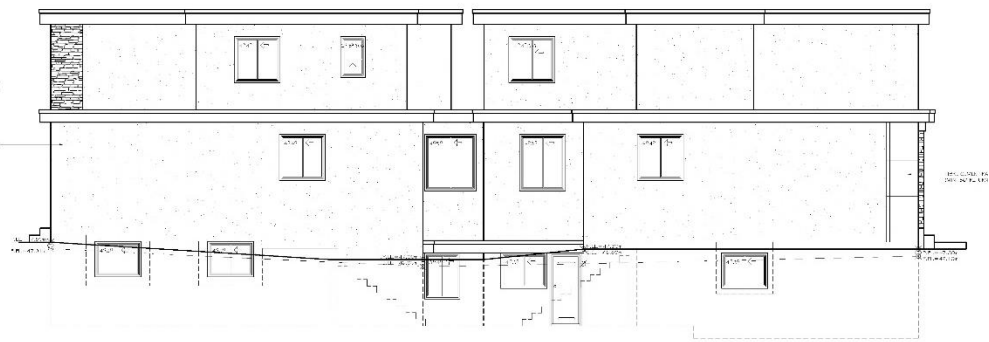
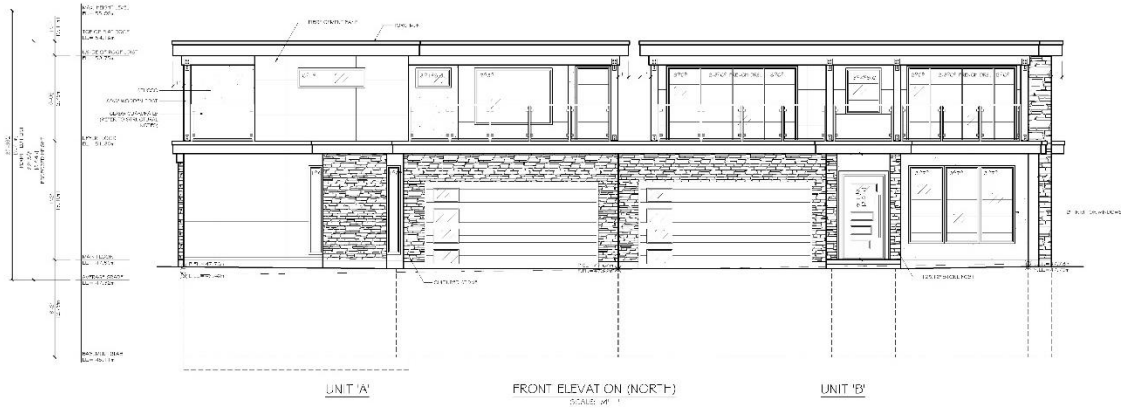




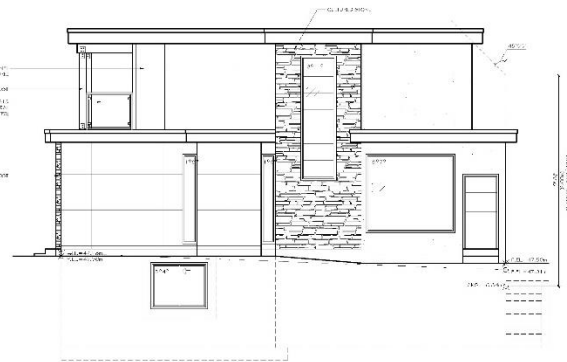
## APPENDIX G

### Location Map and Development Drawings - 1091 Stayte Road

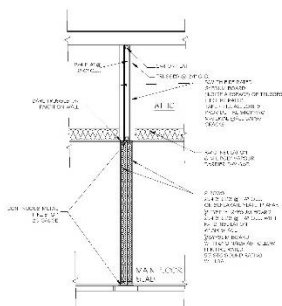




STAIR DETAIL  
 SCALE: 1/8" = 1'-0"



UNIT 'B'  
 RIGHT ELEVATION (WEST)  
 SCALE: 1/8" = 1'-0"



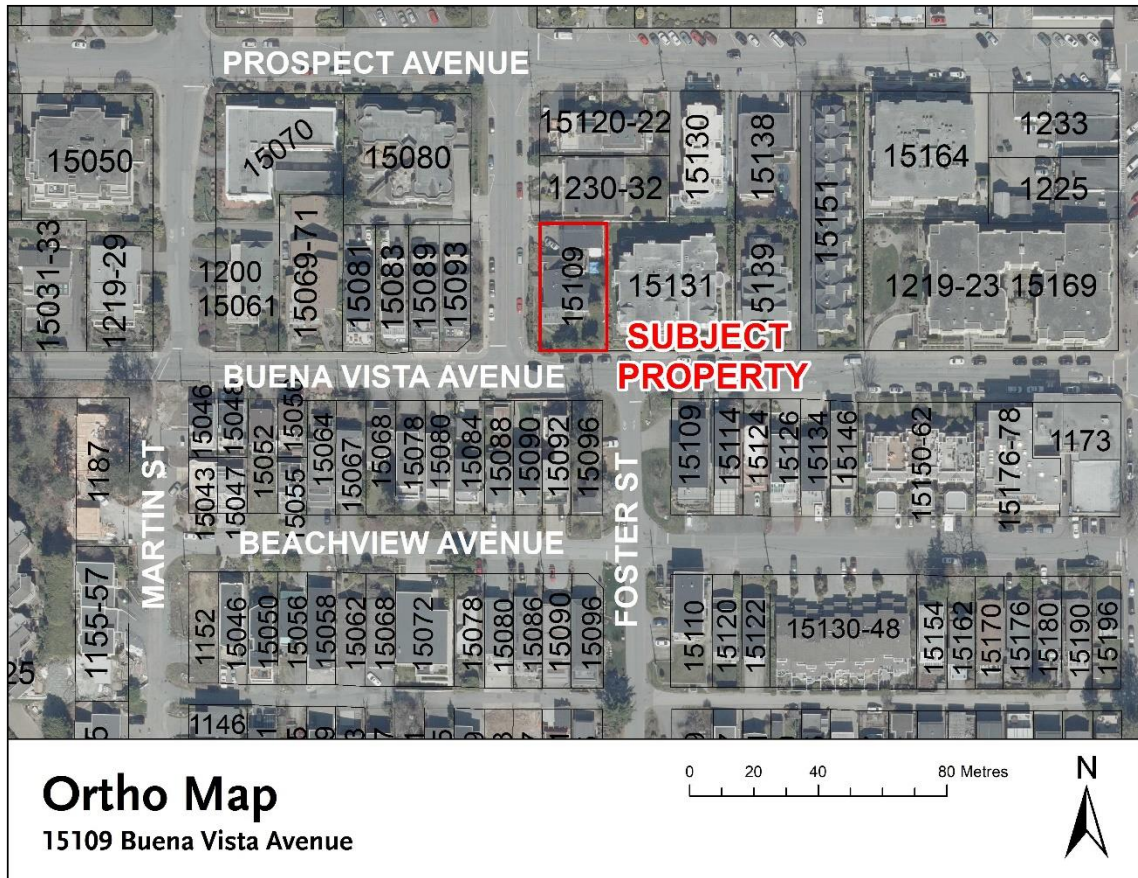
TYPICAL PARTITION WALL DETAIL  
 FOR FINISHED SURFACES  
 SCALE: 1/4" = 1'-0"

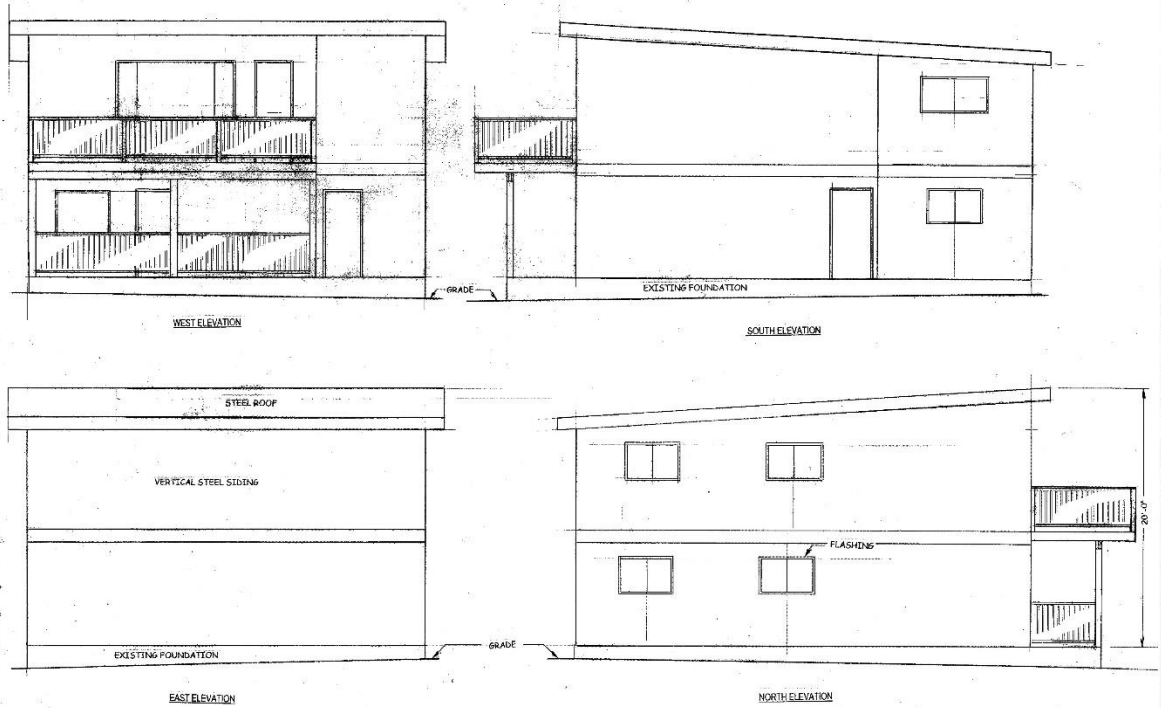
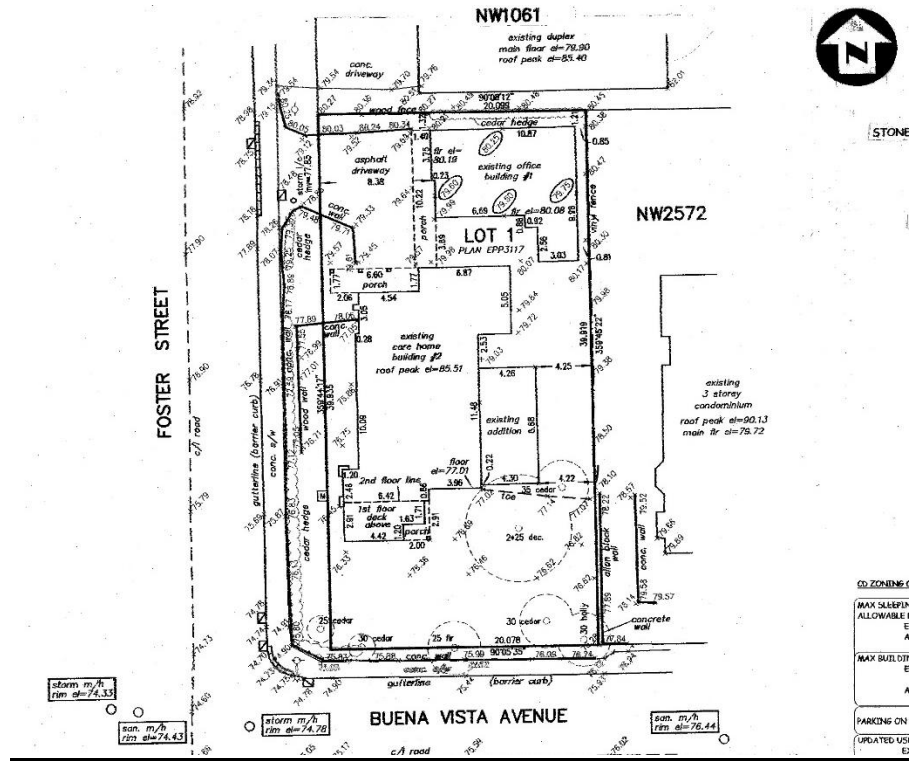


UNIT 'A'  
 LEFT ELEVATION (EAST)  
 SCALE: 1/8" = 1'-0"

## APPENDIX H

### Orthophoto and Development Drawings - 15109 Buena Vista Avenue





Bert Graber Contracting  
 614615188  
 DATE: April 2020

PROPOSED RENOVATIONS/CARETAKER SUITE  
 1509 BUENA VISTA AVE WHITE ROCK

SCALE 1/4"=1'-0"  
 ELEVATIONS  
**A3**



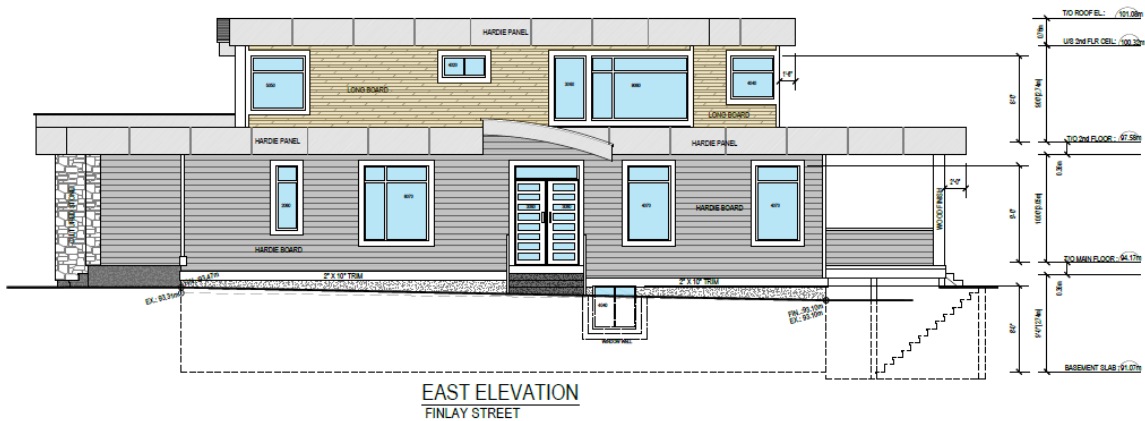
## APPENDIX I

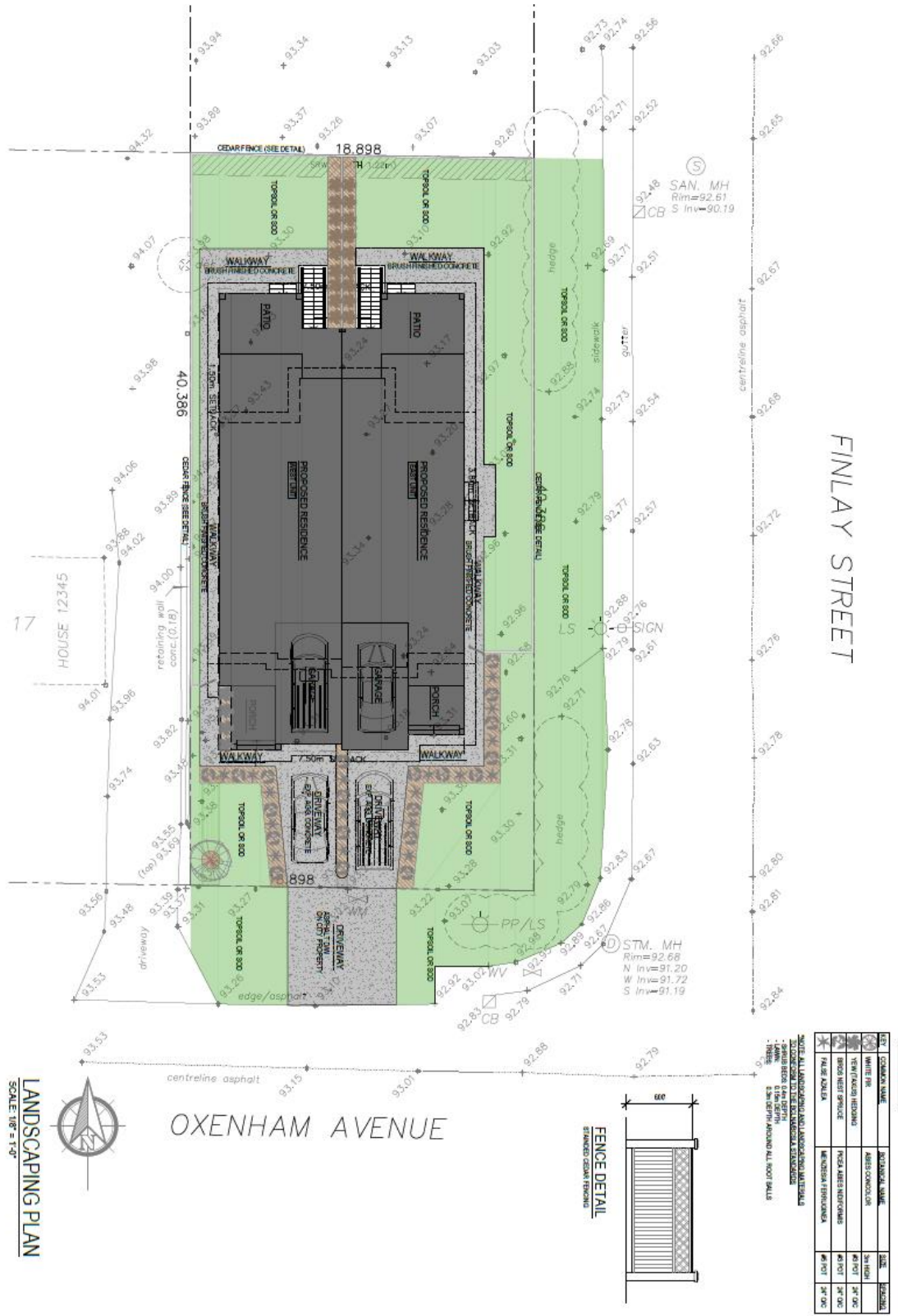
### Orthophoto and Development Drawings – 1361 Finlay Street



**Ortho Map**  
1361 Finlay Street

0 15 30 60 Metres





## APPENDIX J

### Orthophoto - 15053 Marine Drive



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



**DATE:**            **October 19, 2020**

**TO:**               **Land Use and Planning Committee**

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

**SUBJECT:**      **Early Review of Rezoning Applications (1363 Johnston Road & 1453 Stayte Road)**

**RECOMMENDATIONS**

THAT the Land Use and Planning Committee recommends that Council:

1. Resolve that the zoning amendment application at 1363 Johnston Road proceed to the next stage in the application review process or be denied; and
2. Resolve that the zoning amendment application at 1453 Stayte Road proceed to the next stage in the application review process or be denied.

**EXECUTIVE SUMMARY**

Recent amendments to White Rock Planning Procedures Bylaw, 2017, No. 2234 establish a process for the early review of rezoning applications by the City’s Land Use and Planning Committee (LUPC). This report presents two recent rezoning applications for which the proponents are seeking early input and direction from the Committee/Council. Staff are prepared to advance the review of the application on the basis of the recommendation of the Committee, subject to ratification by Council.

**PREVIOUS COUNCIL DIRECTION**

Resolution # and Date	Resolution Details
September 14, 2020 2020-443	THAT Council gives first, second, and third reading to "City of White Rock Planning Procedures Bylaw, 2017, No. 2234, Amendment (Initial Information Reports for Zoning Amendments) Bylaw, 2020, No. 2357".
September 28, 2020 2020-473	THAT Council give final reading to "City Of White Rock Planning Procedures Bylaw, 2017, No. 2234, Amendment (Initial Information Reports For Zoning Amendments) Bylaw, 2020, No. 2357"

**INTRODUCTION/BACKGROUND**

The City of White Rock has recently received two (2) zoning bylaw amendment applications associated with 1363 Johnston Road and 1453 Stayte Road. Each application is outlined below.

**1363 Johnston Road – 10 Unit, Four-Storey, Apartment Building with Commercial at Grade**

The following table provides an overview of the proposed development at 1363 Johnston Road. An ortho photo (illustrating the location and context of the property) and additional development drawings are included as Appendix A.

	Existing	Proposed
OCP Land Use Designation	Lower Town Centre <i>OCP policies recognize multiunit residential uses and mixed (commercial / residential) uses in low-to-mid rise buildings. Density of up to 3.5 FAR in buildings up to 6 storeys in height.</i>	
Zone	CR-2 Lower Town Centre Area Commercial / Residential Zone	CD Comprehensive Development Zone
Use	Multi-unit residential use and retail (commercial) uses	Four-storey, 10 unit residential building with commercial use at grade
Max. Height	10.7m (35.1ft)	16.06m (52.67ft) (four storeys)
Density	Maximum gross floor area (GFA) is 1.75 times the lot area	2.27 times the area of the lot
Parking Spaces	Varies depending on mix of uses: per 4.14.1 of the Zoning Bylaw	15 spaces (12 for residents + 3 for visitors)



**1453 Stayte Road – 23 Unit (Three-Storey) Townhouse Development**

The following table provides an overview of the proposed development at 1453 Stayte Road. An ortho photo (illustrating the location and context of the property) and additional development drawings are included as Appendix B. The subject property was the site of a proposed four-storey, 49 unit, apartment development which was denied by Council. The applicant has provided a letter to accompany the revised proposal (see Appendix C).

	Existing	Proposed
OCP Land Use Designation	Urban Neighbourhood: <i>OCP policies recognize multifamily residential uses in townhouse and low-rise buildings. Maximum density of up to 1.5 FAR in buildings up to 4 storeys in height.</i>	
Zone	RS-1 One Unit Residential Zone	CD Comprehensive Development Zone
Use	One-Unit Residential Use (secondary suite permitted)	23 three-storey townhouse units
Max. Height	7.7m (25.26ft)	12.04m (top of stairwell)   10.06m (top of parapet wall)   3 storeys of residential floor area
Density	Residential GFA limited to 0.5 times the lot area [3,164m <sup>2</sup> max residential GFA = 1,582m <sup>2</sup> ]	0.962
Parking Spaces	2 per dwelling unit plus 1 for secondary suite, as applicable	46 residential spaces (2 per unit) plus 3 visitor parking spaces



**FINANCIAL IMPLICATIONS**

Not applicable.

**LEGAL IMPLICATIONS**

Not applicable.

**COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS**

The two (2) applications presented in this corporate report have not yet been formally introduced to the public by way of a notice of application or any on-site signage. Should either or both of the

applications proceed, notice would be provided and a public information meeting (PIM) would be held to address early comments and interest from the public.

### **INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS**

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

### **CLIMATE CHANGE IMPLICATIONS**

Not applicable.

### **ALIGNMENT WITH STRATEGIC PRIORITIES**

Not applicable.

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

Alternatives to the staff recommendation at the start of this report include:

1. LUPC may direct staff to obtain additional project-specific information prior to deciding whether to advance or deny the application; or
2. LUPC may advance applications and request a particular aspect of the application be given additional focus or scrutiny during the review process.

### **CONCLUSION**

Council has adopted amendments to the Planning Procedures Bylaw, which enable an early review of rezoning applications. This corporate report presents two (2) rezoning applications, one (1) tied to the property at 1363 Johnston Road and one (1) at 1453 Stayte Road. Staff will advance the review of each application based on the direction provided by the LUPC and any subsequent decision of Council.

Respectfully submitted,



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

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

I concur with the recommendations of this corporate report.



Guillermo Ferrero  
Chief Administrative Officer

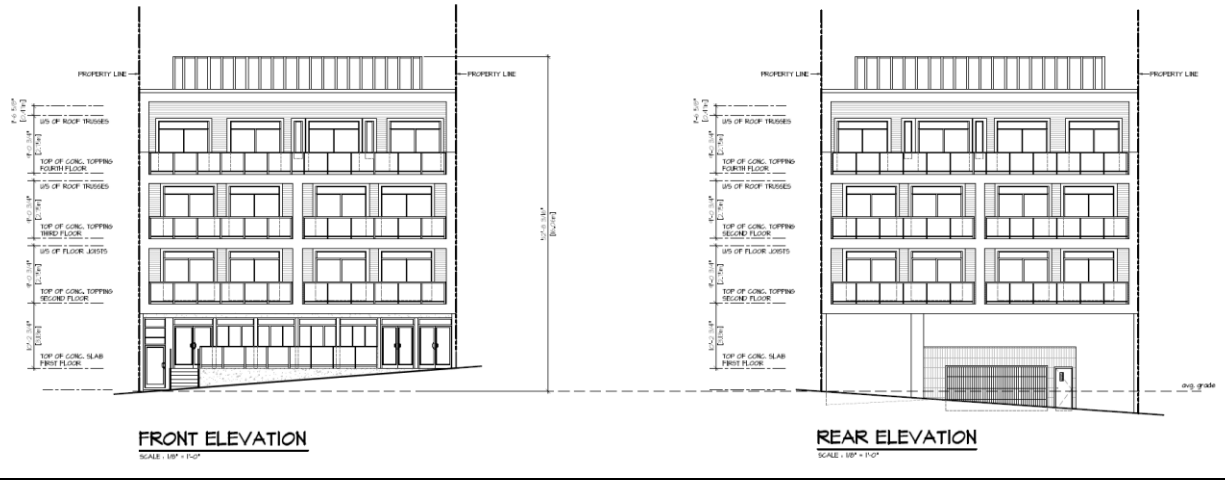
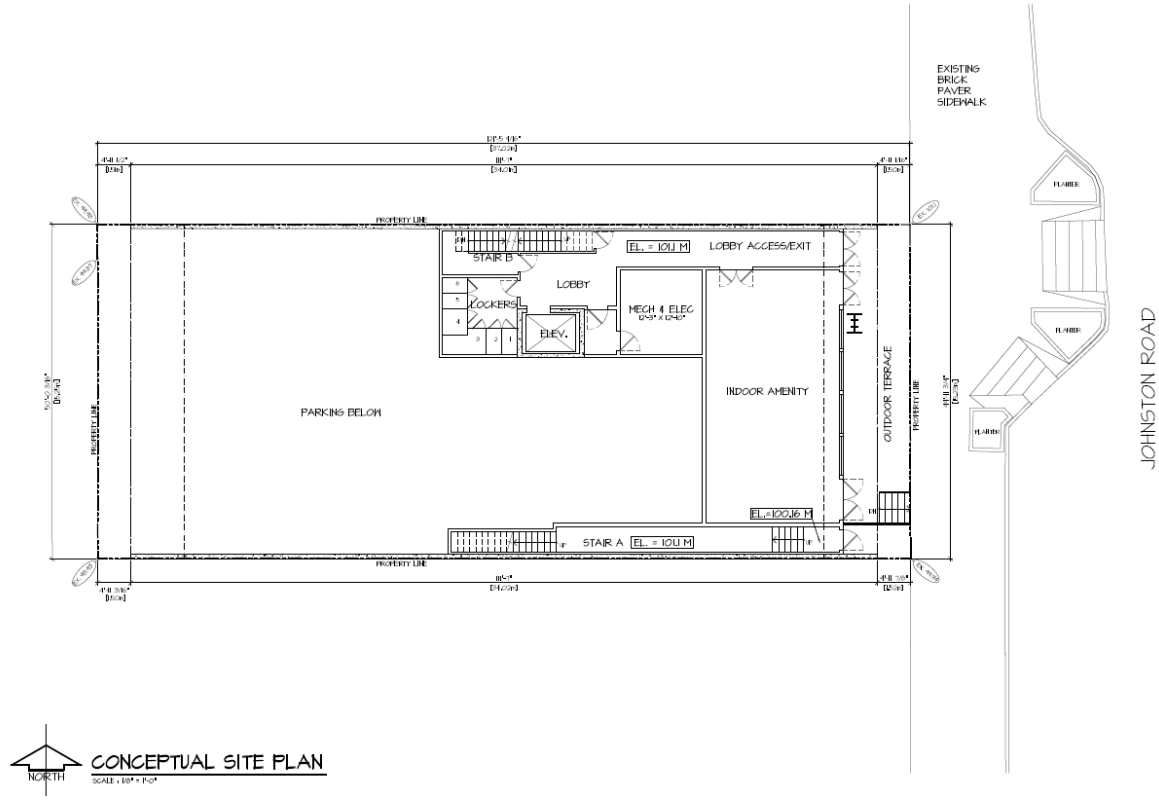
- Appendix A: Ortho Photo and Development Drawings – 1363 Johnston Road
- Appendix B: Ortho Photo and Development Drawings – 1453 Stayte Road
- Appendix C: Written Submission from Applicant - 1453 Stayte Road

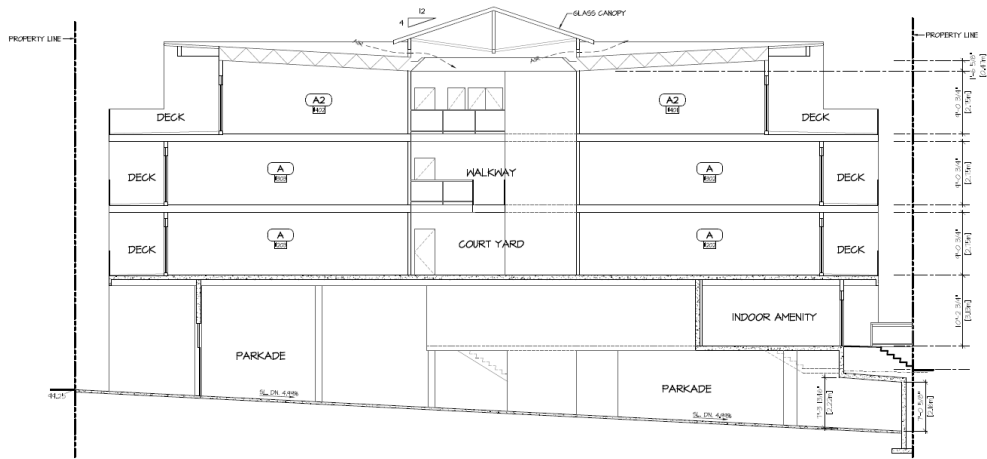


**APPENDIX A**

**Ortho Photo and Development Drawings – 1363 Johnston Road**





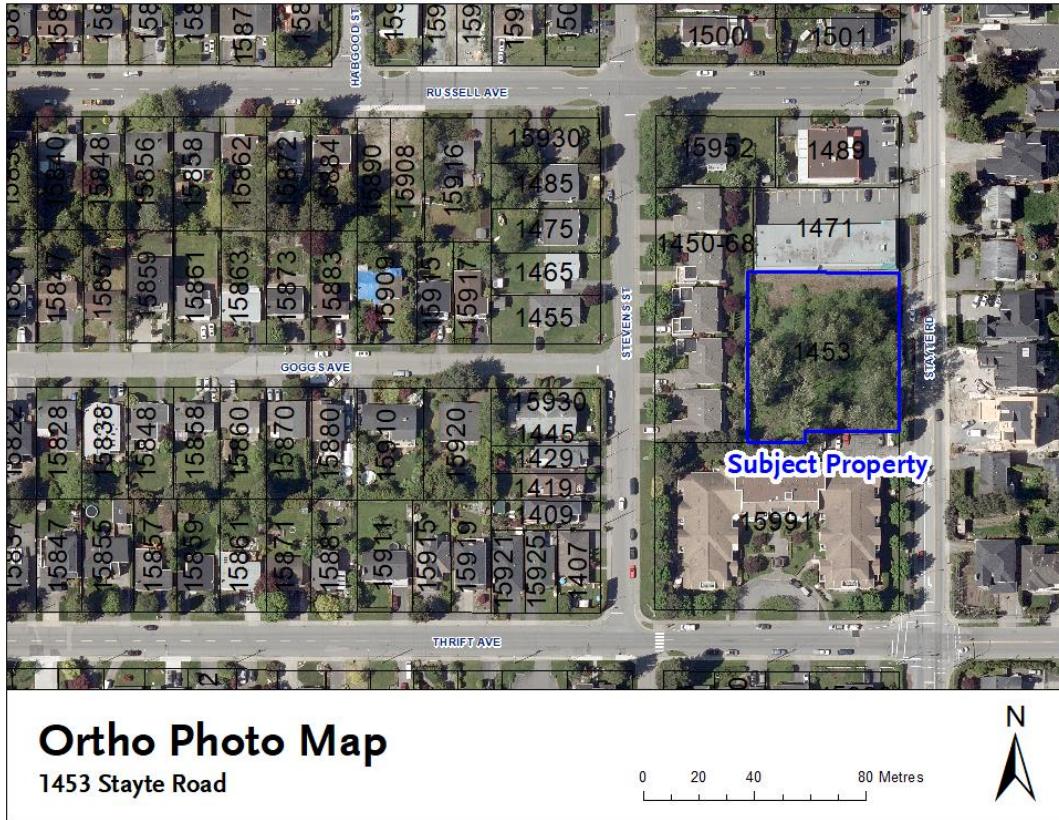


**SECTION A**  
SCALE: 1/8" = 1'-0"



## APPENDIX B

### Ortho Photo and Development Drawings – 1453 Stayte Road





## APPENDIX C

### Written Submission from Applicant - 1453 Stayte Road



Oct 5, 2020

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

Dear Planning Department,

**Re: Rezoning Application 1453 Stayte Rd, White Rock**

We hereby respectfully submit a rezoning/development permit application of a 23-unit townhouse residential development. The application completes a long three years process of designing and re-designing a project for this infill site. It was unfortunate and disappointing to us that our previous application was turned down on the third reading; however, we fully respect the council's decision and understand their position and acting on the public's best interest.

Before we initiated this new application, we carefully reviewed comments from the previous public hearing and Councillor's discussion. The major concern from the neighbourhood and councillors was the proposed density of the development, especially from the neighbours who lives in the adjacent apartment. We also noted that a large group of the neighbours along with some members from the Council suggested a smaller scale project such as three-storey apartment or ideally a townhouse development would be more suitable on this lot.

Although we still consider that a four-storey apartment with 49 units is not a large development and is the most cost efficient and economically feasible project for this lot, we also understand the necessity of compromise to the public interest in order to create a harmonious neighbourhood. On the positive side, everyone seems agree that the lot should be developed if we can address the issues raised with the previous development application.

After numerous discussions with our design team, we both agree the best approach to balance the interest of the public and us would be a completely new design. The new design would take planning from neighbouring Surrey townhouse developments, for example: South on 16<sup>th</sup>. While in discussion, we conclude that the potential development must meet the following criteria:

1. Lower density
2. Lower unit count while keep the units as much affordable as we can
3. Mitigate neighbour's concerns we collected through previous PIM and Public Hearing
4. Reduce the building cost to keep the project feasible
5. Keep the family friendly oriented design
6. Abide with the current OCP



Based on the above criteria, our design team and we decided that a townhouse development is so far the best option for us, which also minimize the impact to the neighbours. The current application substantially reduced the density and floor space ratio and creates a much smaller project. Below is a table to illustrate the differences between our previous and new application.

	Previous Application	New Application	Difference
Form	Apartment	Townhouse	
Building Height	4 Storey	3 Storey	-1
Floor space ratio	1.41	0.96	-0.45
Gross floor Area	47854 SQFT	32760 SQFT	-15094 SQFT
Density	62.7/Acre	29.4/Acre	-33.3/Acre
Unit Count	49 Units	23 Units	-26 Units

The new application poses a significant financial risk to us as the developer due to the substantially reduction of the floor area while building material costs are on the rise. But we believe the project is more favourable to the neighbours and presents great opportunities to potential buyers for finding an ideal affordable home in the City of White Rock. Moreover, we notice that newly townhome development is insufficient in White Rock area. Although It is not the perfect option for us, we want the community to know that we have heard their voices and we are determined to work with them to build a better neighbourhood.

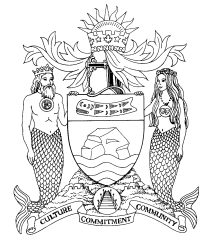
It has been a long way for both the City of White Rock and us to arrive this point. We sincerely hope the council will favourably consider this application and looking forward to building this community together!

Sincerely,

A handwritten signature in black ink, appearing to read 'David Yang', with a long horizontal flourish extending to the right.

David Yang  
Director  
Vanhome Properties Inc.  
Vanhome Ventures 1 LP  
Phone: 604-370-7333  
Email: david@vanho.ca

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



**DATE:** July 27, 2020

**TO:** Land Use and Planning Committee

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

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

---

**RECOMMENDATIONS**

THAT the Land Use and Planning Committee:

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

**EXECUTIVE SUMMARY**

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



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

**PREVIOUS COUNCIL DIRECTION**

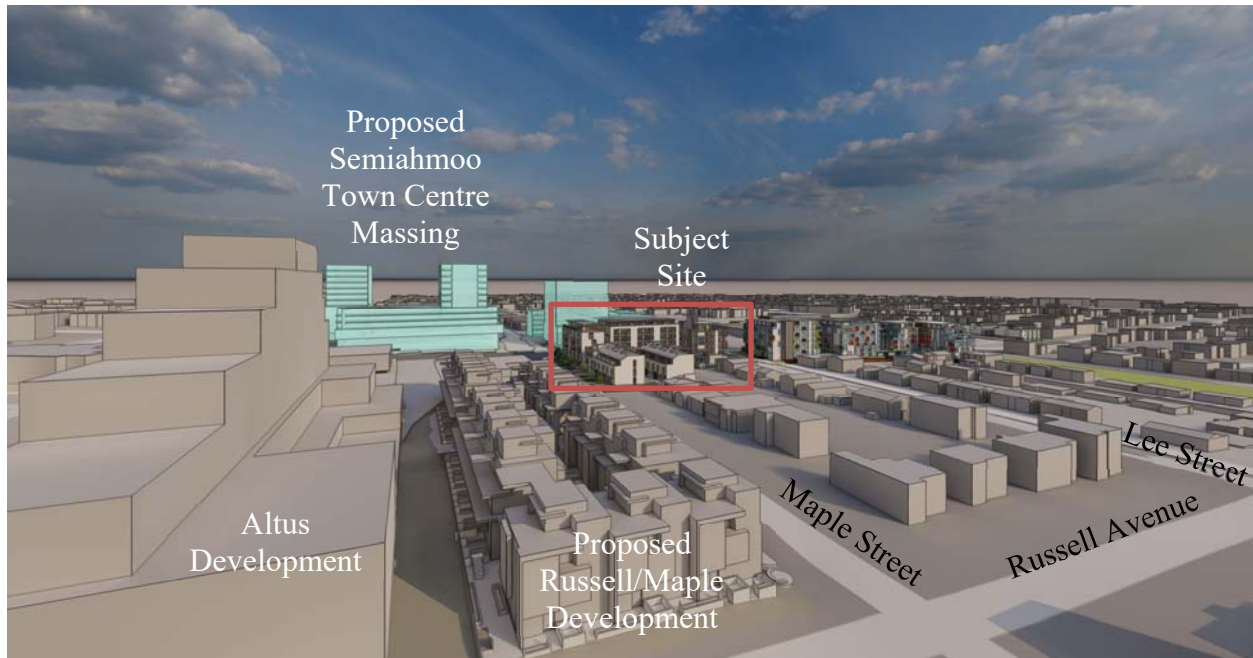
<b>Resolution # and Date</b>	<b>Resolution Details</b>
LUPC July 23, 2018 2018-LUP-042	THAT the Land Use and Planning Committee recommend that the OCP amendment application be referred back to staff, and direct staff to work with the applicant on a revised rezoning and Major Development Permit application,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

**INTRODUCTION/BACKGROUND**

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

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

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



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

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

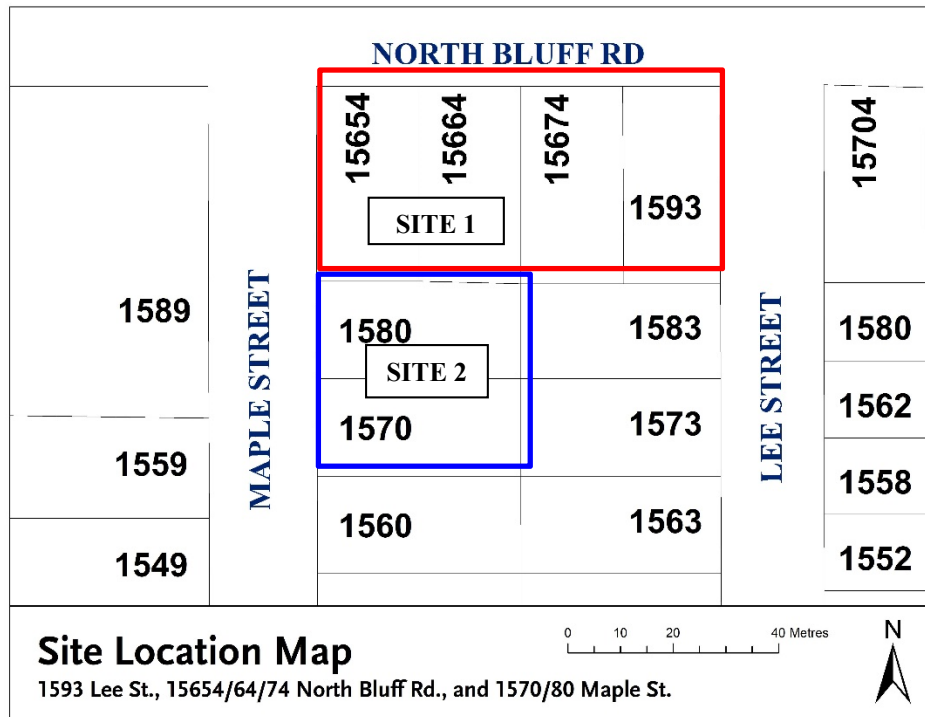
**Table 1: Proposed Parking Supply Summary**

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

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

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

Figure 2: Layout of Proposed Development



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

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

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

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

### **Development Permit Area Compliance**

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

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

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

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



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

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

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

The draft development permit is attached as Appendix E.

### **FINANCIAL IMPLICATIONS**

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

### **LEGAL IMPLICATIONS**

Not applicable.

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

Not applicable.

### **INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS**

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

### **CLIMATE CHANGE IMPLICATIONS**

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

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

### **ALIGNMENT WITH STRATEGIC PRIORITIES**

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

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

The Land Use and Planning Committee can recommend that Council reject the current proposal. Alternatively, the LUPC may defer consideration of the application and refer the application to staff to address any issues identified by Council.

### **CONCLUSION**

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

Respectfully submitted,



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

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

I concur with the recommendations of this corporate report.



Guillermo Ferrero  
Chief Administrative Officer

Appendix A: Corporate Report dated May 4, 2020 titled “‘Beachway’ Application Update 2 – 15654/64/75 North Bluff Road / 1570/80 Maple Street and 1593 Lee Street (ZON/MJP 19-002)”

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

Appendix C: Draft White Rock Housing Agreement Bylaw (15654/64/75 North Bluff Road / 1570/80 Maple Street and 1593 Lee Street) Bylaw, 2020, No. 2352.

Appendix D: ADP Minutes dated April 23, 2019

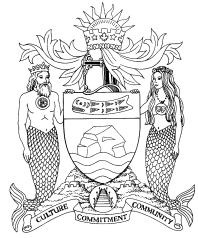
Appendix E: Draft Development Permit No. 428

**APPENDIX A**

Corporate Report dated May 4, 2020 titled “‘Beachway’ Application Update 2 – 15654/64/75  
North Bluff Road / 1570/80 Maple Street and 1593 Lee Street (ZON/MJP 19-002)”



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



**DATE:** May 4, 2020

**TO:** Land Use and Planning Committee

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

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

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**RECOMMENDATIONS**

THAT the Land Use and Planning Committee:

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

**EXECUTIVE SUMMARY**

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

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

**Previous Consideration of Proposal**

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

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

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

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

### Proposed Parking Variance

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### **Zoning Bylaw**

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

## **ANALYSIS**

### **Existing Land Use Context**

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

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

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

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

### **Previous Proposals**

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

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

### **Public Information Meeting**

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

### **Advisory Design Panel**

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

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

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

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

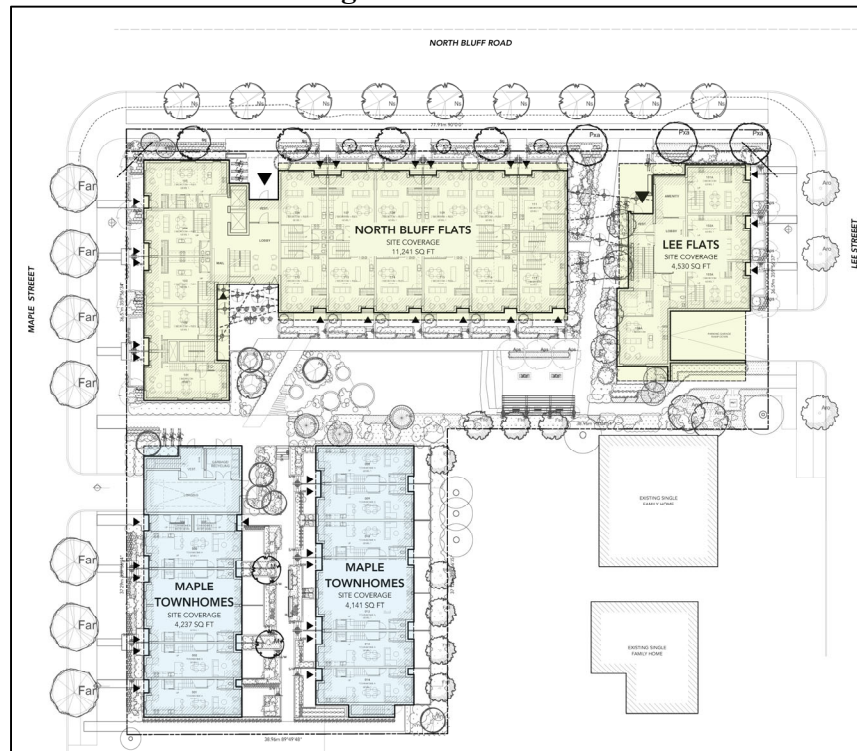
### **Current Proposal**

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

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

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

**Figure 1: Site Plan**



**Affordable Housing Component**

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

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

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

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

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

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

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

### **Parking Variance**

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

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



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

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

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

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

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

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

### **BUDGET IMPLICATIONS**

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

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

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

### **OPTIONS**

The Land Use and Planning Committee can recommend that Council:

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

Staff recommend Option 1.

