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THE CORPORATION OF THE
CITY OF WHITE ROCK
15322 BUENA VISTA AVENUE, WHITE ROCK, B.C. V4B 1Y6

ON TABLE see page 270

July 22, 2020

A **LAND USE AND PLANNING COMMITTEE MEETING** will be held in the **CITY HALL COUNCIL CHAMBERS** located at **15322 Buena Vista Avenue, White Rock, BC**, on **JULY 27, 2020** to begin at **6:15 p.m.** for the transaction of business as listed below.

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.

Please note you can watch the meeting, as well as previous meetings, online www.whiterockcity.ca/councilmeetings

T. Arthur, Director of Corporate Administration

A G E N D A

Councillor Johanson, Chairperson

1. CALL MEETING TO ORDER

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

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 July 27, 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 July 27, 2020 as circulated.

3. ADOPTION OF MINUTES

Page 4

a) May 4, 2020 – Land Use and Planning Committee Meeting

RECOMMENDATION

THAT the Land Use and Planning Committee adopt the minutes of the May 4, 2020 meeting as circulated.

4. DRAFT ZONING AMENDMENT BYLAW, HOUSING AGREEMENT BYLAW, AND MAJOR DEVELOPMENT PERMIT FOR ‘BEACHWAY’ APPLICATION – 15654/64/74 NORTH BLUFF ROAD / 1570/80 MAPLE STREET AND 1593 LEE STREET

(ZON/MJP 19-002)

Page 6

Corporate report dated July 27, 2020 from the Director of Planning and Development Services titled “Draft Zoning Amendment Bylaw, Housing Agreement Bylaw, and Major Development Permit for ‘Beachway’ Application – 15654/64/74 North Bluff Road / 1570/80 Maple Street and 1593 Lee Street (ZON/MJP 19-002)”.

RECOMMENDATION

THAT the Land Use and Planning Committee:

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

5. OFFICIAL COMMUNITY PLAN REVIEW – SUMMARY OF TOWN CENTRE URBAN DESIGN & PUBLIC REALM REVIEW PHASE 2 PUBLIC ENGAGEMENT AND RECOMMENDATIONS **Page 164**

Corporate report dated July 27, 2020 from the Director of Planning and Development Services titled “Official Community Plan Review – Summary of Town Centre Urban Design & Public Realm Review Phase 2 Public Engagement and Recommendations”.

RECOMMENDATION

THAT Land Use and Planning Committee recommend that Council consider the Town Centre Phase 2 Engagement Summary and Recommendations Report prepared by DIALOG Design, attached to this corporate report as Appendix A, and direct staff to proceed with preparing the proposed implementing mechanisms as described in staff’s evaluation of the DIALOG recommendations in Appendix B.

6. CONSIDERATION OF POLICY FOR PURCHASE OF MUNICIPAL PROPERTY **Page 262**

Corporate report dated July 27, 2020 from the Director of Planning and Development Services titled “Consideration of Policy for Purchase of Municipal Property”.

RECOMMENDATION

THAT Council direct staff to prepare a Council Policy regarding the Sale of Municipal Property.

7. CONCLUSION OF THE JULY 27, 2020 LAND USE AND PLANNING COMMITTEE MEETING

PRESENT: Councillor Kristjanson, Chairperson
Mayor Walker
Councillor Chesney
Councillor Fathers
Councillor Johanson
Councillor Manning
Councillor Trevelyan (via electronic means – Bylaw No. 2337)

STAFF: D. Bottrill, Chief Administrative Officer
T. Arthur, Director of Corporate Administration
C. Isaak, Director of Planning and Development Services
S. Lam, Deputy Corporate Officer (via electronic means)

The City of White Rock is committed to the health and safety of our community. In keeping with Ministerial Order No. M083 from the Province of British Columbia, City Council meetings will take place without the public in attendance at this time until further notice.

Please note you can watch the meeting, as well as previous meetings, online www.whiterockcity.ca/councilmeetings.

1. **CALL MEETING TO ORDER**
The meeting was called to order at 6:30 p.m.

2. **ADOPTION OF AGENDA**

2020-LU/P-010 **It was MOVED and SECONDED**

THAT the Land Use and Planning Committee amends the agenda for the May 4, 2020 meeting to include the following two (2) “On-Table” items:

- April 29, 2020 Memorandum titled “Beachway ZON/MJF 19-02; and
- Written Submissions from Applicant re: LUPC Report from Shelley Craig, Principal of Urban Arts Architecture Inc.

AND the agenda be approved as amended.

CARRIED

3. **ADOPTION OF MINUTES**
January 13, 2020

2020-LU/P-011 **It was MOVED and SECONDED**

THAT the Land Use and Planning Committee adopts the January 13, 2020 meeting minutes as circulated.

CARRIED

4. **‘BEACHWAY’ APPLICATION UPDATE – 15654/64/74 NORTH BLUFF ROAD 1570/80 MAPLE STREET AND 1593 LEE STREET (ZON/MJP 19-002) Page 5**
Corporate report dated May 4, 2020 from the Director of Planning and Development Services titled “Beachway’ Application Update – 15654/64/74 North Bluff Road / 1570/80 Maple Street and 1593 Lee Street (ZON/MJP 19-002)”.

The following discussion points were noted:

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

2020-LU/P-012

It was MOVED and SECONDED

THAT the Land Use and Planning Committee receives for information the corporate report dated May 4, 2020, from the Director of Planning and Development Services, titled “‘Beachway’ Application Update – 15654/64/74 North Bluff Road / 1570/80 Maple Street and 1593 Lee Street (ZON/MJP 19-002)”.

CARRIED

2020-LU/P-013

It was MOVED and SECONDED

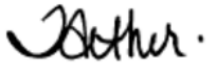
THAT the Land Use and Planning Committee directs staff to work with the applicant to address the comments noted by the Land Use and Planning Committee at the May 4, 2020 meeting.

CARRIED

5. **CONCLUSION OF THE MAY 4, 2020 LAND USE AND PLANNING COMMITTEE MEETING**

The Chairperson declared the meeting concluded at 6:56 p.m.

Councillor Kristjanson
Chairperson



Tracey Arthur, Director of
Corporate Administration

THE CORPORATION OF THE
CITY OF WHITE ROCK
CORPORATE REPORT



DATE: July 27, 2020

TO: Land Use and Planning Committee

FROM: Carl Isaak, Director of Planning and Development Services

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

RECOMMENDATIONS

THAT the Land Use and Planning Committee:

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

EXECUTIVE SUMMARY

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

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

PREVIOUS COUNCIL DIRECTION

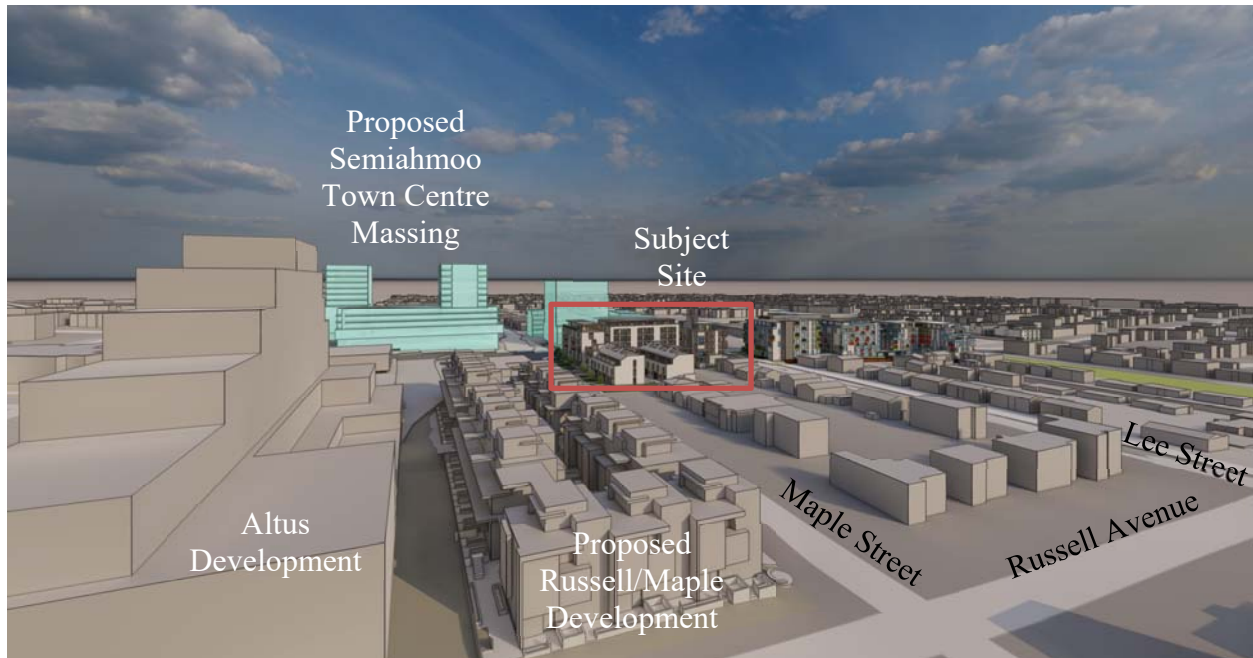
Resolution # and Date	Resolution Details
LUPC July 23, 2018 2018-LUP-042	THAT the Land Use and Planning Committee recommend that the OCP amendment application be referred back to staff, and direct staff to work with the applicant on a revised rezoning and Major Development Permit application, for an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