### **CONCLUSION**

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

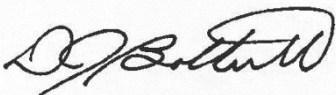
Respectfully submitted,



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

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

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

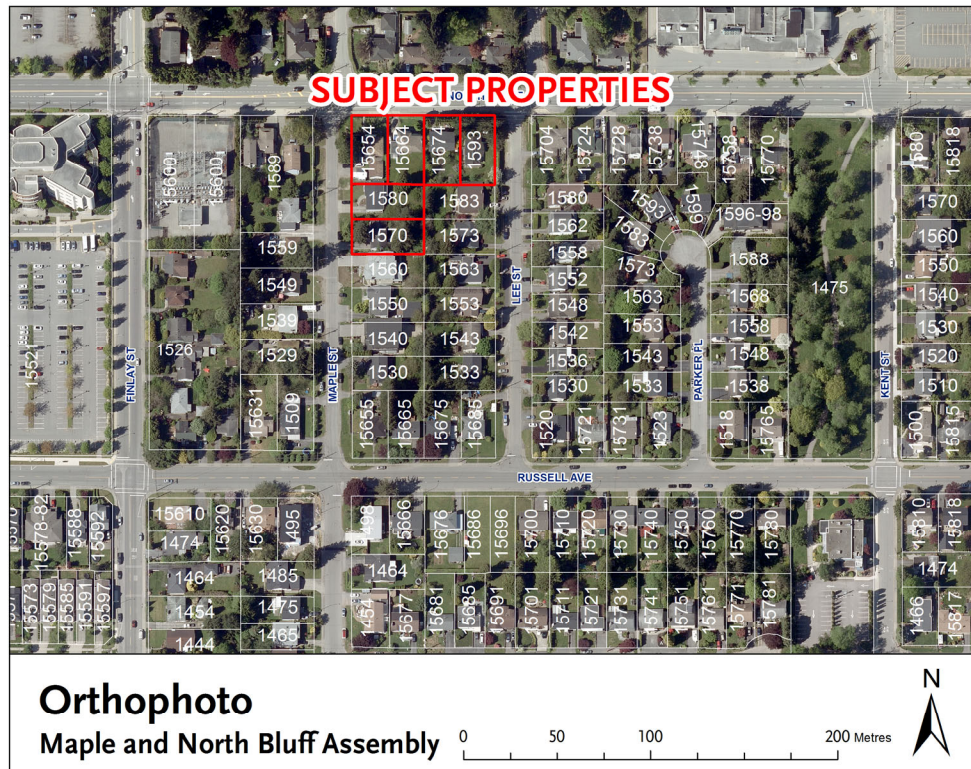
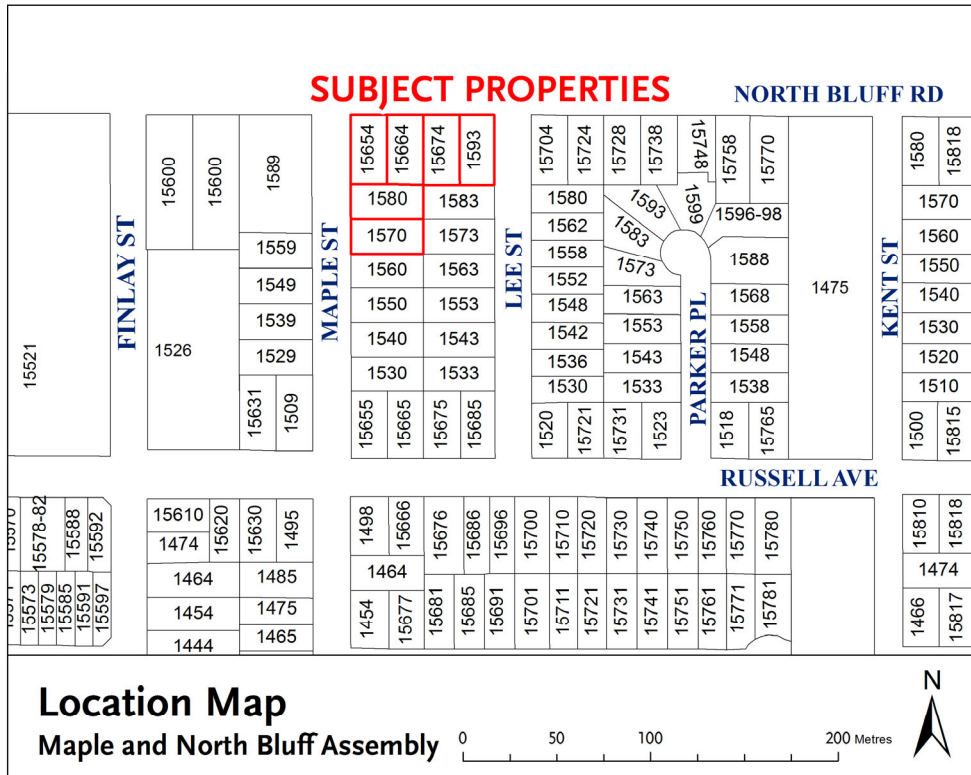


Dan Bottrill  
Chief Administrative Officer

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

**APPENDIX A**

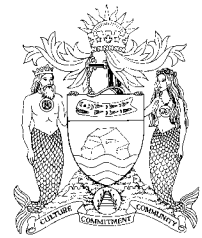
**Location and Ortho Photo Maps**



**APPENDIX B**

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

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



**DATE:** July 23, 2018

**TO:** Land Use and Planning Committee

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

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

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**RECOMMENDATIONS**

THAT the Land Use and Planning Committee:

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

**EXECUTIVE SUMMARY**

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

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

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

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

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

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

## **INTRODUCTION**

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

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

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

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

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

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

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

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

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

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

## **ANALYSIS**

### **Existing Land Use Context**

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

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

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

### **Townhouse Site**

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

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

### **Apartment (‘Flats’) Site**

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

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

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

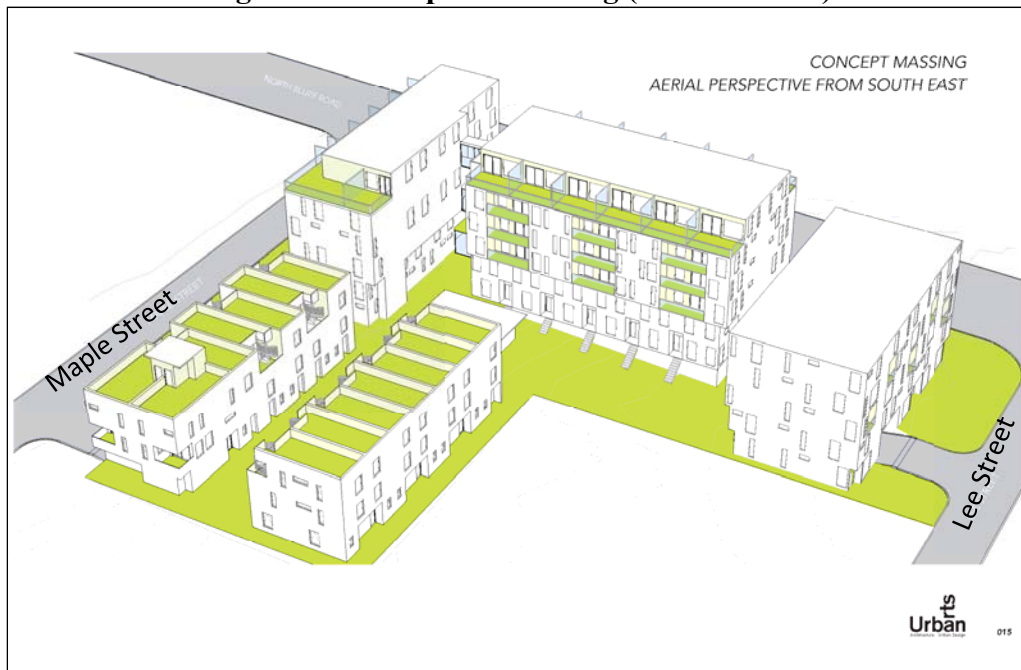


units as a maximum rent, with any further rent reductions based on support from other levels of government or other agencies. This would result in these households paying approximately 30% of their pre-tax income on shelter costs (rent plus utilities and insurance), which is considered affordable by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

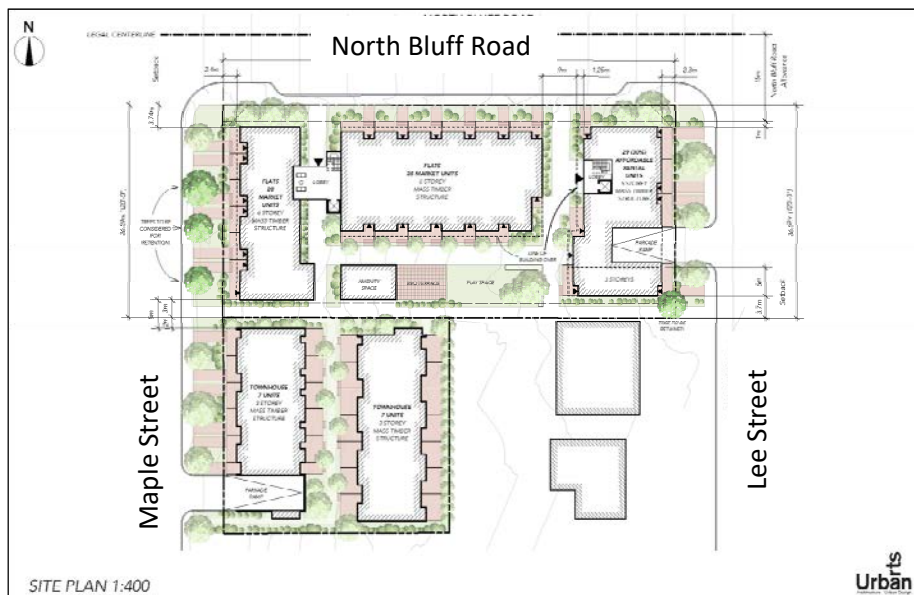
The applicant has indicated that a non-profit housing provider is interested in owning and managing the affordable rental portion of the site. More information regarding the potential non-profit organization will be brought forward should the application advance further.

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

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



**Figure 2: Proposed Site Plan**



### Proposed FAR in Relation to the OCP

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

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

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

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

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

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

### Townhouse Design Commentary

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

### Apartment Design Commentary

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

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

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

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

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

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

#### Options for Committee’s Consideration

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

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

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

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

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

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

**or**

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

**or**

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

Additional Considerations

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

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

## **CONCLUSION**

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

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

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

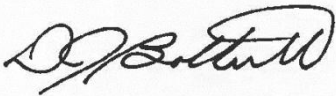
Respectfully submitted,



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

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

This corporate report is provided for Committee's information.



Dan Bottrill  
Chief Administrative Officer

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

**APPENDIX C**

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

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



**DATE:** January 28, 2019

**TO:** Land Use and Planning Committee

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

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

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**RECOMMENDATION**

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

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**INTRODUCTION**

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

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

**PAST PRACTICE / POLICY/LEGISLATION**

**OCP Land Use and Policy**

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

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

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

### **Zoning Bylaw**

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

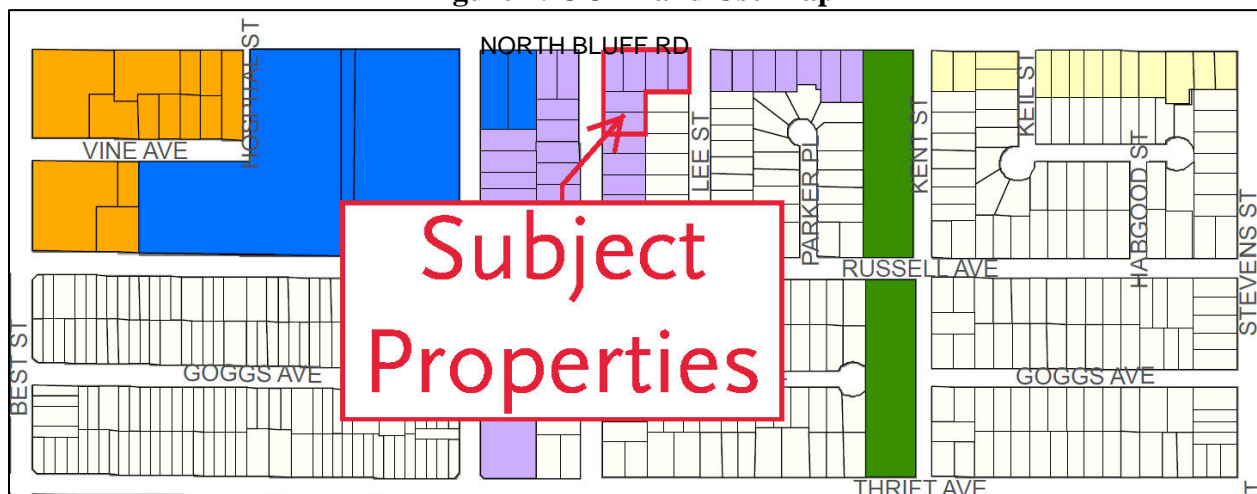
### **ANALYSIS**

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

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

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

**Figure 1: OCP Land Use Map**



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

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

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



### Previous Proposal

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

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

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

### Revised Proposal

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

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

**Figure 2: Site Plan**



### **Affordable Housing Component**

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

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

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

### **Next Steps**

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

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

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

### **BUDGET IMPLICATIONS**

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

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

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

## **CONCLUSION**

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

Respectfully submitted,



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

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

This corporate report is provided for information.



Dan Bottrill  
Chief Administrative Officer

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

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

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

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

## APPENDIX D

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

**Table 1: Apartment Site**

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

**Table 2: Townhouse Site**

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

## **APPENDIX E**

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

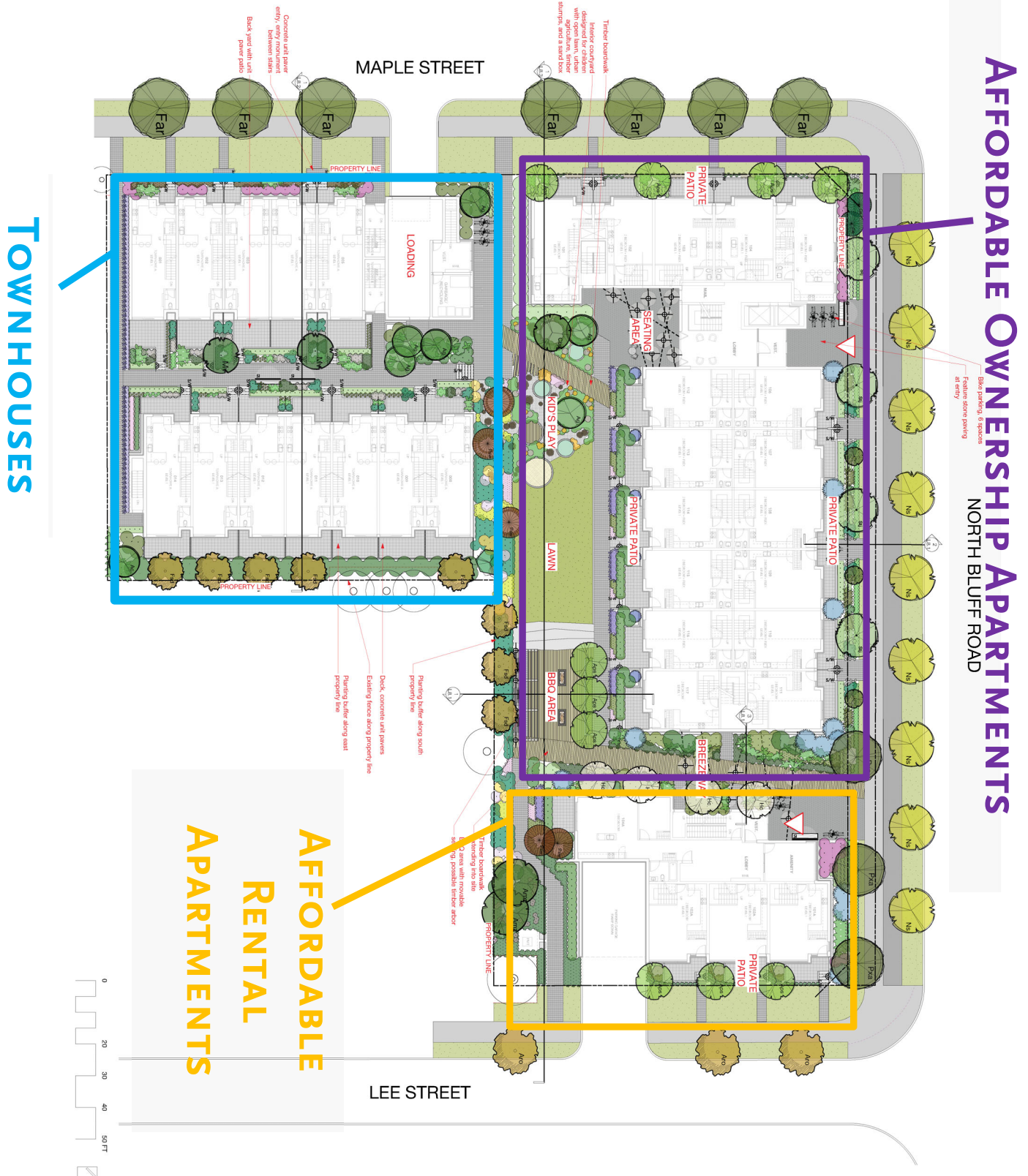
View Southwest from North Bluff and Lee (Sunset)



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



# Landscape Site Plan



**APPENDIX F**

**Memorandum of Understanding DRAFT**





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

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

BETWEEN

**CITY OF WHITE ROCK**

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

(the "City")

AND

**BRITISH COLUMBIA HOUSING MANAGEMENT COMMISSION**

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

("BC Housing")

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

## PART 1 – INTRODUCTION

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

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

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

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

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

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

## PART 2 – GOALS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## **PART 6 – MUNICIPAL APPROVALS**

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

## **PART 7 – PUBLIC CONSULTATION**

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

## **PART 8 – COMMUNICATION**

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

**CITY OF WHITE ROCK**

Per its authorized signatories

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Signature

Date Signed

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Print Name and Title

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Signature

Date Signed

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Print Name and Title

**BRITISH COLUMBIA HOUSING MANAGEMENT COMMISSION**

Per its authorized signatories

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Signature

Date Signed

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Print Name and Title

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Signature

Date Signed

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Print Name and Title

**APPENDIX G**

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

November 12, 2019

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

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

Dear Mr Carl Isaak,

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

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

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

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

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

Yours truly,



Raymond Kwong  
Provincial Director, HousingHub

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



# *Provincial Rental Supply*



## **PROGRAM FRAMEWORK**

May 2018



## INTRODUCTION

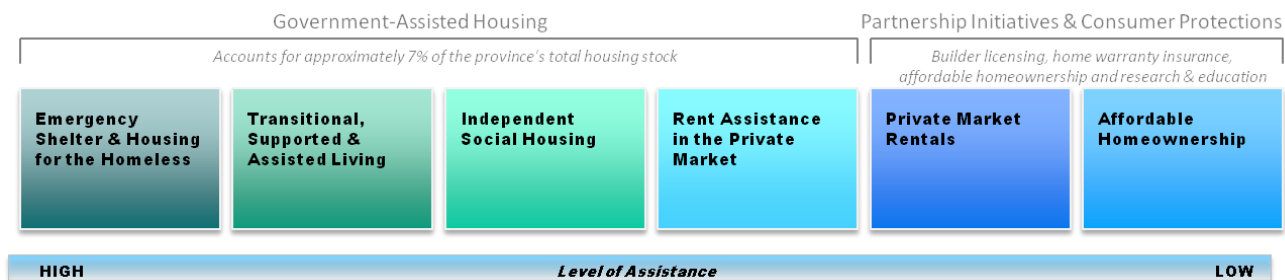
In 2018, the Province of British Columbia announced the creation of the HousingHub, through which BC Housing partners with non-profit and for-profit sectors, faith groups, and other levels of government to identify and advance innovative approaches to locate, use, or repurpose land in communities where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

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

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

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

**Figure 1: Housing Continuum**



## PRINCIPLES

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

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

## 5. Transparent and accountable operations

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

## PROGRAM PURPOSE

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

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

### Outputs:

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

### Outcomes:

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

### Indicators:

1. Number of new units created for eligible households.

## FUNDING

### Partner Contributions

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

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

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

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

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

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

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

- A Section 219 restrictive covenant.

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

## PROJECT ELIGIBILITY

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

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

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

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

## KEY PROGRAM ELEMENTS

### Tenant Eligibility

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

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

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

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

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

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

### **Rents**

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

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

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

### **Design Guidelines**

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

## **ROLES AND RESPONSIBILITIES**

### **BC Housing**

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

### **Project Partners**

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

## **MONITORING AND REPORTING**

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

BC Housing's main interests are:

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

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

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

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

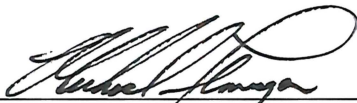
From time to time, the project partner is required to submit a report, using a template provided by BC Housing, addressing key requirements such as:

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

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

## **SIGN-OFF**

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



**Vice President Development and  
Asset Strategies**



**Vice President Corporate Services and  
Chief Financial Officer**

**APPENDIX I**

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

## TECHNICAL MEMORANDUM

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

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

The primary objectives of this study were as follows:

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

This report documents our analyses and findings.

### 1.0 BACKGROUND

#### 1.1 Proposed Development

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

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

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

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



**FIGURE 1  
SITE CONTEXT**



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

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

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

## 1.2 City of White Rock Official Community Plan

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

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

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

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

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

## 2.0 EXISTING CONDITIONS

### 2.1 Existing Road Network

#### North Bluff Road / 16th Avenue

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

#### Russell Avenue

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

#### Lee Street

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

#### Maple Street

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

## 2.2 Alternative Transportation Infrastructure

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

### Transit Network

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

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

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

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

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

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

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

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

### Bicycle Network

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

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

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

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

### Pedestrian Network

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

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

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

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

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

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

**FIGURE 2  
ALTERNATIVE MODES OF TRAVEL**



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

### 3.0 PARKING ANALYSIS

#### 3.1 Parking Requirements

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

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

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

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

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

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

### 3.2 Average Parking Demand

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

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

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

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

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

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

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

**TABLE 2  
FORECASTED AVERAGE PEAK PARKING DEMAND**

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

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

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

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

### 3.3 Parking Supply in Metro Vancouver

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

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

### 3.4 Alternative Modes of Transportation

#### *Walking*

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

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

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

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

#### *Transit*

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

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

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



### 3.5 Transportation Demand Management Measures

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

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

#### *Public Transit*

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

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

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

#### *Car Sharing*

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

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

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

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

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

### 3.6 Cost Feasibility

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

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

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

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

### 3.7 Parking Considerations

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

#### *Market Townhouse*

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

#### *Affordable Housing*

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

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

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

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

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

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

#### *Visitor Parking*

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

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

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

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

#### 4.0 PARKADE ACCESS CONFIGURATION

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

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

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

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

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

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

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

REVISED DRAFT

## 5.0 SUMMARY & RECOMMENDATIONS

### 5.1 Summary

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

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

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

## 5.2 Recommendations

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

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

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

Yours truly,

**CREATIVE TRANSPORTATION SOLUTIONS LTD.**

*Reviewed by:*

*Prepared by:*

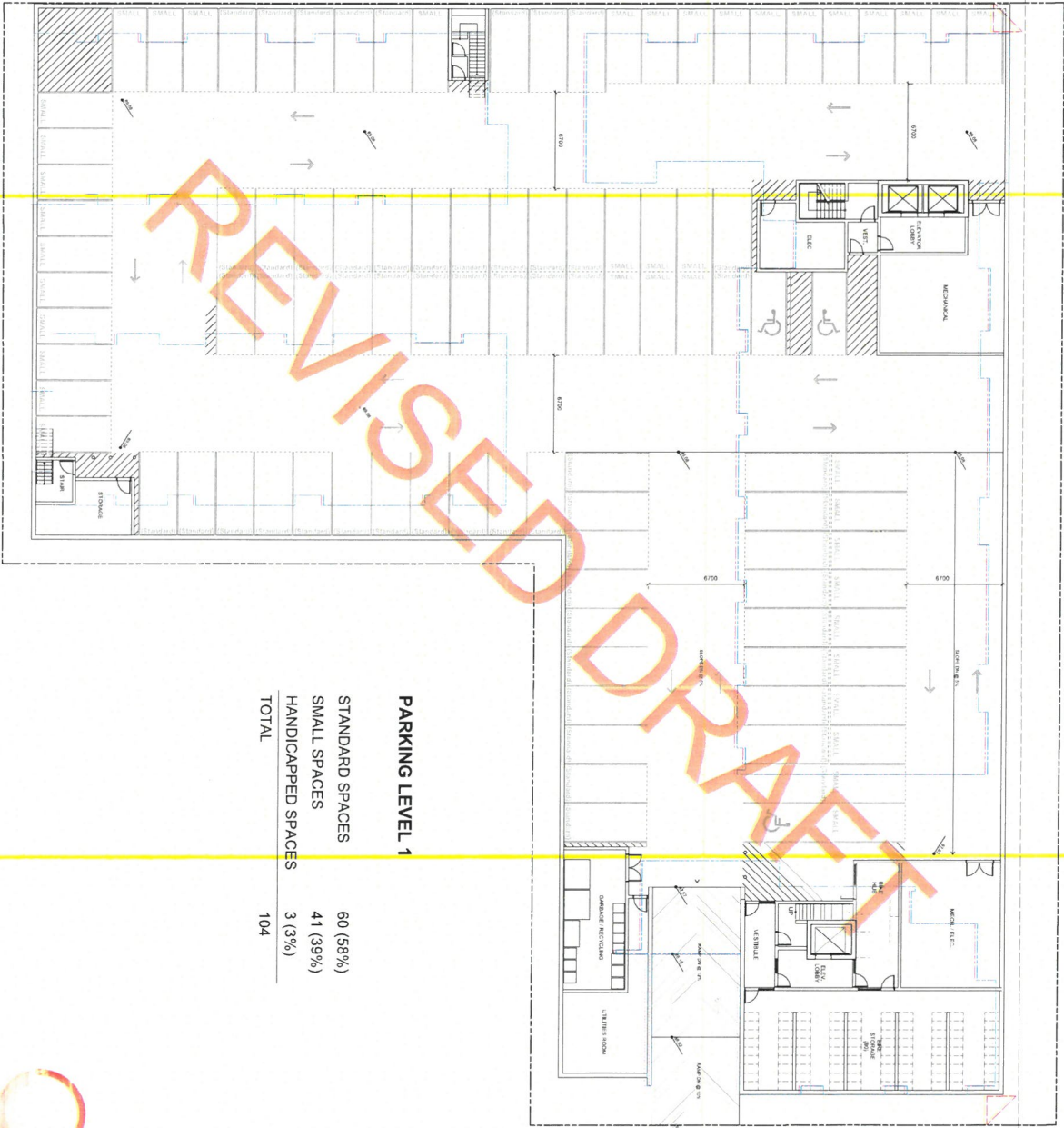
**Gary Vlieg, P.Eng.**  
Engineering Group Manager

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

Attachment

**Appendix A  
Architectural Drawings**

REVISED DRAFT

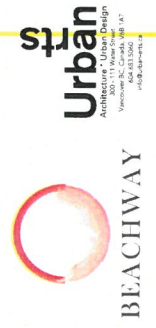
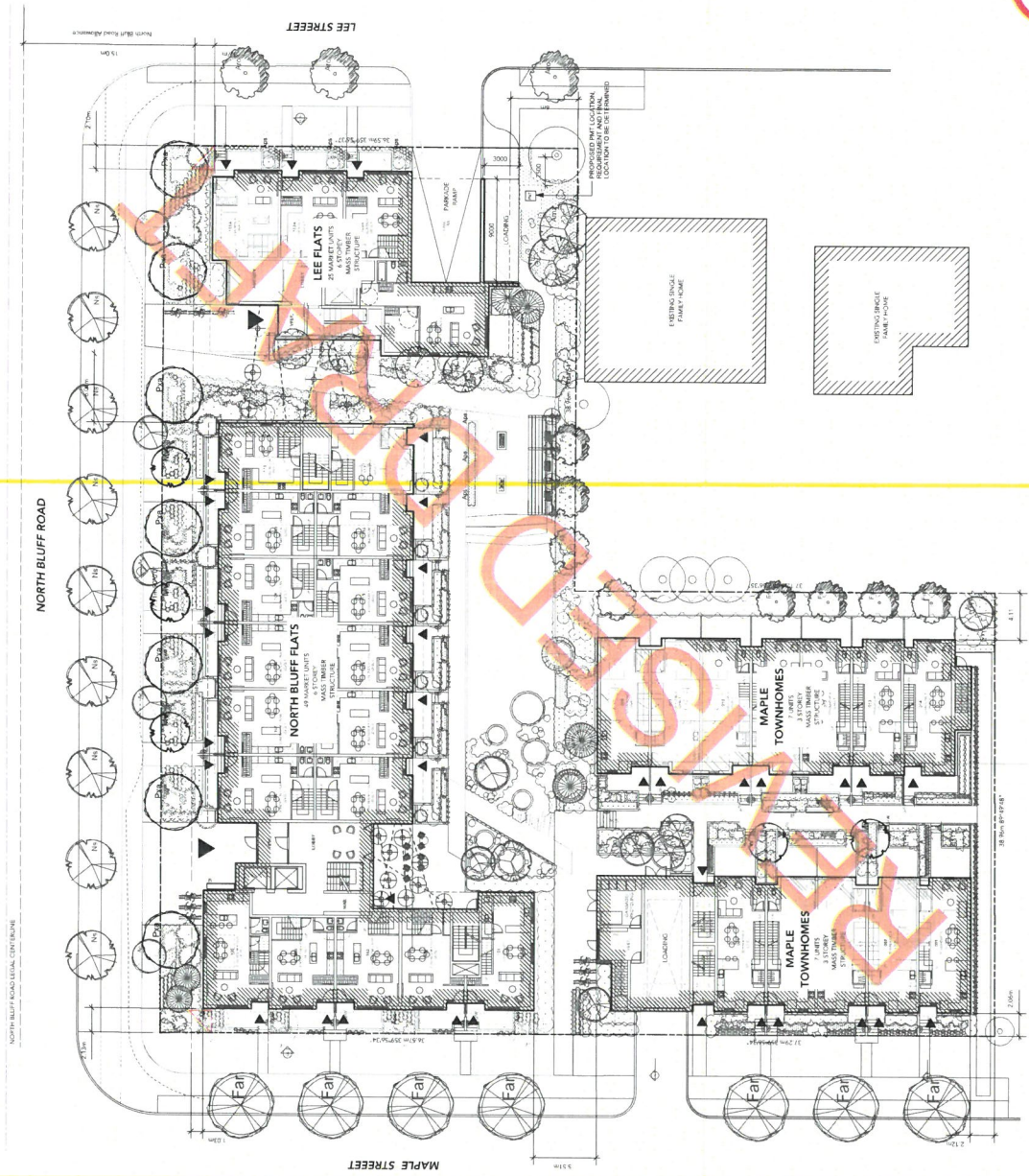


**PARKING LEVEL 1**

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









dated for DP  
 2019.09.04  
 Beachway  
 White Rock, BC

**Urban**  
 ARCHITECTS  
 3002-113 Beach Street  
 Vancouver, BC V6E 2B6  
 TEL: 604.273.5366  
 info@urbanarchitects.ca

**BEACHWAY**  
 FLOOR PLAN  
 FLATS LEVEL 1  
**A101**

FOR REVIEW ONLY

AREA / UNIT TYPE	UNIT #	LS UNIT AREA (SQ FT)	# OF UNIT	NET AREA SF
2-BR CH	107 F/L1	572	1	572
2-BR CH	107 F/L2	444	1	444
2-BR CH	107 F/L3	444	1	444
2-BR CH	108 F/L1	489	1	489
2-BR CH	108 F/L2	619	1	619
2-BR CH	108 F/L3	520	1	520
2-BR CH	107 F/L1	550	1	550
2-BR CH	111 F/L1	444	1	444
2-BR CH	112 F/L1 / L2	520	4	2080
2-BR CH	112 F/L2	444	1	444
2-BR CH	112 F/L3	444	1	444
2-BR CH	107A 103A / L2	464	3	1392
2-BR CH	104A	726	1	726
2-BR CH	104A	726	1	726
SUB-TOTAL			21	10010
AMENITY				10010
STORAGE GARAGE				11700
<b>TOTAL GROSS AREA</b>				<b>13100</b>



- LEGEND**
- 2 BEDROOM CITY-CORNER W/VIEW
  - 2 BEDROOM CITY-CORNER W/VIEW
  - 2 BEDROOM FLAT
  - 3 BEDROOM FLAT - 50% RENT
  - 2 BEDROOM 1/2 STP
  - 2 BEDROOM 1/2 STP
  - AMENITY
  - STORAGE GARAGE

LOTS 1029A, Section 17, Township 1, New Westminster District, Plan 266-3



Issued for DP Rev  
2019.07.04  
Beachway  
White Rock, BC

**Urban**  
Architecture + Urban Design  
Vancouver, BC, Canada, V6B 4J7  
604.433.2006  
info@urbans.com



**BEACHWAY**

**FLOOR PLAN  
TOWNHOUSE L1  
A111**



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

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

# 'Beachway 1' Application Update"

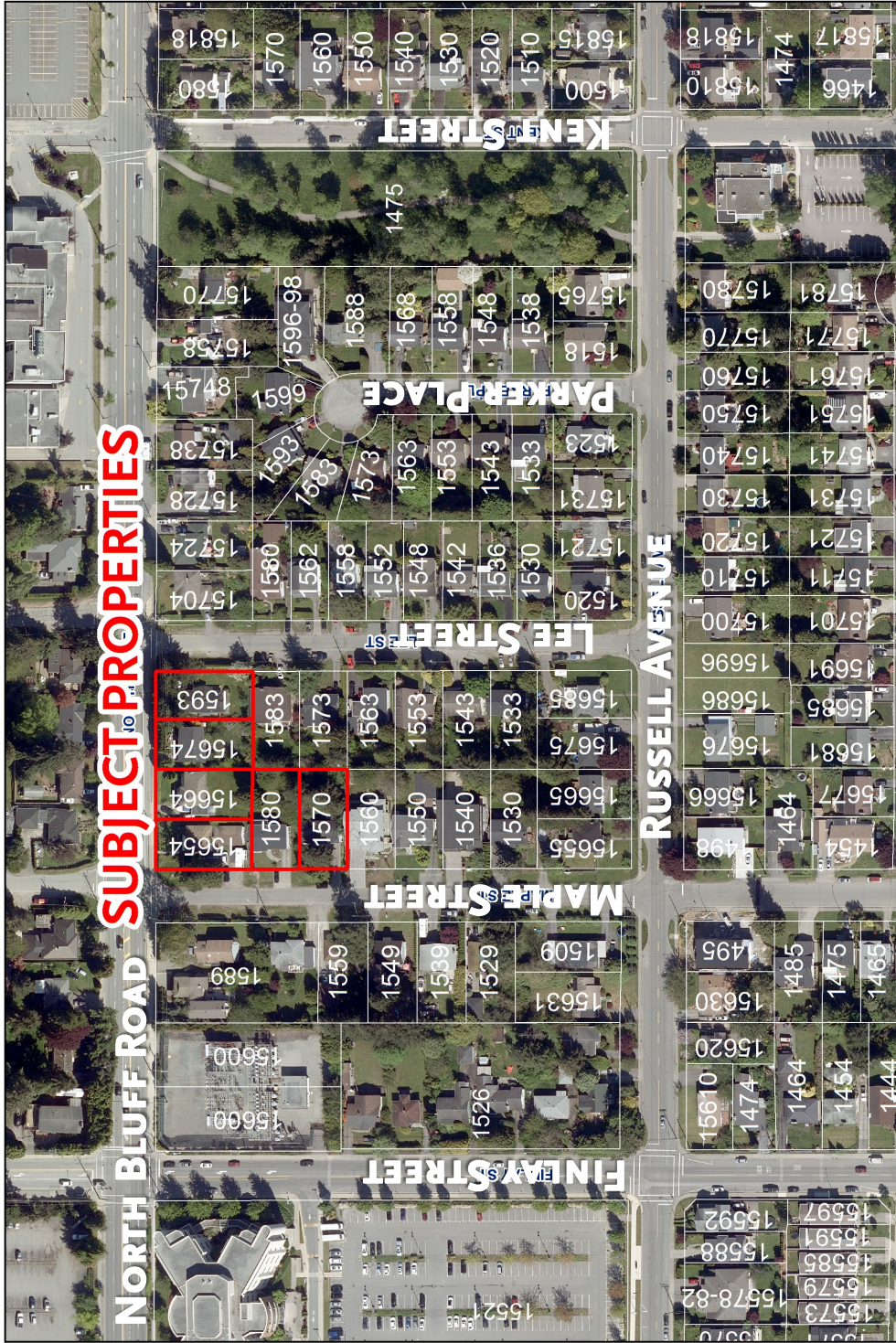
*Zoning Amendment / Development Permit Application*

*Parking Variance and Affordable Housing*

**WHITE ROCK**

*My City by the Sea!*

# Location



200 Metres

100

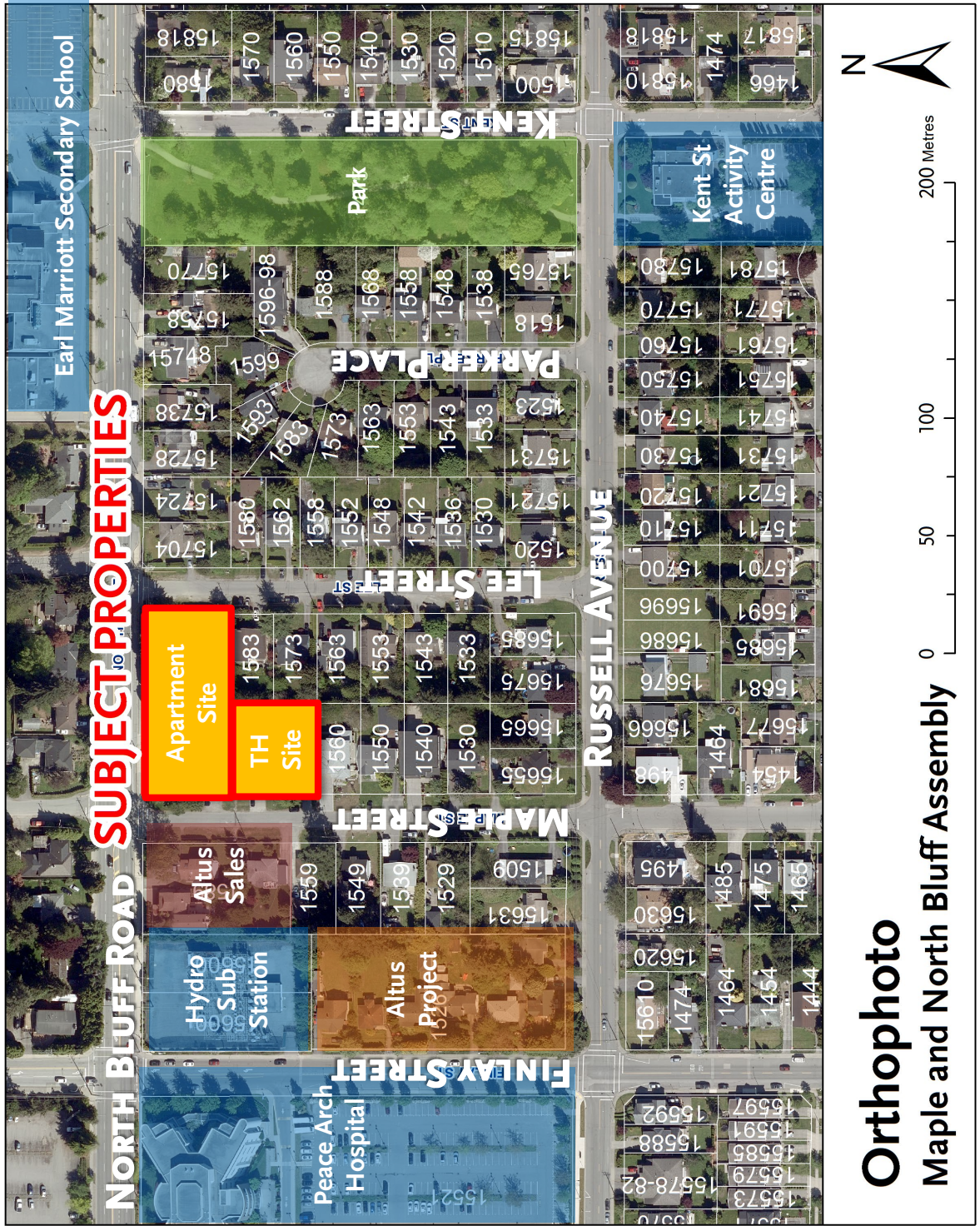
50

0

# Orthophoto

Maple and North Bluff Assembly

# Project Location



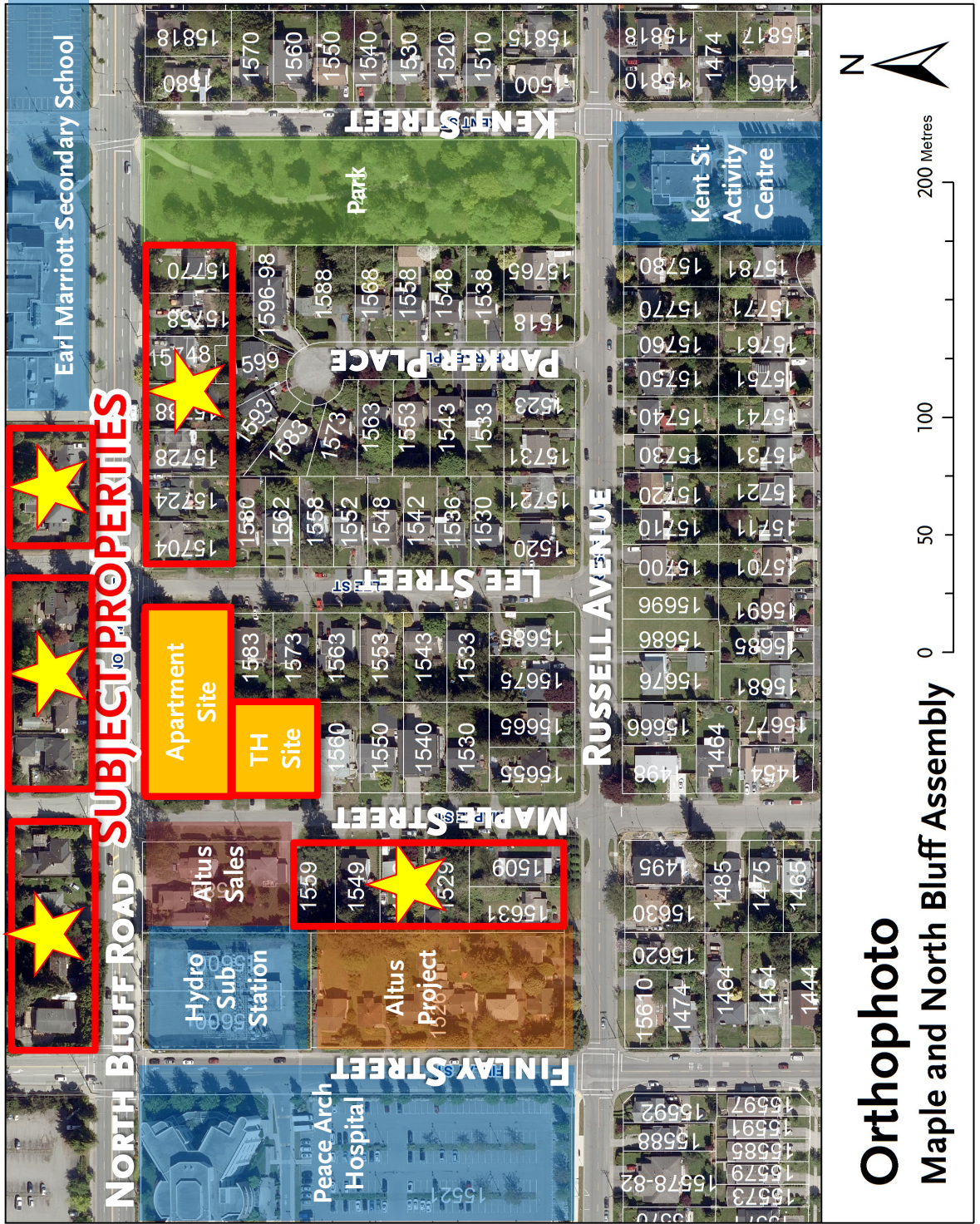
**Orthophoto**

Maple and North Bluff Assembly

200 Metres

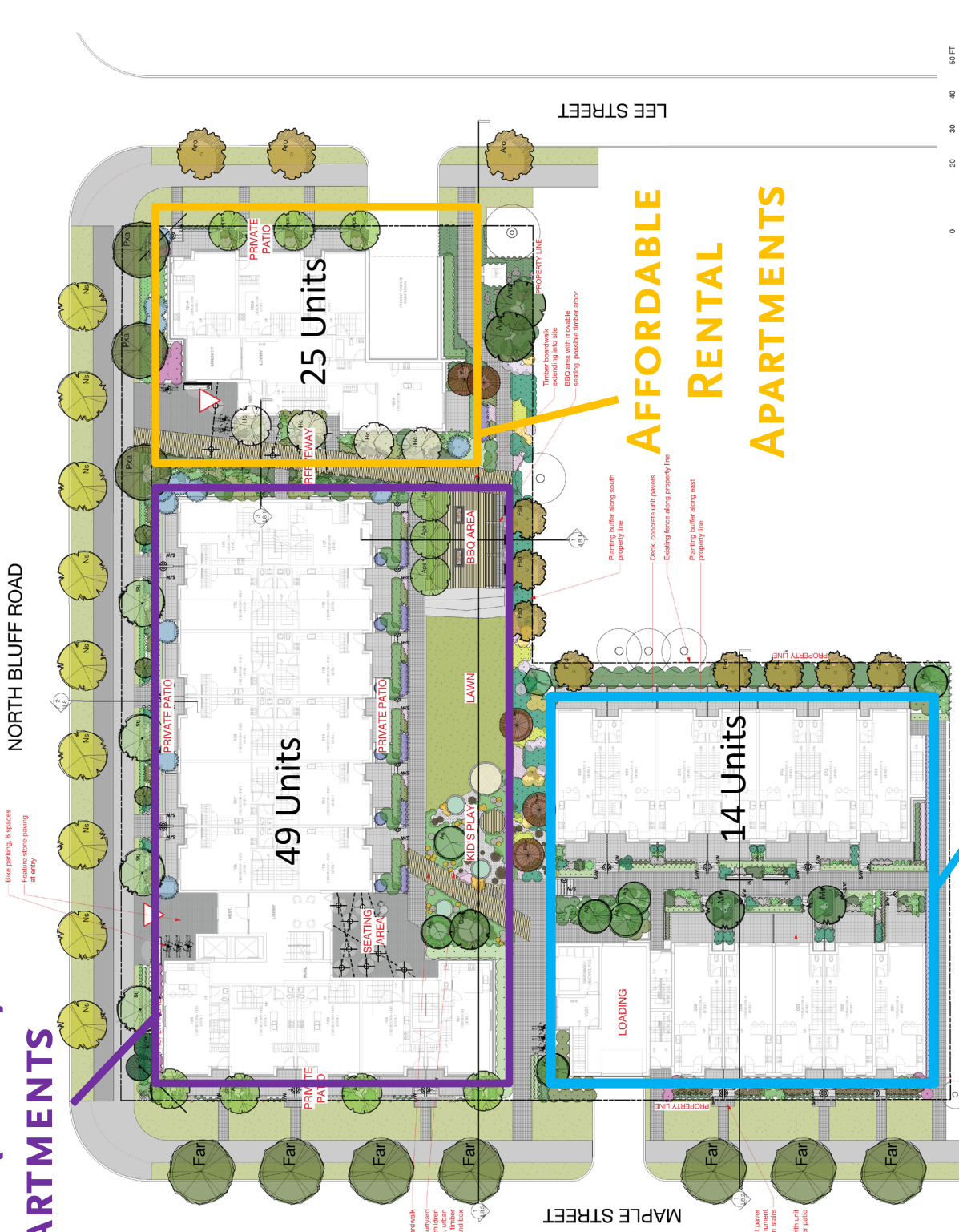


# Context – Related Applications



# STRATA (AHOP) Landscape Site Plan

## APARTMENTS



Revision	Date	Revised By
A	07/24/17	David J. P.
B	08/01/17	David J. P.
C	08/08/17	David J. P.
D	08/15/17	David J. P.
E	08/22/17	David J. P.