INTRODUCTION/BACKGROUND

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

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

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



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

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

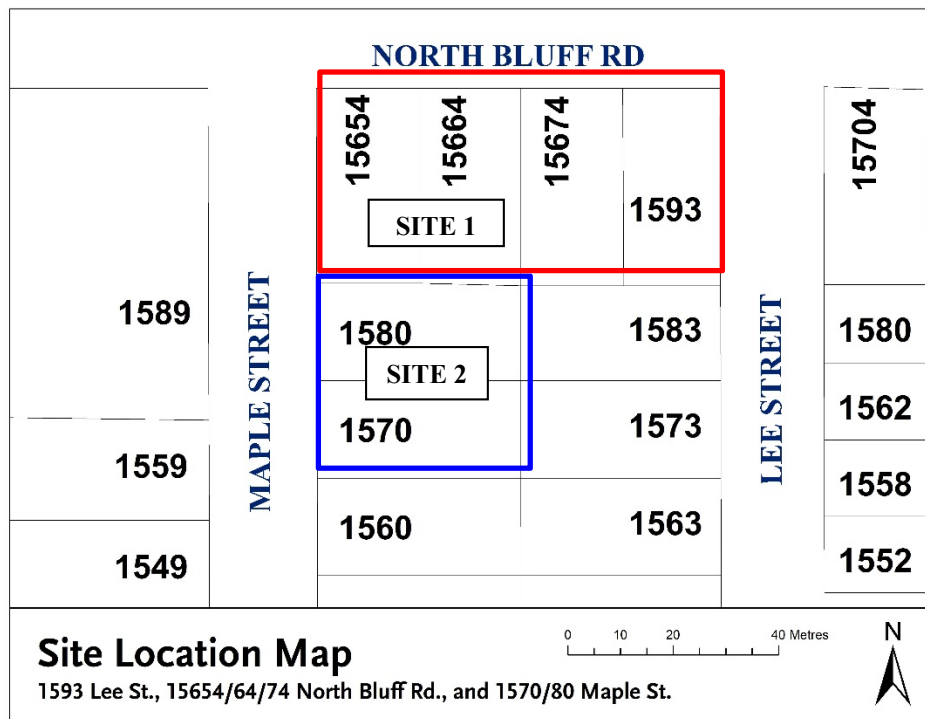
Table 1: Proposed Parking Supply Summary

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

Description of the Project and Measures to Support Affordable Housing

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

Figure 2: Layout of Proposed Development



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

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

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

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

Development Permit Area Compliance

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

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

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

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



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

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

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

The draft development permit is attached as Appendix E.

FINANCIAL IMPLICATIONS

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

LEGAL IMPLICATIONS

Not applicable.

COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS

Not applicable.

INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS

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

CLIMATE CHANGE IMPLICATIONS

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

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

ALIGNMENT WITH STRATEGIC PRIORITIES

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

OPTIONS / RISKS / ALTERNATIVES

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

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

CONCLUSION

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

Respectfully submitted,



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

Comments from the Chief Administrative Officer

I concur with the recommendations of this corporate report.



Guillermo Ferrero
Chief Administrative Officer

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

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

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

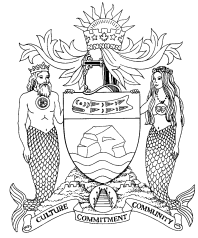
Appendix D: ADP Minutes dated April 23, 2019

Appendix E: Draft Development Permit No. 428

APPENDIX A

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

THE CORPORATION OF THE
CITY OF WHITE ROCK
CORPORATE REPORT



DATE: May 4, 2020

TO: Land Use and Planning Committee

FROM: Carl Isaak, Director of Planning and Development Services

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

RECOMMENDATIONS

THAT the Land Use and Planning Committee:

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

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

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

Previous Consideration of Proposal

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

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

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

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

Proposed Parking Variance

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

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

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

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

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

Proposed Affordable Housing and Partnership with BC Housing

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

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

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

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

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

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

PAST PRACTICE / POLICY/LEGISLATION

OCP Land Use and Policy

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

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

Zoning Bylaw

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

ANALYSIS

Existing Land Use Context

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

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

Rezoning and Development Permit Approvals Required

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

Previous Proposals

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

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

Public Information Meeting

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

Advisory Design Panel

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

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

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

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

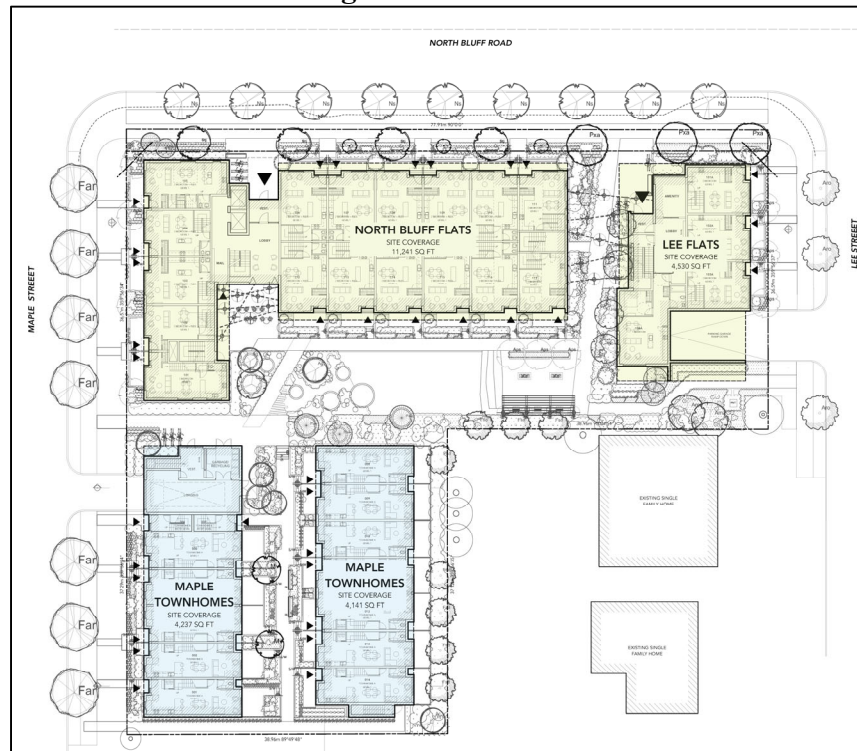
Current Proposal

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

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

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

Figure 1: Site Plan



Affordable Housing Component

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

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

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

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

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

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

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

Parking Variance

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

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

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

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

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

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

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

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

BUDGET IMPLICATIONS

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

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

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

OPTIONS

The Land Use and Planning Committee can recommend that Council:

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

Staff recommend Option 1.

CONCLUSION

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

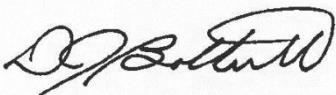
Respectfully submitted,



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

Comments from the Chief Administrative Officer

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

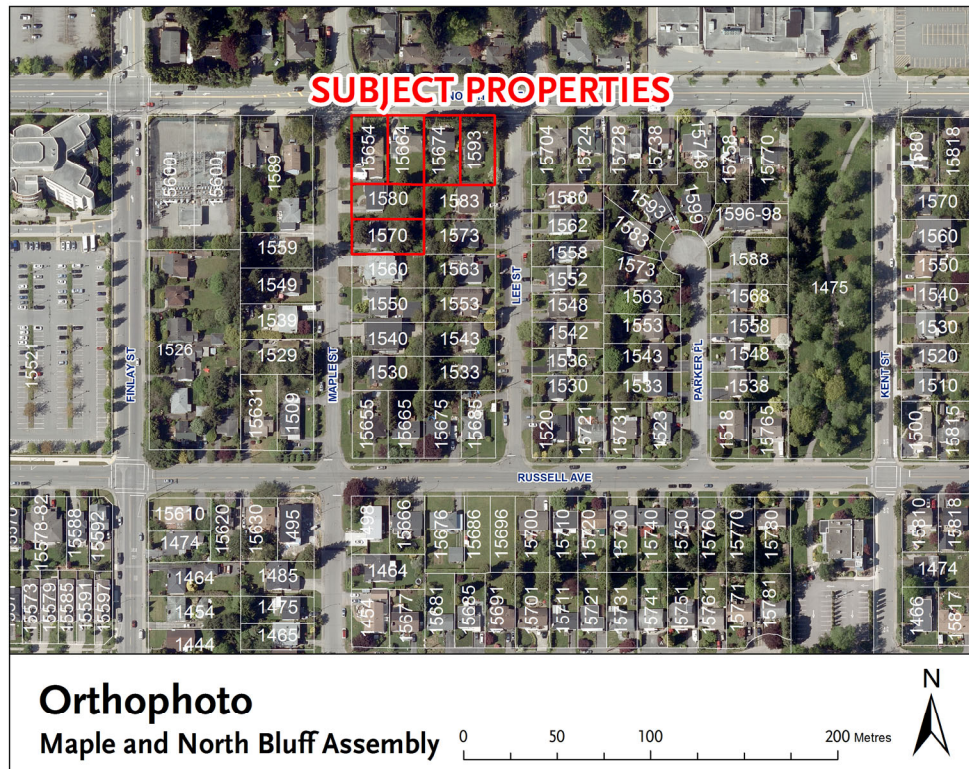
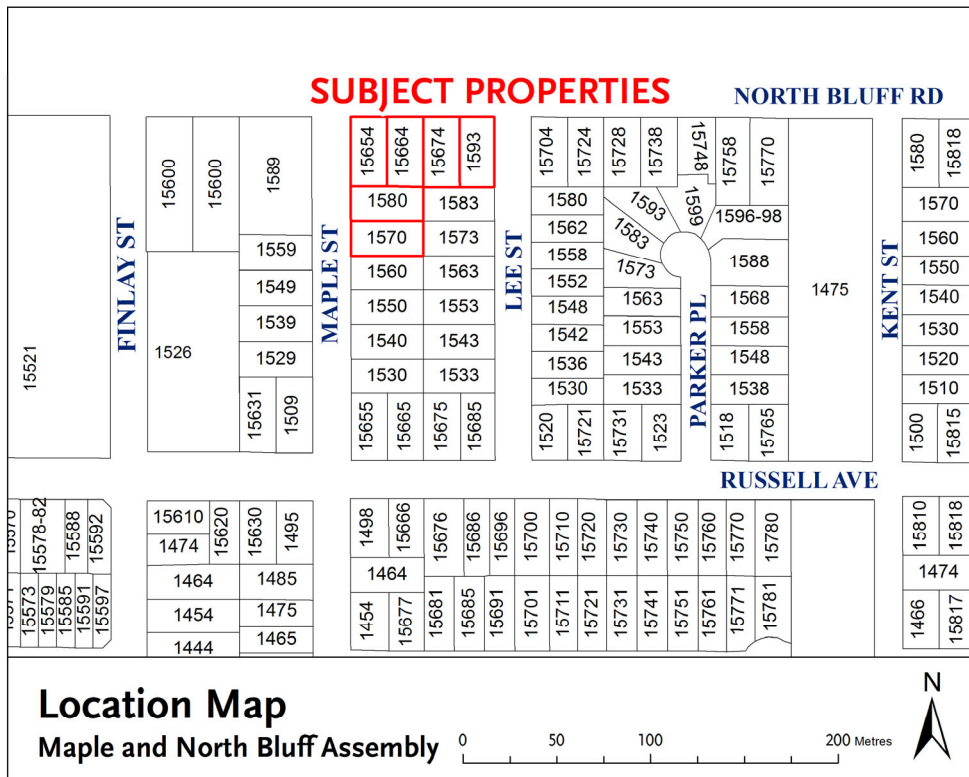