No.	Date	Name	Notes
1	08/01/17	David J. P.	Revised to show
2	08/08/17	David J. P.	Revised to show
3	08/15/17	David J. P.	Revised to show
4	08/22/17	David J. P.	Revised to show

Prepared For:



180 West 2nd Avenue  
 Vancouver, BC, Canada, V6J 1M4  
 Tel: (604) 683-4458  
 Fax: (604) 683-4459  
 www.eta.ca

ETA is a registered professional engineering firm in the Province of British Columbia. The firm is a member of the Engineering Council of Canada and the Engineering Council of British Columbia. The firm is also a member of the International Council of Engineers and Technicians. The firm is a member of the International Council of Engineers and Technicians. The firm is a member of the International Council of Engineers and Technicians.

Project: Beachway Development

North Bluff Road  
 White Rock, BC

Drawn By: Landscape Site Plan

Client	Project	Scale	Sheet
180 West 2nd Avenue	Beachway Development	1:1000	L3.0
180 West 2nd Avenue	Beachway Development	1:1000	14

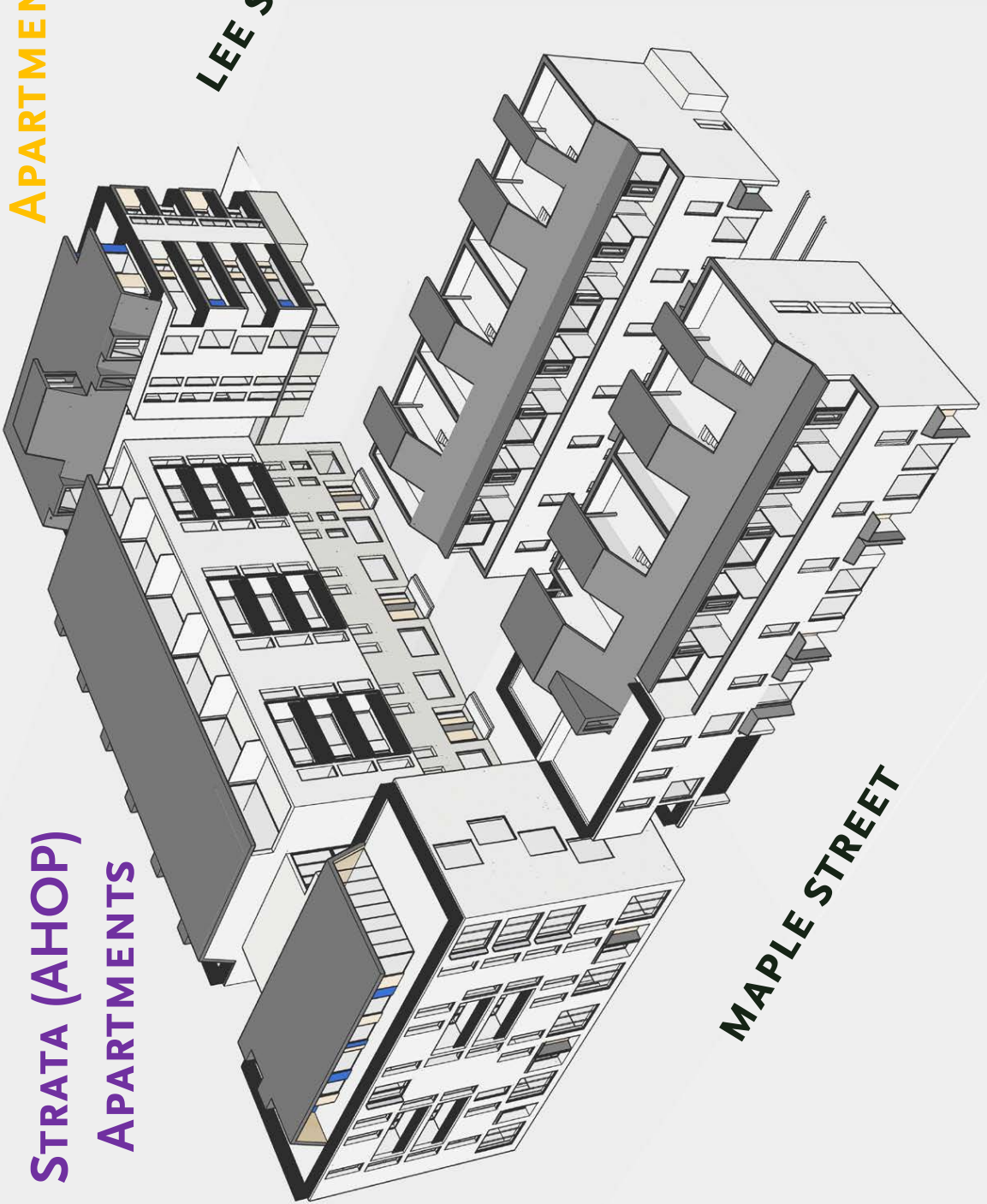
## TOWNHOUSES (MARKET STRATA)



**AFFORDABLE  
RENTAL  
APARTMENTS**

# Aerial View

**APARTMENTS**



**LEE STREET**

**STRATA (AHOP)  
APARTMENTS**

**APARTMENTS**

**MAPLE STREET**

**TOWNHOUSES (MARKET STRATA)**

# Building Elevations in Context

## AFFORDABLE RENTAL APARTMENTS



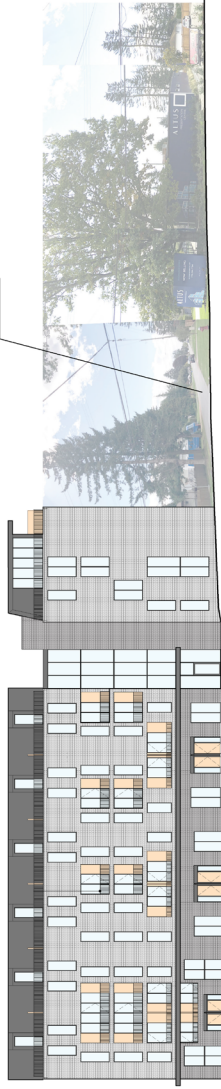
LEE STREET

## AFFORDABLE RENTAL APARTMENTS



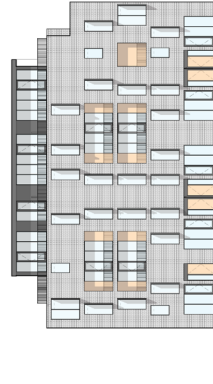
LEE STREET

## STRATA (AHOP) APARTMENTS



MAPLE STREET

NORTH BLUFF ROAD



MAPLE STREET

## STRATA (AHOP) APARTMENTS



## TOWNHOUSES (MARKET STRATA)



# Rendering (looking southwest at Lee)



# Development Statistics Comparison

## Apartment Site

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

\*includes 6 three-bedroom units

## Townhouse Site

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

\*all 14 units have three or four bedrooms

# Parking Variance Proposal

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

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

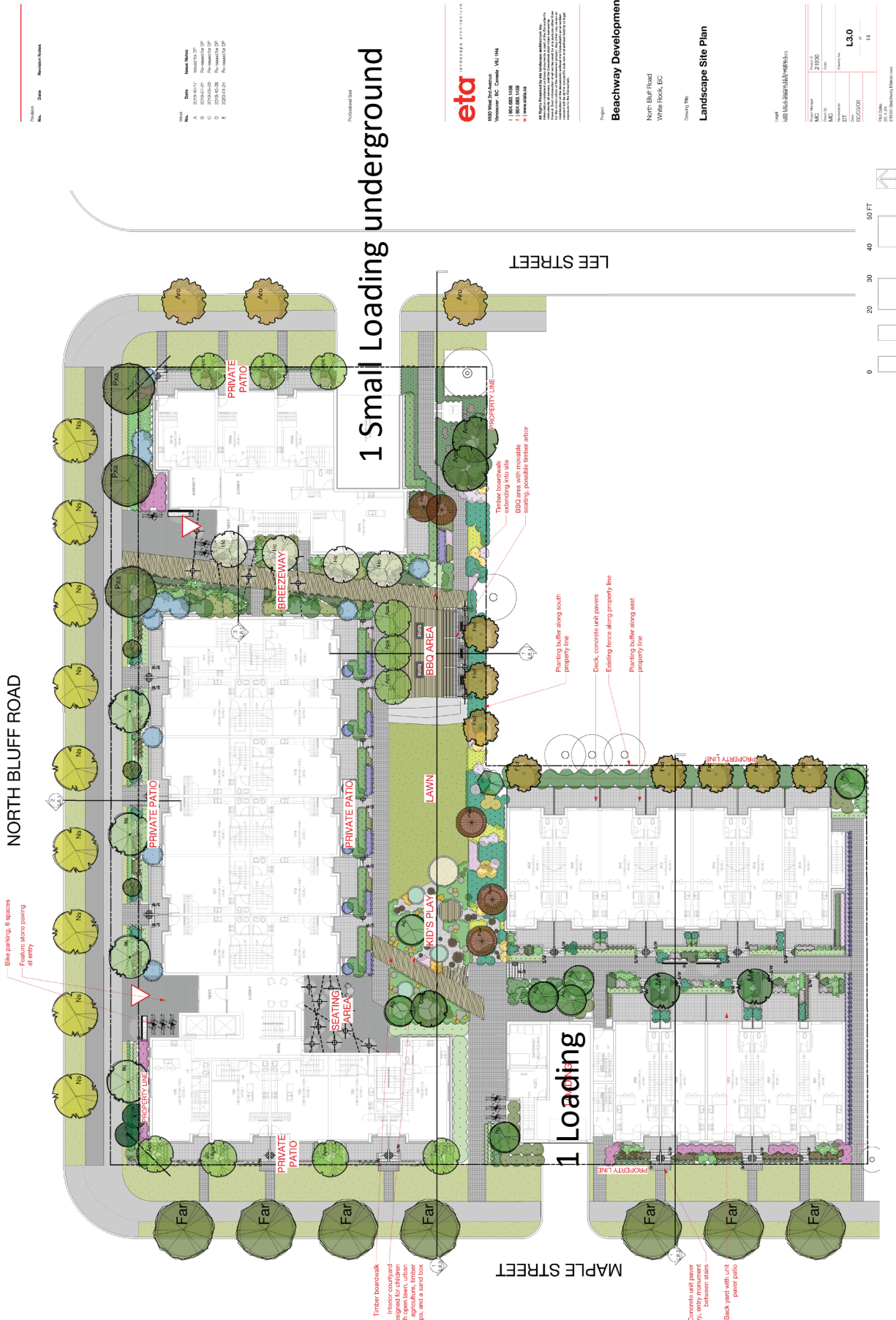
# Parking Variance Rationale (Applicant)

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

## Parking Variance Comments (Staff)

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

# Off-Street Loading Spaces



NORTH BLUFF ROAD

LEE STREET

MAPLE STREET

1 Small Loading underground

1 Loading

Bike parking, 6 spaces  
Features stone paving at entry

Timber boardwalk  
Interior courtyard  
deck with open lawn, urban  
agriculture, timber  
staircase, and a large  
sunspace.

Concrete will raise  
entry, entry instrument  
between stairs.  
Back yard with oak  
paver patio.

Planting buffer along south  
property line  
Deck, concrete wall pavens  
Existing fence along property line  
Planting buffer along east  
property line

Timber boardwalk  
extending into site  
BBQ area with ironable  
ceiling, private timber anchor

Rev	Date	Issue/Notes
A	07/26/17	Revised 2nd
B	08/16/17	Revised 2nd
C	08/16/17	Revised 2nd
D	08/16/17	Revised 2nd
E	08/16/17	Revised 2nd

**eta** ENGINEERING & ARCHITECTURE  
180 West 2nd Avenue  
Wilmington, NC 28401, USA  
Tel: 910.363.4528  
Fax: 910.363.4529  
www.eta-nc.com

Site Plan  
This site plan is a preliminary design and is not intended to be used for construction. It is subject to change without notice and is not to be used for any other purpose without the written consent of the architect.

Project: **Beachway Development**  
North Bluff Road  
White Hook, NC

Drawing Title: **Landscape Site Plan**

Client	Project Name	Project No.	Sheet No.
ETA	180 West 2nd Avenue	21010	16
Scale	AS SHOWN	Date	07/26/17
Drawn by	Checked by	Project Manager	Project Engineer
ECG/DPB			

L3.0  
of 16



## Next Steps

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

# Options

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

**Stephanie Lam**

---

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

Submitted from the Applicant's Architect:

#### ARCHITECTURE

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

#### REVITALIZATION / ECONOMIC / DENSITY

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

Comments included:

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

#### PUBLIC REALM

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

Comments included:

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

Regards,

Shelley

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

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

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

## Memorandum

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

From: Raghbir Gurm  
Bridgewater Development Corporation

Dated: April 29, 2020

Re: Beachway ZON/MJF 19-02

---

### BEACHWAY 1 VISION AND GUIDING PRINCIPLES

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

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

### BEACHWAY 1 PARKING STRATEGY

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

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

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

## **CONCLUSION**

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

**APPENDIX B**

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

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



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

---

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

Read a first time this day of , 2020

Read a second time this day of , 2020

Considered at a Public Hearing this day of , 2020

Read a third time this day of , 2020

Adopted this day of , 2020

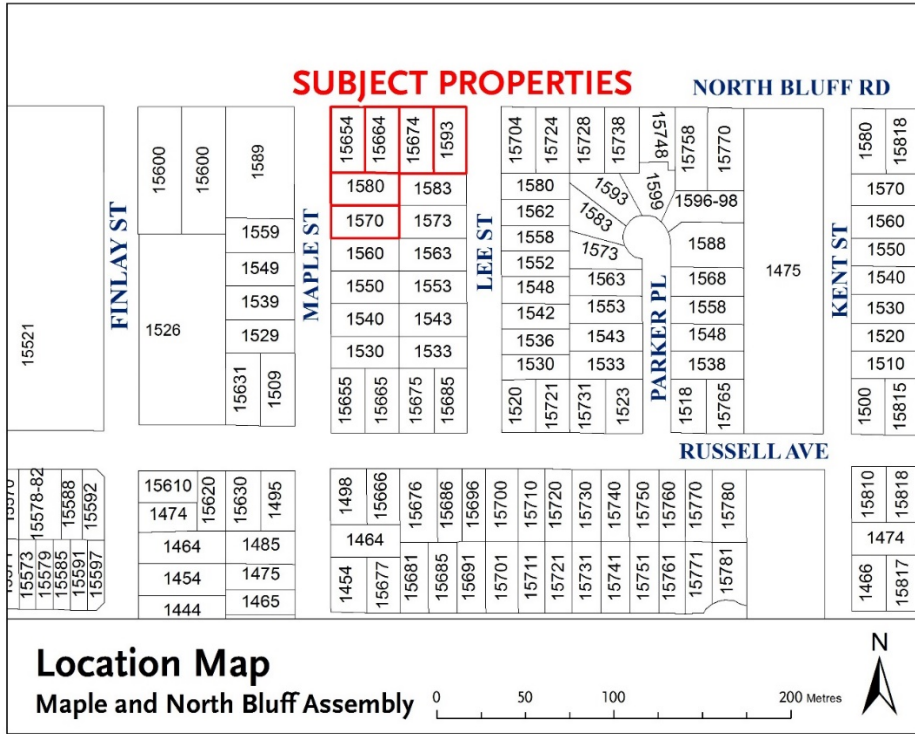
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Mayor

---

Director of Corporate Administration

Schedule "1"



DRF

## 7.63 CD-63 COMPREHENSIVE DEVELOPMENT ZONE

### INTENT

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

1. Permitted Uses:

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

2. Lot Coverage:

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

3. Maximum Base Density:

The following base density regulation applies generally for the zone:

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

4. Maximum Increased Density:

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

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

5. Building Height:

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

6. Siting Requirements:

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

7. Parking:

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

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

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

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

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

8. Bicycle Parking:

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

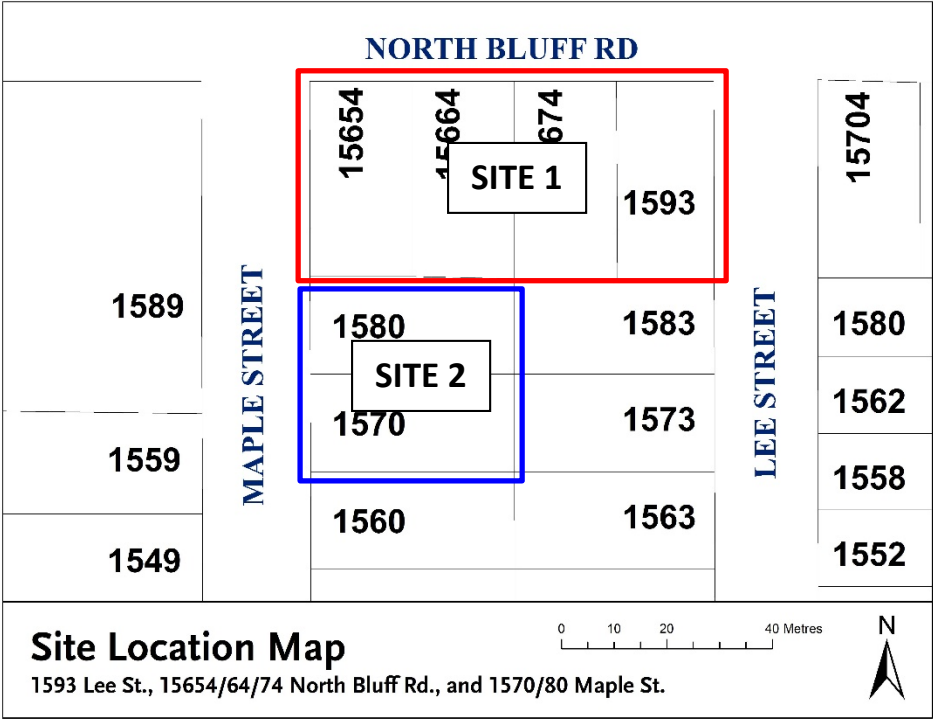
- (a) A minimum of 90 Class I spaces shall be provided
- (b) A minimum of 10 Class II spaces shall be provided

9. Loading:

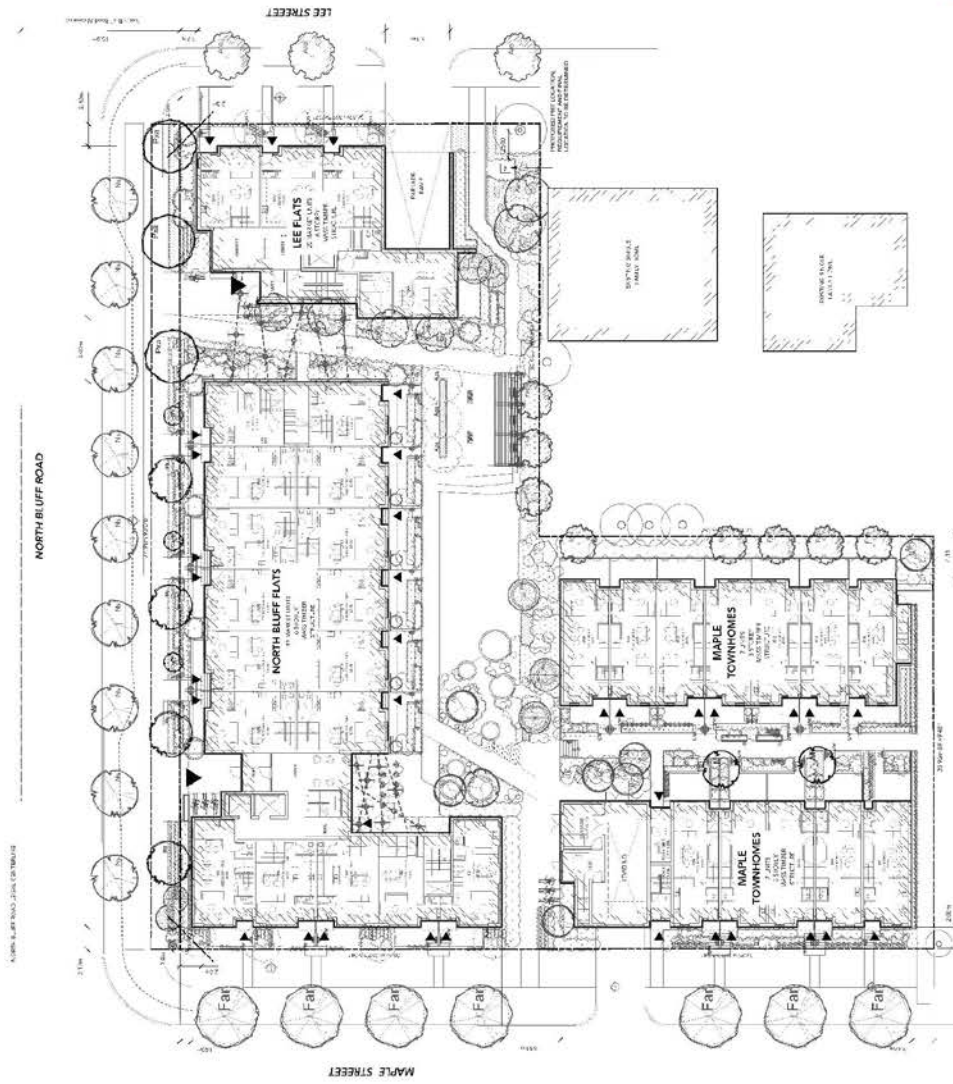
- (a) One loading space shall be provided for a *multi-unit residential use* in accordance with Section 4.15

10. General:

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



DRAFT

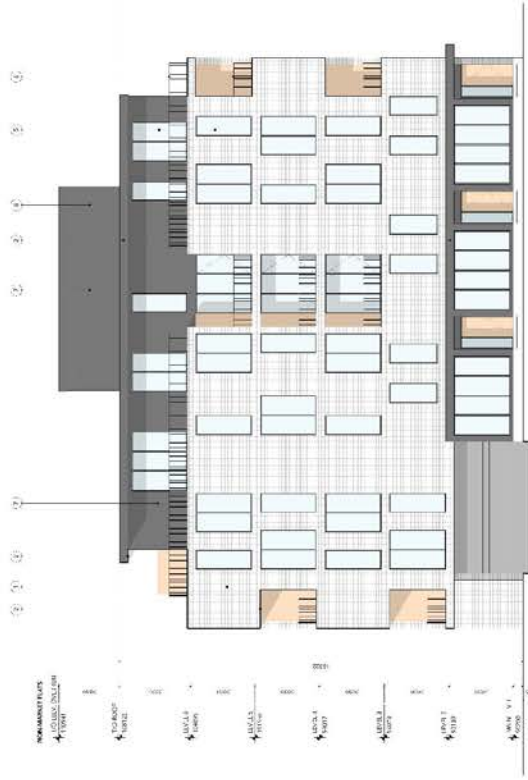


Revised Per DP  
 REV: 2022-01-24  
 Beachway  
 White River, DC

**Urban**  
 Arts  
 Architecture + Urban Design  
 1100 North 42nd Street, Suite 102  
 Arlington, VA 22204

**BEACHWAY**

**SITE PLAN**  
**A010**



HAARDERDT\*  
 6417 7208 07 14  
 Gresham  
 4515 W. 24th Ave.  
 White Rock, OR  
 97142  
 ELEVATION  
 LEE STREET  
 A201

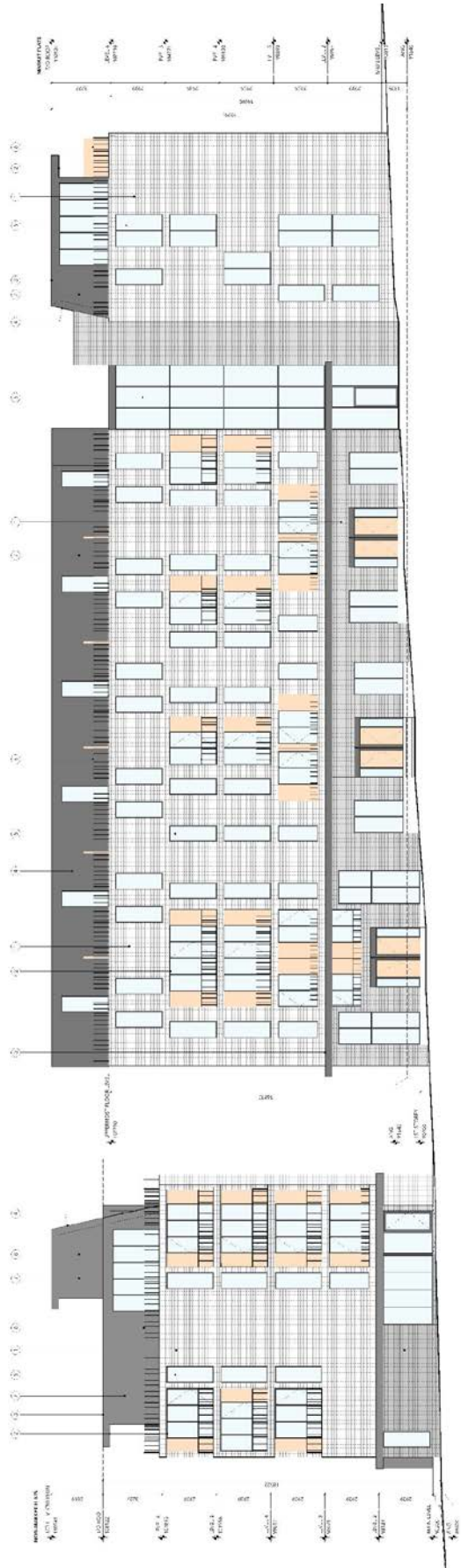
**Urban Arts**  
 Architecture, Planning, Design  
 1901 111 29th Street  
 Vancouver, BC V6V 1W9  
 604.683.6714



VIEW

**LEGEND**  
 1. HARDENING BRICKWORK (P/10 AND 0/1) 2014  
 2. HARDENING BRICKWORK (P/20 AND 0/2) 2014  
 3. WINDOW (P/10 AND 0/1) 2014  
 4. WINDOW (P/20 AND 0/2) 2014  
 5. WINDOW (P/30 AND 0/3) 2014  
 6. WINDOW (P/40 AND 0/4) 2014  
 7. WINDOW (P/50 AND 0/5) 2014  
 8. WINDOW (P/60 AND 0/6) 2014  
 9. WINDOW (P/70 AND 0/7) 2014  
 10. WINDOW (P/80 AND 0/8) 2014  
 11. WINDOW (P/90 AND 0/9) 2014  
 12. WINDOW (P/100 AND 0/10) 2014

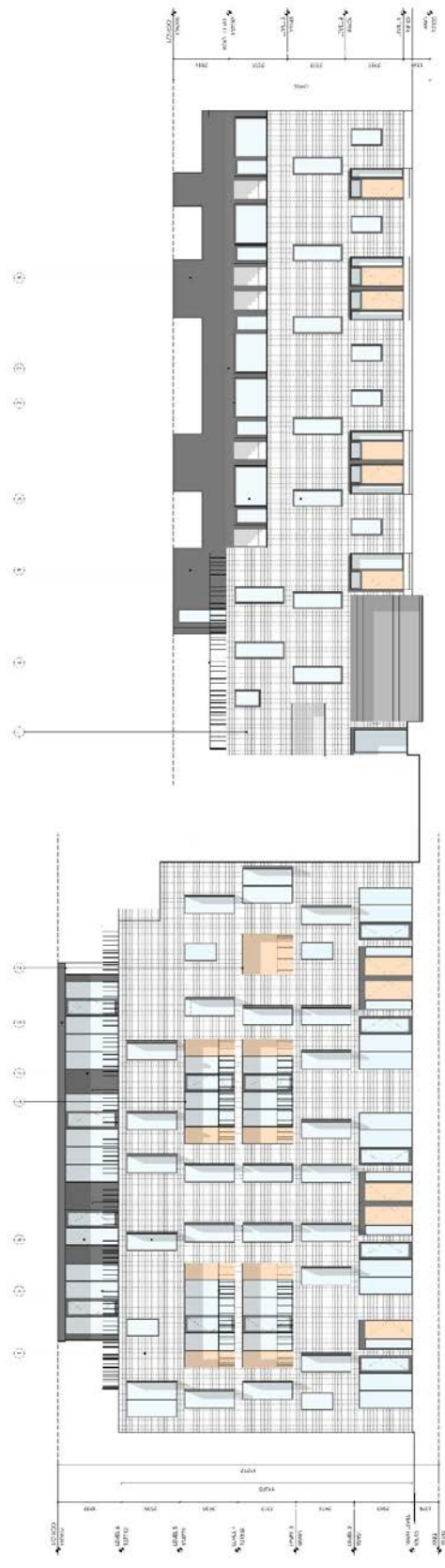




- LEGEND**
- 1. MATERIAL TO BE USED
  - 2. FINISH TO BE USED
  - 3. COLOR TO BE USED
  - 4. FINISH TO BE USED
  - 5. MATERIAL TO BE USED
  - 6. FINISH TO BE USED
  - 7. COLOR TO BE USED
  - 8. MATERIAL TO BE USED
  - 9. FINISH TO BE USED
  - 10. COLOR TO BE USED


**BEACHWAY**  
**Urban**  
**Arts**  
 ARCHITECTURE + INTERIOR DESIGN  
 1000 W. 10TH ST., SUITE 100  
 BEACHWAY, NC 28520-1000  
 PHONE: 252.281.1000  
 FAX: 252.281.1001  
 WWW.BEACHWAYARCHITECTS.COM

**A202**



- LEGEND**
- 1. CONCRETE
  - 2. BRICK
  - 3. GLASS
  - 4. METAL
  - 5. WOOD
  - 6. CERAMIC TILE
  - 7. CARPET
  - 8. PAINT
  - 9. PLASTER
  - 10. Gypsum Board




**BEACHWAY**  
 ARCHITECTURE  
 1000 N. W. 10th Ave. Suite 200  
 Ft. Lauderdale, FL 33304  
 Phone: 954.343.3333  
 Fax: 954.343.3334


**Urban Arts**  
 ARCHITECTURAL DESIGN  
 1000 N. W. 10th Ave. Suite 200  
 Ft. Lauderdale, FL 33304  
 Phone: 954.343.3333  
 Fax: 954.343.3334

PROJECT NO.  
 REV. 02/24  
 MAPLE STREET  
**A203**



**APPENDIX C**

Draft White Rock Housing Agreement Bylaw (15654/64/75 North Bluff Road / 1570/80 Maple  
Street and 1593 Lee Street) Bylaw, 2020, No. 2352

**THE CORPORATION OF THE  
CITY OF WHITE ROCK  
BYLAW NO. 2352**



A bylaw to enter into a housing agreement  
Under section 483 of the *local government act*, cited as  
White Rock Housing Agreement (15654/64/75 North Bluff Road / 1570/80 Maple Street and  
1593 Lee Street) Bylaw No. 2352, 2020

---

**GIVEN THAT:**

A. The owner of the lands legally described as:

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

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

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

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

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

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

(the "Lands")

wishes to develop secured affordable rental units on the Lands.

B. The City wishes to enter into a housing agreement in order to secure the use of the  
Lands for secured affordable rental units.

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

1. This Bylaw may be cited for all purposes as “White Rock Housing Agreement (15654/64/75 North Bluff Road / 1570/80 Maple Street and 1593 Lee Street) Bylaw No. 2352, 2020”.
2. Council hereby authorizes the City to enter into the *Local Government Act* section 483 housing agreement attached to this Bylaw as Schedule A (the “Housing Agreement”).
3. The Mayor and the City Clerk of the City are authorized to execute the Housing Agreement and the City Clerk is authorized to sign and file in the Land Title Office a notice of the Housing Agreement, as required by the *Local Government Act*.

RECEIVED FIRST READING on the \_\_\_\_\_ day of \_\_\_\_\_  
RECEIVED SECOND READING on the \_\_\_\_\_ day of \_\_\_\_\_  
RECEIVED THIRD READING on the \_\_\_\_\_ day of \_\_\_\_\_  
RECONSIDERED AND FINALLY ADOPTED on the \_\_\_\_\_ day of \_\_\_\_\_

---

MAYOR

I, HEREBY CERTIFY that this is a true copy of “White Rock Housing Agreement (15654/64/75 North Bluff Road / 1570/80 Maple Street and 1593 Lee Street) Bylaw No. 2352, 2020”

---

DIRECTOR OF CORPORATE ADMINISTRATION

**SCHEDULE 1**  
Housing Agreement

DRAFT

**PART 2 – TERMS OF INSTRUMENT**

**HOUSING AGREEMENT AND COVENANT**  
**(Section 483 Local Government Act and Section 219 Land Title Act)**

THIS AGREEMENT made the \_\_\_\_\_ day of \_\_\_\_\_, 2020,

BETWEEN:

**AARON MATTHEW PAULIUK,**  
residing at 15654 North Bluff Road, White Rock, B.C. V4B 3G4

and

**JUNE AMELIA DORA PAULIUK,**  
residing at 1561 Cory Street, White Rock, B.C. V4B 3J1

As to PID Number 009-452-265, 009-452-273, and 009-452-303;

**AARON MATTHEW PAULIUK,** residing at 15654 North Bluff Road,  
White Rock, B.C. V4B 3G4

As to PID Number 009-452-290;

**GEORGE GUSTAV LOECK,** residing at 1580 Maple Street,  
White Rock, B.C. V4B 4N5

As to PID Number 009-452-320; and

**BALBIR SINGH JHUTTY AND MANJINDER KAUR**  
**JHUTTY,** residing at 15792 108 Avenue, Surrey, B.C. V4N  
4N1

As to PID Number 009-452-338

(the “Owner”)

OF THE FIRST PART

AND:

**THE CORPORATION OF THE CITY OF WHITE ROCK,**  
a municipal corporation under the Community Charter of the



Province of British Columbia, and having its City Offices at  
15332 Buena Vista Avenue, White Rock, BC V4B 1Y6

(the “City”)

## OF THE SECOND PART

### WHEREAS:

- A. Section 483 of the *Local Government Act* permits the City to enter into and note on title to lands, housing agreements which may include, without limitation, conditions in respect to the form of tenure of housing units, availability of housing units to classes of persons, administration of housing units, and rent that may be charged for housing units;
- B. Section 219 of the *Land Title Act* permits the registration of a covenant of a positive or a negative nature in favour of the City in respect of the use of land and construction on land;
- C. The Owner is the owner of the Lands (as hereinafter defined); and
- D. The Owner and the City wish to enter into this Agreement (as hereinafter defined) to provide long-term rental housing on the terms and conditions set out in this Agreement,

In consideration of \$1.00 and other good and valuable consideration (the receipt and sufficiency of which is acknowledged by both parties), and in consideration of the promises exchanged below, the Owner and the City covenant and agree pursuant to section 483 of the *Local Government Act* and section 219 of the *Land Title Act* as follows:

### ARTICLE 1 DEFINITIONS AND INTERPRETATION

#### 1.1 Definitions – In this Agreement, the following words have the following meanings:

- (a) “Agreement” means this agreement together with all Land Title Office forms, schedules, appendices, attachments and priority agreements attached hereto;
- (b) “Affordable housing unit” means a Dwelling Unit that satisfies the definition of Affordable (housing) as provided by BC Housing;
- (c) “CPI” means the All-Items Consumer Price Index for Vancouver, B.C. published from time to time by Statistics Canada, or its successor in function;
- (d) “Daily Amount” means \$100.00 per day as of January 1, 2021 adjusted annually thereafter by adding thereto an amount calculated by multiplying \$100.00 by the percentage change in the CPI since January 1, 2021, to January 1 of the year that a written notice is delivered to the Owner by the City pursuant to section 5.1 of this Agreement. In the absence of obvious error or mistake, any calculation by the City of the Daily Amount in any particular year shall be final and conclusive;
- (e) “Dwelling Unit” means a residential dwelling unit or units located or to be located on the Lands, and includes single family detached dwellings, duplexes, townhouses,

auxiliary residential dwelling units, apartments and condominiums and includes, where the context permits, a Secured Affordable Rental Unit;

- (f) “Eligible Tenant” means a person or persons whose Household has a combined gross annual income that is equal to or less than the Income Threshold;
- (g) “Excess Charges” means any amount of rent charged in respect of a tenancy of an Secured Affordable Rental Unit that is in excess of Permitted Rent, plus any fees or charges of any nature whatsoever that are charged in respect of the tenancy of an Secured Affordable Rental Unit that are not Permitted Tenant Charges, and includes all such amounts charged in respect of any tenancy since the commencement date of the Tenancy Agreement in question, irrespective of when the City renders an invoice in respect of Excess Charges;
- (h) “Income Threshold” means the Moderate Income Limits within the City as defined by and based on data published by BC Housing, or if such data is not currently published, by the Province of British Columbia, or if such data is not currently published, by the CMHC, from time to time;
- (i) “*Interpretation Act*” means the *Interpretation Act*, R.S.B.C. 1996, Chapter 238, together with all amendments thereto and replacements thereof;
- (j) “Lands” means the following lands and premises situate in the City of White Rock and any part, including a building or a portion of a building, into which said land is Subdivided:

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

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

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

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

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

Lot 7 Section 11 Township 1 New Westminster District Plan 20673  
PID: 009-452-338

(1570 Maple Street)

- (k) “*Land Title Act*” means the *Land Title Act*, R.S.B.C. 1996, Chapter 250, together with all amendments thereto and replacements thereof;
- (l) “*Local Government Act*” means the *Local Government Act*, R.S.B.C. 2015, Chapter 1, together with all amendments thereto and replacements thereof;
- (m) “LTO” means the New Westminster Land Title Office or its successor;
- (n) “Owner” means the party described on page 1 of this Agreement as the Owner and any subsequent owner of the Lands or of any part into which the Lands are Subdivided, and includes any person who is a registered owner in fee simple of a Secured Affordable Rental Unit from time to time;
- (o) “*Real Estate Development Marketing Act*” means the *Real Estate Development Marketing Act*, S.B.C. 2004, Chapter 41, together with all amendments thereto and replacements thereof;
- (p) “Permitted Rent” means the maximum rent set out in Schedule B of this Agreement in respect of the number of bedrooms of the Dwelling Unit in question, provided that the amounts set out in Schedule B of this Agreement may be increased once per year in accordance with any positive change in CPI between January 1, 2020 and the month in which the rent is being increased, and may be further increased with the prior written consent of the City to cover unexpected increases in operating, maintenance and servicing costs.
- (q) “Permitted Tenant Charges” means typical monthly insurance premiums for tenant's household contents and third party liability insurance plus an amount equal to the average monthly charge for electricity supplied to all Dwelling Units on the lands by the B.C. Hydro and Power Authority based on electricity consumption over the previous twelve months only, and excludes without limitation any other amounts charged by the Owner from time to time in respect of any parking, laundry, services or programs provided by or on behalf of the Owner and any other permitted charges as set out in section 3.1(c) whether or not such amounts are charged on a monthly or other basis to the Tenants;
- (r) “*Residential Tenancy Act*” means the *Residential Tenancy Act*, S.B.C. 2002, Chapter 78, together with all amendments thereto and replacements thereof;
- (s) “Secured Affordable Rental Unit” means a Dwelling Unit or Dwelling Units designated as such in accordance with a building permit and/or development permit issued by the City and/or, if applicable, in accordance with any rezoning consideration applicable to the development on the Lands and includes, without limiting the generality of the foregoing, the Dwelling Unit or Dwelling Units charged by this Agreement;
- (t) “*Strata Property Act*” means the *Strata Property Act*, S.B.C. 1998, Chapter 43, together with all amendments thereto and replacements thereof;
- (u) “Subdivide” means to divide, apportion, consolidate or subdivide the Lands or any building on the Lands, or the ownership or right to possession or occupation of the

Lands or any building on the Lands, into two or more lots, strata lots, parcels, parts, portions or shares, whether by plan, descriptive words or otherwise, under the *Land Title Act*, the *Strata Property Act*, or otherwise, and includes the creation, conversion, organization or development of “cooperative interests” or a “shared interest in land” as defined in the *Real Estate Development Marketing Act*;

- (v) “Tenancy Agreement” means a tenancy agreement, lease, license or other agreement granting rights to occupy a Secured Affordable Rental Unit; and
- (x) “Tenant” means an occupant of a Secured Affordable Rental Unit by way of a Tenancy Agreement.

## **1.2 Interpretation** – In this Agreement:

- (a) wherever the singular or masculine is used herein, the same shall be construed as meaning the plural, feminine or body corporate or politic, where the contents or parties so require.
- (b) article and section headings have been inserted for ease of reference only and are not to be used in interpreting this Agreement;
- (c) if a word or expression is defined in this Agreement, other parts of speech and grammatical forms of the same word or expression have corresponding meanings;
- (d) reference to any enactment includes any regulations, orders or directives made under the authority of that enactment;
- (e) reference to any enactment is a reference to that enactment as consolidated, revised, amended, re-enacted or replaced, unless otherwise expressly provided;
- (f) the provisions of section 25 of the *Interpretation Act* with respect to the calculation of time apply;
- (g) time is of the essence;
- (h) all provisions are to be interpreted as always speaking;
- (i) reference to a “party” is a reference to a party to this Agreement and to that party’s respective successors, assigns, trustees, administrators and receivers. Wherever the context so requires, reference to a “party” also includes a Tenant, agent, officer and invitee of the party;
- (j) reference to a “day”, “month”, or “year” is a reference to a calendar day, calendar month, calendar or calendar year, as the case may be, unless otherwise expressly provided; and
- (k) where the word “including” is followed by a list, the contents of the list are not intended to circumscribe the generality of the expression preceding the word “including”.

## **ARTICLE 2 USE AND CONSTRUCTION OF LANDS AND SECURED AFFORDABLE RENTAL UNITS**

**2.1 Use and Construction of Lands** – The Owner covenants and agrees that:

- (a) the Lands will not be developed and no building or structure will be constructed or used on the Lands unless as part of the development, construction, or use of any such building or structure, the Owner also designs and constructs to completion, in accordance with a building permit issued by the City, any development permit issued by the City and, if applicable, any rezoning consideration applicable to the development on the Lands, at least twenty-five (25) Secured Affordable Rental Units; and
- (b) notwithstanding that the Owner may be otherwise entitled, the Owner shall not occupy or permit to be occupied any Dwelling Unit (excluding the Secured Affordable Rental Units) on the Lands unless the Owner has:
  - (i) constructed the Secured Affordable Rental Units in accordance with this Agreement; and
  - (ii) all of the Secured Affordable Rental Units are ready for occupancy in accordance with all applicable laws, regulations and bylaws.

**2.2 Use of Secured Affordable Rental Units** – The Owner agrees that each Secured Affordable Rental Unit may only be used as a permanent residence occupied by a Eligible Tenant, and may not be occupied by the Owner or the Owner’s family members. Notwithstanding the preceding, one (1) of the Secured Affordable Rental Units may be used for a caretaker unit, to be occupied by an employee of the person responsible for the management of the Secured Affordable Rental Units, as described in section 6.3 herein.

**2.3 Operation of Secured Affordable Rental Units** – The Owner agrees to operate the Secured Affordable Rental Units only as Affordable Rental Units subject to the *Residential Tenancy Act*.

**2.4 Short-term Rentals Prohibited** – The Owner agrees that no Secured Affordable Rental Unit may be rented to any person for a term of less than one (1) year.

**2.5 Requirement for Statutory Declaration** – Within thirty (30) days after receiving notice from the City, the Owner must, in respect of each Secured Affordable Rental Unit, provide to the City a statutory declaration, substantially in the form (with, in the City’s discretion, such further amendments or additions as deemed necessary) attached as Schedule A, sworn by the Owner, containing all of the information required to complete the statutory declaration. The City may request such statutory declaration in respect to each Secured Affordable Rental Unit no more than once in any calendar year; provided, however, notwithstanding that the Owner may have already provided such statutory declaration in the particular calendar year, the City may request and the Owner shall provide to the City such further statutory declarations as requested by the City in respect to a Secured Affordable Rental Unit if, in the City’s absolute determination, the City believes that the Owner is in breach of any of its obligations under this Agreement.

- 2.6 No Subdivision to Allow Separate Sale** – The Owner must not without the prior approval of the City Council Stratify or Subdivide a Secured Affordable Rental Unit in a building on the Land or transfer the title to a Secured Affordable Rental Unit to a person unless all Secured Affordable Rental Units in the building are transferred to the same person in accordance with section 3.3. Without limitation, the Owner acknowledges that the City will not support applications for Stratification or Subdivision of any buildings on the Lands in any manner that would allow the Secured Affordable Rental Units to be sold independently of each other.
- 2.7 City Authorized to Make Inquiries** – The Owner hereby irrevocably authorizes the City to make such inquiries as it considers necessary in order to confirm that the Owner is complying with this Agreement.
- 2.8 Expiry of Housing Agreement** – Upon expiry, the Owner may provide to the City a discharge of this Agreement, which the City shall execute and return to the Owner for filing in the Land Title Office.

### **ARTICLE 3 DISPOSITION AND ACQUISITION OF SECURED AFFORDABLE RENTAL UNITS**

- 3.1 Occupancy of Secured Affordable Rental Units** – The Owner must not rent, lease, license or otherwise permit occupancy of any Secured Affordable Rental Unit except in accordance with the following additional conditions:
- (a) the Secured Affordable Rental Unit will be used or occupied only pursuant to a Tenancy Agreement;
  - (b) the monthly rent payable by a Tenant for the right to occupy an Affordable Rental Unit must not exceed the Permitted Rent in respect of the number of bedrooms of the Affordable Rental Unit;
  - (c) the Owner will not require the Tenant or any permitted occupant to pay any extra charges or fees for use of any resident parking, facilities or amenities, or for sanitary sewer, storm sewer, water, other utilities, or property or similar tax;
  - (d) the Owner will attach a copy of this Agreement to every Tenancy Agreement;
  - (e) the Owner will include in the Tenancy Agreement a clause requiring the Tenant and each permitted occupant of the Secured Affordable Rental Unit to comply with this Agreement;
  - (f) the Owner will include in the Tenancy Agreement a clause entitling the Owner to terminate the Tenancy Agreement if:
    - (i) a Secured Affordable Rental Unit is occupied by a person or persons other than the Tenant;
    - (ii) the annual income of an Eligible Tenant rises above the applicable maximum amount specific in section 1.1(h) of this Agreement;

- (iii) the Secured Affordable Rental Unit is occupied by more than the number of people the City's building inspector determines can reside in the Secured Affordable Rental Unit given the number and size of bedrooms in the Secured Affordable Rental Unit and in light of any relevant standards set by the City in any bylaws of the City;
- (iv) the Secured Affordable Rental Unit remains vacant for three (3) consecutive months or longer, notwithstanding the timely payment of rent;
- (v) the Tenant fails to pay rent when due in accordance with the Tenancy Agreement and the *Residential Tenancy Act*; and/or
- (vi) the Landlord is entitled, for any reason, to terminate the Tenancy Agreement in accordance with the Tenancy Agreement and the *Residential Tenancy Act*,

and in the case of each breach, the Owner hereby agrees with the City to forthwith provide to the Tenant a notice of termination. The notice of termination shall provide that the termination of the tenancy shall be effective thirty (30) days following the date of the notice of termination;

- (g) the Tenancy Agreement will identify all occupants of the Secured Affordable Rental Unit and will stipulate that anyone not identified in the Tenancy Agreement will be prohibited from residing at the Secured Affordable Rental Unit for more than thirty (30) consecutive days or more than forty-five (45) days total in any calendar year; and
- (h) the Owner will forthwith deliver a certified true copy of the Tenancy Agreement to the City upon demand subject to the *Residential Tenancy Act*.

**3.2 Tenant to Vacate Rental Unit Upon Termination** – If the Owner has terminated the Tenancy Agreement, then the Owner shall use best efforts to cause the Tenant and all other persons that may be in occupation of the Secured Affordable Rental Unit to vacate the Secured Affordable Rental Unit on or before the effective date of termination subject to the *Residential Tenancy Act*.

**3.3 No Separate Sale** – The Owner covenants with the City that the Owner will not sell or transfer, or agree to sell or transfer, any interest in any building on the Lands (or if the building has been stratified, any strata lot) containing a Secured Affordable Rental Unit on the Lands other than a full interest in the title to all Secured Affordable Rental Units, and to a person that will continue to ensure that all Secured Affordable Rental Units are available for rental in accordance with this Agreement.

**3.4 Rental Tenure** – Rental tenure will be guaranteed for the designated Secured Affordable Rental Units for the life of the building.

#### **ARTICLE 4 DEMOLITION OF SECURED AFFORDABLE RENTAL UNIT**

**4.1 Demolition** – The Owner will not demolish a Secured Affordable Rental Unit unless:

- (a) the Owner has obtained the written opinion of a professional engineer or architect who is at arm's length to the Owner that it is no longer reasonable or practical to repair or replace any structural component of the Secured Affordable Rental Unit, and the Owner has delivered to the City a copy of the engineer's or architect's report; or
- (b) the Secured Affordable Rental Unit is damaged or destroyed, to the extent of 40% or more of its value above its foundations, as determined by the City, in its sole discretion,

and, in each case, a demolition permit for the Secured Affordable Rental Unit has been issued by the City and the Secured Affordable Rental Unit has been demolished under that permit.

Following demolition, the Owner will use and occupy any replacement Dwelling Unit in compliance with this Agreement to the same extent and in the same manner as this Agreement applies to the original Dwelling Unit, and the Dwelling Unit must be approved by the City as a Secured Affordable Rental Unit in accordance with this Agreement.

## **ARTICLE 5 DEFAULT AND REMEDIES**

- 5.1 Payment of Excess Charges** – The Owner agrees that, in addition to any other remedies available to the City under this Agreement or at law or in equity, if a Secured Affordable Rental Unit is used or occupied in breach of this Agreement, if an Affordable Rental Unit is rented at a rate in excess of the Permitted Rent or the Owner imposes in respect of any tenancy of a Secured Affordable Rental Unit any fee or charge of whatsoever nature other than Permitted Tenant Charges, the Owner will pay the Excess Charges to the City. The Excess Charges are due and payable five (5) business days following receipt by the Owner of an invoice from the City for the same.
- 5.2 Payment of Daily Amount** – The Owner agrees that, in addition to any other remedies available to the City under this Agreement or at law or in equity, if a Secured Affordable Rental Unit is used or occupied in breach of this Agreement, or the Owner is otherwise in breach of any of its obligations under this Agreement, the Owner will pay the Daily Amount to the City for every day that the breach continues after forty-five (45) days' written notice from the City to the Owner stating the particulars of the breach. The Daily Amount is due and payable five (5) business days following receipt by the Owner of an invoice from the City for the same.
- 5.3 Rent Charge** – The Owner hereby grants to the City a perpetual rent charge against the Lands securing payment by the Owner to the City of any amount payable by the Owner pursuant to section 5.2 of this Agreement. The Owner agrees that the City, at its option, may enforce payment of such outstanding amount in a court of competent jurisdiction as a contract debt, by an action for and order for sale, by proceedings for the appointment of a receiver, or in any other method available to the City at law or in equity. This rent charge is created both under section 205(2)(b) of the *Land Title Act* as



an integral part of the statutory covenant created by this Agreement and as a fee simple rent charge at common law. Enforcement of this rent charge by the City does not limit, or prevent the City from enforcing, any other remedy or right the City may have against the Owner.

## ARTICLE 6 MISCELLANEOUS

- 6.1 Housing Agreement** – The Owner acknowledges and agrees that:
- (a) this Agreement includes a housing agreement entered into under section 483 of the *Local Government Act* and a covenant under section 219 of the *Land Title Act*;
  - (b) the Owner will, at its sole cost, and register, this Agreement in the LTO pursuant to section 483 of the *Local Government Act* against the title to the Lands.
- 6.2 Modification** – this Agreement may be modified or amended from time to time, by consent of the Owner and a bylaw duly passed by the Council of the City and thereafter if it is signed by the City and the Owner.
- 6.3 Management** – The Owner covenants and agrees that it will furnish good and efficient management of the Secured Affordable Rental Units on a non-profit basis, that all Secured Affordable Rental Units will be managed by the same manager and that the Owner will permit representatives of the City to inspect the Secured Affordable Rental Units at any reasonable time, subject to the notice provisions in the *Residential Tenancy Act*. The Owner further covenants and agrees that it will maintain the Secured Affordable Rental Units in a good state of repair and fit for habitation and will comply with all laws, including health and safety standards applicable to the Lands. Notwithstanding the foregoing, the Owner acknowledges and agrees that the City, acting reasonably, may require the Owner, at the Owner's expense, to hire a person or company with the skill and expertise to manage the Secured Affordable Rental Units.
- 6.4 Indemnity** – The Owner will indemnify and save harmless the City and each of its elected officials, officers, directors, and agents, and their heirs, executors, administrators, personal representatives, successors and assigns, from and against all claims, demands, actions, loss, damage, costs and liabilities, which all or any of them will or may be liable for or suffer or incur or be put to by reason of or arising out of:
- (a) any negligent act or omission of the Owner, or its officers, directors, agents, contractors or other persons for whom at law the Owner is responsible relating to this Agreement;
  - (b) the construction, maintenance, repair, ownership, lease, license, operation, management or financing of the Lands or any Secured Affordable Rental Unit or the enforcement of any Tenancy Agreement; or
  - (c) without limitation, any legal or equitable wrong on the part of the Owner or any

breach of this Agreement by the Owner.

**6.5 Release** – The Owner hereby releases and forever discharges the City and each of its elected officials, officers, directors, and agents, and its and their heirs, executors, administrators, personal representatives, successors and assigns, from and against all claims, demands, damages, actions, or causes of action by reason of or arising out of or which would or could not occur but for the:

- (a) construction, maintenance, repair, ownership, lease, license, operation or management of the Lands or any Secured Affordable Rental Unit under this Agreement; or
- (b) the exercise by the City of any of its rights under this Agreement.

**6.6 Survival** – The indemnity and release set out in this Agreement will survive termination or discharge of this Agreement.

**6.7 Priority** – The Owner will do everything necessary, at the Owner’s expense, to ensure that this Agreement will be noted and registered against title to the Lands in priority to all financial charges and financial encumbrances which may have been registered or are pending registration against title to the Lands save and except those specifically approved in advance in writing by the City or in favour of the City, and that a notice under section 483(5) of the *Local Government Act* will be filed on the title to the Lands.

**6.8 City’s Powers Unaffected** – This Agreement does not:

- (a) affect, fetter or limit the discretion, rights, duties or powers of the City under any enactment or at common law, including in relation to the use or subdivision of the Lands;
- (b) impose on the City any legal duty or obligation, including any duty of care or contractual or other legal duty or obligation, to enforce this Agreement;
- (c) affect or limit any enactment relating to the use or subdivision of the Lands; or
- (d) relieve the Owner from complying with any enactment, including in relation to the use or subdivision of the Lands.

**6.9 Agreement for Benefit of City Only** – The Owner and the City agree that:

- (a) this Agreement is entered into only for the benefit of the City;
- (b) this Agreement is not intended to protect the interests of the Owner, any Tenant, or any future owner, lessee, occupier or user of the Lands or the building or any portion thereof, including any Secured Affordable Rental Unit; and
- (c) the City may at any time execute a release and discharge of this Agreement,

without liability to anyone for doing so, and without obtaining the consent of the Owner.

**6.10 No Public Law Duty** – Where the City is required or permitted by this Agreement to form an opinion, exercise a discretion, express satisfaction, make a determination or give its consent, the Owner agrees that the City is under no public law duty of fairness or natural justice in that regard and agrees that the City may do any of those things in the same manner as if it were a private party and not a public body.

**6.11 Notice** – Any notice required to be served or given to a party herein pursuant to this Agreement will be sufficiently served or given if delivered, to the postal address of the Owner set out in the records at the LTO, and in the case of the City addressed to:

City of White Rock  
15322 Buena Vista Avenue  
White Rock, BC V4B 1Y6  
Attention: City Clerk

or to the most recent postal address provided in a written notice given by each of the parties to the other. Any notice which is delivered is to be considered to have been given on the first day after it is dispatched for delivery.

**6.12 Enuring Effect** – This Agreement will extend to and be binding upon and enure to the benefit of the parties hereto and their respective successors and permitted assigns.

**6.13 Severability** – If any provision of this Agreement is found to be invalid or unenforceable, such provision or any part thereof will be severed from this Agreement and the resultant remainder of this Agreement will remain in full force and effect.

**6.14 Waiver** – All remedies of the City will be cumulative and may be exercised by the City in any order or concurrently in case of any breach and each remedy may be exercised any number of times with respect to each breach. Waiver of or delay in the City exercising any or all remedies will not prevent the later exercise of any remedy for the same breach or any similar or different breach.

**6.15 Whole Agreement** – This Agreement, and any documents signed by the Owner contemplated by this Agreement, represent the whole agreement between the City and the Owner respecting the use and occupation of the Secured Affordable Rental Unit, and there are no warranties, representations, conditions or collateral agreements made by the City except as set forth in or contemplated by this Agreement.

**6.16 Further Assurance** – Upon request by the City the Owner will forthwith do such acts and execute such documents as may be reasonably necessary in the opinion of the City to give effect to this Agreement.

**6.17 Agreement Runs with Lands** – This Agreement burdens and runs with the Lands and every parcel into which it is Subdivided in perpetuity. All of the covenants and agreements contained in this Agreement are made by the Owner for itself, its personal

administrators, successors and assigns, and all persons who after the date of this Agreement acquire an interest in the Lands.

- 6.18 Equitable Remedies** – The Owner acknowledges and agrees that damages would be an inadequate remedy for the City for any breach of this Agreement and that the public interest strongly favours specific performance, injunctive relief (mandatory or otherwise), or other equitable relief, as the only adequate remedy for a default under this Agreement.
- 6.19 No Joint Venture** – Nothing in this Agreement will constitute the Owner as the agent, joint venturer, or partner of the City or give the Owner any authority to bind the City in any way.
- 6.20 Applicable Law** – The laws of British Columbia (including, without limitation, the *Residential Tenancy Act*) will apply to this Agreement and all statutes referred to herein are enactments of the Province of British Columbia.
- 6.21 Deed and Contract** – By executing and delivering this Agreement the Owner intends to create both a contract and a deed executed and delivered under seal.
- 6.22 Joint and Several** – If the Owner is comprised of more than one person, firm or body corporate, then the covenants, agreements and obligations of the Owner shall be joint and several.
- 6.23 Limitation on Owner's Obligations** – The Owner is only liable for breaches of this Agreement that occur while the Owner is the registered owner of the Lands provided however that notwithstanding that the Owner is no longer the registered owner of the Lands, the Owner will remain liable for breaches of this Agreement that occurred while the Owner was the registered owner of the Lands.

IN WITNESS WHEREOF the parties hereto have executed this Agreement on the *Land Title Act* Form C and D which is attached to and forms part of this Agreement.

Schedule A

**STATUTORY DECLARATION**

CANADA	)	IN THE MATTER OF A HOUSING
	)	AGREEMENT WITH THE
	)	CORPORATION OF THE
	)	CITY OF WHITE ROCK
PROVINCE OF BRITISH COLUMBIA	)	
	)	("Housing Agreement")

TO WIT:

I, \_\_\_\_\_ of \_\_\_\_\_, British Columbia, do solemnly declare that:

1. I am the owner or authorized signatory of the owner of \_\_\_\_\_ (the "**Secured Affordable Rental Unit**"), and make this declaration to the best of my personal knowledge.
2. This declaration is made pursuant to the Housing Agreement in respect of the Secured Affordable Rental Unit.
3. For the period from \_\_\_\_\_ to \_\_\_\_\_ the Secured Affordable Rental Unit was occupied only by the tenant(s) whose names and current addresses and whose current addresses appear below:

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

4. I acknowledge and agree to comply with the Owner's obligations under the Housing Agreement, and other charges in favour of the City noted or registered in the Land Title Office against the land on which the Secured Affordable Rental Unit is situated and confirm that the Owner has complied with the Owner's obligations under the Housing Agreement.
5. I make this solemn declaration, conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath and pursuant to the *Canada Evidence Act*.

DECLARED BEFORE ME at the City of \_\_\_\_\_ )  
\_\_\_\_\_, in the Province of British Columbia. )  
this \_\_\_\_\_ day of \_\_\_\_\_, 2020 )  
 )  
 )  
 )  
 )

\_\_\_\_\_  
A Commissioner for Taking Affidavits in the Province of  
British Columbia

\_\_\_\_\_  
Declarant

DRAFT

**Schedule B**

**PERMITTED RENT**

<b>Unit Type</b>	One-Bedroom	Two-Bedroom
<b>Base Rent</b>	\$1,400	\$2,000

DRAFT

**APPENDIX D**

ADP Minutes dated April 23, 2019



**PRESENT:** P. Rust, Chairperson  
K. Hammersley, Vice Chairperson  
K. Park (arrived 4:15pm)  
N. Waissbluth

**ABSENT:** F. Gharaei  
P. Byer

**NON-VOTING MEMBERS:** S. Greysen, BIA Representative

**GUESTS:** A. Kulla, Arborist / Landscape Designer  
P. Dhaliwal, Architect  
J. Saluja, Agent  
K. Saluja, Agent  
  
S. Craig, Architect  
J. Edmonds, Architect  
D. Tyacke, Landscape Architect  
R. Gurm, Agent

One member of the public attended.

**STAFF:** C. Isaak, Manager of Planning

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**1. CALL TO ORDER**

The Chairperson called the meeting to order at 4:15 pm.

It was noted that prior to quorum being achieved at 4:15 pm, the panel members had introduced themselves, the Manager of Planning provided an overview of the procedures and options for the panel to make a resolution regarding an application, and the applicants for item 4.1 had provided a presentation of their project to the members of the panel present.

The applicant's discussion of the proposal, prior to the meeting being called to order, included the following commentary from the architect (S. Craig) and the landscape architect (D. Tyacke)

- This site is in a five minute walking distance of key civic amenities including Peace Arch Hospital, Earl Marriott Secondary School, Kent Street Activity Centre, and local parks. It is also within a ten minute walk of shopping and services available in the Town Centre on Johnston Road. Proximity to these areas makes the site appropriate for new housing.
- The overall project contains a wide range of housing types and sizes with different designs to meet different family needs, including townhouses with front doors at the street level and flats above, accommodating a population of approximately 200 residents. Over 30% of the units on the apartment site are in a building that will be operated by a non-profit at below market rents.

- The central courtyard, including a play area and BBQ patio, provides a common area for all residents to connect, and amenity spaces within buildings provide further opportunities for social interaction.
- The building is designed to be constructed of mass timber (CLT), manufactured off site and assembled on site in a faster process than traditional wood-frame construction, which is intended to minimize construction activity in the neighbourhood as well as utilizing a local and environmentally sustainable material.
- The overall form of the building does not include extended balconies or fins that create heat loss, rather a streamlined form is proposed, using masonry cladding. Other material elements in the simple palette include wood soffits and charcoal metal flashing.
- The pathway through the site beside the central courtyard is an accessible path despite an overall change in grade and a flat lawn for the play area.

The panel's discussion of the proposal included questions with the applicant and the following comments:

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

## 2. **ADOPTION OF AGENDA**

It was **MOVED** and **SECONDED**

**THAT** the Advisory Design Panel adopts the April 23, 2019 agenda as circulated.

**CARRIED**

## 3. **ADOPTION OF MINUTES**

It was **MOVED** and **SECONDED**

**THAT** the Advisory Design Panel adopts the minutes from the November 20, 2018 meeting as circulated.

**CARRIED**

## 4. **SUBMISSION TO THE ADVISORY DESIGN PANEL**

**Comments received from the Chief Fire Official.**

No comments.

**Comments received from the Engineering and Municipal Operations Department.**

No comments.

**Comments received from RCMP-CPTED.**

No comments.

### **4.1 – Agent, Urban Arts Architecture – 15654 North Bluff Road et al. (S. Craig and D. Tyake)**

As noted above, the applicant had provided a presentation of their development proposal prior to meeting quorum being achieved, using a digital presentation and poster boards. Upon the arrival of K. Park, the meeting was called to order and after item 4.1 on the agenda was reached, the following comments were provided further to the discussion provided before the meeting:

- The landscape architect stated that he was pleased with the overall design and distribution of landscaping, however there were some technical issues that have to be solved. These were identified as:
  - o The tree protection zone sizes shown are not consistent and it would be helpful to have the arborist report to review with the landscape plans.
  - o The underground parkade walls extend under portions of the tree protection area, and some of the hardscaping shown in the tree protection area is not appropriate.
  - o The planting shown beside the townhouses against the Maple Street property line on sheet L8.2 will not be practical due to the steep slope of the soil, and should be reconsidered.
  - o There is a new tree planting shown on L2.0 and L3.0 planted in the protection zone of tree marked OS5, which should not be in the protection zone.
  - o The planting buffer on sheet L7.0 appears to be less than one metre in width and should be widened to provide a better buffer with viable soil volumes for plantings.

**It was MOVED and SECONDED**

THAT the Advisory Design Panel recommends that the application for the development proposal at 15654 North Bluff Road proceed to Council.

**CARRIED**

**4.2 – Owner – 15894 Roper Avenue (P. Dhaliwal, A. Kulla, and J. Saluja)**

The applicant provided the following overview of the updates to their development proposal (two single-family homes with a secondary suite each) since the previous ADP review on November 20, 2018, using poster boards:

- Responding to previous concern that the eventual building heights may project beyond what has been proposed in the plans in order to accommodate features to meet BC Building Code requirements that were not accounted for in the drawings, the applicant confirmed they have designed the building to be within the maximum height as measured from average natural grade.
- Responding to previous concern that the ‘mirroring’ of interior room layout of the two houses and aligned window placement may result in a loss of privacy between the two homes, the applicant illustrated how the windows have been staggered where they previously aligned directly, and also converted to clerestory (above eye level) in one of the units where they are still aligned.
- Responding to previous concern regarding the accessibility and light access for both secondary suites, the applicant noted that the basement wells in the back of the homes have been widened.
- Responding to previous concern regarding the entrances of the homes being visually ‘secondary’ to the overheight garages, the applicant noted they have lowered the garage height of the homes.
- Responding to previous concern regarding the proposal soil volumes for plantings and excavation and landscaping within the tree protection zones on the property, the landscape designed noted they have addressed the soil depths and simplified the proposed plantings, including converting the rear yards to regular lawn from turf.

The Advisory Design Panel then discussed the application, including the following comments:

- The Panel commended the applicant for their changes, while requiring further clarification on the mirroring of the homes and noting that despite the off-centered location of the windows that it will be possible to view into the other home when looking through the windows at an angle.
- The Panel also noted that the driveway for one of the units appears to have a City street light in the boulevard which may be an obstacle for the driveway access.
- The Panel requested that on the shared property line between the two units that dense planting be provided on either side of the driveway to prevent the entire front area from being hardscaped.
- It was suggested that the applicant may need to consider providing continuous pavers on the sideyard walkway to the secondary suite for firefighter and resident access.

**It was MOVED and SECONDED**

THAT the Advisory Design Panel recommends that the application for the development proposal at 15894 Roper Avenue proceed to Council subject to the applicant giving further consideration to the following revisions:

1. Consider the revising the driveway configuration to account for the impact of the existing City street light in the boulevard, or the potential requirement to relocate the street light;  
and
2. Consider adding dense planting between the units adjacent to the driveways.

**CARRIED**

**5. CONCLUSION OF THE MEETING**

There being no further business, the Chairperson declared the meeting concluded at 4:50 pm.

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Karen Hammersley  
Chairperson, Advisory Design Panel

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Greg Newman  
ADP, Committee Secretary

**APPENDIX E**

Draft Development Permit No. 428

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



**DEVELOPMENT PERMIT NO. 428**

1. This Development Permit No. 428 is issued to Bridgewater Development Corporation as the prospective owner and shall apply only to ALL AND SINGULAR those certain parcels or tracts of land and premises situate, lying and being in the City of White Rock, in the Province of British Columbia, and more particularly known and described as:

Legal Description:

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

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

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

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

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

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

As indicated on Schedule A

2. This Development Permit No. 428 is issued pursuant to the authority of Sections 490 and 491 of the *Local Government Act, R.S.B.C. 2015, Chapter 1* as amended, the "White Rock Official Community Plan Bylaw, 2017, No. 2220" as amended, and in conformity with the procedures prescribed by the "City of White Rock Planning Procedures Bylaw, 2017, No. 2234" as amended.

3. The terms, conditions and guidelines as set out in "White Rock Official Community Plan Bylaw, 2017, No. 2220" as amended, that relate to the "East Side Large Lot Development Permit Area" shall apply to the area of land and premises hereinbefore described and which are covered by this Development Permit.

4. Permitted Uses of Land, Buildings and Structures

Land, buildings, and structures shall only be used in accordance with the provisions of the "CD-63 Comprehensive Development Zone" of the "White Rock Zoning Bylaw, 2012, No. 2000" as amended.

5. Dimensions and Siting of Buildings and Structures on the Land

All buildings and structures to be constructed, repaired, renovated, or sited on said lands shall be in substantial compliance with the Plans prepared by Urban Arts Architecture Inc. and eta Landscape Architecture hereto in accordance with the provisions of Section 491 of the *Local Government Act*:

Schedule B	Site Plan
Schedule C	Building Elevations
Schedule D	Renderings
Schedule E	Landscaping Plans

These Plans form part of this development permit.

6. Terms and Conditions:

- a) The applicant shall enter into a Servicing Agreement to provide frontage improvements and on-site works and services in accordance with Section 506 of the *Local Government Act* and to the acceptance of the Director of Engineering and Municipal Operations;
- b) The applicant shall provide landscaping for the development in substantial compliance with the Landscape Plans (Schedule E) to the acceptance of the Director of Planning and Development Services and the Director of Engineering and Municipal Operations;
- c) The permittee must also submit an estimate for the cost of landscaping, along with securities in the amount of \$410,000.00 (125% of the cost of landscaping) to the City prior to the issuance of a building permit.
- d) Rooftop mechanical equipment shall be screened from view to the acceptance of the Director of Planning and Development Services;
- e) The hydro kiosk is to be located on site to the acceptance of the Director of Planning and Development Services.

7. In the interpretation of the Development Permit all definitions of words and phrases contained in Sections 490 and 491 of the *Local Government Act, R.S.B.C. 2015, Chapter 1* as amended, and the "White Rock Official Community Plan Bylaw, 2017, No. 2220", as amended, shall apply to this Development Permit and attachments.

8. Where the holder of this Permit does not obtain the required building permits and commence construction of the development as outlined in this Development Permit within two years after the date this Permit was authorized by Council, the Permit shall lapse, unless the Council, prior to the date the Permit is scheduled to lapse, has authorized further time extension of the Permit.
9. This permit does not constitute a subdivision approval, a tree management permit, a demolition permit, or a building permit.

Authorizing Resolution passed by the Council for the City of White Rock on the \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_.

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



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

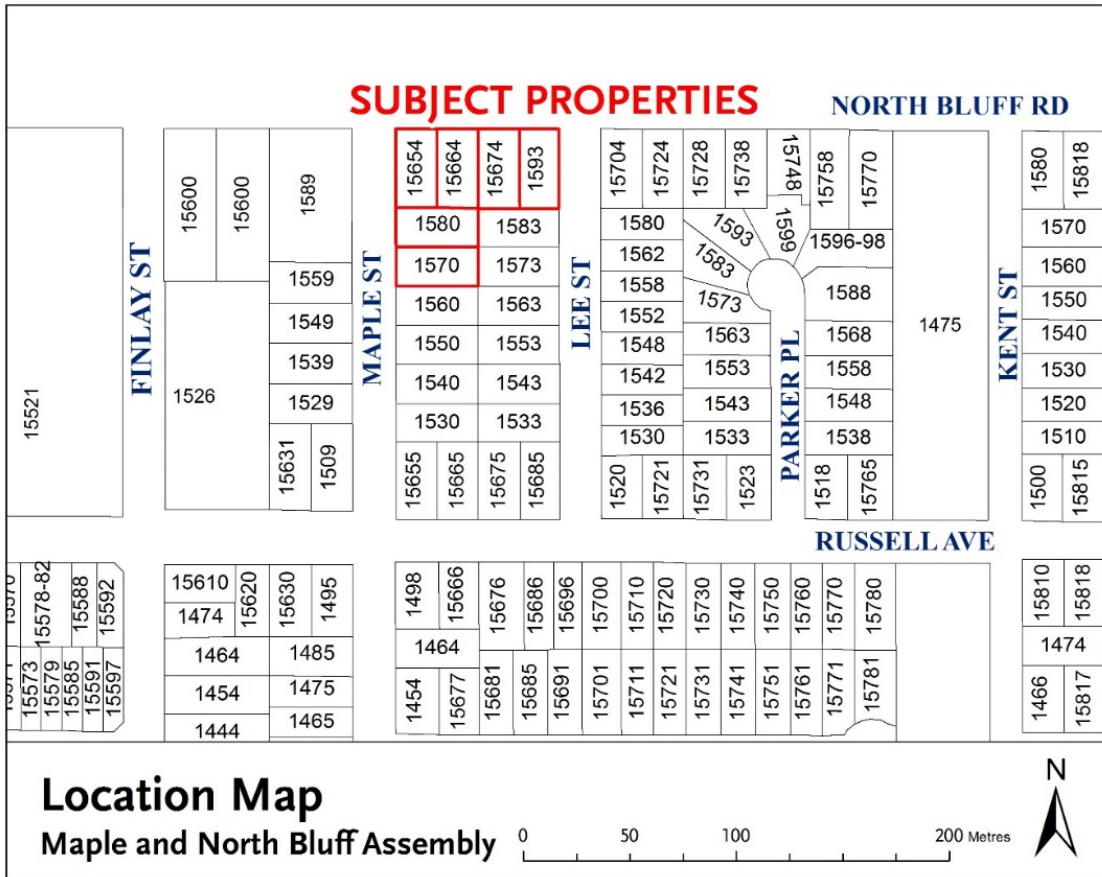
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Mayor  
Authorized Signatory

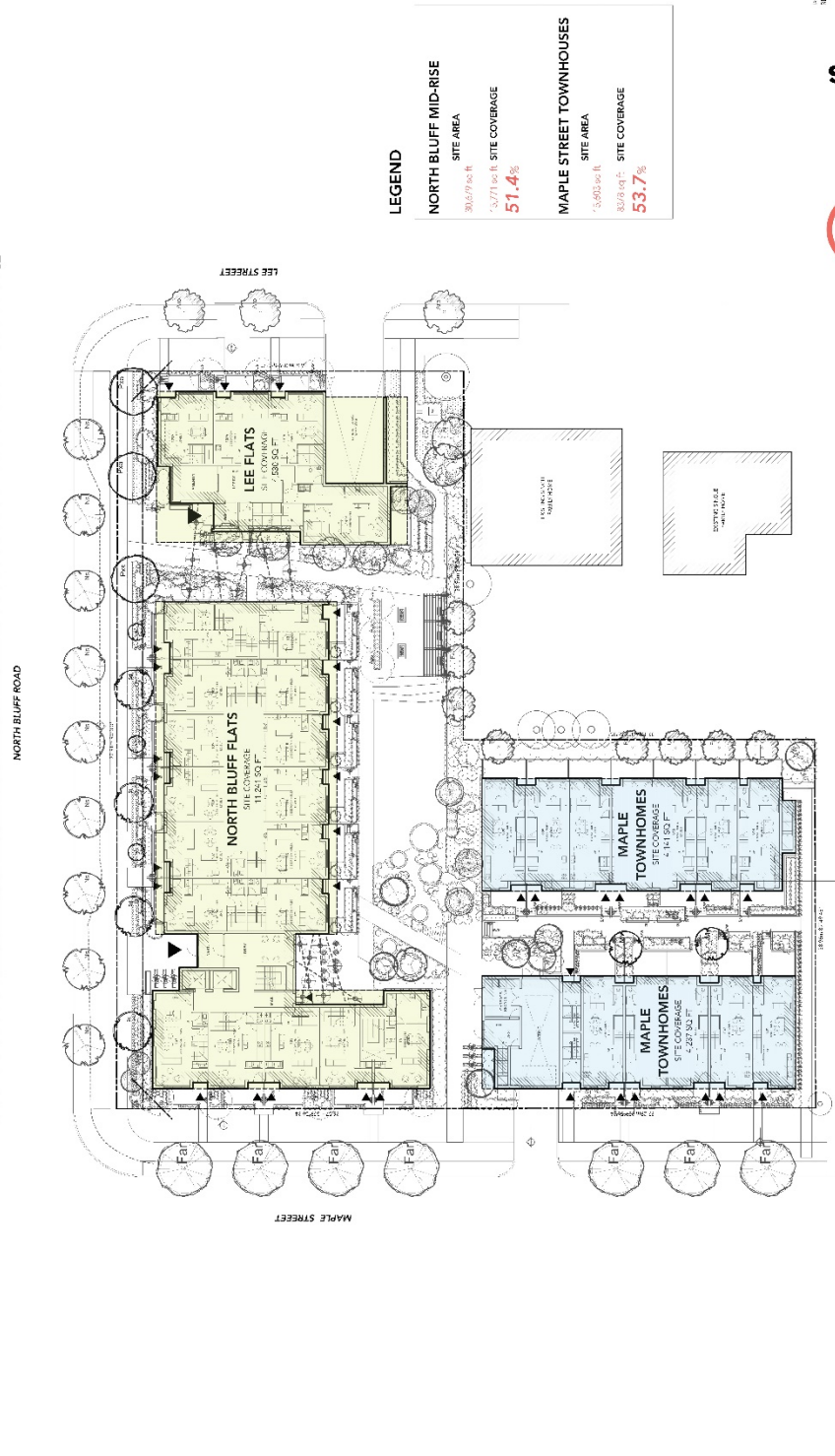
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Director of Corporate Administration  
Authorized Signatory

Schedule A – Location Map



# Schedule B – Site Plan

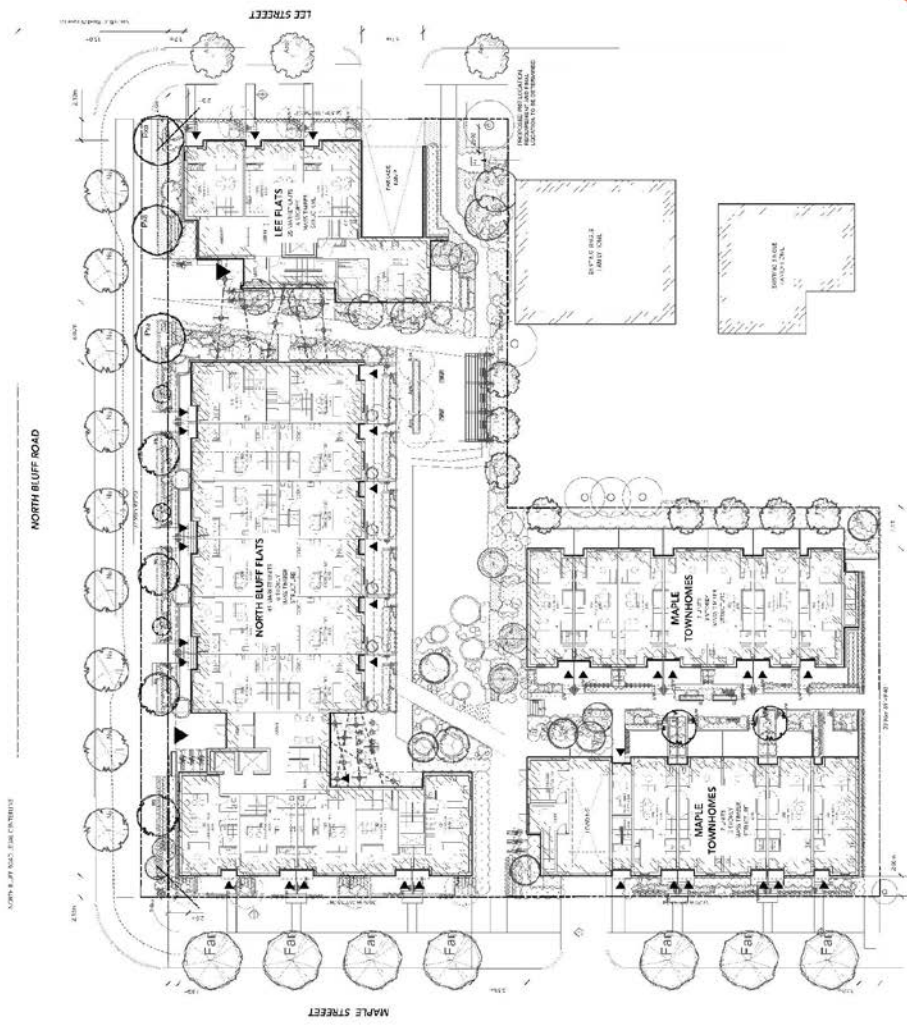


## LEGEND

- NORTH BLUFF MID-RISE**  
SITE AREA  
30,657 sq ft  
SITE COVERAGE  
51.4%
- NORTH BLUFF FLATS**  
SITE AREA  
13,371 sq ft  
SITE COVERAGE  
51.4%
- MAPLE STREET TOWNHOUSES**  
SITE AREA  
7,393 sq ft  
SITE COVERAGE  
53.7%


  
**Urban Arts**  
 Architecture, Urban Design  
 1500 North Bluff Road, Suite 100  
 North Bluff, FL 32062  
 Phone: 386.255.1111  
 Fax: 386.255.1112  
 www.urbanarts.com


  
**BEACHWAY**  
 A011



# Schedule C – Elevations

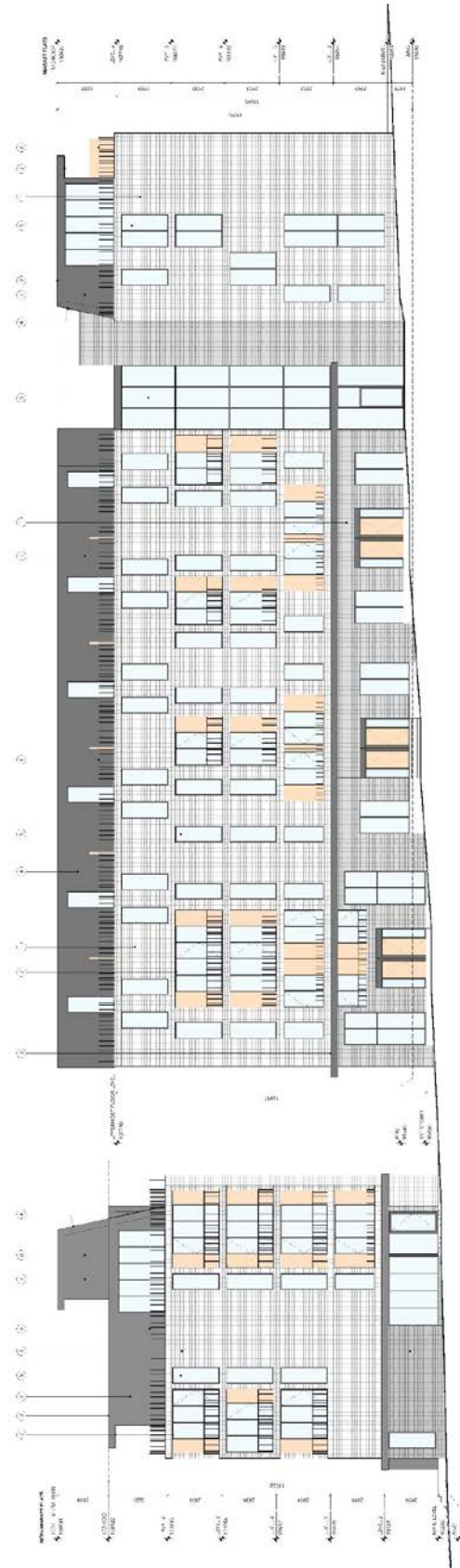


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**Urban Arts**  
 Architecture, Urban Design  
 1500 North 10th Street, Suite 100  
 Tallahassee, FL 32304  
 Phone: 904.438.1111  
 Fax: 904.438.1112


  
**BEACHWAY**  
 REALTY

PROJECT NO. 2022-01  
 DATE: 07/20/22  
 DRAWING NO. 2022-01-01  
 PROJECT NAME: ELEVATION  
 PROJECT ADDRESS: LEE STREET  
 PROJECT CITY: A201



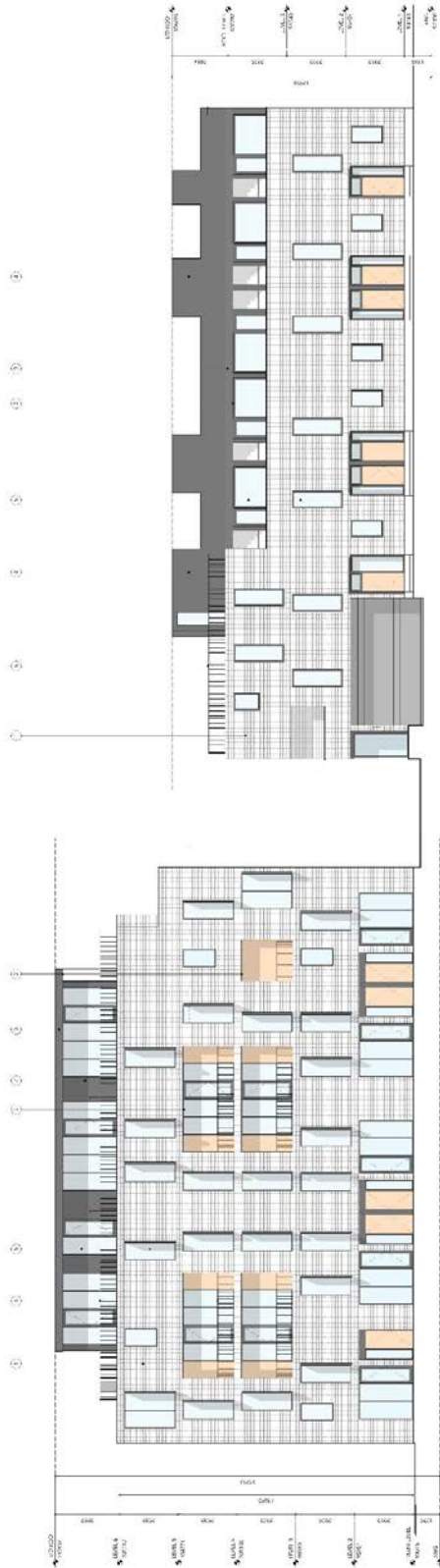
- LEGEND**
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  - 2. EXTERIOR WALL FINISH (BRICK)
  - 3. EXTERIOR WALL FINISH (WOOD SHAKES)
  - 4. EXTERIOR WALL FINISH (METAL CLADDING)
  - 5. EXTERIOR WALL FINISH (GLASS)
  - 6. EXTERIOR WALL FINISH (STONE)
  - 7. EXTERIOR WALL FINISH (TERRAZZO)
  - 8. EXTERIOR WALL FINISH (CERAMIC TILE)




**BEACHWAY**  
 1570/80 MAPLE STREET, N.W.  
 WASHINGTON, D.C. 20004  
 (202) 462-1000  
 www.beachway.com


**Urban Elevations**  
 ARCHITECTS  
 1500 K STREET, N.W.  
 WASHINGTON, D.C. 20005  
 (202) 462-1000  
 www.urban-elevations.com

November 2017  
 REV. 2018.10.18  
 Beachway  
 1570/80 MAPLE STREET  
**ELEVATION**  
**NORTH BLUFF**  
**A202**



- LEGEND**
- 1. EXISTING
  - 2. NEW
  - 3. DEMOLITION
  - 4. FINISH
  - 5. MATERIALS
  - 6. FINISHES
  - 7. FINISHES
  - 8. FINISHES
  - 9. FINISHES
  - 10. FINISHES




**BEACHWAY**  

**UrbanArts**  
 ARCHITECTURE & URBAN DESIGN  
 1500 W. 10TH ST. #101  
 WASHINGTON, DC 20004-1001  
 TEL: 202.462.1000  
 WWW.URBANARTSARCHITECTS.COM  
 ELEVATION  
 MAPLE STREET  
**A203**

# Schedule D – Renderings



## LIST OF DRAWINGS

ARCHITECTURAL	COVER PAGE	NOTES AND SCHEDULES
A001	COVER PAGE	LC.1
A002	SITE PLAN	1.1
A003	TRIF. MANAGEMENT PLAN	1.2
A004	OFF-SITE PLAN	1.3
A005	LANDSCAPE DET. PLAN	1.4
A006	PAVING PLAN	1.5
A007	GRADING PLAN	1.6
A008	LIGHTING PLAN	1.7
A009	LANDSCAPE SECTIONS	1.8
A010	LANDSCAPE DETAILS	1.9
A011	LANDSCAPE DETAILS	1.10
A012	LANDSCAPE DETAILS	1.11
A013	LANDSCAPE DETAILS	1.12
A014	LANDSCAPE DETAILS	1.13
A015	LANDSCAPE DETAILS	1.14
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**BEACHWAY**  
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 BEACHWAY, FL 33434  
 TEL: 407.253.1111  
 WWW.URBANARCHITECTURE.COM

COVER PAGE  
**A001**





**Urban**  
Architecture Inc

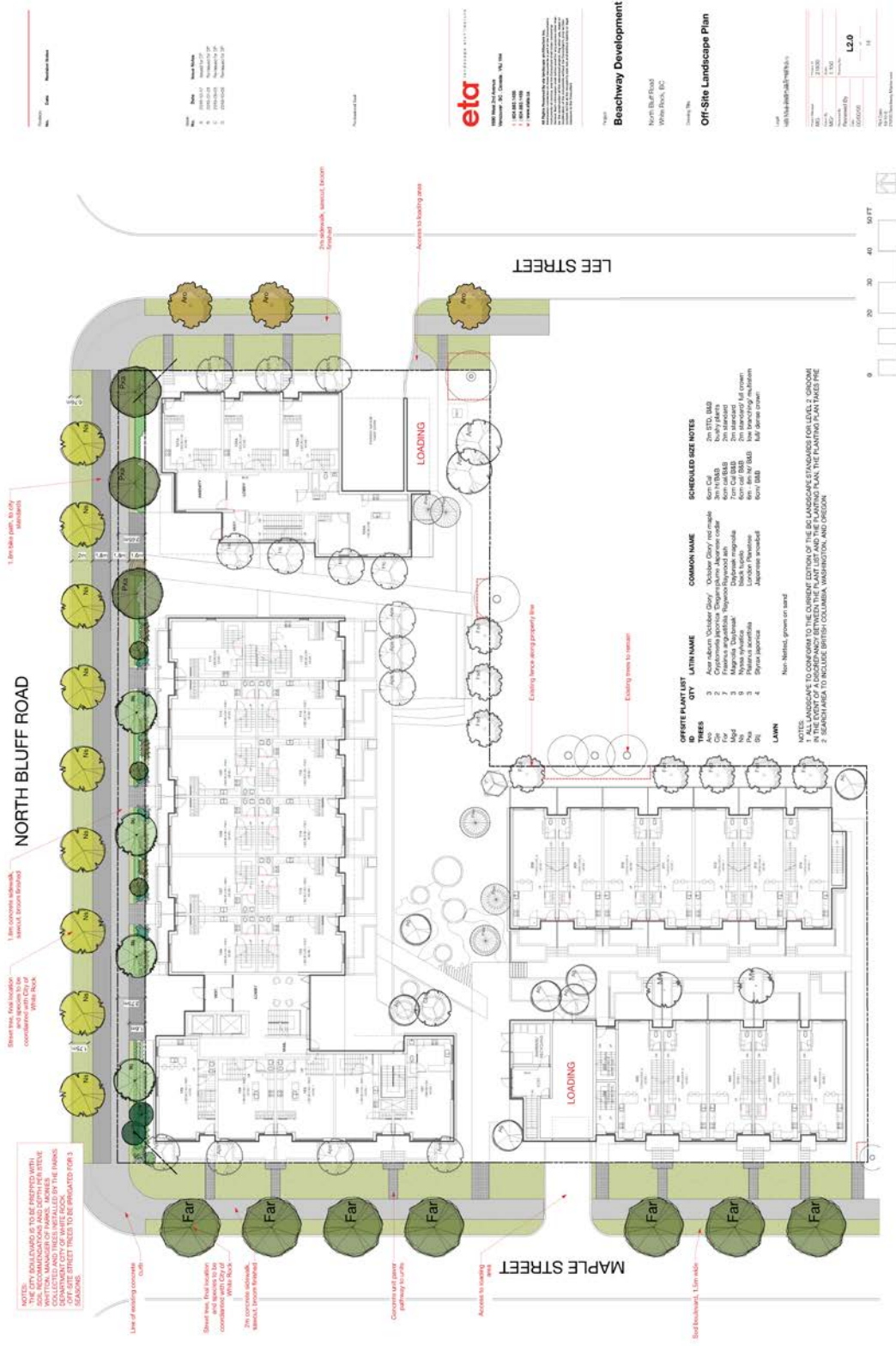
**VIEW LOOKING SOUTH TOWARDS NORTH BLUFF ROAD AND MAPLE STREET**



**Urban**  
Architecture Inc.

**VIEW LOOKING SOUTHEAST FROM NORTH BLUFF ROAD AND MAPLE STREET**

# Schedule E – Landscape Plans





Sheet: 1  
 Date: 08/25/2014  
 Revision: 1

- Legend:
- 1. 2014-01-01: Initial Design
  - 2. 2014-01-01: Preliminary Plan
  - 3. 2014-01-01: Final Design
  - 4. 2014-01-01: Final Plan