Dan Bottrill
Chief Administrative Officer

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

APPENDIX A

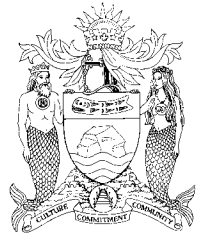
Location and Ortho Photo Maps



APPENDIX B

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

THE CORPORATION OF THE
CITY OF WHITE ROCK
CORPORATE REPORT



DATE: July 23, 2018

TO: Land Use and Planning Committee

FROM: Carl Johannsen, Director of Planning and Development Services

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

RECOMMENDATIONS

THAT the Land Use and Planning Committee:

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

EXECUTIVE SUMMARY

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

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

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

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

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

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

INTRODUCTION

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

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

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

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

PAST PRACTICE / POLICY / LEGISLATION

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

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

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

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

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

ANALYSIS

Existing Land Use Context

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

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

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

Townhouse Site

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

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

Apartment (‘Flats’) Site

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

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

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

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

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

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

Figure 1: Conceptual Massing (view from SE)

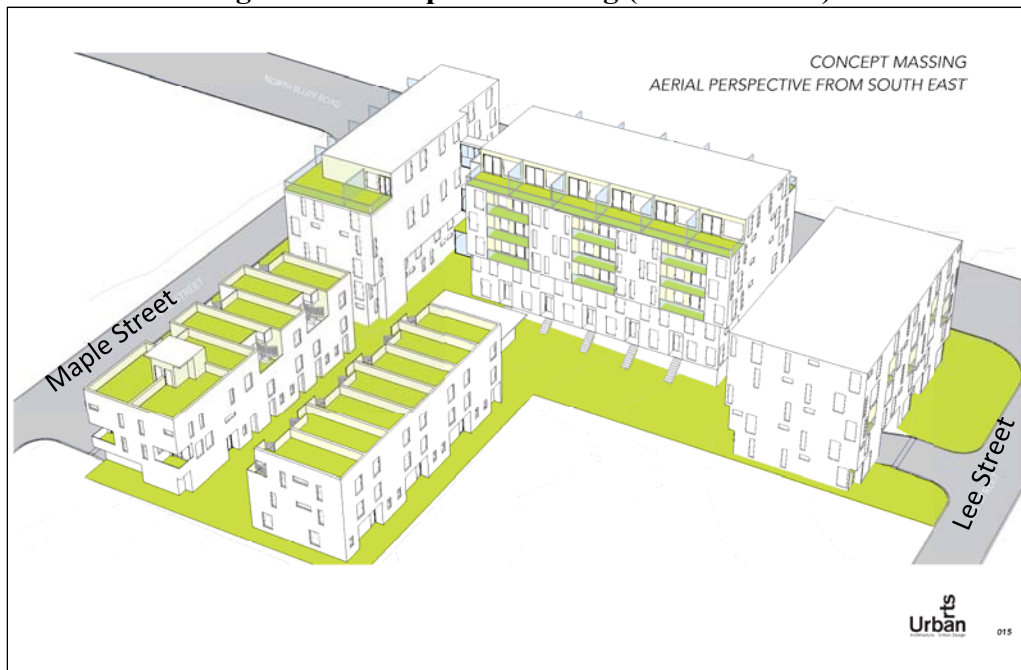
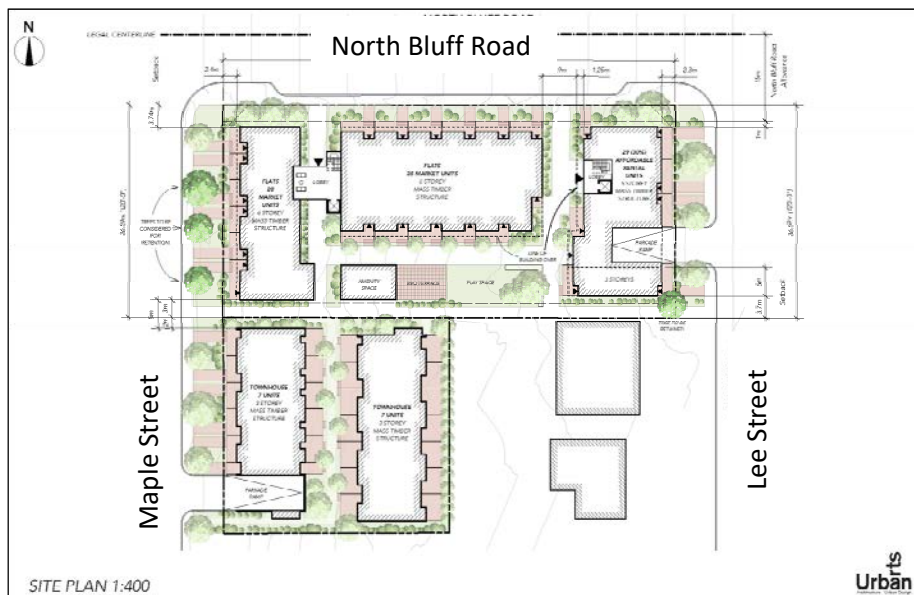


Figure 2: Proposed Site Plan



Proposed FAR in Relation to the OCP

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

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

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

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

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

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

Townhouse Design Commentary

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

Apartment Design Commentary

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

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

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

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

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

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

Options for Committee’s Consideration

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

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

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

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

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

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

or

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

or

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

Additional Considerations

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

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

CONCLUSION

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

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

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

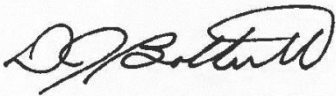
Respectfully submitted,



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

Comments from the Chief Administrative Officer:

This corporate report is provided for Committee's information.



Dan Bottrill
Chief Administrative Officer

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

APPENDIX C

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

THE CORPORATION OF THE
CITY OF WHITE ROCK
CORPORATE REPORT



DATE: January 28, 2019

TO: Land Use and Planning Committee

FROM: Carl Johannsen, Director of Planning and Development Services

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

RECOMMENDATION

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

INTRODUCTION

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

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

PAST PRACTICE / POLICY/LEGISLATION

OCP Land Use and Policy

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

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

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

Zoning Bylaw

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

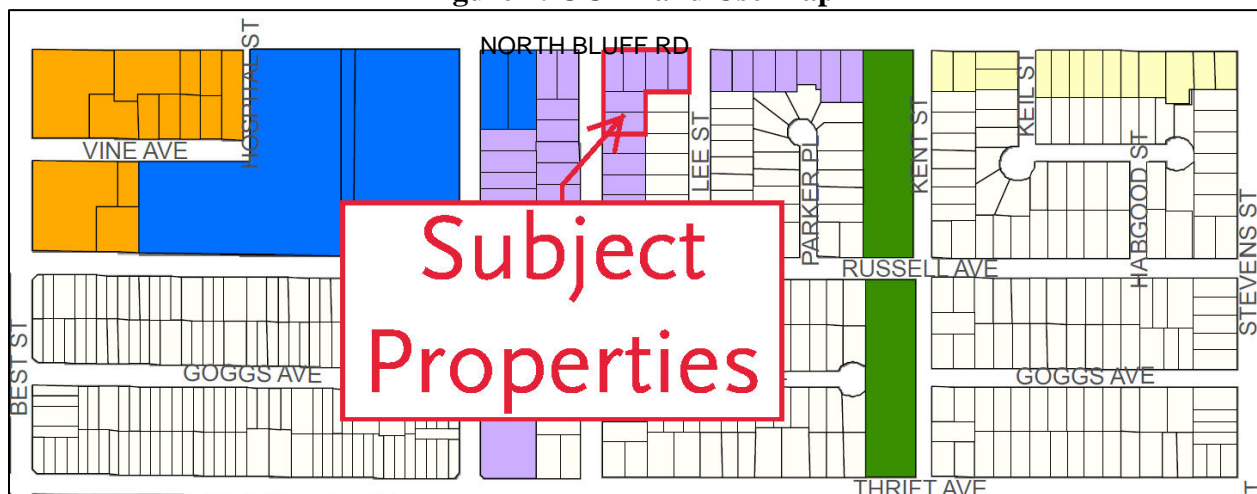
ANALYSIS

Existing Land Use Context

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

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

Figure 1: OCP Land Use Map



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

Rezoning and Development Permit Approvals Required

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

Previous Proposal

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

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

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

Revised Proposal

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

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

Figure 2: Site Plan



Affordable Housing Component

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

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

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

Next Steps

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

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

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

BUDGET IMPLICATIONS

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

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

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

CONCLUSION

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

Respectfully submitted,



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

Comments from the Chief Administrative Officer:

This corporate report is provided for information.