Project Name: Beachway Development

**eta** ENVIRONMENTAL TERRACE ARCHITECTURE

1600 West Park Avenue, 100, Suite 100  
 White Rock, BC, Canada V4A 1V6  
 Tel: 604.945.1288  
 Fax: 604.945.1289  
 Email: info@eta.ca

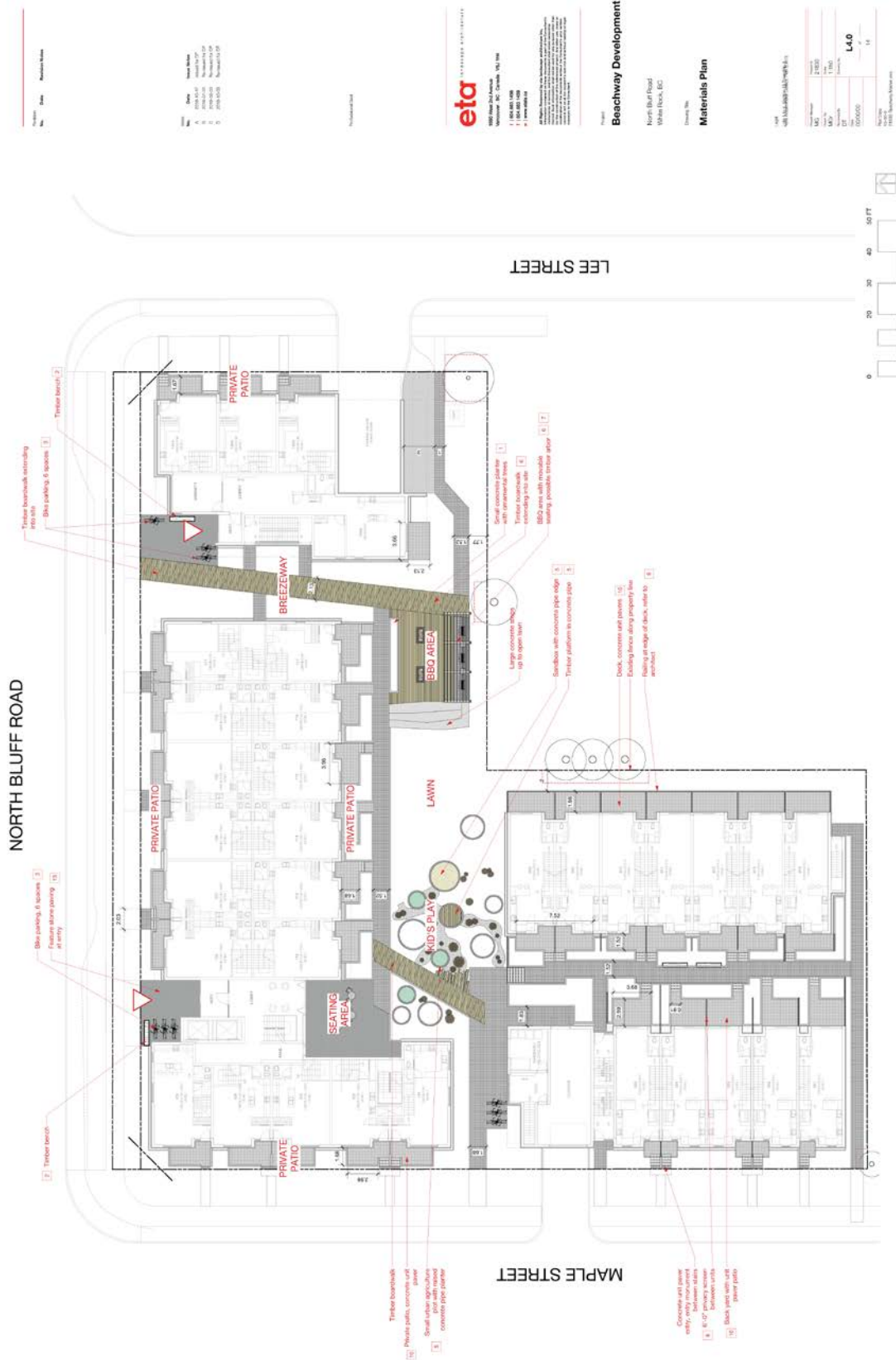
Beachway Development  
 1570/80 Maple Street and 1593 Lee Street  
 White Rock, BC

**Landscape Site Plan**

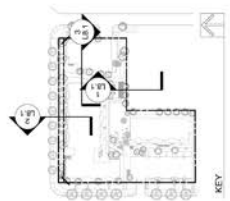
Scale: 1" = 10'-0"

Project No.	2014-01-01
Sheet No.	1
Scale	1" = 10'-0"
Date	08/25/2014
Author	J. [Name]
Checked	[Name]
Drawn	[Name]
Project Name	Beachway Development
Project Address	1570/80 Maple Street and 1593 Lee Street, White Rock, BC

L3.0



Symbol	Notes	Reference Mark
1	Private Path	
2	Common Footpath	
3	Timber Docking Amenity Area	
4	Public Docking Amenity Area	
5	Public Footpath	
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100	Public Docking Amenity Area	



**eta** CONSULTANTS & ARCHITECTS

1000 West 10th Avenue  
 Vancouver, BC, Canada V6H 1Y6  
 T: 604.681.1000  
 F: 604.681.1008  
 E: info@eta.ca

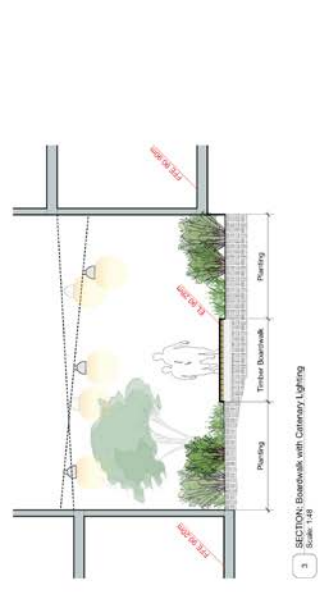
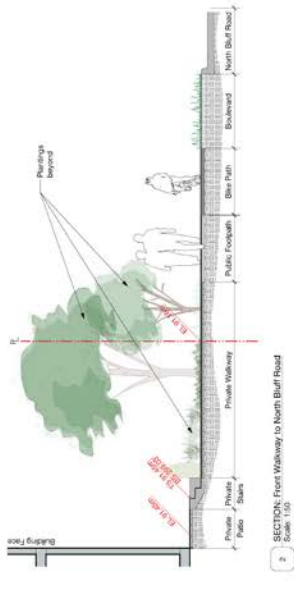
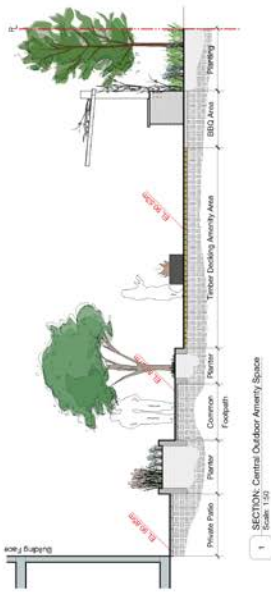
Architectural Services, Urban Design, Landscape Architecture, Interior Design, Project Management, Construction Management, Environmental Assessment, Heritage Conservation, Transportation Planning, and more.

**Beachway Development**

North Bluff Road  
 White Rock, BC

Drawing No.  
**Sections**

Sheet No.	Sheet Title
1	Site Plan
2	Site Plan
3	Site Plan
4	Site Plan
5	Site Plan
6	Site Plan
7	Site Plan
8	Site Plan
9	Site Plan
10	Site Plan
11	Site Plan
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Sheet: 01  
 Date: 08/20/2018  
 Revision: 01

Client: Beachway  
 1570/80 Maple Street  
 1593 Lee Street  
 15654/64/75 North Bluff Road

Project: Beachway Development

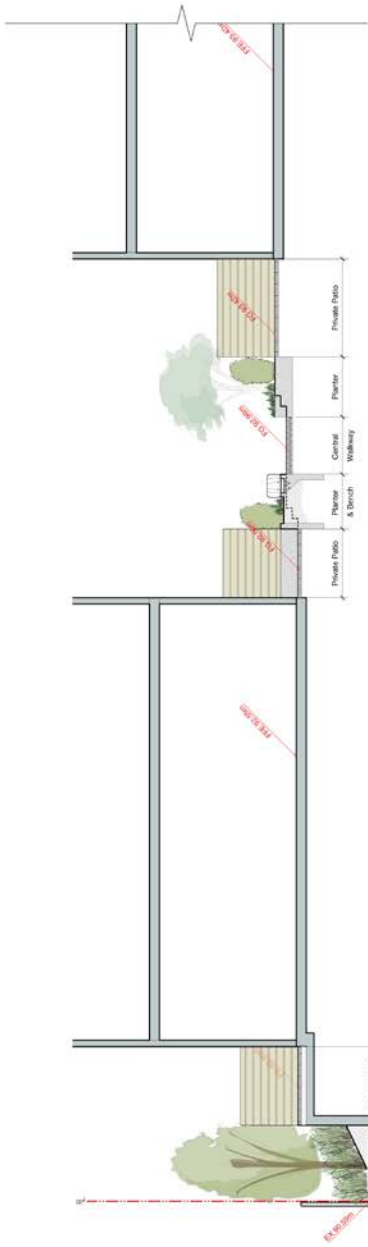
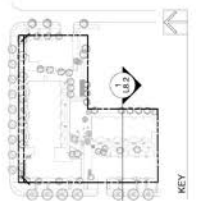
**eta** ENGINEERING & ARCHITECTURE  
 1800 North 2nd Avenue, 10th Floor  
 Tallahassee, FL 32302  
 Phone: 904.433.1800  
 Fax: 904.433.1801  
 Email: info@etafl.com

**Beachway Development**

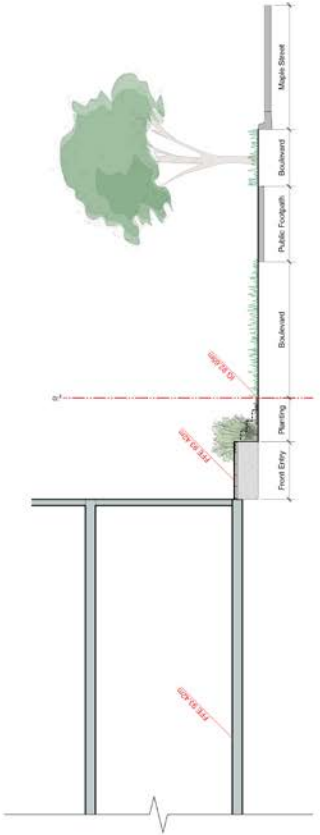
North Bluff Road  
 White House, FL

**Sections**

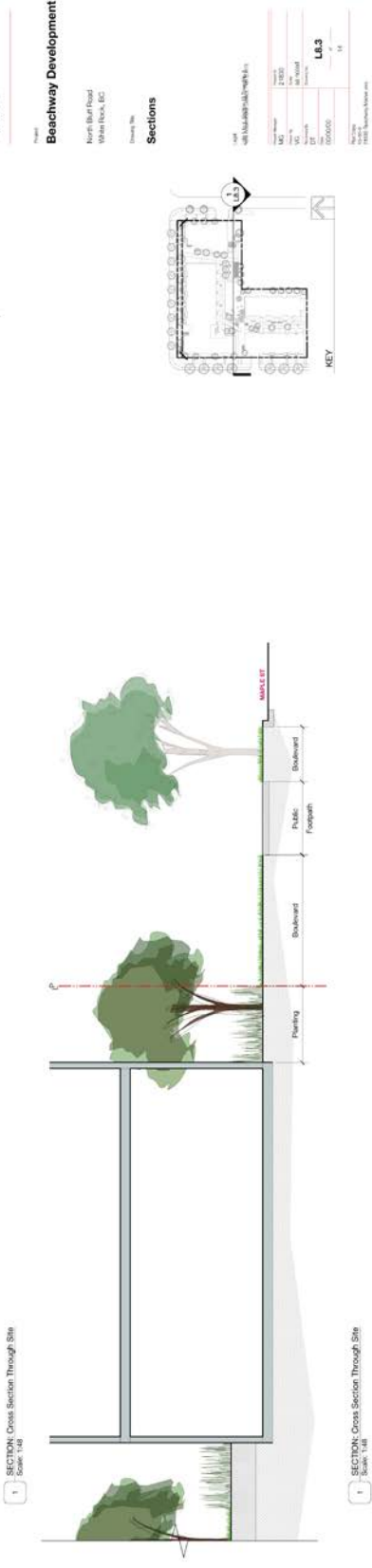
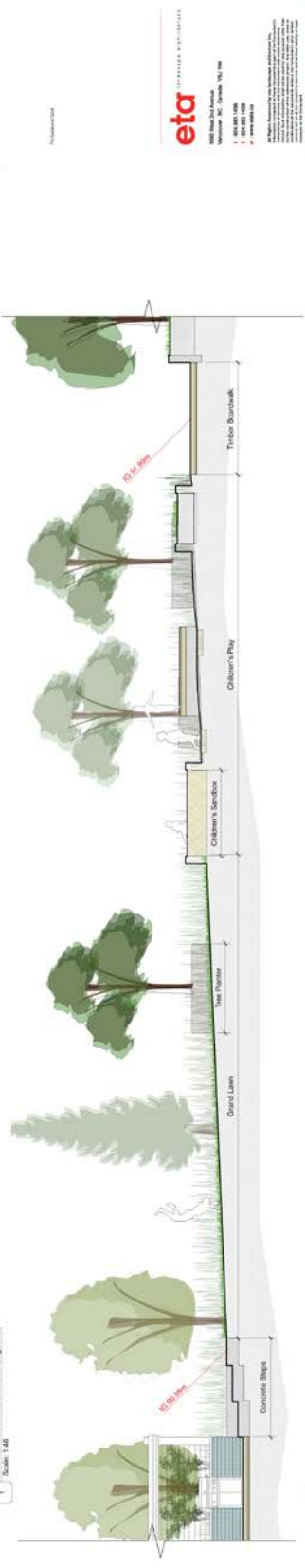
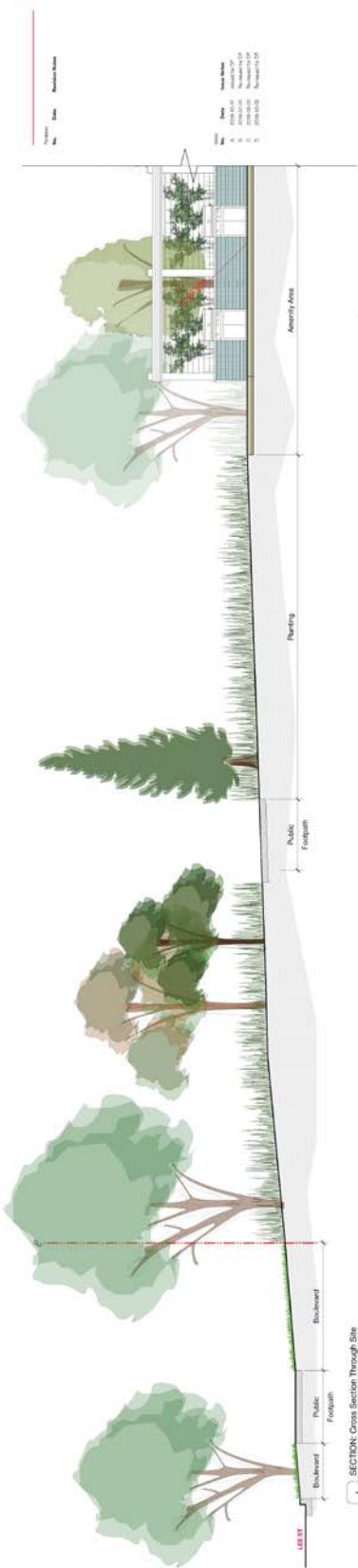
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Client	Beachway
Scale	1/4" = 1'-0"
Sheet	01
Date	08/20/2018
Revision	01



1 SECTION: From Property Line Through to Maple Street  
 Scale: 1/8" = 1'-0"



1 SECTION: From Property Line Through to Maple Street  
 Scale: 1/8" = 1'-0"



Symbol	Notes	Amenity Notes
(Symbol)	Notes	Amenity Notes
(Symbol)	Notes	Amenity Notes
(Symbol)	Notes	Amenity Notes
(Symbol)	Notes	Amenity Notes
(Symbol)	Notes	Amenity Notes

Professional Seal

**eta** ENGINEERING & ARCHITECTURE

1800 West 10th Avenue  
Winnipeg, R3C 3L8, Manitoba, R3C 3L8  
Tel: (204) 488-1008  
Fax: (204) 488-1009  
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Professional Environmental Analyst  
Professional Environmental Designer  
Professional Environmental Scientist  
Professional Environmental Planner  
Professional Environmental Analyst  
Professional Environmental Designer

**Beachway Development**

North Bluff Road  
White River, BC

Drawing No. **Sections**

Item	Description	Quantity
1	SECTION: Cross Section Through Site	1
2	SECTION: Cross Section Through Site	1
3	SECTION: Cross Section Through Site	1

Project: 1570 St / 1593 St / 1593 St / 1593 St

Client: L&L

Scale: 1/8"

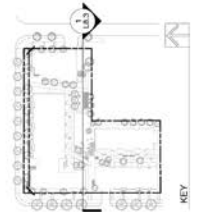
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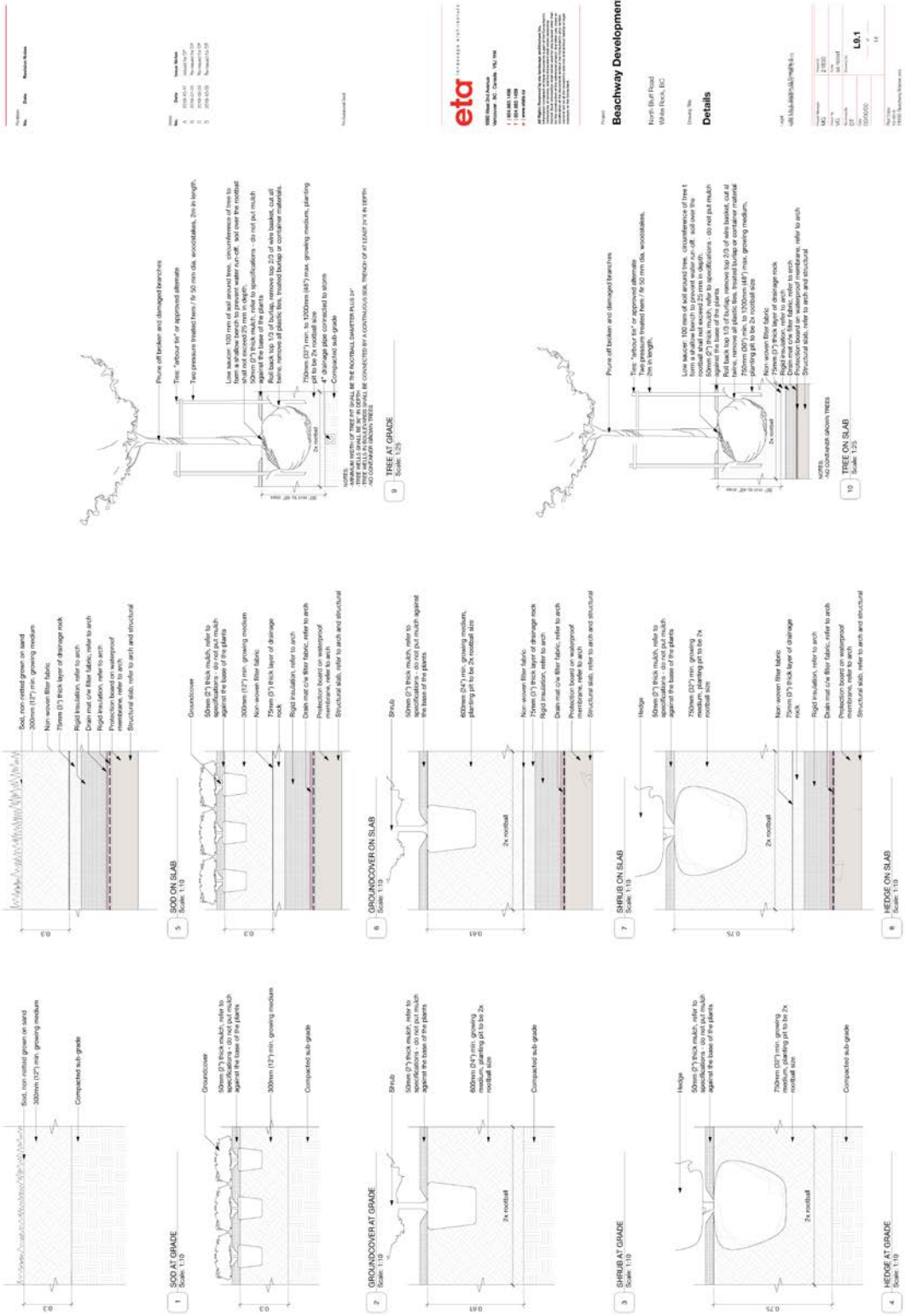
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Project No: 1570 St / 1593 St / 1593 St / 1593 St

Sheet No: 14







Rev	Date	Revisions/Notes

Rev	Date	Revisions/Notes

**eta** TECHNICAL SERVICES

1880 West 4th Avenue  
Vancouver, BC, Canada V6L 1K6  
Tel: 604-273-0888  
Fax: 604-273-0889  
www.etaservices.com

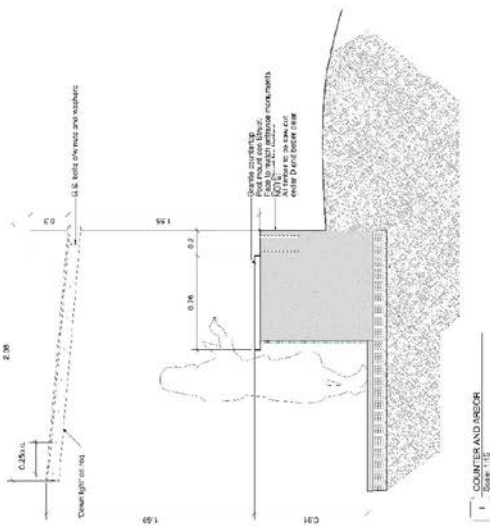
**Beachway Development**

North Bluff Road  
White Rock, BC

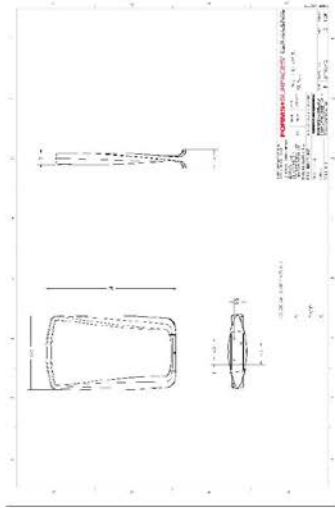
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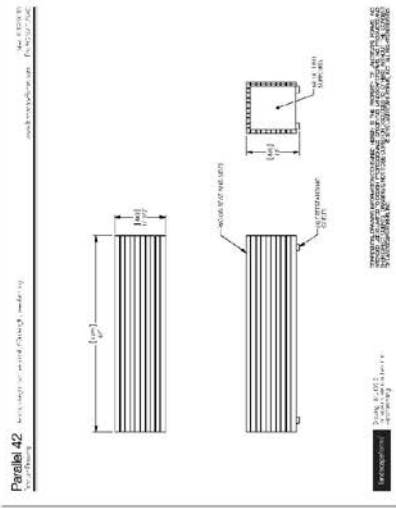
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2 BENCH SEAT  
Scale: 1/8" = 1'-0"



3 TABLE BENCH  
Scale: 1/8" = 1'-0"

Sheet No.	Date	Revisions

- 1. 01/24/2019
- 2. 02/20/2019
- 3. 03/15/2019
- 4. 04/10/2019
- 5. 05/05/2019
- 6. 06/02/2019
- 7. 07/01/2019
- 8. 08/01/2019
- 9. 09/01/2019
- 10. 10/01/2019
- 11. 11/01/2019
- 12. 12/01/2019

Prepared By:

**eta** ENGINEERING & ARCHITECTURE  
 880 Northchase Parkway  
 Decatur, GA 30030  
 Phone: 404.376.8800  
 Fax: 404.376.8801  
 www.eta-engineering.com

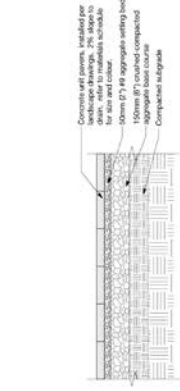
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North Bluff Road  
 North Bluff, GA

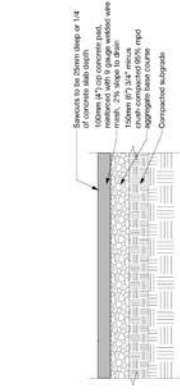
**Details**

Sheet No.	Date	Revisions

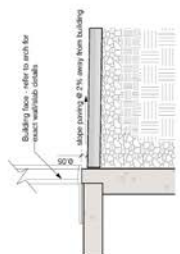
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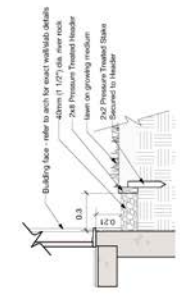
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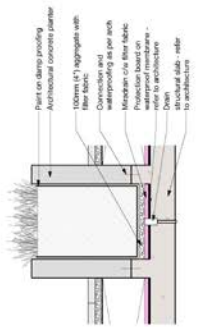
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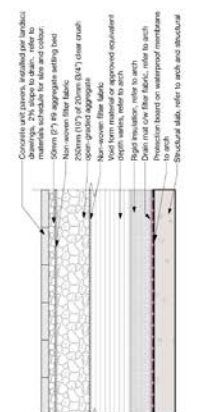
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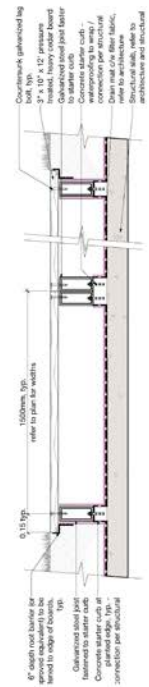
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6 CONCRETE PLANTER  
Scale: 1:15



5 UNIT PAVERS ON SLAB  
Scale: 1:15



7 TIMBER BOARDWALK  
Scale: 1:15

Prepared by:

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Vancouver, BC, Canada V6L 1A6  
Tel: 604.681.1008  
Fax: 604.681.1009  
www.eta-architect.com

**Beachway Development**

From Blue Road  
West Beach, BC

Drawn by:

**Details**  
**Entry Monument Options**

Code	Description	Quantity	Unit
1	Unit Pavers on Grade	1	sq. m
2	Pre-cast Concrete on Grade	1	sq. m
3	Threshold	1	sq. m
4	Curb Strip	1	sq. m
5	Unit Pavers on Slab	1	sq. m
6	Concrete Planter	1	sq. m
7	Timber Boardwalk	1	sq. m



No.	Date	Revisions/Notes
1	08/14/2024	Initial Review
2	08/14/2024	Final Review
3	08/14/2024	Final Review
4	08/14/2024	Final Review
5	08/14/2024	Final Review
6	08/14/2024	Final Review

eta  
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 1505 North 10th Avenue  
 DENVER, CO 80202  
 P: 303.733.1100  
 E: info@eta.com  
 W: www.eta.com

**Benchmark Development**

1593 Lee Street  
 White House, NC

**Precedent Images**

Item	Description	Value
1	1593 Lee Street	\$110.00
2	1593 Lee Street	\$110.00
3	1593 Lee Street	\$110.00
4	1593 Lee Street	\$110.00
5	1593 Lee Street	\$110.00
6	1593 Lee Street	\$110.00



**PERENNIALS**



**SHRUBS**



**TREES**

Project Name: **Beachway Station**

Project Name: **Beachway Station**

**eta** LANDSCAPE ARCHITECTURE

150 West 10th Street  
 Suite 1000  
 Portland, OR 97201  
 Phone: 503.222.1100  
 Fax: 503.222.1101  
 www.eta-landscap.com

**Beachway Development**

Project: **Beachway Station**

**Precedent Plant Images**

DATE	11/11/2011
BY	ETA
PROJECT	Beachway Station
DESCRIPTION	Precedent Plant Images
SCALE	1:1
DATE	11/11/2011
BY	ETA
PROJECT	Beachway Station
DESCRIPTION	Precedent Plant Images
SCALE	1:1

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



**DATE:** September 28, 2020

**TO:** Land Use and Planning Committee

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

**SUBJECT:** Application for Zoning Amendment – 14234 Malabar Avenue  
(ZON/MIP/SUB 19-005)

---

**RECOMMENDATIONS**

THAT the Land Use and Planning Committee:

1. Recommend that Council give first and second readings to “*White Rock Zoning Bylaw, 2012, No. 2000, Amendment (RS-4 – 14234 Malabar Avenue) Bylaw, 2020, No. 2361;*”
  2. Recommend that Council direct staff to schedule the public hearing for “*White Rock Zoning Bylaw, 2012, No. 2000, Amendment (RS-4 – 14234 Malabar Avenue) Bylaw, 2020, No. 2361;*” and
  3. Recommend that Council direct staff to resolve the following issues prior to final adoption:
    - a) Ensure that all engineering requirements and issues including servicing agreement completion are addressed to the satisfaction of the Director of Engineering and Municipal Operations; and
    - b) Demolish the existing buildings and structures to the satisfaction of the Director of Planning and Development Services.
- 

**EXECUTIVE SUMMARY**

The City of White Rock has received an application to rezone the property at 14234 Malabar Avenue from ‘RS-1 One Unit Residential Zone’ to ‘RS-4 One Unit (12.1 m lot width) Residential Zone’. The intent of the rezoning is to enable the subdivision of the property which, if approved, would result in two lots, each of which would have frontage of 14.1 metres, lot depth of approximately 42 metres and a lot area of roughly 590 square metres. The only difference between the existing zone requirements and the proposed lot dimensions is that the lots will be less than 0.9 metres (2.9 feet) narrower than allowed in the RS-1 zone.

The property is designated Mature Neighbourhood in the Official Community Plan (OCP). Within this designation, low-scale residential uses (i.e., single family homes, duplexes, and triplexes) are recognized along with opportunities to increase the supply of housing through gentle infill (e.g., single lot subdivisions, secondary suites, etc.). It is noted that the use permissions of the proposed RS-4 Zone are the same as those in the current RS-1 Zone. The rezoning would, if approved, allow for a modest form of intensification within an established area of the City and would be consistent with the policy objectives of the OCP.

### **PREVIOUS COUNCIL DIRECTION**

None.

A similar application by a previous owner was made in 2006, to enable subdivision of this property into two lots by reducing the minimum lot width through a Development Variance Permit, and this application did not proceed.

In 1994, the minimum lot width in RS-1 One Family Residential Zone lot was increased from 45 feet (13.7 metres) to 50 feet (15.24 metres). The current Zoning Bylaw No. 2000, adopted in April 2013, has a minimum lot width of 15 metres (49.2 feet).

### **INTRODUCTION/BACKGROUND**

*White Rock Official Community Plan 2017, No. 2220* (OCP) designates the subject property as ‘Mature Neighbourhood’, characterized by low-scale residential uses, such as single-family dwellings with secondary suites, duplexes, and triplexes. The policies applicable to the Mature Neighbourhood designation support gentle infill to enable moderate residential growth in established areas of the City. The proposed rezoning and subsequent lot split would allow for the introduction of a new single family home without significantly changing the character or predominant form of housing in the neighbourhood.

The subject property is zoned ‘RS-1 One Unit Residential Zone’. The size of the property is sufficient to enable a subsequent lot split while maintaining the minimum lot frontage (12.1m), lot depth (27.4m) and lot area (410.0m<sup>2</sup>) standards of the ‘RS-4 One Unit (12.1 m Lot Width) Residential Zone’. Uses permitted in the current RS-1 zoning and the proposed RS-4 zoning are both consistent with the use permissions established in the OCP land use designation, which recognize low profile housing including single detached dwellings (with secondary suites), duplexes and triplexes. Appendix A presents amending Bylaw No. 2361, which would be used to implement the rezoning request if approved by Council.

### **ANALYSIS**

The subject property is located at 14234 Malabar Avenue, immediately south and east of the intersection of Malabar Avenue with Phoenix Street (see Appendix B for Location Map and Ortho Photo). The property is occupied by a single detached dwelling. There is a small watercourse running to the west of the property, opposite the home at 14220 Malabar Avenue (see Figure 1). Section 23.5 of the City’s Official Community Plan requires a minor (environmental) development permit when development is proposed within the environmentally sensitive lands abutting, or falling within, 30 metres of a watercourse as illustrated in Schedule C to the OCP (see Figure 2).

In support of the minor development permit application a “Riparian Areas Regulation Assessment Report” was received. The Report defines a “Streamside Protection and Enhancement Area” (SPEA) of 10 metres from the edge of the watercourse and notes that the high water mark of the stream is approximately 22.5 metres from the nearest part of the subject property. The SPEA is recognized in the Province’s *Riparian Areas Regulation* as the area that links aquatic to terrestrial ecosystems and is capable of supporting streamside vegetation. Further, the SPEA is considered the “buffer” outside of which development will not result in any harmful alteration, disruption or destruction of natural features, functions and conditions which support the life processes of protected fish.



Figure 1: Context Map Illustrating Watercourse



Figure 2: Environmental (Watercourse) Development Permit Areas



In this case the building envelope within the westernmost lot would exist outside of the SPEA as defined in the Assessment Report. Appendix C presents the SPEA relative to the building envelopes that would be enabled by the rezoning and subsequent subdivision of the property. The Report was provided to the Ministry of Forests, Lands, Natural Resource Operations and Rural Development who has provided that it “meets the assessment and reporting criteria for the Riparian Areas Regulation.” There are a number of mitigative measures included in the consultant report, largely focused on efforts to control sediment and erosion during construction. If Council were to approve the rezoning of the property, during the minor development permit staff will require that a Sediment and Erosion Control Plan is prepared and implemented in advance of both demolition and future construction activities.

### **Zoning & Access**

The subject property is 1,185.4 square metres in area with 28.2 metres of frontage on Malabar Avenue. The lot, being zoned RS-1, is sufficiently sized to accommodate a subdivision into two lots while maintaining the minimum lot area and dimension requirements of the RS-1 zone, with the sole exception of lot width, therefore the applicants have requested to be rezoned to the RS-4 Zone (see Appendix D - Preliminary Subdivision Plan) which permits a 12.1 metre (39.7 foot) lot width. The use permissions within the RS-1 and RS-4 Zones and provisions regarding the scale and location of development are largely the same save for a slightly smaller interior side yard setback permitted within the RS-4 Zone (i.e., 1.35 metres compared with 1.5 metres). The parking supply requirements of the bylaw (i.e., two spaces per unit plus one additional space for any secondary suite) can be satisfied within the design of the subdivided lots.

Section 23 (u) of the City of White Rock’s Street and Traffic Bylaw, 1999, No. 1529, requires that there be no driveways within 7.5 metres and no parking within 10 metres of an intersection. Recognizing that driveways are commonly used for parking, City Engineering staff have noted that a shared driveway will be required and located ten (10) metres from the intersection; an easement over the easternmost lot will be required through the subdivision application to secure access to the western lot. A Conceptual Site Plan illustrating the access arrangement is provided in Appendix E. The subdivision process will be used to ensure matters of access and reciprocal easements are adequately implemented, subject to the zoning enabling the lot split.

### **Tree Management**

An Arborist Report prepared by Mike Fadum and Associates Ltd. was submitted with the rezoning application. The Report identifies that a total of six “protected trees,” being those subject to City of White Rock Tree Management Bylaw, 2008, No. 1831, may be affected by the proposal. Two of the six trees are City trees whereas the remaining four trees are private trees. The Report recommends that the four private trees be removed as they are either in poor health or are a constraint to the development (servicing) of the lots; the City trees are to be retained.

City staff have reviewed the recommendations of the Project Arborist and are comfortable with the removals subject to the posting of securities (i.e., \$12,000) for eight replacement trees as required by the Tree Management Bylaw in addition to the receipt of a letter of understanding from the neighbour to the south of the property for the removal of shared Tree #3914. Appendix F includes an illustration of the proposed planting plan which will be further reviewed upon receipt of an application for a Tree Management Permit (TMP), likely to accompany a future request for demolition of the existing dwelling.

### **Public Information Meeting and Public Feedback**

The applicant held a public information meeting (PIM) on April 2, 2019, at the White Rock Library (15342 Buena Vista Avenue). Ninety-five letters were circulated notifying owners within 100 metres of the subject property of the rezoning proposal. The meeting was also advertised in

consecutive publications of the Peace Arch News in advance of the PIM. Appendix G to this report includes the PIM summary provided by the applicant, including with the PIM sign-in sheet and completed comment forms that were shared with the applicant.

### **Planning Review**

Issues of concern presented in Appendix G pertain to traffic, on-street parking, impacts to the “large lot” character of the neighbourhood, housing affordability, and developer profit. Generally, the proposal is not of a scale that would necessitate a review of traffic impacts as it would, if approved, result in one new dwelling. The separation of the access from the intersection of Malabar Avenue with Phoenix Street, noted above, will also help ensure safe separation distances between vehicles leaving/entering the property and those making turning movements at the intersection. The two lots, as ultimately intended, would be sufficiently sized to accommodate the off-street parking requirements of the zoning bylaw; no relief from these parking requirements are sought in this rezoning application, therefore impacts to on-street parking supply are not anticipated.

While single detached dwellings tend to be less affordable than multi-family units (e.g., townhomes, or stratified apartment units), increasing the supply of smaller-scaled detached housing within established neighbourhoods can be an effective way to enable a modest degree of affordability in the area. As noted, the OCP is supportive of efforts to accommodate “gentle infill” as a means of supporting housing choice and affordability in Mature Neighbourhoods (Objective 8.8).

The Plan also establishes thresholds for the control of form and character matters when subdivision would result in lots having frontage of less than 12.1 metres, recognized as “intensive residential development.” In this case, while the two lots will have frontage less than that of nearby properties, which tend to have frontage of between 18 and 20 metres, the proposed 14.1 metres of frontage per lot does not require that the proponent obtain a development permit through which the City’s Mature Neighbourhood Development Permit Area (DPA) Guidelines could be applied. While the proposal is not subject to a development permit, City staff have provided the related DPA Guidelines to the applicant in an effort to encourage a future home design that is sympathetic to that of adjacent development. As noted, the RS-4 Zone sought by this rezoning application does not enable greater building height (maximum 7.7 metres) or density (0.5 times the area of the lot) from what is permitted in the existing RS-1 Zone.

### **FINANCIAL IMPLICATIONS**

The rezoning, if approved, will not result in any additional costs to the City. Development cost charges will be sought through the subdivision process.

### **LEGAL IMPLICATIONS**

Not applicable.

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

Not applicable.

### **INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS**

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

### **CLIMATE CHANGE IMPLICATIONS**

The application will enable a modest increase in density consistent with the aspiration of the ‘Mature Neighbourhood’ OCP land use designation, thereby lessening the demand for outward sprawl otherwise necessary to accommodate growth.

### **ALIGNMENT WITH STRATEGIC PRIORITIES**

The proposal is generally aligned with the Corporate Vision established as part of Council’s Strategic Priorities, particularly with respect to protecting the environment, and supporting a community where people can live, work and play in an enjoyable atmosphere.

A review of the Zoning Bylaw including single family homes is currently on Council’s 2018-2022 Strategic Priorities, and is scheduled for December 2021. This priority and scheduling may change with Council’s pending review of the Strategic Priorities.

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

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 (RS-4 – 14234 Malabar Avenue) Bylaw, 2020, No. 2361*” as presented, authorize staff to schedule a Public Hearing, direct staff to resolve engineering issues, direct staff to work with the applicant regarding matters of dwelling design, tree management, sediment control, and demolition of existing structures prior to final adoption of the bylaw;
2. Reject “*White Rock Zoning Bylaw, 2012, No. 2000, Amendment (RS-4 – 14234 Malabar Avenue) Bylaw, 2020, No. 2361*”; or
3. Defer consideration of “*White Rock Zoning Bylaw, 2012, No. 2000, Amendment (RS-4 – 14234 Malabar Avenue) Bylaw, 2020, No. 2361* and refer the application to staff to address any issues identified by Council.

Staff recommend Option 1.

### **CONCLUSION**

The City of White Rock has received an application to rezone 14234 Malabar Avenue from ‘RS-1 One Unit Residential Zone’ to ‘RS-4 One Unit (12.1 m lot width) Residential Zone’ in order to allow the subdivision of the property into two lots. The proposal is consistent with the objectives and policies of the ‘Mature Neighbourhood’ OCP land use designation. Given the proposed lot widths of the new lots would be only 0.9 metres (2.9 feet) less than the minimum in the existing zoning, staff recommend Council give first and second readings and authorize staff to schedule a Public Hearing for this application.

Respectfully submitted,



Carl Isaak, MCIP, RPP.

Director of Planning and Development Services

**Comments from the Chief Administrative Officer**

I concur with the recommendations of this corporate report.

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

Guillermo Ferrero

Chief Administrative Officer

Appendix A: Draft Zoning Amendment Bylaw No. 2361

Appendix B: Location and Ortho Photo Maps

Appendix C: Riparian Areas Regulation Zones of Sensitivity and SPEA

Appendix D: Preliminary Subdivision Plan

Appendix E: Conceptual Site Plan

Appendix F: Preliminary Planting Plan

Appendix G: Public Information Meeting Summary and Comment Sheets

**APPENDIX A**

**Draft Zoning Amendment Bylaw No. 2361**

**The Corporation of the  
CITY OF WHITE ROCK  
BYLAW 2361**



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

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

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

Lot B, Plan NWP20207, Part NE1/4, Section 9, Township 1, New Westminster  
Land District  
PID: 008-693-781

as shown on Schedule "1" attached hereto from the 'RS-1 One Unit Residential Zone' to the 'RS-4 One Unit (12.1m Lot Width) Residential Zone'.

2. This Bylaw may be cited for all purposes as the "White Rock Zoning Bylaw 2012, No. 2000, Amendment (RS-4 – 14234 Malabar Avenue) Bylaw, 2020, No. 2361".