Dan Bottrill
Chief Administrative Officer

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

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

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

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

APPENDIX D

Comparison of New Revised Proposal with 1st and 2nd Development Proposal Statistics

Table 1: Apartment Site

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

Table 2: Townhouse Site

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

APPENDIX E

Renderings and Landscape Site Plan

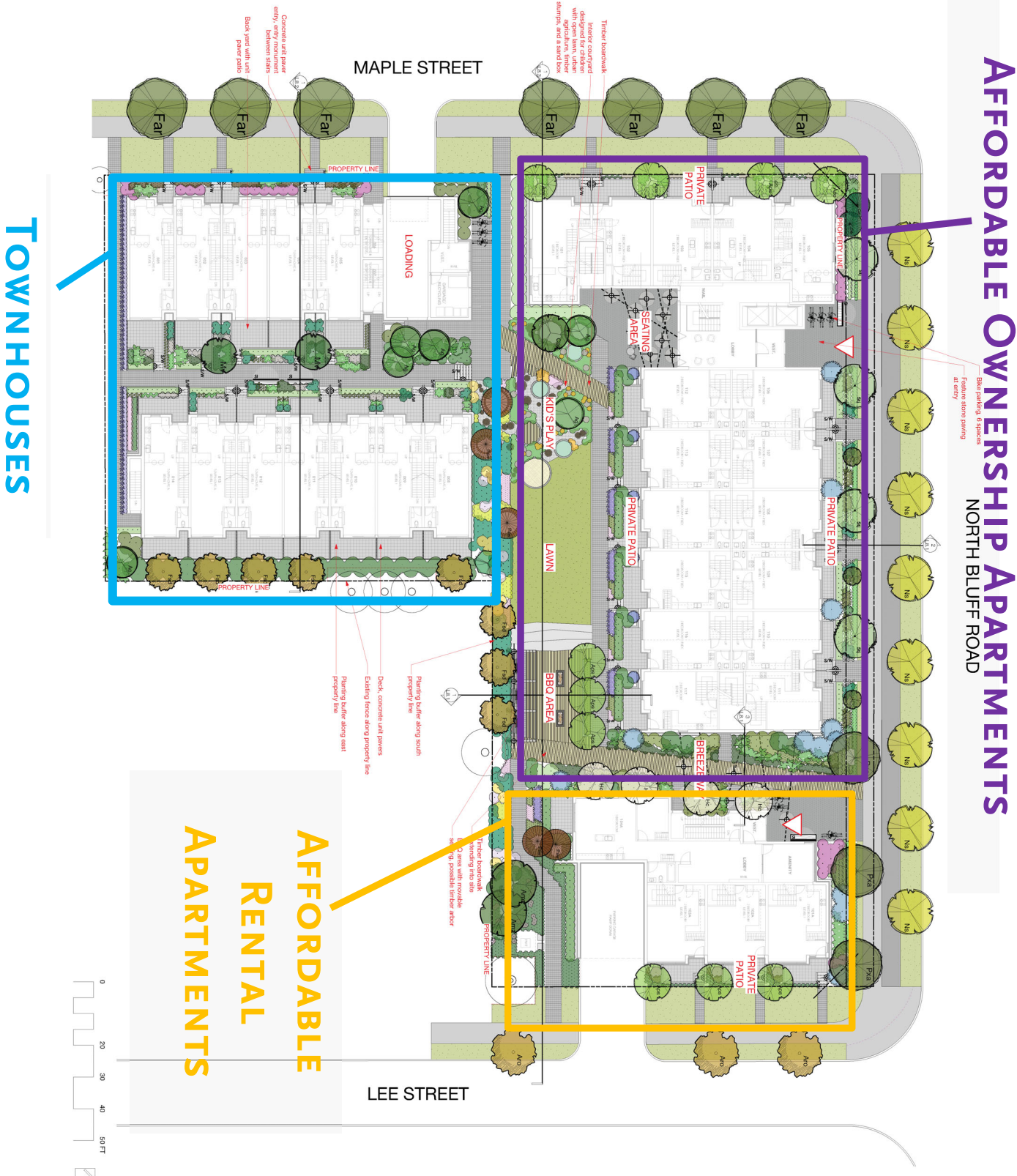
View Southwest from North Bluff and Lee (Sunset)



View Southeast from North Bluff and Maple (Night)



Landscape Site Plan



APPENDIX F

Memorandum of Understanding DRAFT



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

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

BETWEEN

CITY OF WHITE ROCK

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

(the "City")

AND

BRITISH COLUMBIA HOUSING MANAGEMENT COMMISSION

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

("BC Housing")

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

MOU

PART 1 – INTRODUCTION

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

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

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

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

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

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

PART 2 – GOALS

This MOU recognizes the parties shared goal of developing new affordable housing for sale to middle income households as a partnership between BC Housing, private sector developers¹ and the City. Affordability will be achieved through contributions from developers, the City and BC Housing, which contributions will be secured over the long-term, as described below.

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

- The creation of new home ownership homes (“**AHOP Homes**”) within the City that are affordable for middle income households² in the City. AHOP Homes may exist in Developments where only a portion of the units are allocated under the Program and the remaining units are not subject to the Program terms.
- Affordability will be achieved through partnerships with developers who will benefit from low-cost interim construction financing from BC Housing and increased density or other considerations and/or contributions from the City.
- In addition to the creation of AHOP Homes, the City will benefit through BC Housing’s repayment of the City’s contributions for use for future affordable housing purposes.

PART 3 – OUTLINE OF THE AFFORDABLE HOME OWNERSHIP PROGRAM

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

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

² As defined in the Affordable Home Ownership Program Framework.

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

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

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

PART 4 – ROLES AND RESPONSIBILITIES

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

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

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

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

PART 5 – INVESTMENT OF AHOP MORTGAGE PROCEEDS

BC Housing will collect the AHOP Mortgage proceeds when due³ and hold them in trust for the City. Once each year, BC Housing will transfer AHOP Mortgage proceeds received from Eligible Purchasers, less 2% for administration costs, to a fund managed by the City. BC Housing and the City shall mutually agree in advance regarding the fund designated for the investment of AHOP Mortgage proceeds and the permitted use and objectives associated with the designated fund.

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

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

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

PART 6 – MUNICIPAL APPROVALS

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

PART 7 – PUBLIC CONSULTATION

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

PART 8 – COMMUNICATION

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

CITY OF WHITE ROCK

Per its authorized signatories

Signature

Date Signed

Print Name and Title

Signature

Date Signed

Print Name and Title

BRITISH COLUMBIA HOUSING MANAGEMENT COMMISSION

Per its authorized signatories

Signature

Date Signed

Print Name and Title

Signature

Date Signed

Print Name and Title

APPENDIX G

Letter from BC Housing indicating support dated November 12, 2019

November 12, 2019

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

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

Dear Mr Carl Isaak,

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

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

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

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

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

Yours truly,



Raymond Kwong
Provincial Director, HousingHub

British Columbia Housing Management Commission

APPENDIX H
Provincial Rental Supply Program Framework

Provincial Rental Supply



PROGRAM FRAMEWORK

May 2018



INTRODUCTION

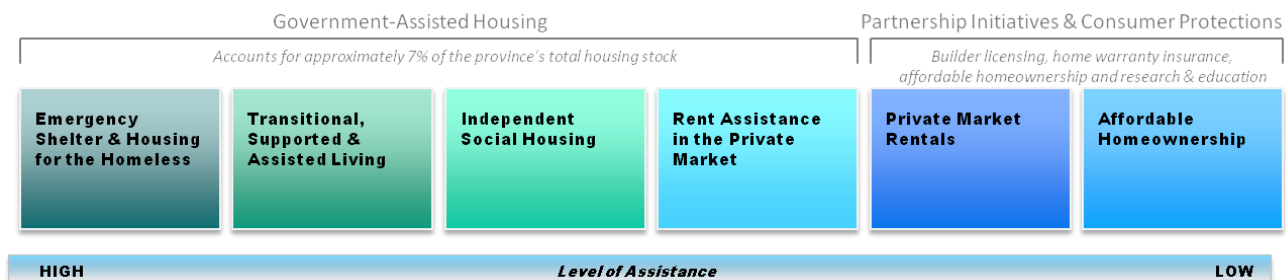
In 2018, the Province of British Columbia announced the creation of the HousingHub, through which BC Housing partners with non-profit and for-profit sectors, faith groups, and other levels of government to identify and advance innovative approaches to locate, use, or repurpose land in communities where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

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

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

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

Figure 1: Housing Continuum



PRINCIPLES

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

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

5. Transparent and accountable operations

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

PROGRAM PURPOSE

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

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

Outputs:

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

Outcomes:

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

Indicators:

1. Number of new units created for eligible households.

FUNDING

Partner Contributions

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

Financing¹

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

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

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

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

¹ Financing is subject to BC Housing's Lending Criteria.

- A Section 219 restrictive covenant.

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

PROJECT ELIGIBILITY

BC Housing will consider proposals for funding through an open proposal call for submissions. The evaluation of submissions will be based on proponent and project eligibility, need and demand, lending criteria and available financing. The following minimum eligibility requirements must be met²:

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

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

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

KEY PROGRAM ELEMENTS

Tenant Eligibility

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

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

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

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

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

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

Rents

Rents must be affordable for eligible tenants, as determined by BC Housing⁵, and remain affordable for a minimum period of ten (10) years⁶.

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

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

Design Guidelines

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

ROLES AND RESPONSIBILITIES

BC Housing

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

Project Partners

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

MONITORING AND REPORTING

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

BC Housing's main interests are:

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

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

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

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

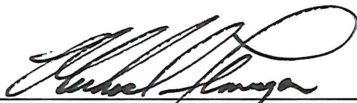
From time to time, the project partner is required to submit a report, using a template provided by BC Housing, addressing key requirements such as:

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

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

SIGN-OFF

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



Vice President Development and
Asset Strategies



Vice President Corporate Services and
Chief Financial Officer

APPENDIX I

CTS Technical Memorandum dated November 8, 2019

TECHNICAL MEMORANDUM

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

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

The primary objectives of this study were as follows:

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

This report documents our analyses and findings.

1.0 BACKGROUND

1.1 Proposed Development

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

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

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

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

**FIGURE 1
SITE CONTEXT**



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

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

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

1.2 City of White Rock Official Community Plan

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

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

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

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

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

2.0 EXISTING CONDITIONS

2.1 Existing Road Network

North Bluff Road / 16th Avenue

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

Russell Avenue

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

Lee Street

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

Maple Street

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

2.2 Alternative Transportation Infrastructure

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

Transit Network

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

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

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

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

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

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

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

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

Bicycle Network

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

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

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

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

Pedestrian Network

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

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

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

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

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

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

**FIGURE 2
ALTERNATIVE MODES OF TRAVEL**



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

3.0 PARKING ANALYSIS

3.1 Parking Requirements

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

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

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

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

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

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

3.2 Average Parking Demand

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

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

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

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

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

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

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

**TABLE 2
FORECASTED AVERAGE PEAK PARKING DEMAND**

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

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

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

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

3.3 Parking Supply in Metro Vancouver

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

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

3.4 Alternative Modes of Transportation

Walking

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

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

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

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

Transit

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

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

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

3.5 Transportation Demand Management Measures

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

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

Public Transit

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

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

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

Car Sharing

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

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

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

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

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

3.6 Cost Feasibility

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

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

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

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

3.7 Parking Considerations

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

Market Townhouse

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

Affordable Housing

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

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

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

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

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

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

Visitor Parking

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

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

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

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

4.0 PARKADE ACCESS CONFIGURATION

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

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

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

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

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

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

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

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:

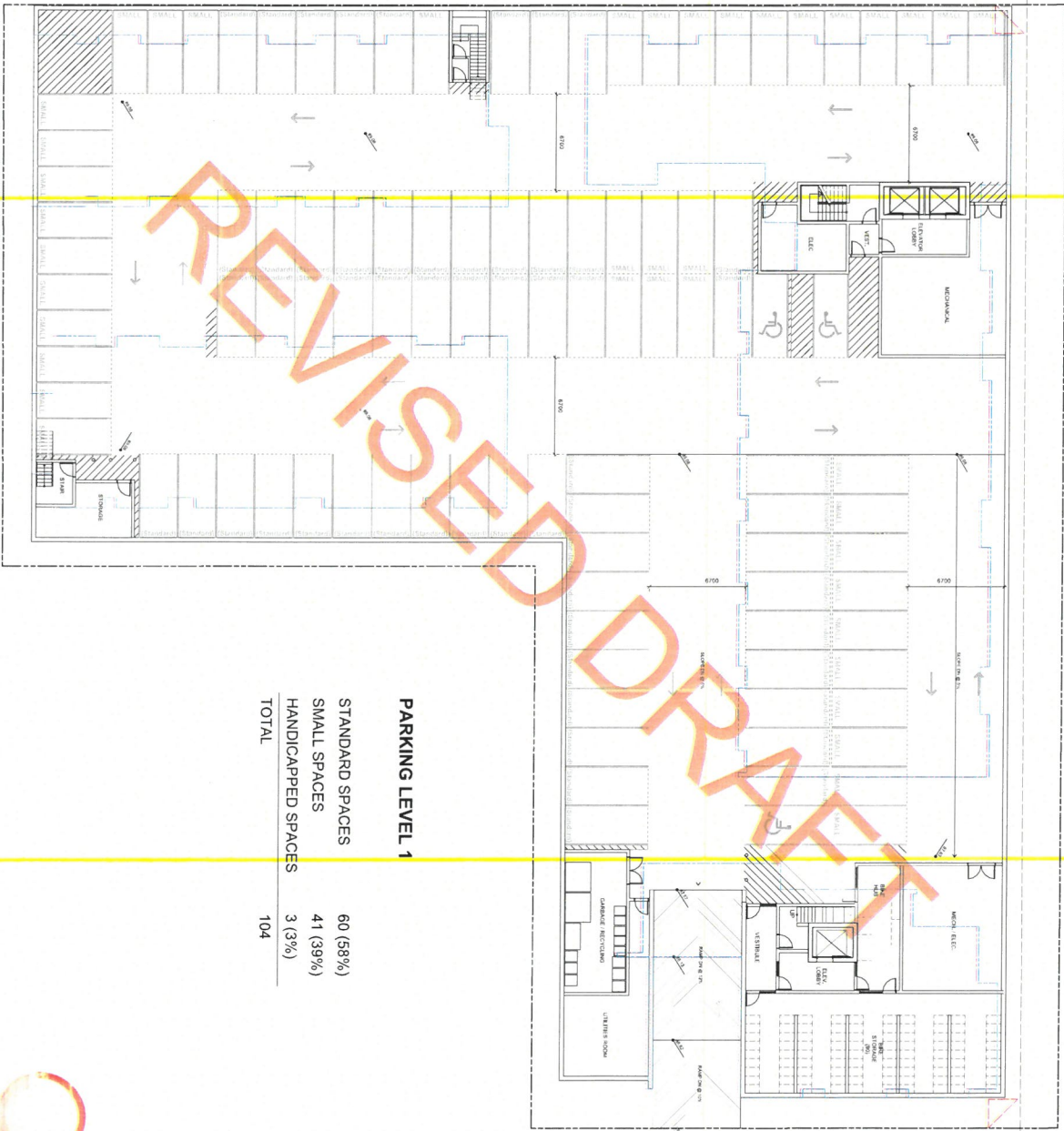
Gary Vlieg, P.Eng.
Engineering Group Manager