PUBLIC INFORMATION MEETING on the	2 <sup>nd</sup>	day of	April, 2019
RECEIVED FIRST READING on the		day of	
RECEIVED SECOND READING on the		day of	
PUBLIC HEARING held on the		day of	
RECEIVED THIRD READING on the		day of	
RECONSIDERED AND FINALLY ADOPTED on the		day of	

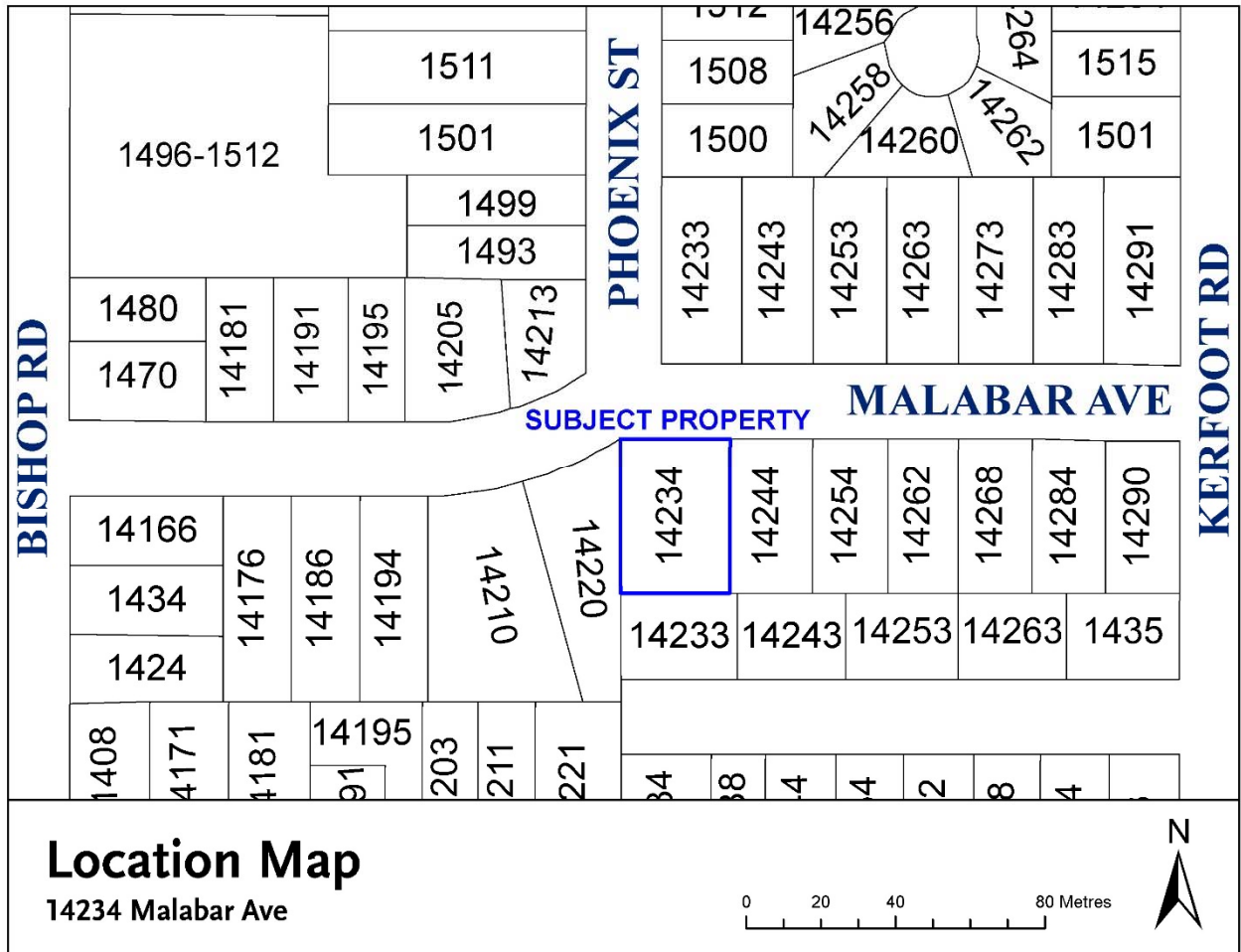
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Mayor

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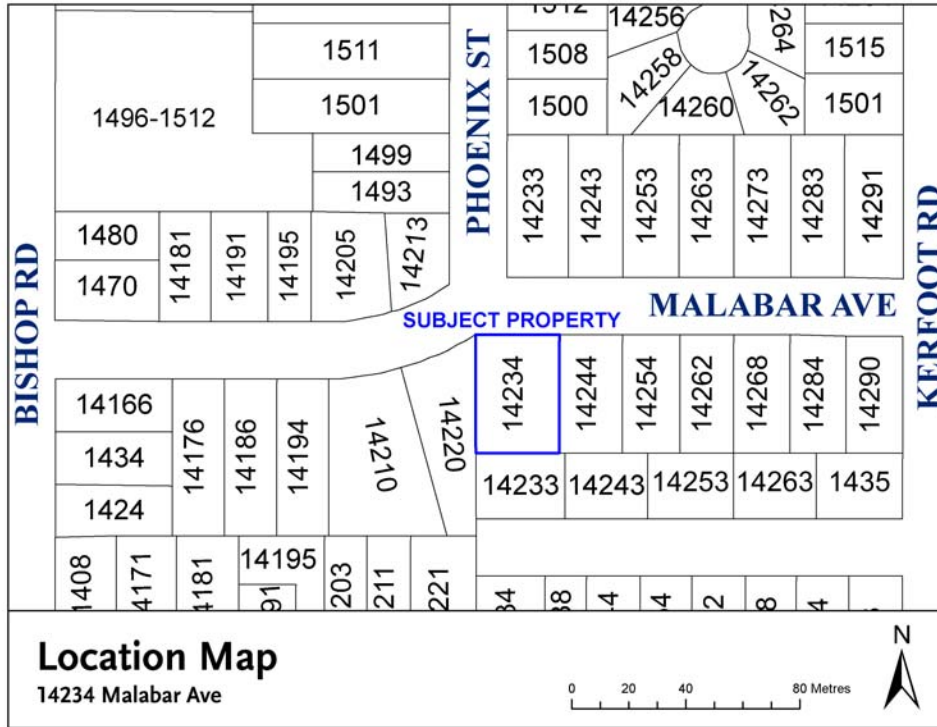
Director of Corporate Administration

Schedule “1”



## APPENDIX B

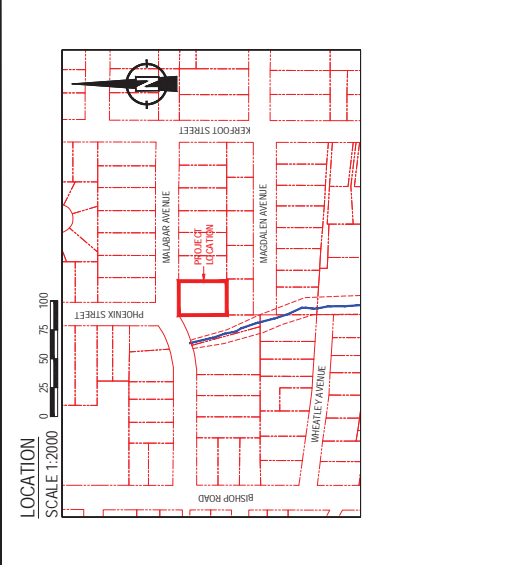
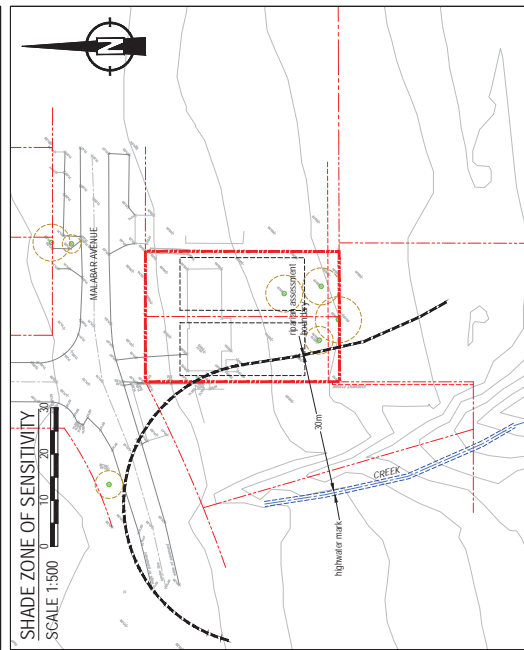
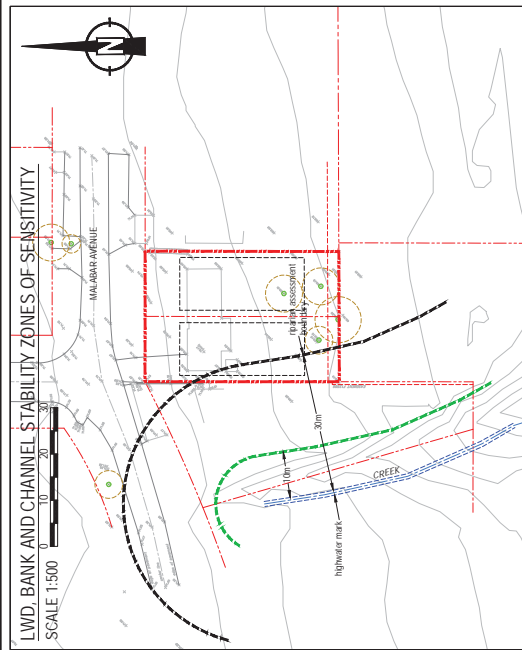
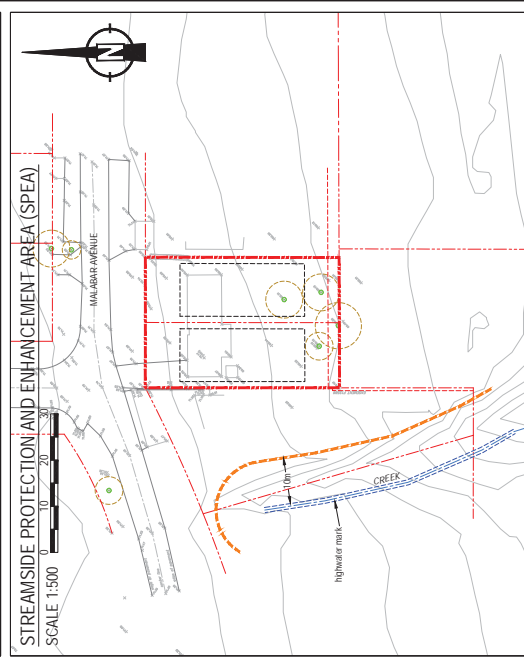
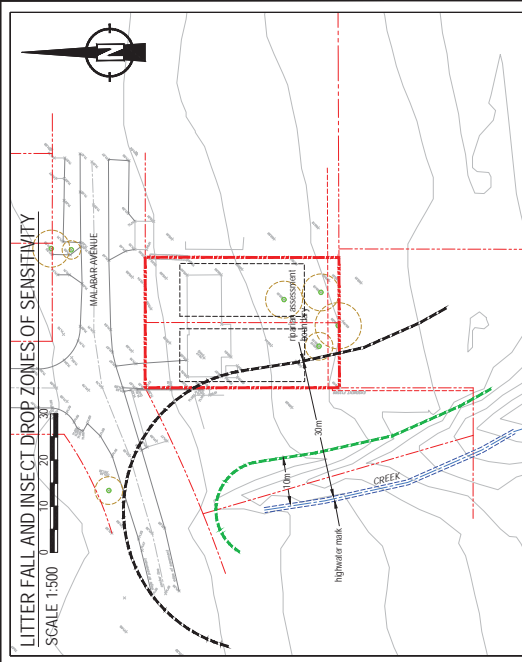
### Location and Ortho Photo Maps



**APPENDIX C**

**Riparian Areas Regulation Zones of Sensitivity and SPEA**





PROJECT		DATE	REVISION	DATE
RIPARIAN AREA REGULATION ZONES OF SENSITIVITY AND STREAMSIDE PROTECTION AND ENHANCEMENT AREA		CEV	IWW	00
DRAWN BY		AS SHOWN	DRAWING NUMBER	1973-05-01
CHECKED BY				
DATE		December 11, 2018		

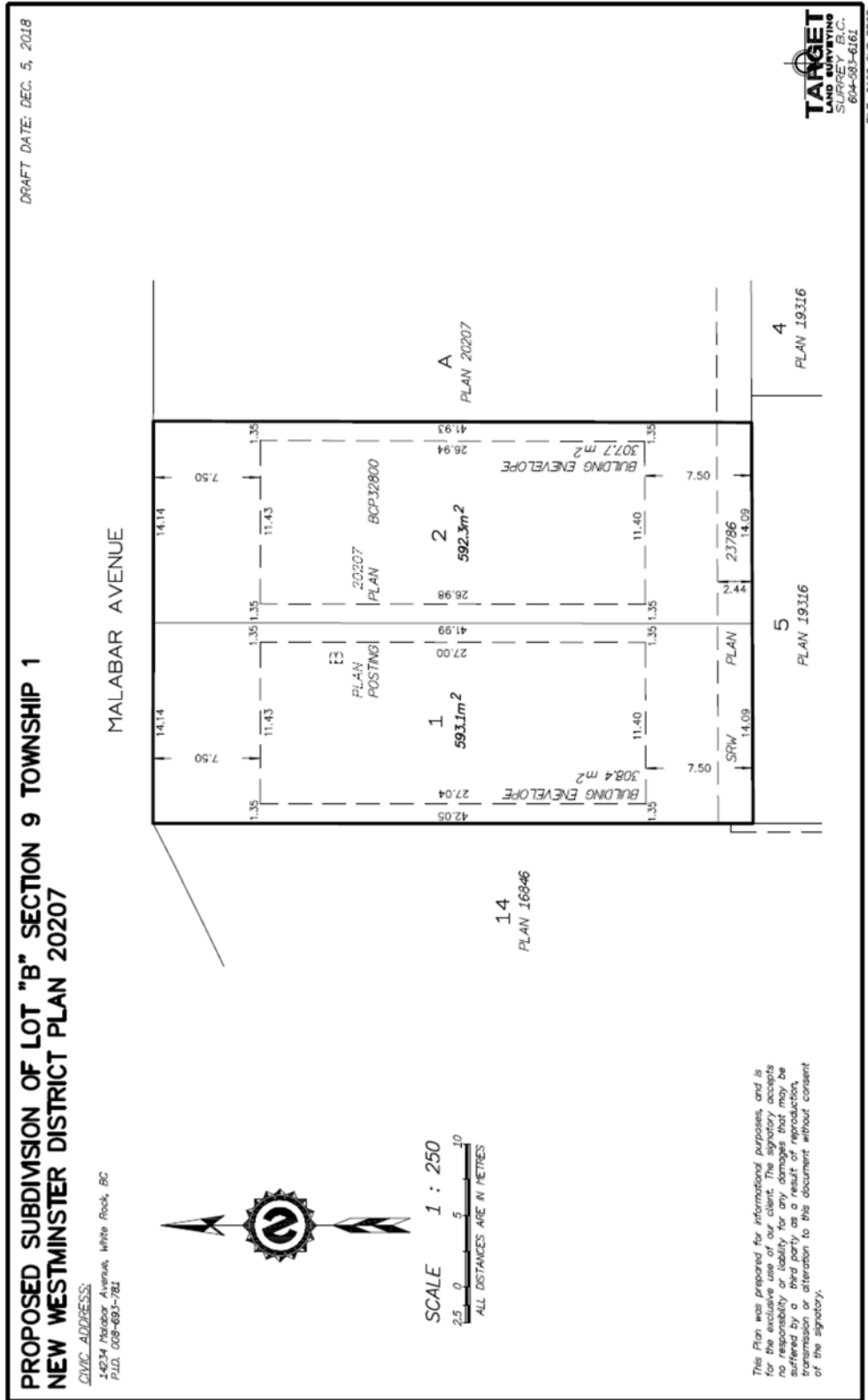
**envirowest consultants inc.**  
 Suite 101 - 1515 Broadway Street  
 Port Coquitlam, British Columbia  
 Canada V3C 6M2  
 office: 604-944-0502  
 facsimile: 604-944-0507  
 www.envirowest.ca

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 14234 MALABAR AVENUE  
 White Rock, BC

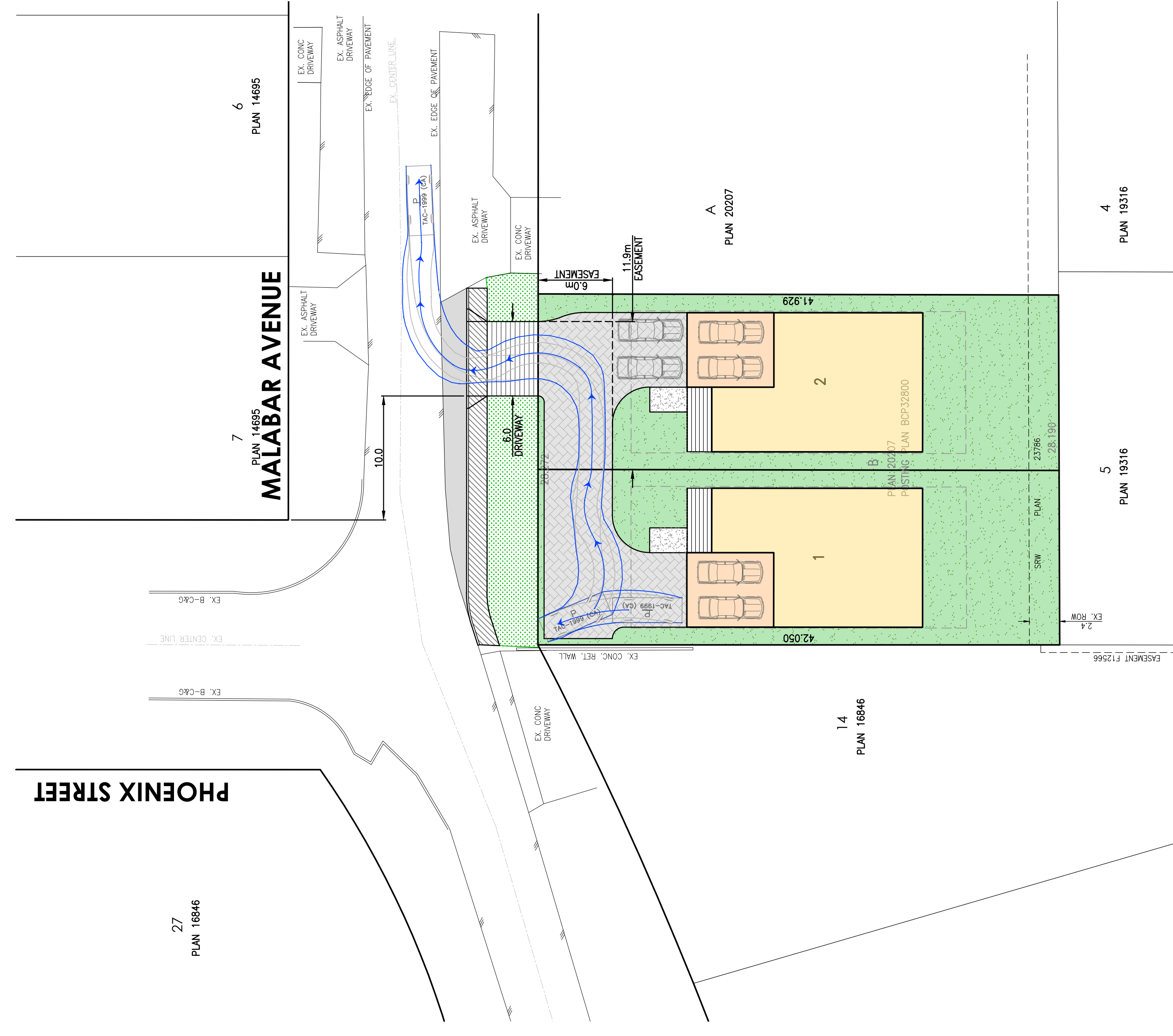
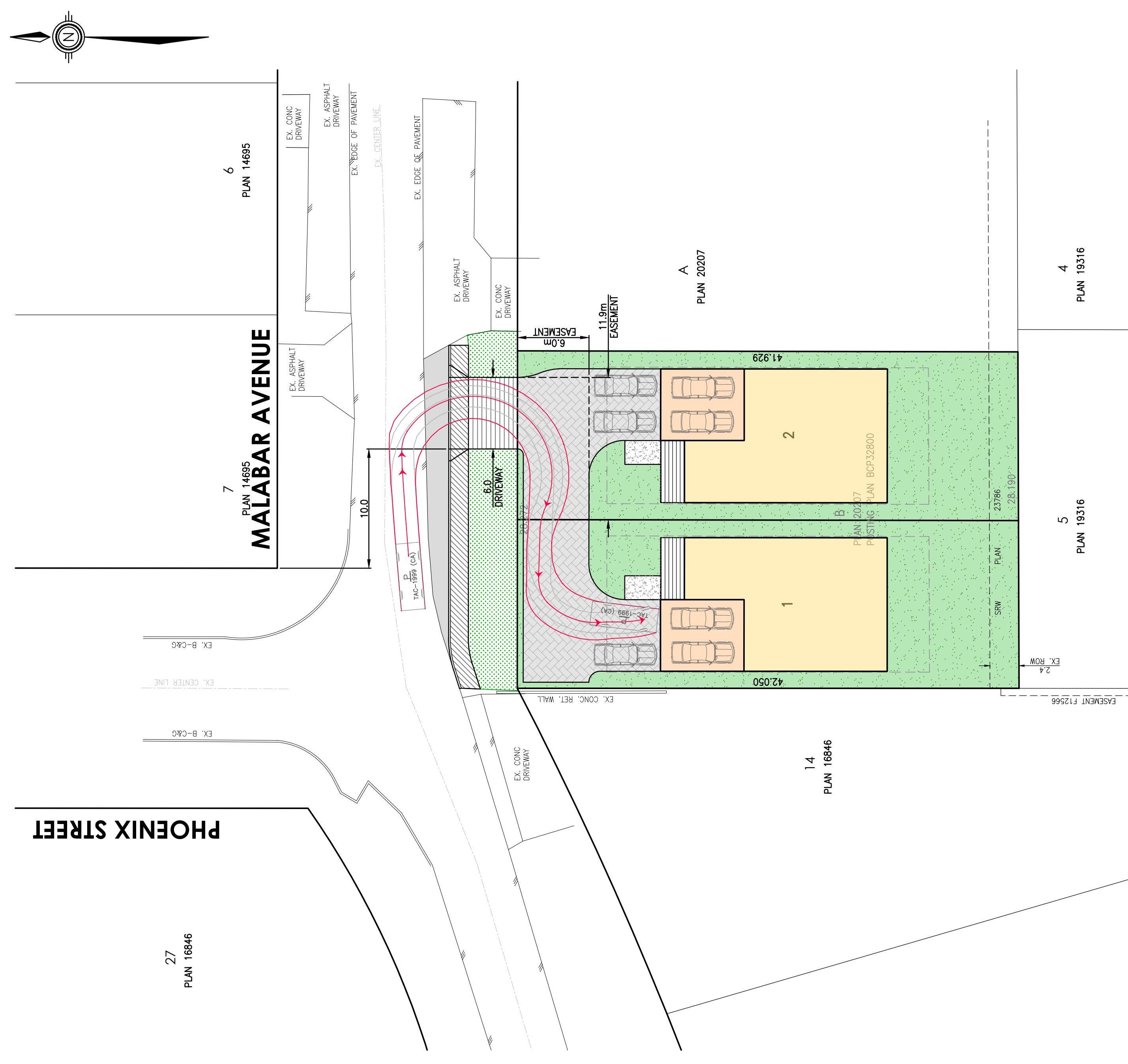
- REFERENCE DRAWINGS
1. Email: 9108-SUB-PROP.dwg, Received December 05, 2018, Kirpa Gartha.
  2. File No. 9108-SITE - Geographic Site Plan of Lot 18 - Section 9 Township 11 New Westminster District Plan 22207 - September 18, 2018, Target Land Surveying.
  3. 2016 Census from City of White Rock.
  4. 2016 Legal Base from City of White Rock.

## APPENDIX D

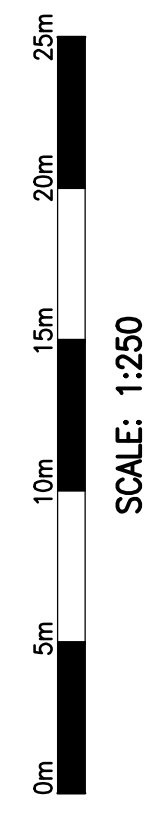
### Preliminary Subdivision Plan



**APPENDIX E**  
**Conceptual Site Plan**



**PRELIMINARY  
FOR DISCUSSION PURPOSES**



BENCHMARK		LEGAL		REVISIONS / SUBMISSIONS		DATE		CLIENT		ENGINEER-OF-RECORD		PROJECT NAME		ENGINEER'S SEAL		CITY OF WHITE ROCK			
ALL ELEVATIONS ARE GEODETIC AND REFER TO SURVEY MONUMENT NUMBER: 88H3855		LOCATED AT: BLACKBURN AVE & BISHOP RD AND HAVING ELEVATION OF: 74.633m						LAKEFIELD PROPERTIES INC. PHONE: 604-725-2555		 CENTRAS Engineering Ltd CROYDON BUSINESS CENTRE #216-2630 CROYDON DRIVE SURREY, BC V3S 6T3 PH: 604-792-8927 EMAIL: info@centras.co		PROPOSED RESIDENTIAL DEVELOPMENT				DESIGN: CEL DRAWN: CEL CHECKED: CEL ENGINEER: CEL		CITY OF WHITE ROCK <b>CONCEPTUAL SITE PLAN</b> DRAWING NUMBER: <b>18067</b> HOR. SCALE: 1:250 VER. SCALE: 1:250	
												14234 - MALABAR AVENUE WHITE ROCK, BC		September 11, 2020		DESTROY ALL PRINTS BEARING PREVIOUS REVISION NUMBER 0			

**APPENDIX F**  
**Preliminary Planting Plan**

**MIKE FADUM AND ASSOCIATES LTD. VEGETATION CONSULTANTS**

#105, 8277 129 St.  
Surrey, British Columbia  
V3W 0A6  
Ph: (778) 593-0300  
Fax: (778) 593-0302  
Email: mfadum@fadum.ca

CLIENT

FILE NO.

PROJECT TITLE  
**TREE PRESERVATION AND PROTECTION PLAN**

14234 MALABAR AVENUE  
WHITE ROCK, B.C.

REVISIONS:

NO.	DATE	BY	REVISION
1	AUG31/20	MK	CIVIL PLAN
2	SEPT18/20	MK	SUBDIVISION PLAN

NOTE: NON BY-LAW TREES HAVE BEEN REMOVED FROM THE PLANS

NOTE: TREE PROTECTION FENCING SHALL BE CONSTRUCTED TO MUNICIPAL STANDARDS. REASSESS TREES WITH LOT GRADING PLANS.

NOTE: REPLACEMENT TREES SHALL CONFORM TO CNLA LANDSCAPE STANDARDS. SPECIES AND LOCATIONS TO BE DETERMINED AT LANDSCAPE STAGE. REPLACEMENT TREES TO BE MIN. 3m FROM FOUNDATIONS AND MIN. 1m FROM PROPERTY LINES.

SHEET TITLE

**T2 - TREE PROTECTION AND PRESERVATION PLAN**

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DRAWN

MK

SCALE

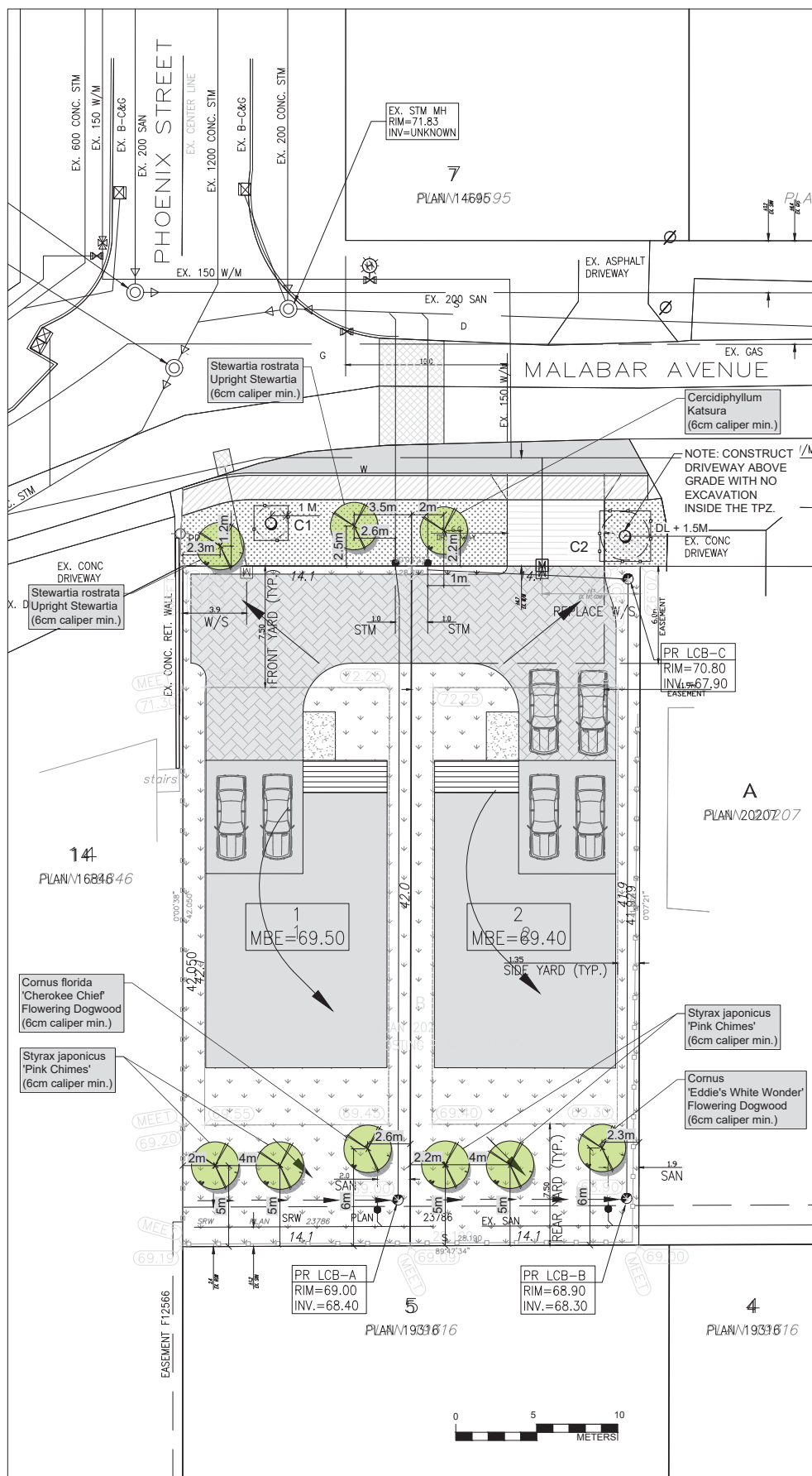
AS SHOWN

DATE

DECEMBER 4, 2018

**T-2**

SHEET 2 OF 2



**LEGEND**

- TREE TO BE RETAINED
- MINIMUM NO DISTURBANCE ZONE
- TREE PROTECTION FENCING
- DECIDUOUS REPLACEMENT TREE (6 CM. DIA. MINIMUM)

**APPENDIX G**

**Public Information Meeting Summary and Comment Sheets**

This report is for the Planning and Development Services at City of White Rock BC.

The purpose of this document is to summarize the Public Information Meeting held by Lakefield Properties Ltd the applicant on April 2<sup>nd</sup> 2019. The intent of the meeting was to share a minor development proposal regarding 14234 Malabar Ave with the public, answer questions, gain feedback and listen to potential concerns.

The meeting was held at White Rock Library. The meeting was held as an open house. Poster boards highlighting both information about the developer and the specific development were displayed on the white board in front of the room. The information that was provided consisted of site description; site plans showing statistics including existing and proposed zoning/density; proposed design (elevations, landscape treatment); and any other information deemed necessary by staff

**Some concerns that were raised:**

- Will de-value the neighbourhood with two smaller 6000sqf homes
- 2-6000sqf lots wont fit into the current neighbourhood
- View corridor will be blocked if two homes are constructed

**Some positive feedback:**

- Will boost the character of the neighbourhood with 2 newly built homes
- Will Remove the current broken down yellow home, and replace with newer homes.
- Having 2-6000sqf lots is better than having one mega mansion built on property



To further breakdown the voters at the White Rock library on April 2<sup>nd</sup> in favour and opposed. The atmosphere in the crowd, dictated that half were against the development and the other half were pro development.

The comment forms were provided by the City of White Rock. The forms asked if people were supportive, non-supportive, or undecided on the project as proposed. Space below you will see some written responses provided by Planner at City of White Rock.

**Feedback from Public Information Meeting**  
Rezoning, Subdivision and Minor Development, File No. 19-005  
14234 Malabar Avenue

Tuesday April 2, 2019

1. Please provide your name and address. (please print clearly)

Name: LILLIAN BAER  
Address: 11510 Blackburn Cres White Rock V4B 3A4

2. Do you agree with the proposed development application?

Yes  No  Undecided

Please comment.

Cannot agree with a developer splitting  
the lot into 2 narrow, steep lots  
where the houses would not fit  
into the style of homes in the area.  
The detriment to devalue neighboring  
new homes by cutting the large lot  
could not sit precedent of subdividing  
that does not conform to the zoning.

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

Carl Isaak  
Planner  
City of White Rock  
604-541-2293  
cisaak@whiterockcity.ca

Kirpa Garcha  
Agent / Applicant for  
(1169597 BC LTD)  
604-762-8834

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

Tuesday April 2, 2019

1. Please provide your name and address. (please print clearly)

Name: ROY BAER

Address: 14510 BLACKBURN CRE

2. Do you agree with the proposed development application?

Yes  No  Undecided

Please comment.

DOES NOT CONFORM TO THE SURROUNDING  
AREA

**Feedback from Public Information Meeting**  
Rezoning, Subdivision and Minor Development, File No. 19-005  
14234 Malabar Avenue

Tuesday April 2, 2019

1. Please provide your name and address. (please print clearly)

Name: Tim and Carol Ratzlaff

Address: 14205 Malabar Ave, White Rock, BC

2. Do you agree with the proposed development application?

Yes  No  Undecided

Please comment.

We agree with the proposed development and hope to be able to do the same.  
Times are changing and the market and mindset have moved away from mega homes.  
The coming generations do not have the time or budget to maintain the large  
Homes that have been going up in previous years, and the new tax laws are slowing down foreign  
Buyers. If we want to be able to retire in the neighborhoods we've come to love, we need to plan for  
More affordable and sustainable housing in the coming years. This is a great option if the lot can  
Accommodate it.

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

Carl Isaak  
Planner  
City of White Rock  
604-541-2293  
[cisaak@whiterockcity.ca](mailto:cisaak@whiterockcity.ca)

Kirpa Garcha  
Agent / Applicant for  
(1189597 BC LTD)  
604-762-8834

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**PUBLIC INFORMATION MEETING**  
**TUESDAY APRIL 2, 2019**  
**14234 MALABAR AVENUE - REZONING, SUBDIVISION AND MINOR DEVELOPMENT, FILE NO. 19-005**  
**WHITE ROCK LIBRARY (Upstairs Meeting Room) - 15342 BUENA VISTA AVENUE**

	NAME (PLEASE PRINT)	ADDRESS	POSTAL CODE
1.	Gary Sherman	14283 Malabar Ave WR	V4B2Y5
2.	ROSE EHERST	1434 Bishop Es.	V4B 3K5.
3.	Allen Jean Bird	14254 Malabar Ave.	V4B 2Y3
4.	Stephan Bird	14290 Malabar Ave	V4B 2Y3
5.	Chris & Leslie Ann Hems	14191 Malabar Ave	V4B 2Y4
6.	ROY & WILLIAM BAER	14610 BLACKBURN CRT	V4B-3A4
7.			
8.			
9.			
10.			
11.			
12.			
13.			
14.			
15.			
16.			

**Feedback from Public Information Meeting**  
**Rezoning, Subdivision and Minor Development, File No. 19-005**  
**14234 Malabar Avenue**

Tuesday April 2, 2019

1. Please provide your name and address. (please print clearly)

Name: Allen + Sean Bird

Address: 14254 Malabar Avenue White Rock

2. Do you agree with the proposed development application?  
Yes  No  Undecided

Please comment.

- built our home at 14254 Malabar 33 years ago... enjoy living here and especially value the feel of our neighborhood with 'large sized lots'
- We hope you will not allow our neighborhood to be ruined by agreeing with the developer who wants to profit personally by rezoning.
- We know, for a fact, that if you allow this first one others are planning to apply for rezoning.
- increased density = increased traffic and on street parking and both are a concern for ourselves and our neighbors.
- Malabar is already a very busy street because of the increased density that was allowed on Bishop Road by the previous council.

- Please leave our street zoned RS-1... We do not want the proposed RS-4...

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

Carl Isaak  
Planner  
City of White Rock  
604-541-2293  
[cisaak@whiterockcity.ca](mailto:cisaak@whiterockcity.ca)

Kirpa Garcha  
Agent / Applicant for  
(1169597 BC LTD)  
604-762-8834

Thank you for  
considering our  
concerns...

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**Feedback from Public Information Meeting**  
**Rezoning, Subdivision and Minor Development, File No. 19-005**  
**14234 Malabar Avenue**

Tuesday April 2, 2019

1. Please provide your name and address. (please print clearly)

Name: LILLIAN BAER

Address: 11510 Blackburn Cres. White Rock V4B 3A4

2. Do you agree with the proposed development application?

Yes

No

Undecided

Please comment.

Cannot agree with a developer splitting  
the lot into 2 narrow, deep lots  
where the houses would not fit  
into the style of homes in the area.  
The detriment to devalue neighboring  
new homes by cutting the large lot  
could not at precedent of subdividing  
that does not conform to the zoning.

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**Feedback from Public Information Meeting**  
**Rezoning, Subdivision and Minor Development, File No. 19-005**  
**14234 Malabar Avenue**

Tuesday April 2, 2019

1. Please provide your name and address. (please print clearly)

Name: ROY BAER

Address: 17510 BLACKBURN CRE

2. Do you agree with the proposed development application?

Yes       No       Undecided

Please comment.

DOES NOT CONFORM TO THE SURROUNDING  
AREA

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

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Feedback from Public Information Meeting  
Rezoning, Subdivision and Minor Development, File No. 19-005  
14234 Malabar Avenue

Tuesday April 2, 2019

1. Please provide your name and address. (please print clearly)

Name: Chris & Leslie Ann Hebb

Address: 14191 Malabar Avenue White Rock

2. Do you agree with the proposed development application?

Yes  No  Undecided

Please comment.

We appreciated the opportunity to attend the meeting, listen to the property owner behind the application, learn from city staff and hear the viewpoints of other neighbours. Being at the meeting has solidified our

opposition to ~~the~~ (1) We do not believe that dividing this lot into two parcels will result in housing that is consistent with the character of our neighbourhood.

(2) We are concerned about the ability of our street to handle increased traffic especially parking (3) We do not think this will truly address the issue of housing affordability. (4) If the property had a lane access for

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

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cisaak@whiterockcity.ca

Kirpa Garcha  
Agent / Applicant for  
(1169597 BC LTD)  
604-762-8834

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RECEIVED

APR 09 2019

THE CORPORATION OF THE  
CITY OF WHITE ROCK

Page 263 of 266

garages and we had a firm proposal for the housing planned we would be more open to considering the suitability of the proposal for the area.

**Feedback from, Public Information Meeting**  
**Rezoning, Subdivision and Minor Development, File No. 19-005**

**14234 Malabar Avenue**

Tuesday April 2, 2019

Name: Greg Sherman

Address: 14283 Malabar Ave, White Rock

I DO NOT AGREE with the proposed development application.

I have been a home owner and resident on Malabar Ave for over 11 years. Our family's decision to move there was largely based on proximity to the ocean, ocean view and lot size. Most lots on these 2 blocks of Malabar are 10,000+ sf with 50ft+ frontages. These lots sizes are actually quite unique in the City of White Rock and by comparison, a contrast to average lot widths of 33 ft in east White Rock.

One day after moving into our home 11 year years ago, we were approached by a gentleman carrying a petition to stop a lot width variance permit and subdivision on the very lot we are discussing today. I signed the petition as did over 20 of my neighbours - the lone exception turned out to be the developer's daughter. The application was rejected a few weeks later by City Council.

From the owners' agents comments at the Public Information meeting it was apparent that the only motivation for this Application is to make a bigger profit. Obviously there is more money to be made from two lots vs. one by virtue of the increased buildable square footage it allows. It is why developers continually seek to raise density restrictions, whether splitting up a SF lot or increasing buildable sq footage in a multi-unit high-rise. I recognize the relatively new RS-4 zoning has merit however splitting up lots is clearly not consistent with the character or the charm of *this* unique street and immediate area. There are however plenty of places in White Rock and other areas of the Peninsula where smaller and more affordable lots, far more suited for the demand that exist, can be found for this purpose.

I also completely reject the agent's suggestion that subdividing would help bring in more taxes and that more affordable housing in this area is what the market is asking for. While increased densification does indeed bring a larger tax base, with some 1,200+ condo units already approved for, or presently under, construction in the City Of White Rock, adding one more clearly does not move the needle. Even a subdivided lot in this area would go for near \$1 Million –clearly not within the scope, nor intent of virtually all affordable housing legislation. Finally, there are a total of only two other lots in the immediate area that could even be considered for RF-4 zoning. Any proposed subdivision and, it follows, shrinking home frontages this dramatic would surely stand out for all the wrong reasons.

To conclude, I fully support a free economy with minimal regulations. There is however a reason that minimum lot sizes were established several years ago and have been deemed reasonable since. It is in part to preserve the areas value, but more so to preserve its unique character and aesthetics for those that call this area home. For the reasons I've now stated, and to echo my neighbours' resounding message of 11 years ago, I urge you to reject this application.



**Feedback from Public Information Meeting**  
**Rezoning, Subdivision and Minor Development, File No. 19-005**  
**14234 Malabar Avenue**

Tuesday April 2, 2019

1. Please provide your name and address. (please print clearly)

Name: COLIN MC BRIDE

Address: 14273 MALABAR AVE WHITE ROCK

2. Do you agree with the proposed development application?

Yes  No  Undecided

Please comment.

THE CHARACTER AND DENSITY OF NEIGHBOURHOOD  
WILL BE NEGATIVELY AFFECTED!  
MORE TRAFFIC, CRAMPED HOUSING AMONG LARGE  
MULTI MILLION DOLLAR HOMES  
BAD APPEARANCE - MORE VEHICLES IN SMALLER LOT  
SIZE. SICK

Colin McBride

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

Carl Isaak  
Planner  
City of White Rock  
604-541-2293  
[cisaak@whiterockcity.ca](mailto:cisaak@whiterockcity.ca)

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**Feedback from Public Information Meeting**  
**Rezoning, Subdivision and Minor Development, File No. 19-005**  
**14234 Malabar Avenue**

Tuesday April 2, 2019

1. Please provide your name and address. (please print clearly)

Name: Pamela Kinloch

Address: 14273 Malabar Ave, White Rock

2. Do you agree with the proposed development application?

Yes  No  Undecided

Please comment.

It will negatively impact  
character of neighbourhood.

April 15 / 19  
PK Kinloch

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

Carl Isaak  
Planner  
City of White Rock  
604-541-2293  
[cisaak@whiterockcity.ca](mailto:cisaak@whiterockcity.ca)

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**ITEM 5 ON TABLE SUBMISSIONS:**

1464 Vidal Street	G. Blonski, Aibc
1441 Vidal Street	K. Maust, Weststone Group
1441 Vidal Street	S. and N. Saunders
1441 Vidal Street	J. Xu
14401 Sunset Drive	M. and L. Carlson
15053 Marine Drive	C. Grzywacz, Seed & Stone
15704 North Buff Road	South Surrey & White Rock Chamber of Commerce
Active Rezoning Application (all) re: affordable housing	A. Milford

**ITEM 6 ON TABLE SUBMISSIONS:**

Letter of Intent - Barnett Dembeck Architects Inc.  
  
Letter from Vanhome Properties Inc.

**Note:** Items in yellow added to on table package since it was distributed on Friday.



Gerry Blonski

architect a.i.b.c.

Suite 1A - 12468 - 82nd Ave., Surrey, B.C. V3W 3E9 Bus.: (604) 572-3608 Fax: (604) 572-3760 Email: gerry@gerryblonskiarchitect.com

October 19, 2020

ON TABLE  
LUPC - OCT 26, 2020  
ITEM 5

13 Suite Condominium  
1464 Vidal Street  
White Rock, B.C.

Council Initial Information Report White Rock File No. 16-010 – 1464 Vidal Street.

1. Property Upgrade

The existing building is the anomaly on Vidal Street. It was constructed as a duplex and is the last remaining low density building in the block. Its immediate neighbors on the East side are 3 storeys. Across the street on the West side 1501 Vidal St. there is the 12 storey, 88 suite Beverley condominium and a 6-storey apartment building with 129 residential rental units at 1441, 1443-1445, and 1465 Vidal Street that is in the Development Permit stage.

The proposed project at 1464 Vidal Street will be commensurate with the height and density of the existing neighborhood and the trend for new developments.

2. 1464 Vidal Street improvements

This project will improve Vidal Street by dedicating 2 M of frontage to widen and improve Vidal Street. New paving, sidewalk, curb and gutter, street lighting and boulevard landscaping to City standards will be part of the project.

3. Public Information Meeting held August 27, 2020

The majority of questions were concerned with features of the building, compliance with City standards, the concerns for traffic and on-street parking on Vidal St and Thrift Avenue.

The building will comply with ALL the zoning and Building Code requirements regarding, siting, size, parking, loading, construction, fire, life, safety and disabled requirements. NO relaxations are requested.

There was no opposition from the immediate neighbours on Vidal Street or on Blackwood Street. Immediately East of this project.

4. We have worked with City staff to review all the ADP comments of a previous application by a previous owner and incorporated current staff comments for this application.

Gerry Blonski, aibc

## PROJECT RATIONALE

14937 THRIFT AVENUE, 1441, 1443-1445, AND 1465 VIDAL STREET

WS VIDAL PROPERTIES LP

October 15, 2020

## DELIVERING ON THE OFFICIAL COMMUNITY PLAN

WS Vidal Properties LP, in collaboration with Keystone Architecture, has submitted an application to the City of White Rock to redevelop the properties at 14937 Thrift Avenue, 1441, 1443-1445, and 1465 Vidal Street. The proposal seeks to deliver on the priorities identified in the *City of White Rock's Official Community Plan*, including the growing and well documented need for *secured rental housing* with a particular focus on *enhancing housing choices for families and seniors*.

## ENHANCING HIGH QUALITY, SECURE HOUSING CHOICES

WS Vidal Properties LP is proposing to bring *129 secured market rental homes* to the community, while also respecting the existing neighbourhood *character and context*. The *West Coast modern style*, ground oriented building form, landscape treatment, stone, wood and glass material elements have been designed to blend in with the existing neighbourhood character. Through this application, WS Vidal Properties LP is committed to developing a *high quality* housing project and is exploring the use of *innovative building techniques* and *noncombustible materials* to deliver an attractive building that will serve the community for the *long term*.

## THOUGHTFUL BUILDING DESIGN

While the *Official Community Plan* allows building heights up to 12 storeys on the subject site, WS Vidal Properties LP are proposing a 6-storey building (4-storeys at the northern end, adjacent to The Beverley, due to the site's significant slope). The decision regarding the building *massing and height* has been carefully considered to *mitigate potential impacts* on neighbouring properties, in particular, The Beverley. To *preserve existing view corridors*, the building form is stepped back along Thrift to follow the sloped grading of the site and *minimize the impact of the building* on the street, as well as our neighbours to the north with a reduced elevation of 4-storeys. It is recognized that no project comes without impact; however, the building has *been carefully designed* to be *sensitive* to its surroundings, while also *expanding housing choices* for existing and future residents.



Above: West elevation showing the proposed building in context with the streetscape. While the overall building height is 6-storeys, due to the contour of the site, the height presents as 4-storeys south of The Beverley building.

## VEHICLE PARKING & ELECTRIC CHARGING STATIONS

The proposal features 194 vehicle parking spaces. The application that has been submitted to the City of White Rock includes 19 parking spaces for electric vehicles, however, in response to community input, WS Vidal Properties LP has committed to equipping *100% of the vehicle parking spaces* in this development with *electric vehicle charging infrastructure*. The number of parking spaces proposed is a result of careful design provisions to the building form to *maximize tree retention* on the site. As a result, a slight parking variance (1.10% reduction) is being sought in order to preserve the existing trees along the site's boundary.

## ENCOURAGING NEW & AFFORDABLE ALTERNATIVES TO VEHICLE OWNERSHIP

The proposed parking supply is expected to be sufficient in accommodating the parking demand based on the Institute of Transportation Engineers parking generation rate, given the proposed tenure. Recognizing that existing vehicle traffic is a concern for local residents, the project has been designed to encourage the use of *multi-modal transportation* options, including existing transit routes, regional cycling routes and ride sharing services. Additionally, WS Vidal Properties LP is exploring opportunities to offer *car share* as part of this application. As *car share services* are not currently offered in White Rock, this project presents an opportunity to provide new and more affordable *transportation alternatives* to vehicle ownership.

## A COMMITMENT TO COMMUNITY ENGAGEMENT

For the past 26 years, WS Vidal Properties LP has developed a reputation for building *high quality* projects that have delivered *positive contributions* to communities throughout the *South Fraser Region*. With this project, WS Vidal Properties LP is committed to building *lasting relationships* through an open and transparent *consultation process*. WS Vidal Properties LP has formally reached out to our neighbours at The Beverley and remains committed to consulting and engaging with residents of The Beverley, other neighbours and local stakeholders throughout the process to listen, answer questions, and evolve and improve the proposal design in response to community input, where possible. If permitted to proceed, the project will support the City of White Rock to achieve their *housing goals* through the creation of new *secured market rental* housing supply, while also ensuring that White Rock remains an *inclusive community* with a *diverse housing mix* to suit the needs of the local residents.