Dominique Bram Guevarra, EIT
Junior Traffic Engineer

Attachment

**Appendix A
Architectural Drawings**

REVISED DRAFT



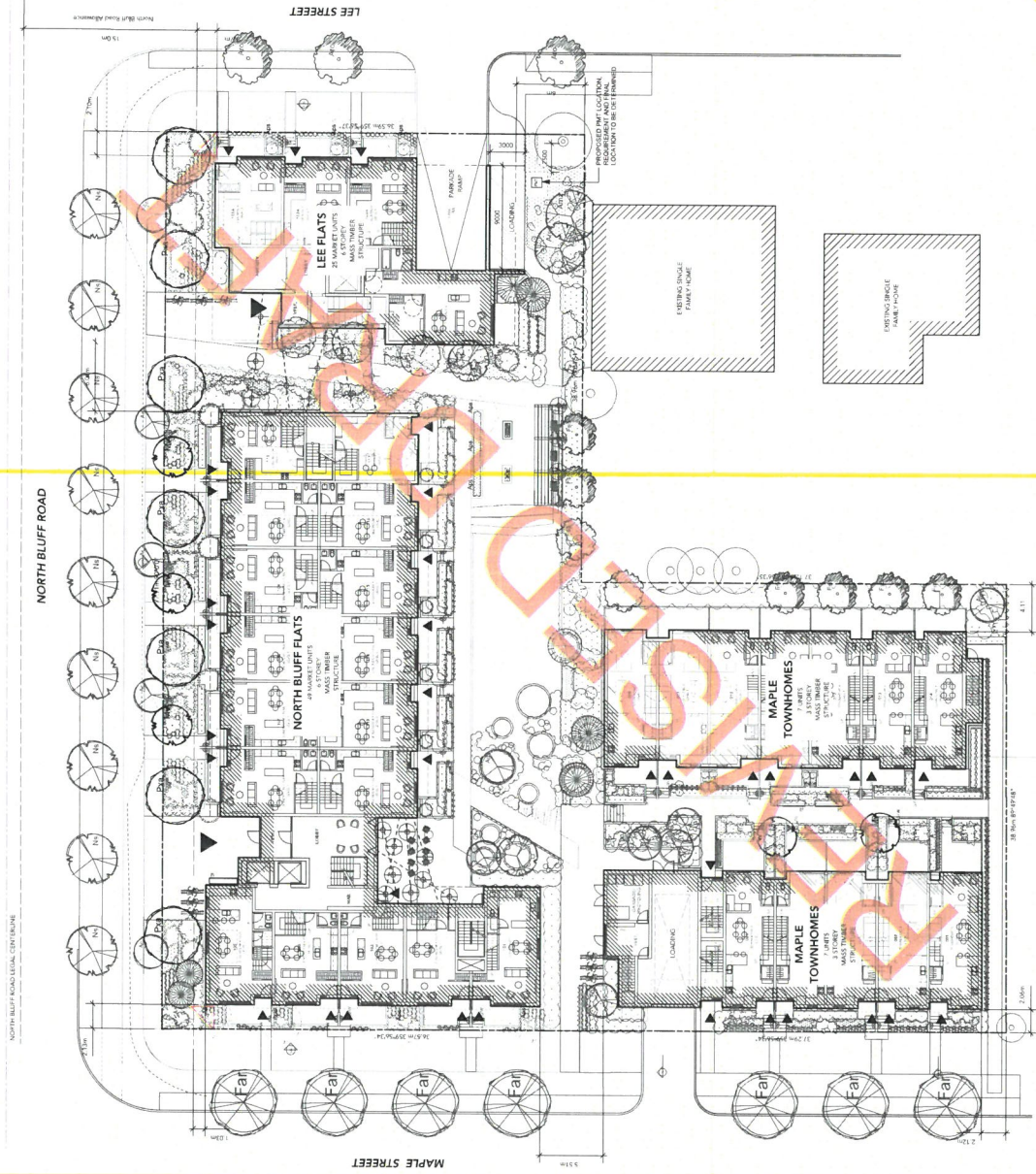
PARKING LEVEL 1

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



Urban
 rts
 Architecture & Engineering
 1000-1111 Street
 Vancouver, BC V6E 1V7
 Tel: 604.681.1111
 Fax: 604.681.1112

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



BEACHWAY

Urban Arts
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1000 West 10th Avenue, Suite 200
Vancouver, BC, Canada V6P 4K1
Tel: 604.681.8888
www.urbanarts.ca

Revised for DP REV.
2014.05.04
Beachway
White Rock, BC
SITE PLAN
A010



dated for DP
 2019.09.04
 Beachway
 White Rock, BC



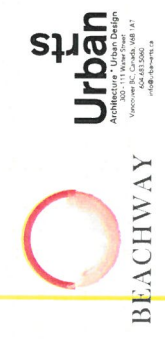
BEACHWAY
 3002-113 Beach Street
 Vancouver, BC V6E 2A7
 TEL: 604.233.5306
 WWW.BEACHWAY.BC.CA

FLOOR PLAN
 FLATS LEVEL 1
A101

AREA / UNIT TYPE	UNIT #	LS UNIT AREA (SQ FT)	# OF UNIT	NET AREA SF
2-BR CH	107 F/L1	572	1	520
2-BR CH	107 F/L2	444	1	444
2-BR CH	108 F/L1	444	1	444
2-BR CH	108 F/L2	444	1	444
2-BR CH	109 F/L1	444	1	444
2-BR CH	109 F/L2	444	1	444
2-BR CH	110 F/L1	444	1	444
2-BR CH	110 F/L2	444	1	444
2-BR CH	111 F/L1	444	1	444
2-BR CH	111 F/L2	444	1	444
2-BR CH	112 F/L1	444	1	444
2-BR CH	112 F/L2	444	1	444
2-BR CH	113 F/L1	444	1	444
2-BR CH	113 F/L2	444	1	444
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2-BR CH	114 F/L2	444	1	444
2-BR CH	115 F/L1	444	1	444
2-BR CH	115 F/L2	444	1	444
2-BR CH	116 F/L1	444	1	444
2-BR CH	116 F/L2	444	1	444
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2-BR CH	104M	726</		



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



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

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

'Beachway 1' Application Update"

Zoning Amendment / Development Permit Application
Parking Variance and Affordable Housing

WHITE ROCK
My City by the Sea!



Project Location



200 Metres

100

50

0

Orthophoto

Maple and North Bluff Assembly

Context – Related Applications



SUBJECT TO PROPERTIES



200 Metres

100

50

0

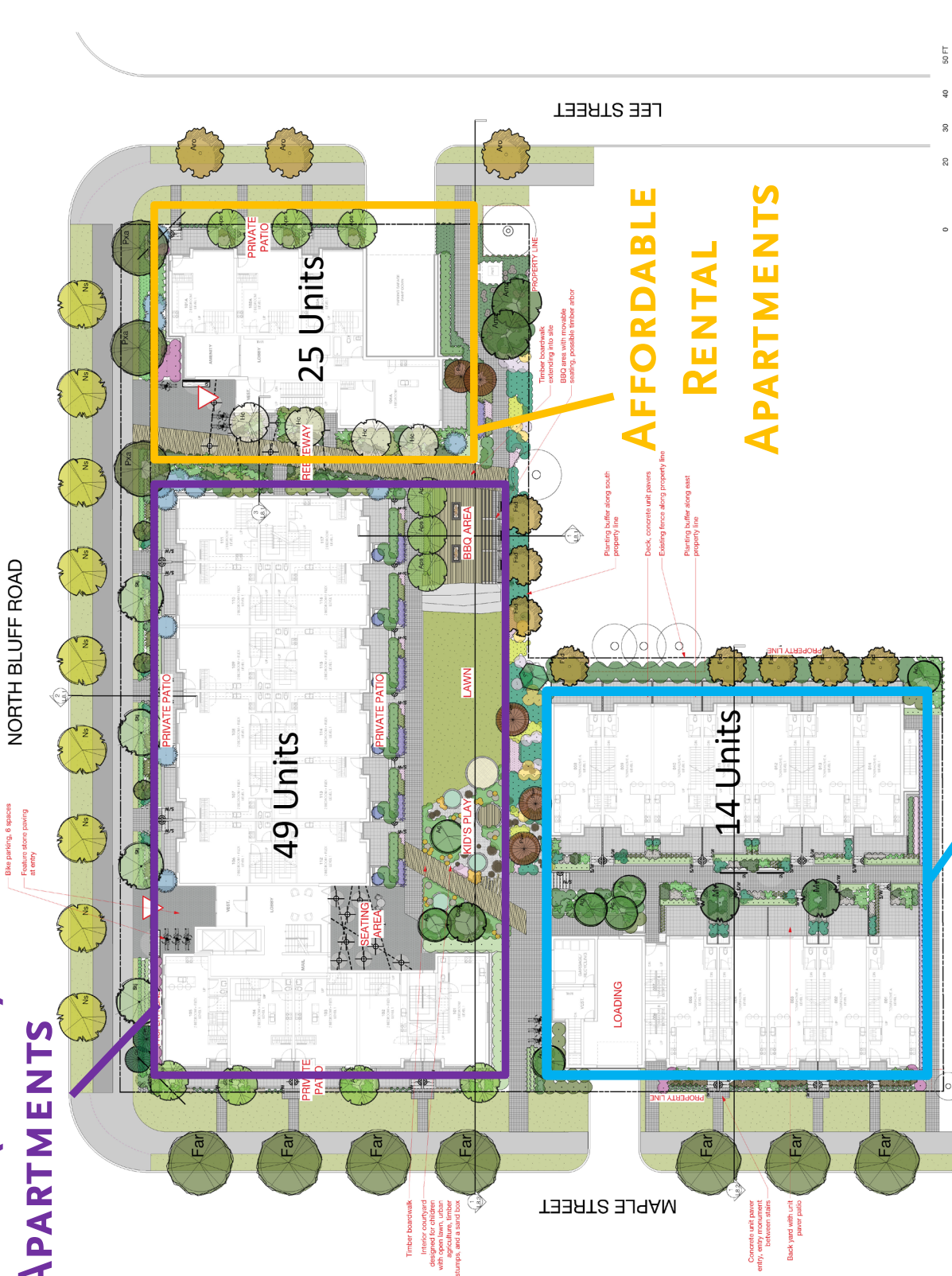
Orthophoto

Maple and North Bluff Assembly

Landscape Site Plan

STRATA (AHOP)

APARTMENTS



NORTH BLUFF ROAD

LEE STREET

MAPLE STREET

25 Units

49 Units

14 Units

**AFFORDABLE
RENTAL
APARTMENTS**

TOWNHOUSES (MARKET STRATA)

Bike parking, 6 spaces
Features stone paving at entry

Timber boardwalk
Interior courtyard
deck with open lawn, urban
agriculture, timber
stamp, area & stairs

Concrete will pour
entry, entry instrument
between stairs
Back yard with cut
paver patio

Planting buffer along south
property line
Deck, concrete unit patios
Existing fence along property line
Planting buffer along east
property line

Timber boardwalk
extending into site
BBQ area with movable
seating, private timber anchor

Revision	Date	Revised By
A	07/24/17	Revised by JP
B	08/01/17	Revised by JP
C	08/01/17	Revised by JP
D	08/01/17	Revised by JP
E	08/01/17	Revised by JP

No.	Date	Name	Notes
A	07/24/17	Revised by JP	
B	08/01/17	Revised by JP	
C	08/01/17	Revised by JP	
D	08/01/17	Revised by JP	
E	08/01/17	Revised by JP	

Prepared By:



180 West 2nd Avenue
Annapolis, MD, 21403
Tel: 410-883-1458
Fax: 410-883-1459
www.eta.com

Beachway Development
North Bluff Road
White Hook, MD

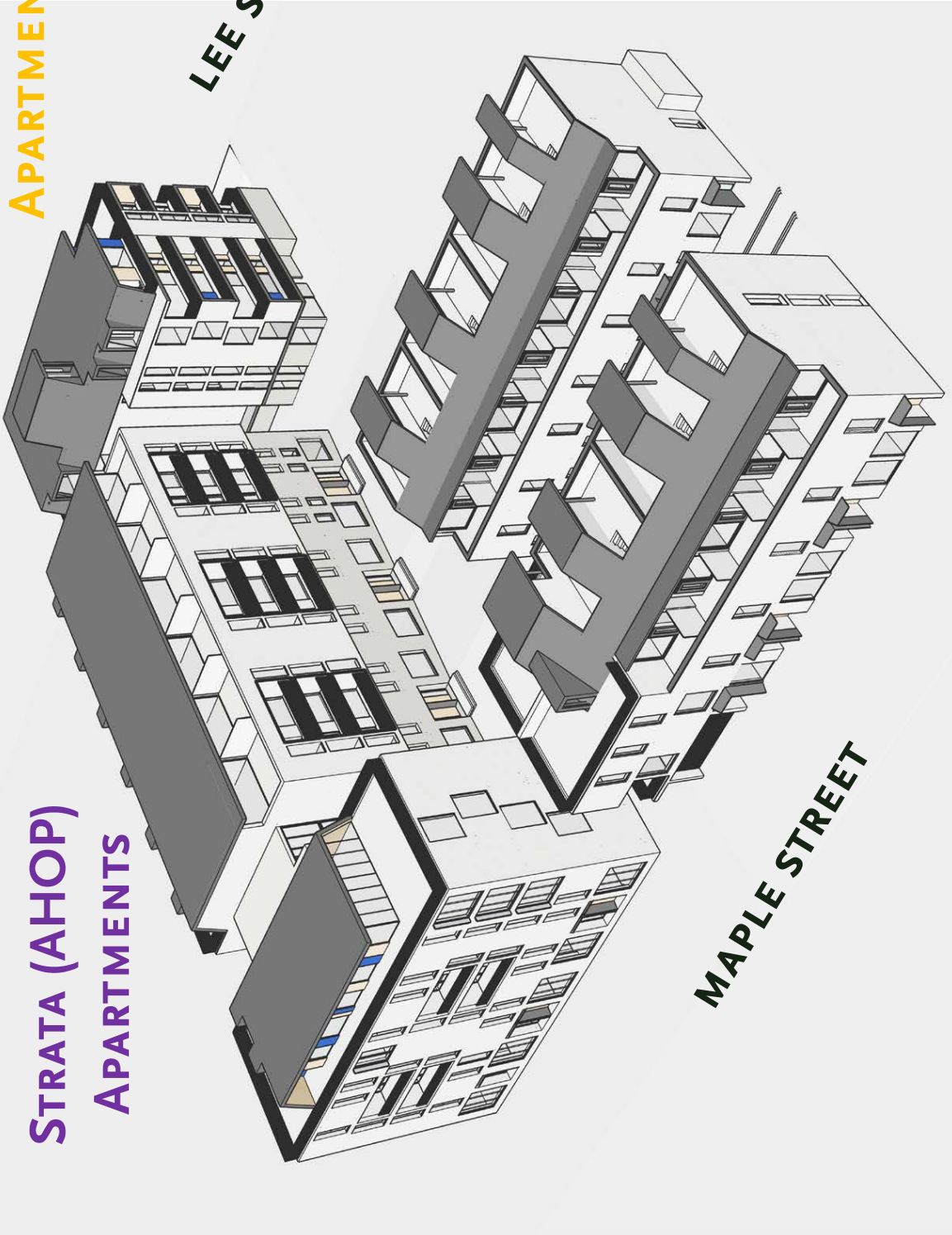
Project:
Drawing Title:
Landscape Site Plan

Client:	180 West 2nd Avenue
Project No.:	21030
Sheet No.:	1 of 14
Scale:	L3.0
Date:	08/01/17

**AFFORDABLE
RENTAL
APARTMENTS**

Aerial View

APARTMENTS



LEE STREET

STRATA (AHOP)

APARTMENTS

MAPLE STREET

TOWNHOUSES (MARKET STRATA)

Building Elevations in Context

AFFORDABLE RENTAL APARTMENTS



LEE STREET

AFFORDABLE RENTAL APARTMENTS STRATA (AHOP) APARTMENTS



NORTH BLUFF ROAD



MAPLE STREET

STRATA (AHOP) APARTMENTS

TOWNHOUSES (MARKET STRATA)



BEACHWAY



Rendering (looking southwest at Lee)



Development Statistics Comparison

Apartment Site

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

*includes 6 three-bedroom units

Townhouse Site

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

*all 14 units have three or four bedrooms

Parking Variance Proposal

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

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

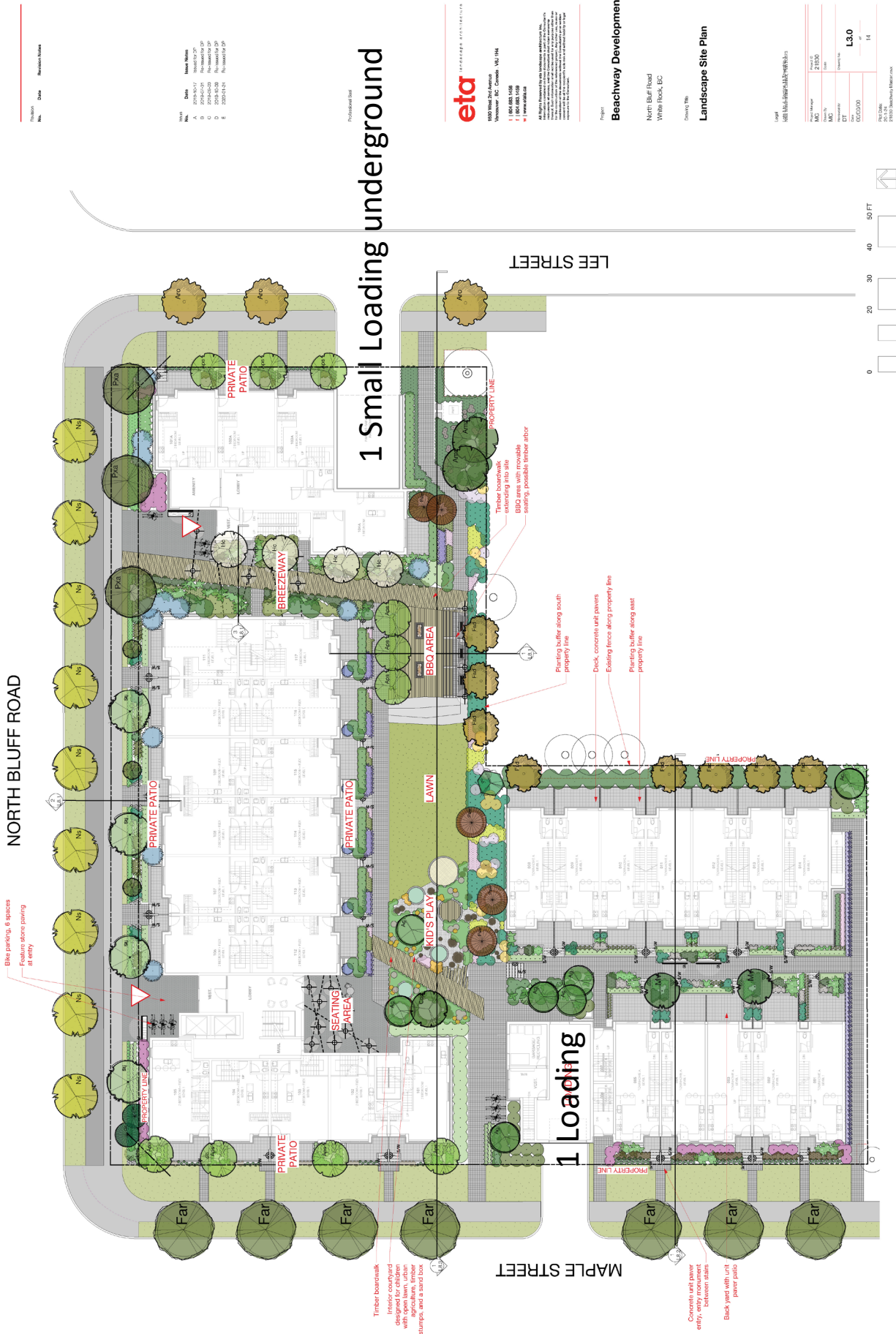
Parking Variance Rationale (Applicant)

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

Parking Variance Comments (Staff)

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

Off-Street Loading Spaces



NORTH BLUFF ROAD

LEE STREET

MAPLE STREET

1 Small Loading underground

1 Loading

Beachway Development

North Bluff Road
White Rock, BC

Landscape Site Plan

eta ENGINEERING TECHNOLOGISTS
 180 West 2nd Avenue
 Vancouver, BC, Canada, V6B 1M4
 T: (604) 683-1458
 F: (604) 683-1459
 E: info@eta.ca
 www.eta.ca

Site Plan No. 21030
 Date: 2023.04
 Project: LU & P Agenda

Client	180 West 2nd Avenue
Project	LU & P Agenda
Site	180 West 2nd Avenue
Scale	1:100
Sheet	L3.0
Drawn by	ET
Checked by	CC/DG/DP
Date	2023.04
Project No.	21030
Sheet No.	14



Next Steps

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

Options

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

Stephanie Lam

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

Submitted from the Applicant's Architect:

ARCHITECTURE

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

REVITALIZATION / ECONOMIC / DENSITY

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

Comments included:

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

PUBLIC REALM

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

Comments included:

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

Regards,

Shelley

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

Urban Arts Architecture Inc.