**Kim Maust**

Vice President – Real Estate Development

Weststone Group

**From:** [Clerk's Office](#)  
**To:** [Debbie Johnstone](#)  
**Subject:** FW: Letters to Council - October 19th Zoning Amendment  
**Date:** Monday, October 26, 2020 1:12:54 PM

---

---

**From:** Sandy Chen <[sandyafi2013@gmail.com](mailto:sandyafi2013@gmail.com)>  
**Sent:** October 19, 2020 00:16  
**To:** Darryl Walker <[DWalker@whiterockcity.ca](mailto:DWalker@whiterockcity.ca)>; David Chesney <[DChesney@whiterockcity.ca](mailto:DChesney@whiterockcity.ca)>; Helen Fathers <[HFathers@whiterockcity.ca](mailto:HFathers@whiterockcity.ca)>; Erika Johanson <[EJohanson@whiterockcity.ca](mailto:EJohanson@whiterockcity.ca)>; Scott Kristjanson <[SKristjanson@whiterockcity.ca](mailto:SKristjanson@whiterockcity.ca)>; Anthony Manning <[AManning@whiterockcity.ca](mailto:AManning@whiterockcity.ca)>; Christopher Trevelyan <[CTrevelyan@whiterockcity.ca](mailto:CTrevelyan@whiterockcity.ca)>  
**Subject:** Letters to Council - October 19th Zoning Amendment

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

Dear White Rock Councillors,

From what I've seen so far at the Open House, I am in full support of the rezoning at 1441 Vidal Street. It should continue through the process and receive more opportunity for public consultation.

White Rock is a beautiful city with great schools, excellent amenities, access to the ocean, and many other wonderful assets. However, we do need better housing options. Many people working in our community—like teachers—make modest incomes. They still deserve quality housing. A big part of why so many families like mine choose to stay in White Rock is because of the excellent school system. We need to make sure there is adequate housing here to retain our teachers.

The project at 1441 Vidal Street will have 129 units, including 2- and 3-bedroom units for families. It's within close walking distance to all the shops on Johnston Road and at Semiahmoo shopping centre. It is only a ten minute walk to White Rock Elementary. This is exactly the kind of development we want in the centre of our city. It will provide benefits to the community, and should move forward in the process.

Thank you for your time.

Yours truly,

Sandy & Neil Saunders  
13951 Marine Drive, White Rock





**From:** [Clerk's Office](#)  
**To:** [Debbie Johnstone](#)  
**Subject:** FW: Zoning support for 1441 Vidal st  
**Date:** Monday, October 26, 2020 1:13:09 PM

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**From:** Jenny Xu <[jennyliuyingxu@gmail.com](mailto:jennyliuyingxu@gmail.com)>  
**Sent:** October 18, 2020 12:18  
**To:** Darryl Walker <[DWalker@whiterockcity.ca](mailto:DWalker@whiterockcity.ca)>; David Chesney <[DChesney@whiterockcity.ca](mailto:DChesney@whiterockcity.ca)>; Helen Fathers <[HFathers@whiterockcity.ca](mailto:HFathers@whiterockcity.ca)>; Erika Johanson <[EJohanson@whiterockcity.ca](mailto:EJohanson@whiterockcity.ca)>; Scott Kristjanson <[SKristjanson@whiterockcity.ca](mailto:SKristjanson@whiterockcity.ca)>; Anthony Manning <[AManning@whiterockcity.ca](mailto:AManning@whiterockcity.ca)>; Christopher Trevelyan <[CTrevelyan@whiterockcity.ca](mailto:CTrevelyan@whiterockcity.ca)>  
**Subject:** Zoning support for 1441 Vidal st

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

Dear Mayor Walker and City Council,

I am writing to you in support of a zoning amendment which you will be discussing at your next Council meeting on October 19<sup>th</sup>. It is at 1441 Vidal Street, near Thrift Avenue. The reason I support this project is because we need more quality rental housing in White Rock. People who grew up in White Rock and want to grow their careers and families are struggling to find living accommodations. Home prices continue to rise, and there are so few rental options, even for those earning good salaries.

New rental housing will allow working people to stay in White Rock and raise their families here. This proposal is of modest height (and actually shorter than the new condo building to the north) and fits with our community vision. I hope that you agree with me that young families in White Rock need new housing options. We do not want to force people out of their own city.

I appreciate the opportunity to share my opinions with the Council.

Sincerely,

Jenny Liuying Xu  
1011 Balsam St, White Rock, BC  
V4B 4J3

Marlon and Linda Carlson  
14401 Sunset Drive  
White Rock, BC V4B 2V6  
604-374-0101  
Email: [marlon.carlson@mac.com](mailto:marlon.carlson@mac.com)

October 7, 2020

City of White Rock  
Attention: Athena von Hausen  
Re: Summary of CD Rezone Application for 14401 Sunset Drive

Dear Athena,

This summary is intended to provide a quick and easy overview of the rationale for our application. Further detail is available in the accompanying presentation.

We are the owners and live at 14401 Sunset Drive. Our home was built in the early 1970's and we are only the second owners. We have lived here for almost 14 years and continue to thoroughly enjoy every day of our life in White Rock. Over the years much has changed in our lives as well as the City of White Rock. Our desire is to stay in this location while building to meet our needs and the increasing needs of the City.

We propose subdividing our existing single lot into two and building two new homes. Using the OCP we have designed homes that will allow us to grow older in our neighborhood, will preserve views for our neighbors and will fit in with the community character. Also, this development will add to the existing housing base while respecting and preserving the area that we know and love.

We meet almost all of the requirements for subdividing our property in our RS-1 zoned neighborhood. In the areas that we are short of the requirements, we believe we have compelling circumstances that support our proposal. While we are modestly short on the required square footage and depth of the lots, we are an irregular shaped lot and also have no direct neighbors beside us.

Perhaps most significantly, we have registered restrictive covenants on the property that were put in place by the original owner more than 45 years ago. While some covenants are out dated and moot, the most significant one is that we are restricted to building heights on the property. This height restriction on the covenant is substantially lower than what the City of White Rock allows. The homes in our proposal have been designed by fully respecting each of these covenants. We have good relationships with our neighbors and we have openly shared our application with them and shown that we are indeed properly complying with all of the covenants. As such the homes in our proposal actually calculate out to be a bit lower in height than the existing home. Additionally, we have designed the homes to conform to all the setbacks of the current RS-1 requirements.

Further depth can be found in the accompanying presentation. We ask for your support in what we believe will be a solid addition to our neighborhood and the City of White Rock. Thank you and we trust that this summary is helpful.

Yours truly,

Marlon and Linda Carlson

ON TABLE  
 LUPC - OCT 26, 2020  
 ITEM 5

## Transmittal2

To:	City of Whit Rock	Date:	October 16 <sup>th</sup> , 2020
Attention:	Planning and Development Services Mayor and Council	From:	Chris Grzywacz
Site Address:	15053 Marine Drive, White Rock, BC	Date Required:	N/A
Subject:	Zoning Amendments / Temporary Use Permit (for cannabis stores)	Total Pages:	5 Pages

Sheets/Items	File Reference	Description
2 Page	White Rock Letter to Mayor and Council	Letter to Mayor and Council
3 Pages	Community Engagement Petition	Community engagement Petition signed by residents & local businesses on Marine Drive

Remarks: Submittal to Mayor and Council. Seed and Stone request to for our application for cannabis retail be moved to the public hearing phase.

10/16/2020

TO: The Honorable Mayor and Council of White Rock  
FR: Vikram Sachdeva,

I, Vikram Sachdeva, on behalf of Seed & Stone, have entered an application to operate a nonmedical cannabis retail store at 15053 Marine Drive, White Rock, and is proud to have earned the support of the property owner to proceed with the rezoning application.

Seed & Stone wants to be part of the revitalization of retail row along Marine Drive, that has unfortunately experienced a steady decline in recent years. Our community-oriented approach to our business practices is rooted in a forward-thinking attitude. We plan to enhance the popular community space with our stylish, modern, elegant retail design. Seed & Stone is about integrating our business into the community with harmony and making sure we remain a comfortable fit for everyone today – and *tomorrow*.

Local business will benefit from an increase of shoppers who walk and drive to visit Seed & Stone. Regional government studies across North American consistently show an increased boost in business to stores located near cannabis retail. Not only that, but it also shows a direct link to lower crime in the area. Much of that is due to the installation of a state-of-the-art security envelop that wraps around the entire store – in addition to increased uniformed security patrols at night.

This new growth in economic activity is creating jobs, providing high paying salaries, and elevating other local industries like transportation, food, tourism, banking, real estate, and construction, just to name a few.

I have personally reached out to community members and local businesses and have received many signatures of support (*see supporting document*). Through this process, I have also received feedback from the community on retail cannabis

Based on community feedback, Seed & Stone will:

- **Add commercial ozone filters to negate any smell, no products will be opened or consumed on site.**
- **Keep frosted windows in place although no longer a requirement.**
- **Remove the word cannabis from all White Rock signage to keep youth away from cannabis**
- **Hire through a community job fair**
- **Pay above living wage and offer medical and dental benefits to all employees**
- **Donate \$10,000 to community initiatives (enhancing the waterfront, strengthening transit and greening the City)**
- **Prevent any loitering and consumption in and around the retail location**

Seed & Stone has taken the communities safety concerns to heart and will bring an unheard level of security to our store, and as a result, the entire neighborhood.

Once our rezoning application is granted, we will perform an additional risk assessment tied to the geographical area we will be operating in. We will then apply the RCMP-backed **Crime Prevention Through Environment Design (CPTED)** model to the location.

In addition, Seed & Stone's security plan includes:

- **A dedicated monitoring station that is maintained 24/7 - 365**
- **Every inch of our stores interior and exterior will be monitored by cameras, alarms, and state of the art security sensors and locks.**
- **Uniformed, on-site security officers checking 2 pieces of ID upon entering.**
- **Up to 10, after hour visits from a security patrol team for site inspections.**  
**This will provide added deterrence to criminals who may target other businesses in the community.**

With only a single licensed cannabis retail location in White Rock, residents are often forced to travel to neighbouring municipalities. It means folks are spending money that could've been spent in White Rock. It also means the community of White Rock is missing out on huge revenue gains. Our Chilliwack location paid over \$100,000 in PST over their first 6 months in business. Not only that, but lack of access also helps fuel un-regulated grey-market dispensaries.

For this reason, we request our application for cannabis retail be moved to the public hearing phase.

Thank you for your time and I appreciate all feedback  
Vikram Sachdeva  
CEO, Seed & Stone

Community engagement petition for a Government Licensed & Regulated Cannabis Retail Location at 15053 Marine drive, White Rock, BC

By signing this petition, you declare that you are 19 years and older date 1 Oct, 2020

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

S. No.	Name	Address	Consent (Yes/ No)	Signature
	Chandroh Inan Aishwarya Asha Pandan	14945 Marine Dr	Yes	
	Gagan Marble Slab Creamery	14967 Marine Drive	Yes	
	Dier Gift Store	14969 Marine DRive	yes	
	Choco flower	14973 Marine Dr	Yes	
	Alkush Chat House.	14981 Marine Drive	Yes	
	David Preddy	435-15850 26 Ave., Surrey, Bc	YES	
	Jamnet Wait Jon's on The Beach.	14989 Marine White Drive Rocks	Yes	
	Ocean Beach	14995 MARINE WHITE ROCK	Yes	
	Webber Zhuang	15019 Marine white Rock drive	Yes	

Community engagement petition for a Government Licensed & Regulated Cannabis Retail Location at 15053 Marine drive, White Rock, BC

By signing this petition, you declare that you are 19 years and older date 1 Oct, 2020

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

S. No.	Name	Address	Consent (Yes/ No)	Signature
	Chantelle Pasco	1087 Finlay St White Rock	Yes	
	Nicole Murray	A-15440 VICTORIA AUG WATEROCK, BC	Yes	
	PATRICK MURRAY	A-15440 VICTORIA AUG WATEROCK, BC	Yes	
	Shrey Mehta	217-1952 152A Street, Surrey BC V4A 4M6	Yes	
	Tobias Tan	16363 36A Ave Surrey BC <del>V3Z0M1</del> V3Z0M1	Yes	
	Vaughn Hodson	3502 150 ASt South Surrey, BC	Yes	
	<del>Ramesh</del> RASINDER SINGH	13660 Marine Dr White Rock BC V4B 1A4	yes	
	RAKHI BHATNAGAR	2528 -156 ST South SURREY, BC V4P 0E5	yes	
	Abdulrahman WAZZAN	15123 Marine Dr.	Yes Pis	

Community engagement petition for a Government Licensed & Regulated Cannabis Retail Location at 15053 Marine drive, White Rock, BC

By signing this petition, you declare that you are 19 years and older date 1 Oct, 2020

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

S. No.	Name	Address	Consent (Yes/ No)	Signature
	Tyger Blue	15061 Marine Dr.	(Yes)	TB
	BALVI BHULLAR	15061 Marine Dr. Dock's Dive Fish & Chips	Yes	BH
	John Brown Threke	15065 Marine Dr. LaSesquale	Yes.	JB
	Mayas Ameen Webb	15045 White Rock Marine Dr.	Yes -	AW
	Thi Affeir Polled Celato Naelia Brilante	150 Museum (White Rock)	Yes	Thi Polled
	MONTY SIKKA	13660 MARINE DR WHITE ROCK, BC	YES	MS
	Heather Cat Poppa	13588 16th Ave	Yes	HC
	Mark Catoppa	2165 123 St	Yes	MC
	Raj Sikka	13660 Marine Dr. White Rock, BC	Yes	RS



Dear Mayor Walker and White Rock City Council,

We are writing an urgent letter to you in advance of this evenings' White Rock Council meeting. As we understand it, one month ago, Council changed the procedure bylaw in approving development applications to have an early look at them before they go into the full process. Our understanding, however, is that applications that had already been started and are well underway are now being subjected to this new process. Also, the criteria for the decision making is not clear for today's meeting.

This raises a significant concern for all businesses that are looking to invest in White Rock. It does not give confidence to a business if they think rules and processes can be changed midstream. As you can appreciate, there is a significant amount of money, time, and resources that a business has to invest to start and continue to engage in a development application review. If a business has been following all the established rules and guidelines, it does not send a good signal to change it midstream and expect them to follow through when they have already been doing so under good faith.

It is fair that any new applications received after the new rules are established to be expected to follow through on new guidelines. We do think it is a good idea that Council would receive preliminary proposals to review before a formal application process begins and significant investment does occur by any business or development wishing to invest in White Rock.

We are submitting this letter on behalf of all business and chamber members that wish to invest in White Rock to know that procedures and rules are not changed midstream. We wish that all businesses know that they are being treated fairly once they begin any approval process in the City.

This issue came to our attention from one of our Chamber members, **Waterstock Properties**. Waterstock Properties has a development proposal being reviewed this evening. The project offers purpose-built below-market, moderate-income rental housing units located at 15704-15770 North Bluff Road. This project provides gentle density, with a mix of apartments and townhouses, in-line with the current Official Community Plan. The proposed 46 moderate-income rental homes are needed. The property is close to important amenities like the Peace Arch Hospital and Earl Marriott Secondary that employ teachers, first responders, care givers, other frontline workers and local professionals who are looking for affordable, reasonable housing close to where they work. This project is not just about building residential units, it's about the kind of livable and affordable community we want to create now and into the future.

Another consideration is that Waterstock Properties was scheduled to undergo its Design Panel Review tomorrow, Tuesday, October 20<sup>th</sup>. If the Design Panel Review had occurred last week, they would have been exempt from tonight's review. It's unfair for them to get prematurely cut tonight when they have prepared for the Design Panel Review to get feedback to incorporate into the project.

We want White Rock to be perceived as a favourable place to invest and business. We urge you to keep this particular project under consideration but also offer the same consideration of the other applications under review this evening.

Most Sincerely,

Patricia Lapena

President, Board of Directors

Ritu Khanna  
Executive Director

South Surrey & White Rock Chamber of Commerce

1480 Foster Street, Unit 22, White Rock, BC V4B 3X7: Office: 604-536-6844

Join the network: [www.sswrchamber.ca](http://www.sswrchamber.ca) | [Facebook](#) | [Instagram](#) | [Twitter](#) | [LinkedIn](#)



**From:** [Amanda Milford](#)  
**To:** [Clerk's Office](#)  
**Subject:** Consideration of Active Rezoning Applications on October 19th  
**Date:** Monday, October 19, 2020 2:18:32 PM  
**Attachments:** [Screen Shot 2020-06-22 at 2.51.19 PM.png](#)  
[Screen Shot 2020-06-22 at 2.55.38 PM.png](#)  
[Screen Shot 2020-06-22 at 2.51.52 PM.png](#)

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**RE: Consideration of Active Rezoning Applications on October 19<sup>th</sup>**

Dear Mayor & Council,

It has come to my attention that you will be discussing a number of zoning amendment applications during the Council meeting this Monday, October 19<sup>th</sup>. I urge you to proceed with applications that include new rental housing.

Many residents of White Rock experience issues with housing affordability. Rents continue to increase as our limited stock fills up. Young people, working professionals, and small families are struggling. Building more rental housing, especially below-market housing, will help these people stay in White Rock (our teachers, firefighters, etc). They should be able to live and work in their community, not commute long distances because they can't afford local housing.

As zoning amendment applications move through the process, there are opportunities for public consultation and negotiation with developers. I believe that you will work to ensure new developments provide benefits to the community. New rental housing is one of those benefits.

Thank you for receiving my communication, and I look forward to your decisions on Monday evening.

Sincerely,  
Amanda Milford

*Amanda  
Milford*  
PERSONAL REAL ESTATE CORPORATION

Cell: 604 803 3523

[amanda@amandamilford.ca](mailto:amanda@amandamilford.ca)

<https://www.white-rockproperty.com/>



HomeLife Benchmark Realty Corp.  
#1 - 1920 - 152 St, White Rock, V4A 4N6





Unit 135 - 7536 - 130 Street, Surrey, BC V3W 1H8  
(604) 597-7100 Fax: (604) 597-2099 email: mail@bdarkitex.com

Principal: Lance Barnett, Architect, AAA, Architect AIBC, RA (AZ), LEED®  
Principal: Maciej Dembek, Architect, AAA, Architect AIBC, LEED®

BDARCH FILE: 20015

October 23, 2020

City of White Rock  
15322 Buena Vista Avenue  
White Rock, B.C.  
V4B 1Y6

Attention: Planning and Development

**Re: Proposed 4 Storey Residential Proposal**  
**1363 Johnston Road,**  
**White Rock, BC.**

Please see attached drawings and application documents for a 4 storey residential building at the above referenced address. The design is consistent with the Lower Town Centre requirements as identified in the Official Community Plan Objective 8.3: “To enable a mix of multi-unit residential and commercial uses, to strengthen the heart of the city and relationships to the waterfront while maintaining a village character. To reinforce the low-rise, pedestrian scale of the area while providing for modest residential intensification to support local businesses and public transit.”

The 4 storey low rise building is identified as the primary building form to achieve this goal, and is used in the proposed design. The proposed building removes the existing dwelling unit which is not consistent with the OCP. It is designed in such a way that units are arranged facing the lane side and Johnston Road side to maximize water front views. A central courtyard space in the building provides access to the units and a unique urban space within the building for the residents. At grade along the front of the building, a recommended setback of 3 meters is provided for an active front yard patio space along the street sidewalk. The sidewalk slopes along this frontage, so in keeping with the OCP the building entrance is level with grade along the north edge of the property, and the patio space ends up raised above the sidewalk by the south edge of the property, providing separation of the public sidewalk realm from the semi public adjacent patio space.

Access to the below grade parking and garbage / recycling storage is off the rear lane to maximize the continuous frontage along Johnston Road. Decks on floors 2 and 3 project out over the front and rear setbacks to provide sheltered space along the frontage. In keeping

with the OCP, the top floor of the building is set back further than the floors below to open up the street to light and lessen view and shadowing impacts.

Commercial space is provided along the street frontage with large glazed expanses that reinforce the street character called for in the OCP. The building is designed as a simple post and beam framework on the exposed front and rear elevations defining the continuous unit deck frontages. Wood siding on the deck side walls and soffits reinforces a west coast contemporary material vocabulary. Large top floor overhangs, as well as the decks provide solar shading of the expansive unit glazing in summer months and shelter during inclement weather. The roof slopes towards the central courtyard and will be used to collect rainwater for occupant use.

The proposal incorporates the principals of Crime Prevention Through Environmental Design (CPTED) as follows:

- Use of grade changes provides clear definition of the public and private realms along the building frontage.
- The internal courtyard, the rear lane and street areas are viewed directly from windows within the elevations, providing for 'eyes on the street'.
- The close proximity of the building to the street means there is minimal visually obstructing plant material between the public street realm and the building.
- Security glazing is provided in exterior doors and sidelights.
- Below grade parking is fitted with glazing in exit doors and lobbies. All garage stair exits do not connect with residential buildings, but rather exit directly to the exterior.

Yours truly,  
Barnett Dembek Architects Inc.



per  
Maciej Dembek, Architect AIBC  
md/MD

c.c. Scott Pelletier, WSP Consultants  
Atinder Pal Singh, SFS Construction Ltd.

Oct 5, 2020

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

Dear Planning Department,

**Re: Rezoning Application 1453 Stayte Rd, White Rock**

We hereby respectfully submit a rezoning/development permit application of a 23-unit townhouse residential development. The application completes a long three years process of designing and re-designing a project for this infill site. It was unfortunate and disappointing to us that our previous application was turned down on the third reading; however, we fully respect the council's decision and understand their position and acting on the public's best interest.

Before we initiated this new application, we carefully reviewed comments from the previous public hearing and Councillor's discussion. The major concern from the neighbourhood and councillors was the proposed density of the development, especially from the neighbours who lives in the adjacent apartment. We also noted that a large group of the neighbours along with some members from the Council suggested a smaller scale project such as three-storey apartment or ideally a townhouse development would be more suitable on this lot.

Although we still consider that a four-storey apartment with 49 units is not a large development and is the most cost efficient and economically feasible project for this lot, we also understand the necessity of compromise to the public interest in order to create a harmonious neighbourhood. On the positive side, everyone seems agree that the lot should be developed if we can address the issues raised with the previous development application.

After numerous discussions with our design team, we both agree the best approach to balance the interest of the public and us would be a completely new design. The new design would take planning from neighbouring Surrey townhouse developments, for example: South on 16<sup>th</sup>. While in discussion, we conclude that the potential development must meet the following criteria:

1. Lower density
2. Lower unit count while keep the units as much affordable as we can
3. Mitigate neighbour's concerns we collected through previous PIM and Public Hearing
4. Reduce the building cost to keep the project feasible
5. Keep the family friendly oriented design
6. Abide with the current OCP



Based on the above criteria, our design team and we decided that a townhouse development is so far the best option for us, which also minimize the impact to the neighbours. The current application substantially reduced the density and floor space ratio and creates a much smaller project. Below is a table to illustrate the differences between our previous and new application.

	Previous Application	New Application	Difference
Form	Apartment	Townhouse	
Building Height	4 Storey	3 Storey	-1
Floor space ratio	1.41	0.96	-0.45
Gross floor Area	47854 SQFT	32760 SQFT	-15094 SQFT
Density	62.7/Acre	29.4/Acre	-33.3/Acre
Unit Count	49 Units	23 Units	-26 Units

The new application poses a significant financial risk to us as the developer due to the substantially reduction of the floor area while building material costs are on the rise. But we believe the project is more favourable to the neighbours and presents great opportunities to potential buyers for finding an ideal affordable home in the City of White Rock. Moreover, we notice that newly townhome development is insufficient in White Rock area. Although It is not the perfect option for us, we want the community to know that we have heard their voices and we are determined to work with them to build a better neighbourhood.

It has been a long way for both the City of White Rock and us to arrive this point. We sincerely hope the council will favourably consider this application and looking forward to building this community together!

Sincerely,

David Yang  
Director  
Vanhomes Properties Inc.  
Vanhomes Ventures 1 LP  
Phone: 604-370-7333  
Email: david@vanho.ca



# New City Hall / Performing Arts Facility in Town Centre Mixed Use Proposal

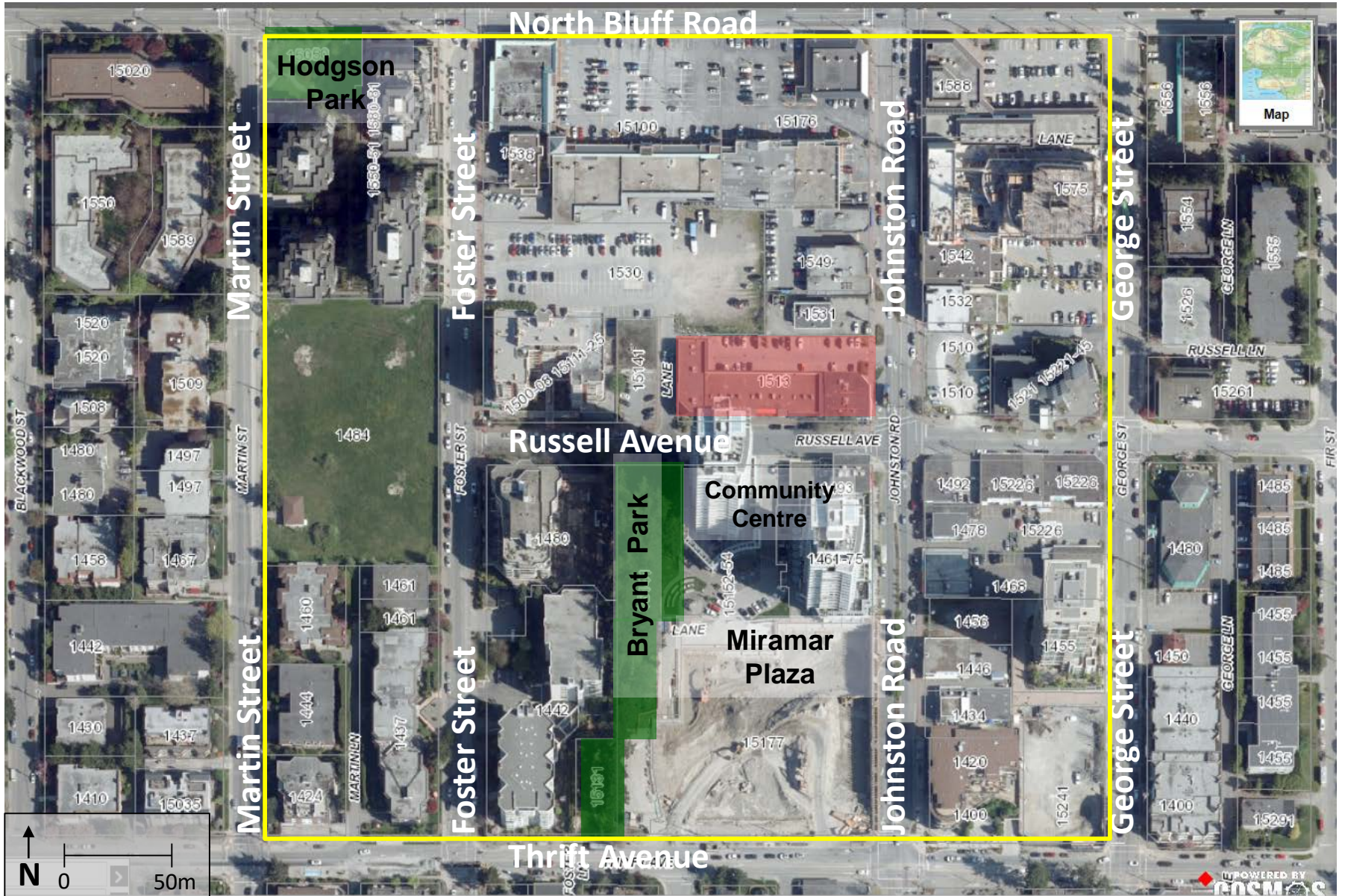
*1513 Johnston Road*

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

*October 26, 2020*



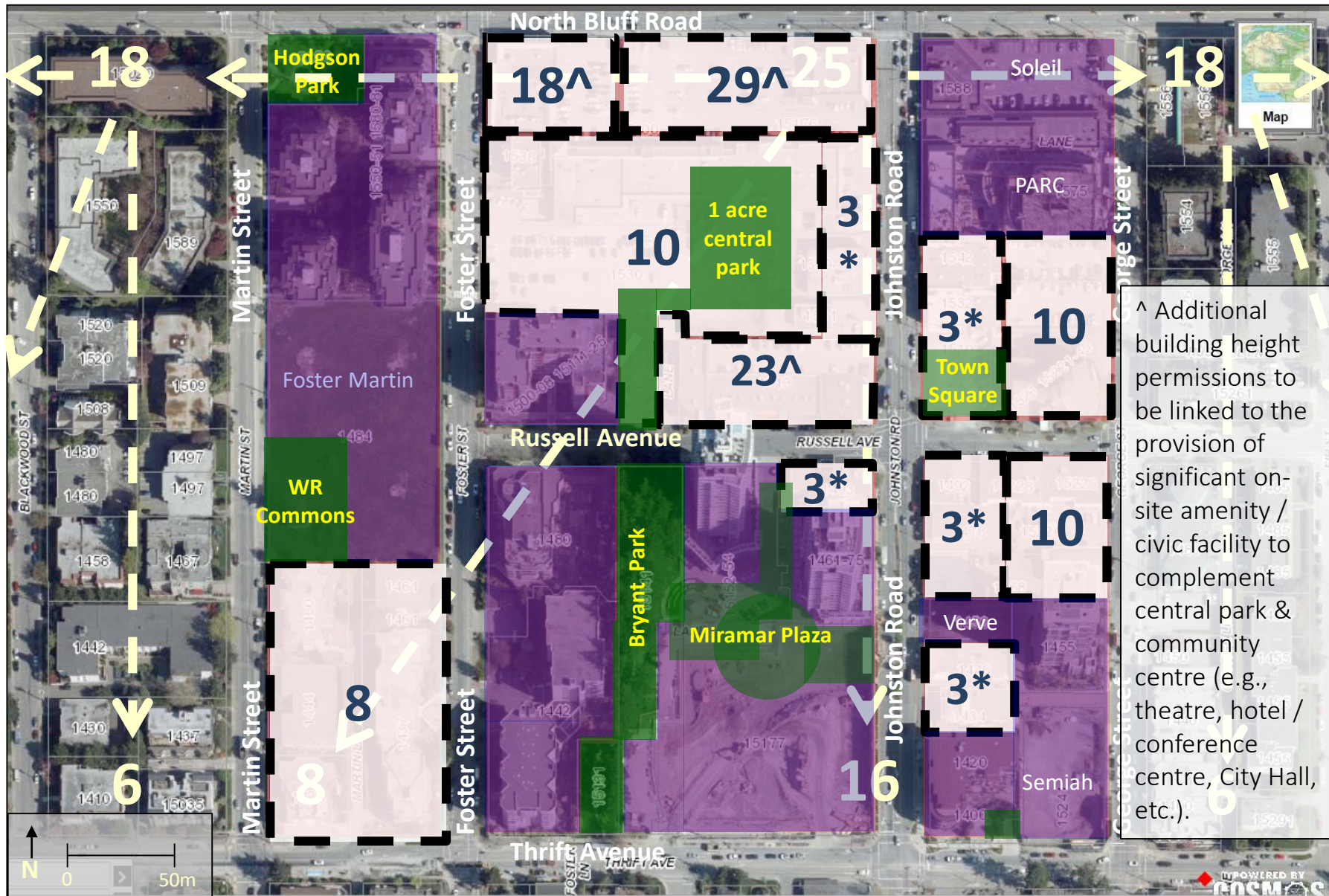
# LOCATION



# URBAN DESIGN VISION [2011]

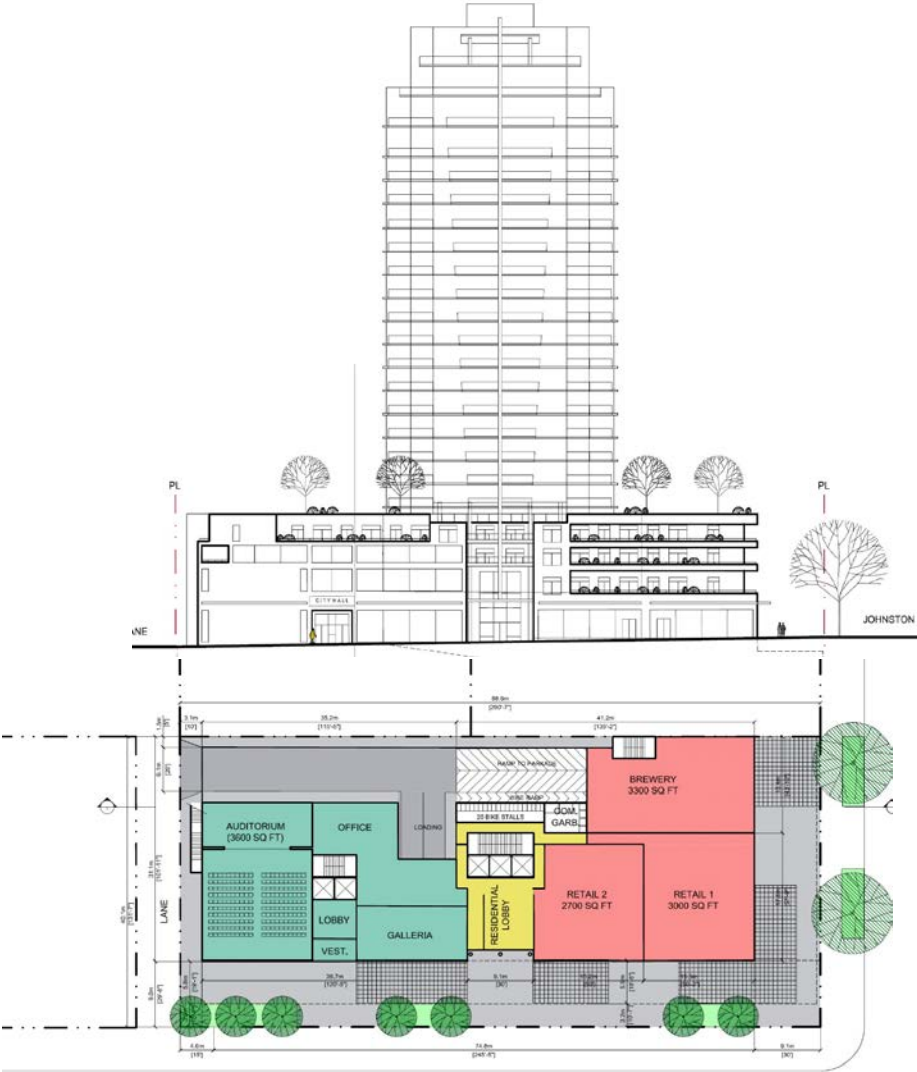


# ALT. MAX. HEIGHT [REVISED FIG. 10 OF OCP]



^ Additional building height permissions to be linked to the provision of significant on-site amenity / civic facility to complement central park & community centre (e.g., theatre, hotel / conference centre, City Hall, etc.).

# CONCEPTUAL PLAN (ELEVATION / SITE PLAN)



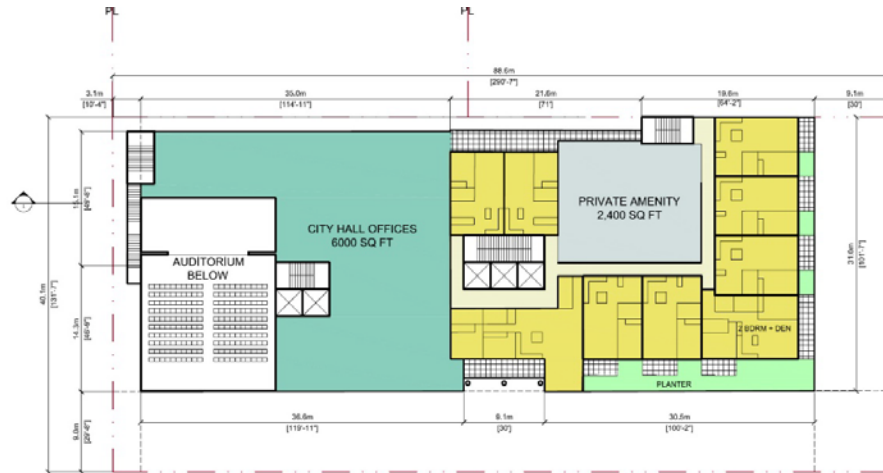
GROUND FLOOR LEVEL

RUSSELL AVENUE

# CONCEPTUAL PLAN (FLOOR PLAN)

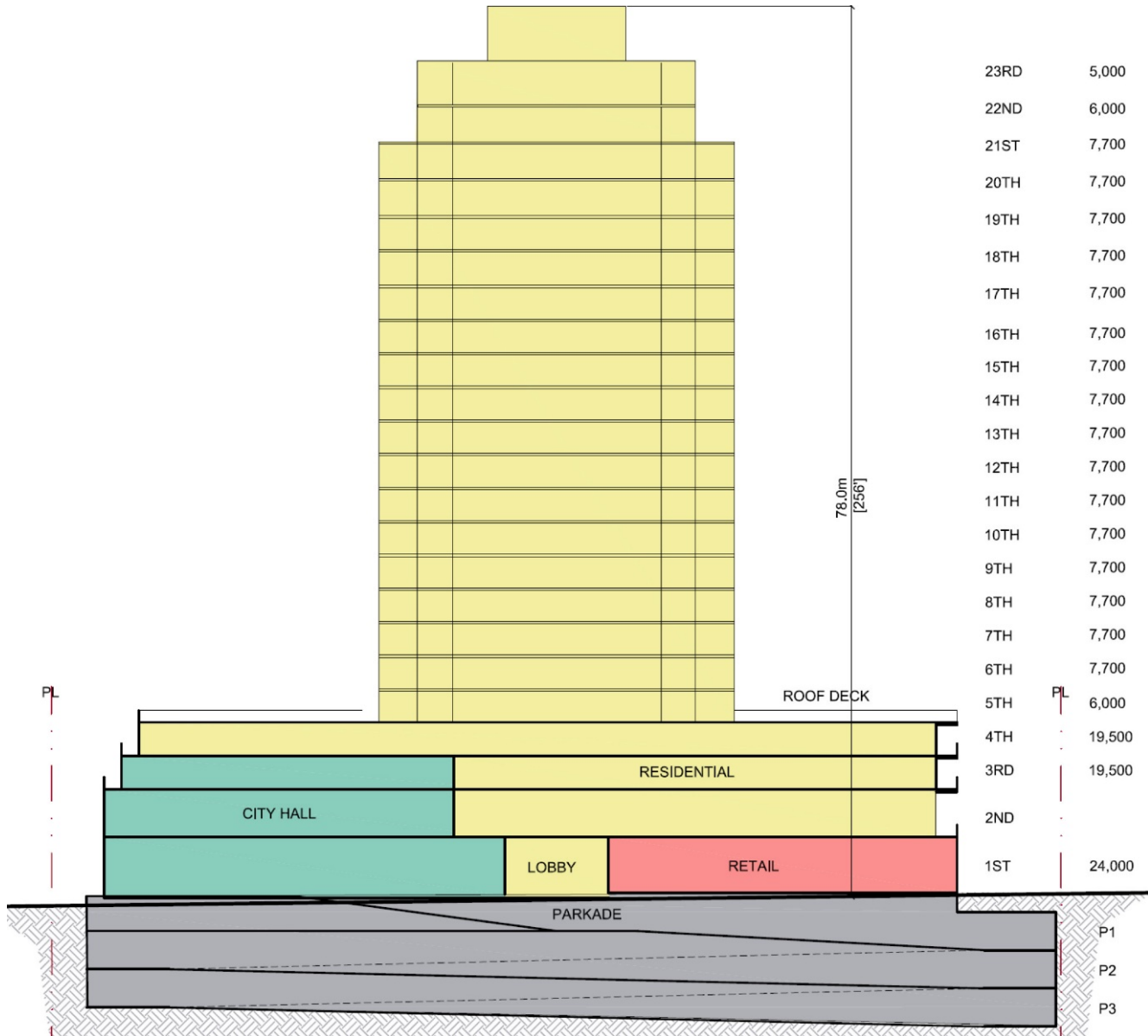


GROUND FLOOR LEVEL



SECOND FLOOR LEVEL

# CONCEPTUAL PLAN (SECTION)



# PLANNING ANALYSIS

- Policy 9.2.2 directs that the City “explore the possibility of relocating City Hall to the Town Centre, establishing a new civic centre with other potential civic facilities.”
- Given the proximity to existing City assets (the White Rock Community Centre) and potential future assets (neighbourhood park and Town Square), staff believe this site offers a unique opportunity to create a civic heart in the growing Town Centre area.
- March 11, 2019 corporate report estimated \$16-20M to construct a new City Hall, as a standalone building located in the civic precinct area, with an approximate floor area of 20,000-30,000 square feet. If pursuing the option of relocating to a new mixed-use development in the Town Centre, these costs would have to be re-evaluated following a space planning study.



# WHITE ROCK

*My City by the Sea!*



# *Early Review of Rezoning Applications*

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

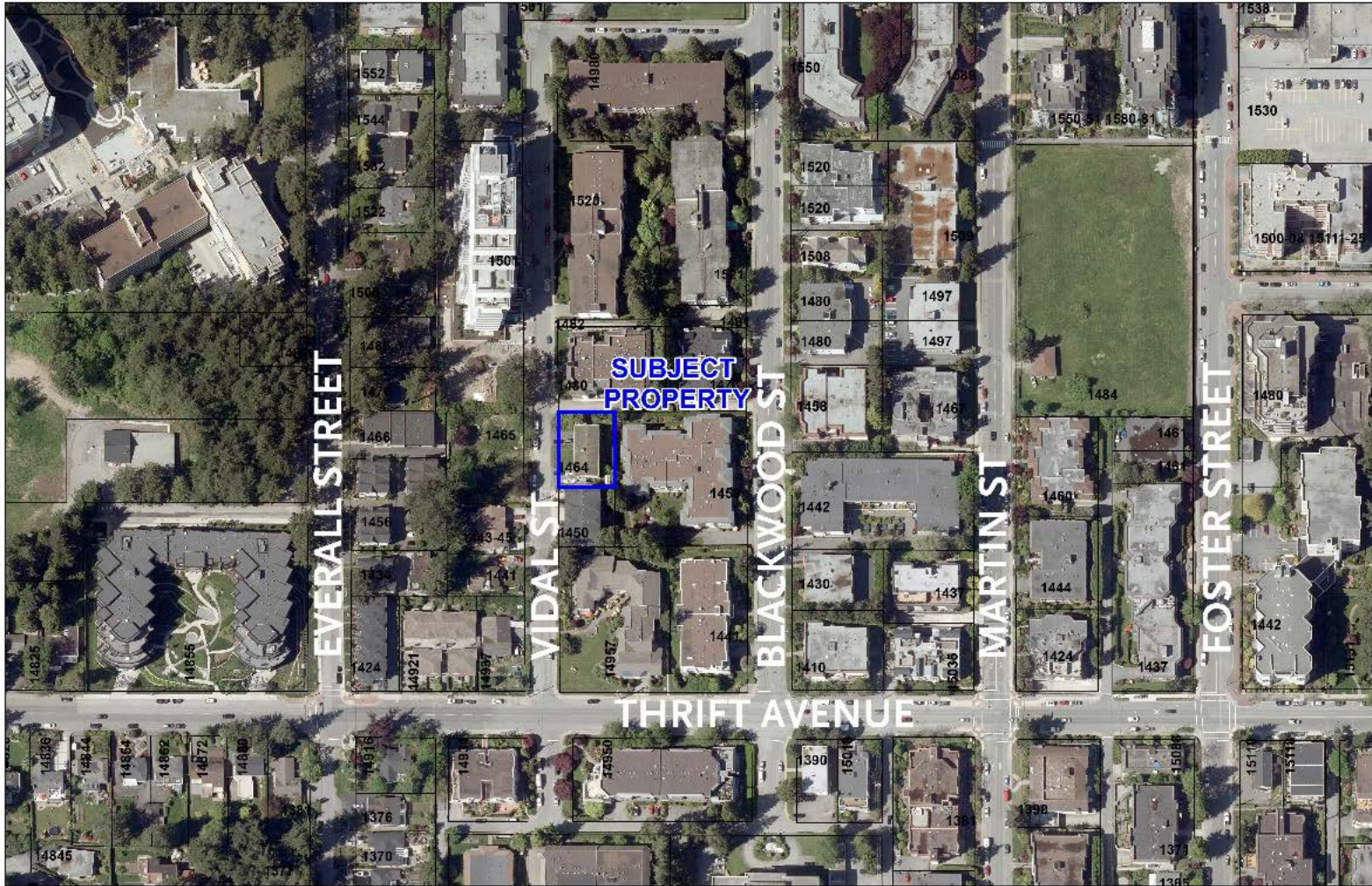
*Oct 26, 2020*



# BACKGROUND

- In September Council approved of amendments to the Planning Procedures Bylaw to enable “**early review**” of rezoning applications
- Council further directed that current rezoning applications that had not yet gone to a PIM and/or the ADP come to LUPC for review;
- This report presents high-level information pertaining with 10 applications for rezoning; the next report on tonight’s agenda presents two additional rezoning applications;
- For each application staff are seeking direction from the Committee (and Council) regarding whether the file should proceed through the review process, or be denied.
- Representatives of each application are available to speak to any specific questions that the Committee may have.

# 1464 Vidal St. – 13 unit, 4-storey residential bldg.



## Location Map

1464 Vidal Street

0 50 100 200 Metres



1464 Vidal St. – 13 unit, 4-storey residential bldg.



# 1464 Vidal St. – 13 unit, 4-storey residential bldg.

	Existing Zoning (RT-1)	Proposed Zoning (CD)
Use	Duplex Residential	Multi-Unit Residential
Height	7.7 metres	Four (4) storeys / ~15.4 metres
Density	Two duplex (4 units) / 0.5 FAR	13 strata apartment units (60.7 units per acre) / 1.5 FAR
Parking Spaces	2 required per unit (4 existing)	21 spaces (exceeds minimum requirement by 1 space)
OCP Land Use Designation	Urban Neighbourhood – allows multi-unit residential uses in townhouses and low-rise buildings, with a density of up to 1.5 FAR (gross floor area ratio) in buildings up to four storeys in height.	

# 15963 Marine Dr. – 5 unit, 4-storey rental bldg.



**Ortho Map**  
15963 Marine Drive

0 10 20 40 Metres



15963 Marine Dr. – 5 unit, 4-storey rental bldg.





# 15963 Marine Dr. – 5 unit, 4-storey rental bldg.

	<b>Existing Zoning (RS-1) Standards</b>	<b>Proposed Zoning (CD)</b>
<b>Use</b>	Detached (One-Unit) Residential	Multi-Unit Residential (Rental Tenure)
<b>Height</b>	7.7 metres maximum	Four (4) storeys / ~11.1 metres
<b>Density</b>	1 detached residential dwelling	5 rental apartment units (52.9 units per acre) / 1.82 FAR
<b>Parking Spaces</b>	2 spaces minimum	5 spaces (below minimum requirement by 3 spaces; consideration for reduction based on rental tenure and proximity to transit services)
<b>OCP Land Use Designation</b>	Waterfront Village – allows multi-unit residential uses and mixed-uses (commercial/residential) in low-rise buildings, with a density of up to 2.0 FAR (gross floor area ratio) in buildings up to four storeys in height.	

# 1441 Vidal St. – 129 rental, 6-storey residential bldg.



**Ortho Map**

14937 Thrift Avenue & 1441-65 Vidal Street

0 50 100 200 Metres



# 1441 Vidal St. – 129 rental, 6-storey residential bldg.



REVISIONS	
01	ISSUED FOR PERMIT
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# 1441 Vidal St. – 129 rental, 6-storey residential bldg.

	<b>Existing Zoning (RS-1/CD-32/RT-1) Standards</b>	<b>Proposed Zoning (CD)</b>
<b>Use</b>	Detached (One-Unit) Residential Duplex Residential Townhouse Residential	Multi-Unit Residential (Rental Tenure)
<b>Height</b>	7.7 metres – 11.5 metres maximum	Six (6) storeys / ~25.7 metres
<b>Density</b>	Varies depending on lot	129 rental apartment units (134.6 units per acre) / 2.10 FAR
<b>Parking Spaces</b>	Varies depending on lot	180 spaces (below minimum requirement by 14 spaces; consideration for reduction based on rental tenure and proximity to transit services, etc.)
<b>OCP Land Use Designation</b>	Town Centre Transition – allows multi-unit residential uses in building types ranging from low-rise to high-rise, with a density of up to 2.1 FAR (gross floor area ratio) based on the properties location on Figure 9 of the OCP and incorporating a 40% density increase allowed for provision of rental housing, above the base density of 1.5 FAR. Height guidance from Figure 10 indicated a conceptual height between 4-12 storeys.	

15704 North Bluff Rd. – 149 units (47 non-market), three 6-storey bldg.



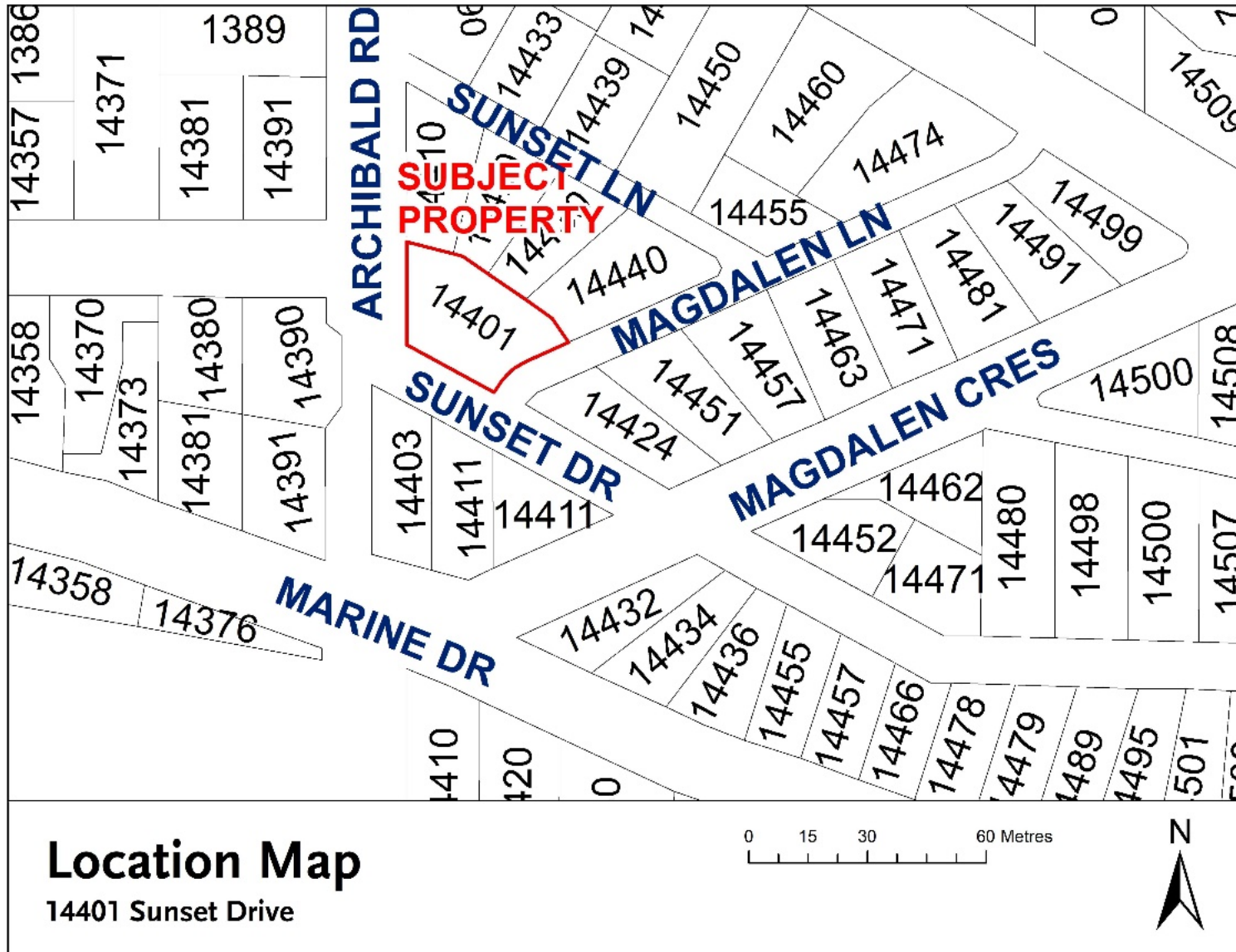
15704 North Bluff Rd. – 149 units (47 non-market), three 6-storey bldg.



# 15704 North Bluff Rd. – 149 units (47 non-market), three 6-storey bldg.

	Existing Zoning (RS-1) Standards	Proposed Zoning (CD)
Use	Detached (One-Unit) Residential	Multi-Unit Residential (Rental Tenure)
Height	7.7 metres	Six (6) storeys / ~21.2 metres
Density	One detached home and one secondary suite per lot	149 units, 47 of which would be affordable (below market) rental and 102 would be market (strata) units / 2.5 FAR
Parking Spaces	Two per detached home and one per secondary suite	144 spaces, including 16 car share spaces (below minimum requirement by 76 spaces; consideration for reduction based on rental tenure and below market rental units, proximity to transit services, car share etc.)
OCP Land Use Designation	East Side Large Lot Infill Area – allows multi-unit residential uses in townhouses and low-rise apartments on North Bluff Road, with a density of up to 2.5 FAR (gross floor area ratio) and six storeys based on the OCP housing policy 11.2.1(c) density bonus for affordable rental developments, above the base density of 1.5 FAR and three storeys.	

# 14401 Sunset Dr. – rezoning for two lot subdivision





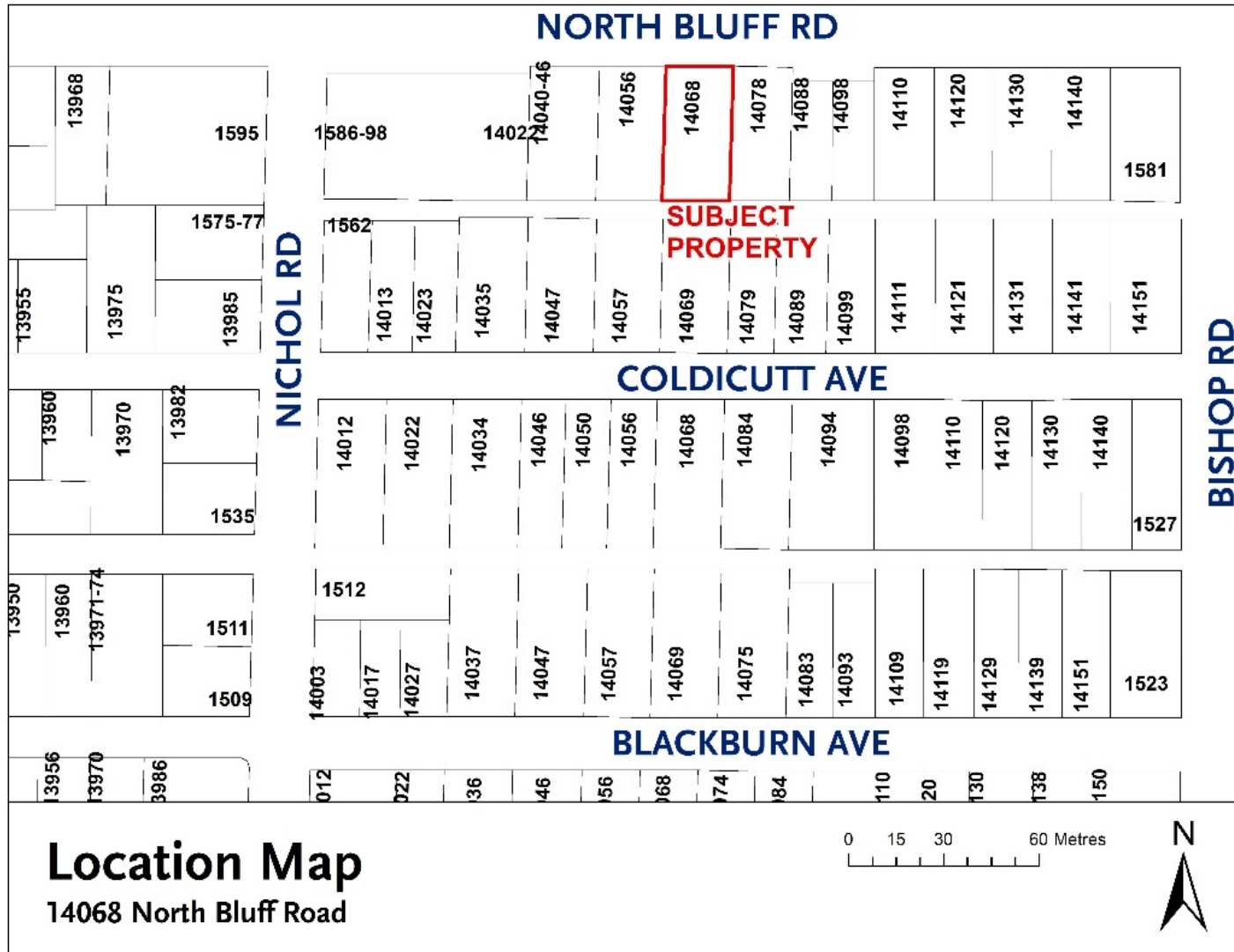
# 14401 Sunset Dr. – rezoning for two lot subdivision



# 14401 Sunset Dr. – rezoning for two lot subdivision

	Existing Zoning (RS-1) Standards	Proposed Zoning (CD) – for two lots
Use	Detached (One-Unit) Residential	
Minimum Lot Requirements	Lot Width: 15.0m (49.2ft) Lot Area: 464.0m <sup>2</sup> (4,994.6ft <sup>2</sup> ) Lot Depth: 27.4m (89.8ft)	Lot Width: 12.5m (41.0 ft) (per lot) Lot Area: 447.4m <sup>2</sup> (4816 ft <sup>2</sup> ) (per lot) Lot Depth: 24.61m (80.7ft) (east lot) Lot Depth: 27.01m (88.5ft) (west lot)
Lot Coverage	40%	30% (per lot)
Height	7.7 metres	
Density (RGFA)	0.5 times the lot area	0.47 times the lot area (per lot)
Setbacks	Front: 7.5 m (24.61 ft) Rear: 7.5 m (24.61 ft) Interior Side: 1.5 m (4.95 ft) Exterior Side: 3.8 m (12.47 ft)	Front: 7.61 m (east lot) / 7.64 m (west lot) Rear: 7.56 m / 7.56 m Interior Side: 1.5 m / 1.5 m Exterior Side: 2.41 m (east lot line) / 3.83 m (west lot line)
Parking Spaces	Two per detached home and one per secondary suite	
OCP Land Use Designation	Mature Neighbourhood – allows single family homes (including secondary suites), duplexes, and triplexes, with density and height allowed per the applicable provisions in the Zoning Bylaw.	

# 14068 North Bluff Rd. – proposed triplex



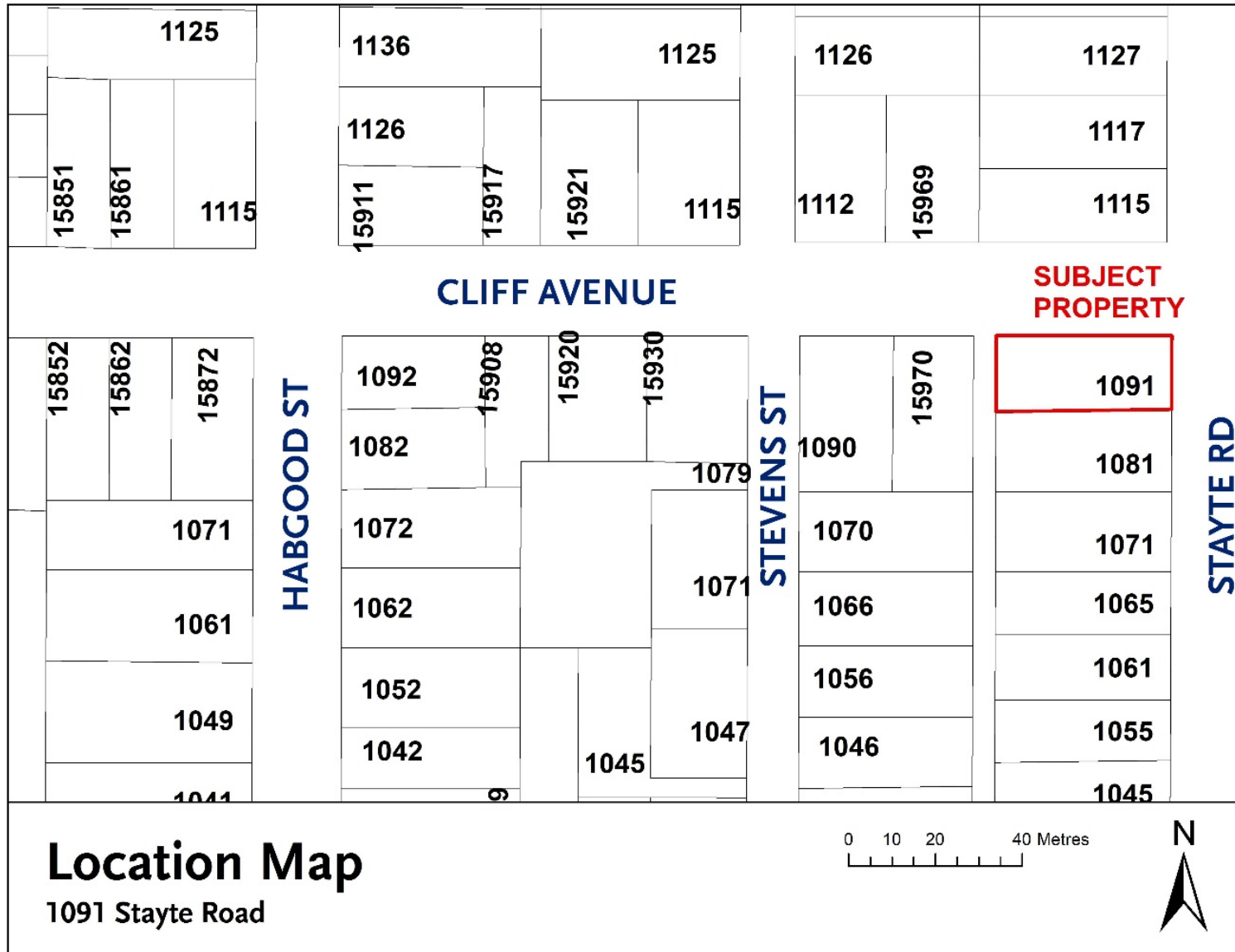
# 14068 North Bluff Rd. – proposed triplex



# 14068 North Bluff Rd. – proposed triplex

	Existing Zoning (RS-1) Standards	Proposed Zoning (RT-2)
Use	Detached (One-Unit) Residential	Attached (Three-Unit) Residential
Minimum Lot Requirements	Lot Width: 15.0m (49.2ft) Lot Depth: 27.4m (89.8ft) Lot Area: 464.0m <sup>2</sup> (4,994.6ft <sup>2</sup> )	Lot Width: 18.0m (59.0 ft) Lot Depth: 30.5 m (100.4 ft) Lot Area: 742.0m <sup>2</sup> (7,986.8 ft <sup>2</sup> )
Lot Coverage	40%	45%
Height	7.7 metres	
Density (RGFA)	0.5 times the lot area	0.6 times the lot area
Setbacks	Front: 7.5 m (24.61 ft) Rear: 7.5 m (24.61 ft) Interior Side: 1.5 m (4.95 ft)	
Parking Spaces	Two per detached home and one per secondary suite	Two per unit (six total)
OCP Land Use Designation	Mature Neighbourhood – allows single family homes (including secondary suites), duplexes, and triplexes, with density and height allowed per the applicable provisions in the Zoning Bylaw.	

# 1091 Stayte Road – proposed duplex



# 1091 Stayte Road – proposed duplex



# 1091 Stayte Road – proposed duplex

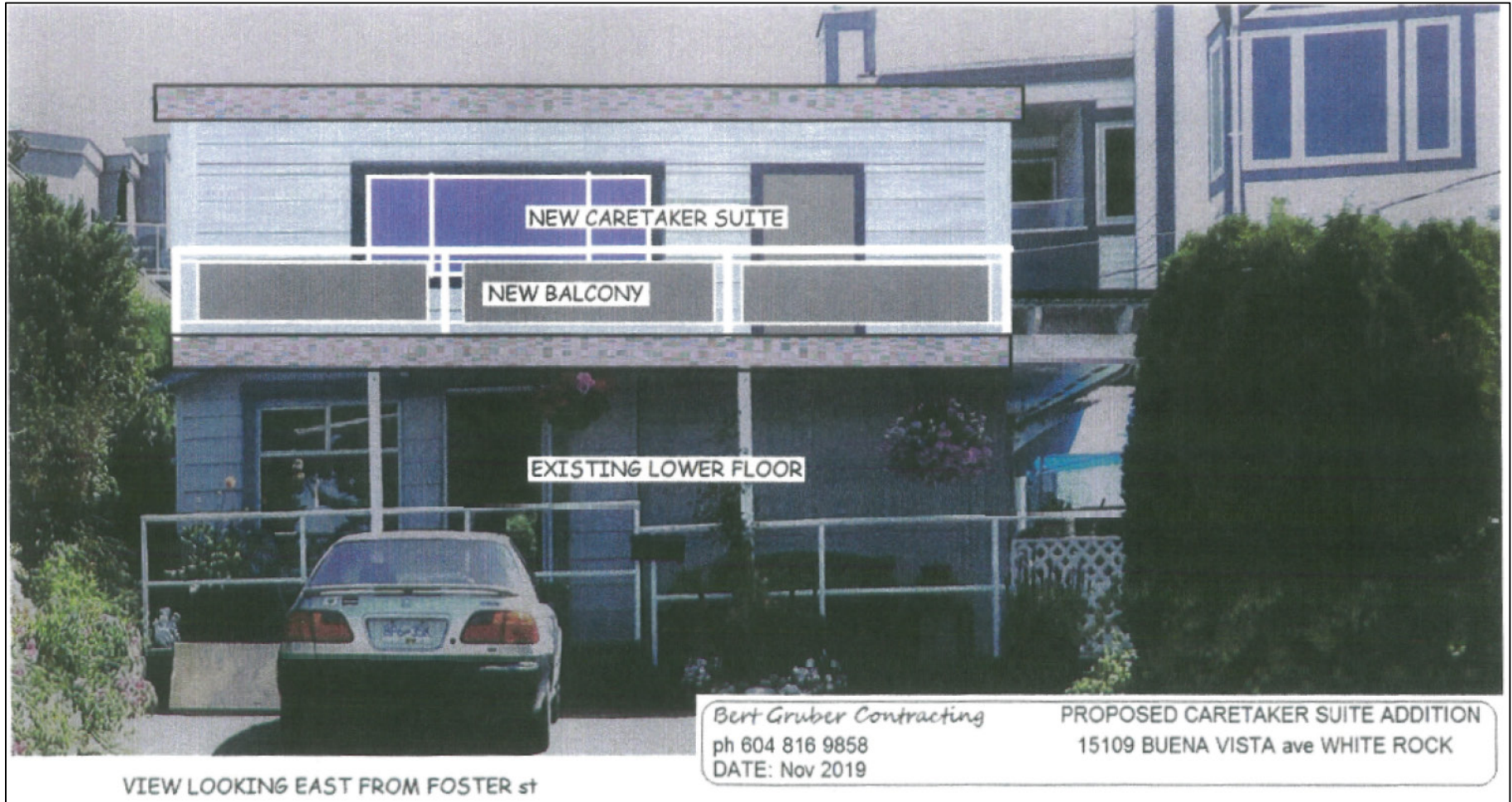
	Existing Zoning (RS-1) Standards	Proposed Zoning (RT-1)
Use	Detached (One-Unit) Residential	Attached (Two-Unit) Residential
Minimum Lot Requirements	Lot Width: 15.0m (49.2ft) Lot Depth: 27.4m (89.8ft) Lot Area: 464.0m <sup>2</sup> (4,994.6ft <sup>2</sup> )	Lot Width: 18.0m (59.0 ft) Lot Depth: 30.5 m (100.4 ft) Lot Area: 742.0m <sup>2</sup> (7,986.8 ft <sup>2</sup> )
Lot Coverage	40%	45%
Height	7.7 metres	
Density (RGFA)	0.5 times the lot area	0.5 times the lot area
Setbacks	Front: 7.5 m (24.61 ft) Rear: 7.5 m (24.61 ft) Interior Side: 1.5 m (4.95 ft)	
Parking Spaces	Two per detached home and one per secondary suite	Two per unit (four total)
OCP Land Use Designation	Mature Neighbourhood – allows single family homes (including secondary suites), duplexes, and triplexes, with density and height allowed per the applicable provisions in the Zoning Bylaw.	



# 15109 Buena Vista Ave. – caretaker's suite



# 15109 Buena Vista Ave. – caretaker's suite



# 15109 Buena Vista Ave. – caretaker’s suite

	Existing Zoning (CD-24)	Proposed Zoning (CD-24, as amended)
<b>Use</b>	Personal Care Use	Personal Care Use and Accessory Caretakers Suite
<b>Height</b>	7.7 metres (4.0 metres for accessory building)	7.7 metres (6.3 metres for accessory building)
<b>Density</b>	12 sleeping units for personal care use	12 sleeping units for personal care use plus caretakers suite
<b>Setbacks (excerpt)</b>	For an accessory building: 6.9 metres from an exterior side lot line	For an accessory building: 5.95 metres from an exterior side lot line
<b>OCP Land Use Designation</b>	Mature Neighbourhood – allows single family homes (including secondary suites), duplexes, and triplexes, with density and height allowed per the applicable provisions in the Zoning Bylaw. No change of land use from personal care is proposed in this application, only the addition of an accessory use (caretakers suite).	

# 1361 Finlay Street – proposed duplex



**Ortho Map**  
1361 Finlay Street

0 15 30 60 Metres



# 1361 Finlay Street – proposed duplex



# 1361 Finlay Street – proposed duplex

	Existing Zoning (RS-1) Standards	Proposed Zoning (RT-1)
Use	Detached (One-Unit) Residential	Attached (Two-Unit) Residential
Minimum Lot Requirements	Lot Width: 15.0m (49.2ft) Lot Depth: 27.4m (89.8ft) Lot Area: 464.0m <sup>2</sup> (4,994.6ft <sup>2</sup> )	Lot Width: 18.0m (59.0 ft) Lot Depth: 30.5 m (100.4 ft) Lot Area: 742.0m <sup>2</sup> (7,986.8 ft <sup>2</sup> )
Lot Coverage	40%	45%
Height	7.7 metres	
Density (RGFA)	0.5 times the lot area	0.5 times the lot area
Setbacks	Front: 7.5 m (24.61 ft) Rear: 7.5 m (24.61 ft) Interior Side: 1.5 m (4.95 ft)	
Parking Spaces	Two per detached home and one per secondary suite	Two per unit (four total)
OCP Land Use Designation	Mature Neighbourhood – allows single family homes (including secondary suites), duplexes, and triplexes, with density and height allowed per the applicable provisions in the Zoning Bylaw.	

# 15053 Marine Drive – cannabis retail store



**Ortho Map**  
15053 Marine Drive

0 25 50 100 Metres



# 15053 Marine Drive – cannabis retail store





# 15053 Marine Drive – cannabis retail store

	Existing Zoning (CR-3)	Proposed Zoning (CR-3)
Use	Commercial and Multi-Unit Residential	Commercial (cannabis retail); proposal is to amend the eligible area for Temporary Use Permits for cannabis stores to include the subject property (and subsequently apply for the Temporary Use Permit).
Height	11.3 metres	
Density	1.75 FAR (gross floor area ratio)	
OCP Land Use Designation	Waterfront Village – allows multi-unit residential uses and mixed-uses (commercial/residential) in low-rise buildings, with a density of up to 2.0 FAR (gross floor area ratio) in buildings up to four storeys in height.	

# *Early Review of Rezoning Applications*

*(1453 Stayte Road & 1363 Johnston Road)*

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*Oct 26, 2020*



# 1363 Johnston Rd. – 10 unit, 4-storey mixed use apt



**Ortho Map**

1363 Johnston Rd

0 25 50 100 Metres



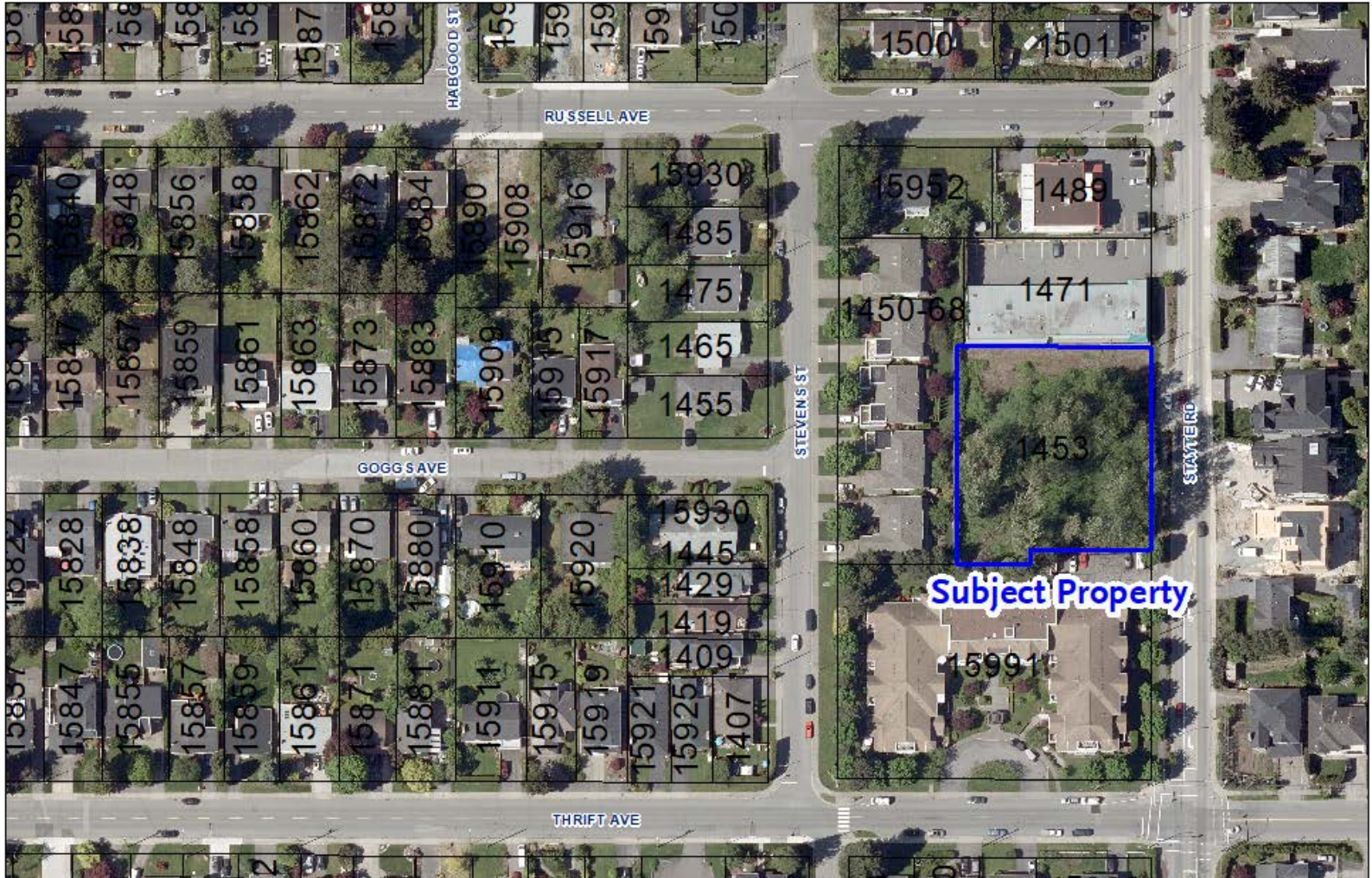
# 1363 Johnston Rd. – 10 unit, 4-storey mixed use apt



# 1363 Johnston Rd. – 10 unit, 4-storey mixed use apt

	Existing	Proposed
<b>OCP Land Use Designation</b>	Lower Town Centre OCP policies recognize multiunit residential uses and mixed (commercial / residential) uses in low-to-mid rise buildings. Density of up to 3.5 FAR in buildings up to 6 storeys in height.	
<b>Zone</b>	CR-2 Lower Town Centre Area Commercial / Residential Zone	CD Comprehensive Development Zone
<b>Use</b>	Multi-unit residential use and retail (commercial) uses	Four-storey, 10 unit residential building with commercial use at grade
<b>Max. Height</b>	10.7m (35.1ft)	16.06m (52.67ft) (four storeys)
<b>Density</b>	Maximum gross floor area (GFA) is 1.75 times the lot area	2.27 times the area of the lot
<b>Parking Spaces</b>	Varies depending on mix of uses: per 4.14.1 of the Zoning Bylaw	15 spaces (12 for residents + 3 for visitors)

# 1453 Stayte Road – 23 unit (3-storey) townhomes



## Ortho Photo Map

1453 Stayte Road

0 20 40 80 Metres



# 1453 Stayte Road – 23 unit (3-storey) townhomes



1 [0]P5.1 BLOCK 1 - EAST ELEVATION  
3/16" = 1'-0"

# 1453 Stayte Road – 23 unit (3-storey) townhomes

	Existing	Proposed
OCP Land Use Designation	Urban Neighbourhood: OCP policies recognize multifamily residential uses in townhouse and low-rise buildings. Maximum density of up to 1.5 FAR in buildings up to 4 storeys in height.	
Zone	RS-1 One Unit Residential Zone	CD Comprehensive Development Zone
Use	One-Unit Residential Use (secondary suite permitted)	23 three-storey townhouse units
Max. Height	7.7m (25.26ft)	12.04m (top of stairwell)   10.06m (top of parapet wall)   3 storeys of residential floor area
Density	Residential GFA limited to 0.5 times the lot area [3,164m <sup>2</sup> max residential GFA = 1,582m <sup>2</sup> ]	0.962
Parking Spaces	2 per dwelling unit plus 1 for secondary suite, as applicable	46 residential spaces (2 per unit) plus 3 visitor parking spaces



# Draft Zoning Bylaw, Major Development Permit & Draft Housing Agreement Bylaw

*15654 North Bluff Road (Beachway I)*

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# LOCATION

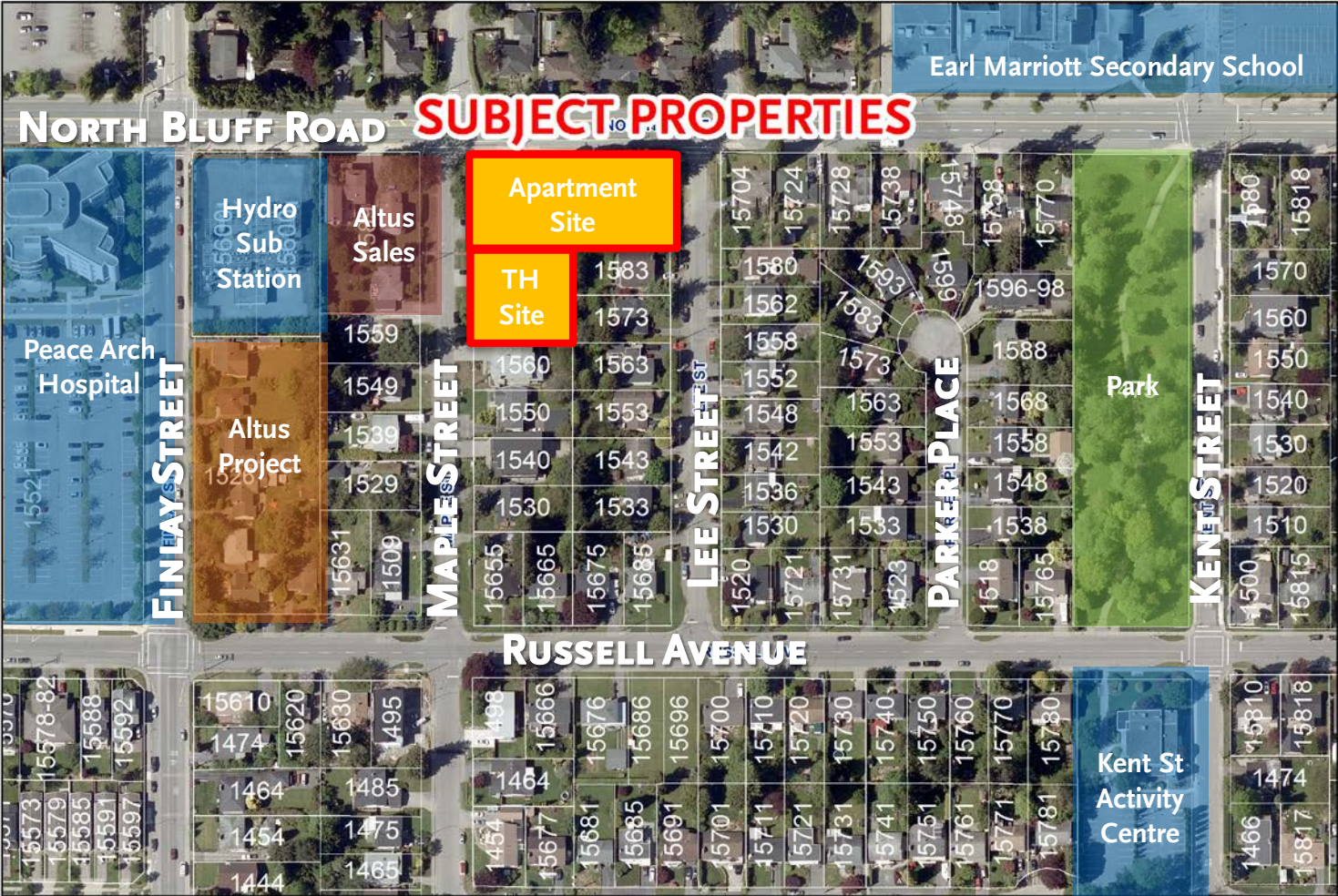


**Orthophoto**

**Maple and North Bluff Assembly**



# SITE CONTEXT



**Orthophoto**

Maple and North Bluff Assembly



# PROPOSAL

## 49 STRATA APARTMENTS

Bike parking, 8 spaces  
Feature stone paving at entry

NORTH BLUFF ROAD



Existing trees to remain  
Timber boardwalk  
Interior courtyard designed for children with open lawn, teeter agitators, timber stumps, and a sand box  
Concrete unit pavers in loading areas

PRIVATE PATIO  
SEATING AREA  
PRIVATE PATIO  
BREEZEWAY  
PRIVATE PATIO  
KID'S PLAY  
LAWN  
BBQ AREA

Timber boardwalk extending to site  
BBQ area with movable seating possible timber arbor

Planting buffer along south property line  
Deck, concrete unit pavers  
Existing fence along property line  
Planting buffer along east property line

Concrete unit paver entry, entry measurement between stairs  
Back yard with unit paver patio

LEE STREET

25 AFFORDABLE RENTAL APARTMENTS

## 14 TOWNHOUSES



# SITE MASSING VIEWS



AERIAL VIEW LOOKING NORTHEAST

# SITE MASSING VIEWS



VIEW LOOKING NORTHEAST – ALTUS IN FOREGROUND

# PROJECT UPDATE

On May 4, 2020 LUPC reviewed two key components of the proposal being the affordable housing component and a request for relief (20% reduction) from the parking supply requirements of the zoning bylaw.

The Committee directed staff to work with applicant to address comments specifically related to concerns around the requested reduction in the parking supply (Resolution 2020-LU/P-013).

The proponent has amended their plans to include an additional storey of below-grade parking; no above-ground changes have been made.

# AFFORDABLE HOUSING COMPONENTS

**49 Strata Apartments** – made available at **10 percent below market value**, implemented through BC Housing’s Affordable Home Ownership Program (AHOP), recognized within a Memorandum of Understanding and secured through the execution of a Project Partnering Agreement.

**25 Affordable Rental Apartments** – secured for low & moderate income households (i.e., below market value) through execution of Housing Agreement Bylaw and agreements with BC Housing.

**14 Townhome Units** – three bedroom townhomes to be sold at market rates



# ZONING BYLAW - PARKING

Staff have prepared a draft Zoning Bylaw (No. 2352), being a bylaw to create Comprehensive Development Zone 63 (CD-63).

Parking is to be provided **per Section 4.14** of the Bylaw at a rate of 1.2 spaces per unit for the 74 apartment units (i.e., 89 spaces total) plus 0.3 spaces per unit for visitors (i.e., 22 spaces total).

Parking for Townhomes is to be provided at a rate of 2 spaces per unit, **per Section 4.14** of the Bylaw.

A minimum of 5 spaces are to be provided as accessible parking with at least one of these spaces being van-accessible.

# ZONING BYLAW – AFFORDABLE HOUSING

The CD-63 Zone recognizes a Base Density of 0.5 times the lot area with permissions for “increased density” to a maximum of 7,117m<sup>2</sup> of GFA and 74 apartment dwelling units for Site 1, and a maximum of 2,045m<sup>2</sup> and 14 dwelling units for Site 2 **where a housing agreement has been entered into** and filed with the Land Title Office to **secure 25 dwelling units in Site 1 as rental tenure** for the life of the building, **owned or managed by a non-profit group and designed to be affordable for low and moderate income households.**

Draft Housing Agreement Bylaw (Appendix C) to secure the “affordability” of the 25 rental units as provided by BC Housing.

# DRAFT DEVELOPMENT PERMIT 428

A draft Development Permit (DP) is included as Appendix E.

The Permit requires that future construction and landscaping works be compliant with the Plans prepared by Urban Arts Architecture Inc. and eta Landscape Architects, respectively.

The Permit is conditional on: the execution of a Servicing Agreement with the City's Engineering Department; the posting of securities (\$410,000) for the landscaping works; the screening of all rooftop mechanical equipment; and the acceptable siting of a hydro kiosk necessary to serve the development.

# NEXT STEPS

If recommendation supported with 1<sup>st</sup> and 2<sup>nd</sup> Reading of Zoning Bylaw No. 2351, staff would schedule a Public Hearing.

The following issues would need to be resolved prior to bringing the bylaw back for final reading, if 3<sup>rd</sup> Reading is given:

- a) Satisfaction of engineering requirements and issues including road widening and the execution of a servicing agreement to the satisfaction of the Director of Engineering and Municipal Operations; and
- b) Preparation of an Affordable Home Ownership Program Memorandum of Understanding with BC Housing and the execution of a Project Partnering Agreement with BC Housing and the proponent.

With final reading of Bylaw No. 2351, staff would seek Council's approval of Development Permit No. 428.



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# SITE MASSING VIEWS



VIEW ALONG NORTH BLUFF ROAD @ MAPLE STREET LOOKING WEST

# SITE MASSING VIEWS



VIEW ALONG NORTH BLUFF ROAD

# SITE MASSING VIEWS



VIEW LOOKING TOWARDS NORTH BLUFF ROAD ALONG LEE STREET



# SITE MASSING VIEWS



*My City by the Sea!*

VIEW LOOKING SOUTH ALONG LEE STREET FROM NORTH BLUFF ROAD

# SITE MASSING VIEWS



BEACHWAY II

BEACHWAY I

VIEW ALONG NORTH BLUFF ROAD @ EARL MARRIOTT SECONDARY SCHOOL LOOKING WEST

# 14234 Malabar Avenue

## *Rezoning & Minor Development Permit*

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*Oct 26, 2020*





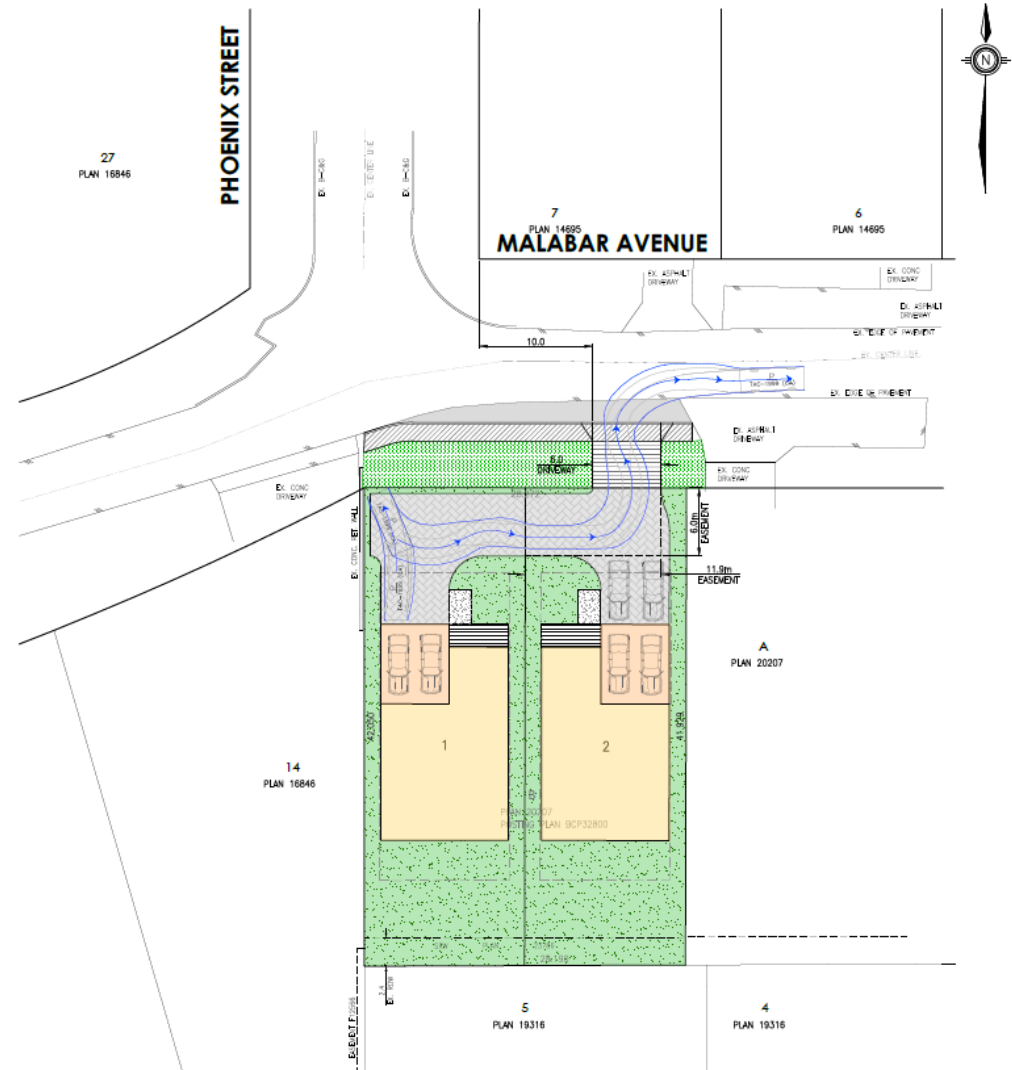
# Ortho Map

14234 Malabar Ave



# PROPOSAL

- Rezoning from RS-1 to RS-4 to enable lot split (subdivision)
- Minor (Environmental) DP required due to proximity from watercourse
- Shared driveway to address Engineering requirements



# PLANNING ANALYSIS

- Issues raised by public include: traffic, on-street parking, impacts to “large lot” character, housing affordability and developer profit
- OCP supports “gentle infill” through single lot subdivisions and introduction of secondary suites
- Lot size consistent with lots within one block of property – development not subject to form and character DP
- Shared driveway proposed to support separation from intersection – motorist / pedestrian safety
- Parking requirement met on-site
- Riparian Areas Regulation Assessment Report (accepted by Ministry) confirms no impacts to watercourse with sediment & erosion controls to be implemented through DP

# PROCESS SUMMARY

- Public Information Meeting – held April 2, 2019
- LUPC Report – October 5, 2020
- Public Hearing for Zoning Amendment - TBD
- Council Decision (Zoning Bylaw 3<sup>rd</sup> reading)
- Satisfaction of Development Pre-requisites
- Final Reading of Zoning Bylaw

*\* Concurrent review and processing of subdivision with Preliminary Layout Approval (PLA) tied to Council's review (approval) of zoning bylaw amendment and DP*

# RECOMMENDATION

## **THAT the Land Use and Planning Committee:**

1. Recommend that Council give first and second readings to *“White Rock Zoning Bylaw, 2012, No. 2000, Amendment (RS-4 – 14234 Malabar Avenue) Bylaw, 2020, No. 2361;”*
2. Recommend that Council direct staff to schedule the public hearing for *“White Rock Zoning Bylaw, 2012, No. 2000, Amendment (RS-4 – 14234 Malabar Avenue) Bylaw, 2020, No. 2361;”* and
3. Recommend that Council direct staff to resolve the following issues prior to final adoption:
  - a) Ensure that all engineering requirements and issues including servicing agreement completion are addressed to the satisfaction of the Director of Engineering and Municipal Operations; and
  - b) Demolish the existing buildings and structures to the satisfaction of the Director of Planning and Development Services.



# WHITE ROCK

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# LWD, BANK AND CHANNEL STABILITY ZONES OF SENSITIVITY

SCALE 1:500