#300 – 111 Water Street
Vancouver, BC, V6B 1A7
c. 604.727.1280
o. 604.683.5060
w. urban-arts.ca

Memorandum

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

From: Raghbir Gurm
Bridgewater Development Corporation

Dated: April 29, 2020

Re: Beachway ZON/MJF 19-02

BEACHWAY 1 VISION AND GUIDING PRINCIPLES

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

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

BEACHWAY 1 PARKING STRATEGY

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

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

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

CONCLUSION

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

APPENDIX B

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

Public Information Meeting held this 6th day of March, 2019

Second Public Information Meeting held this 28th day of March, 2019

Read a first time this day of , 2020

Read a second time this day of , 2020

Considered at a Public Hearing this day of , 2020

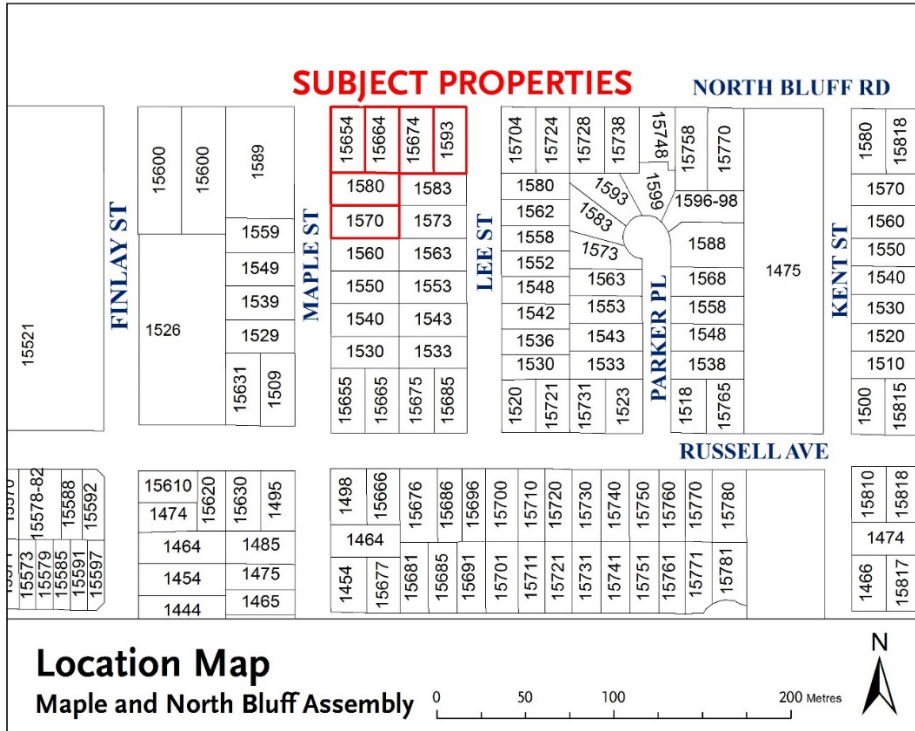
Read a third time this day of , 2020

Adopted this day of , 2020

Mayor

Director of Corporate Administration

Schedule "1"



DRAFT

7.63 CD-63 COMPREHENSIVE DEVELOPMENT ZONE

INTENT

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

1. Permitted Uses:

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

2. Lot Coverage:

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

3. Maximum Base Density:

The following base density regulation applies generally for the zone:

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

4. Maximum Increased Density:

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

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

5. Building Height:

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

6. Siting Requirements:

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

7. Parking:

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

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

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

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

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

8. Bicycle Parking:

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

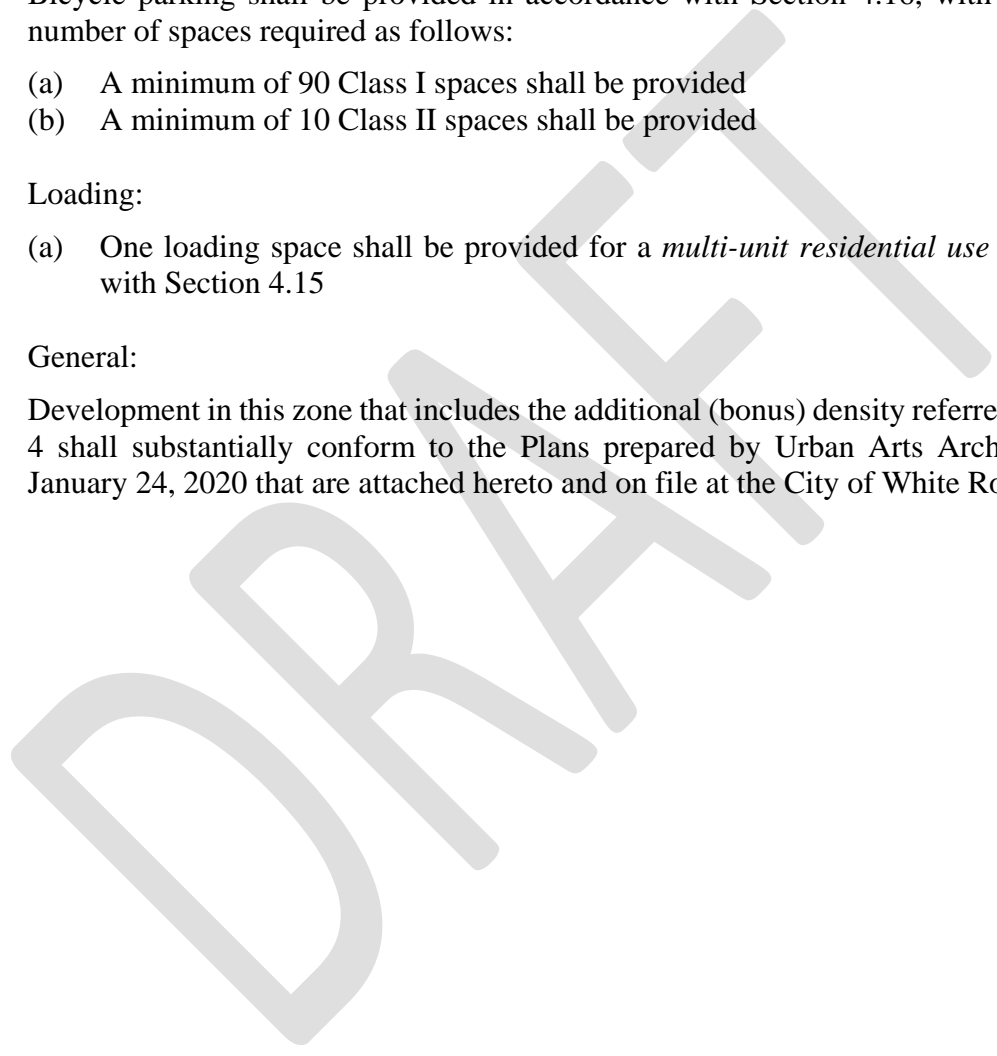
- (a) A minimum of 90 Class I spaces shall be provided
- (b) A minimum of 10 Class II spaces shall be provided

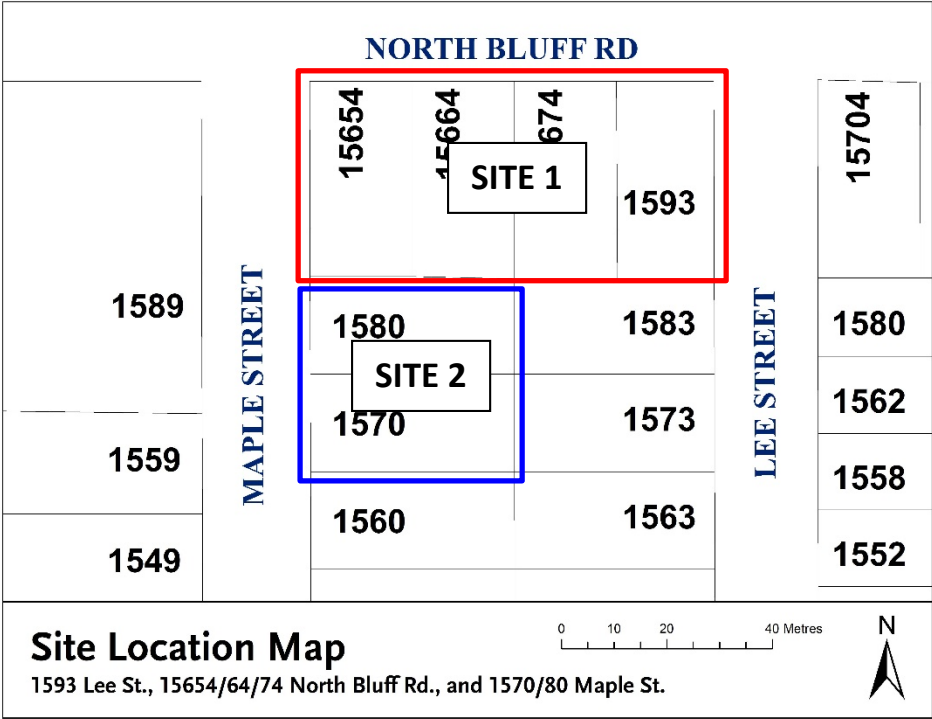
9. Loading:

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

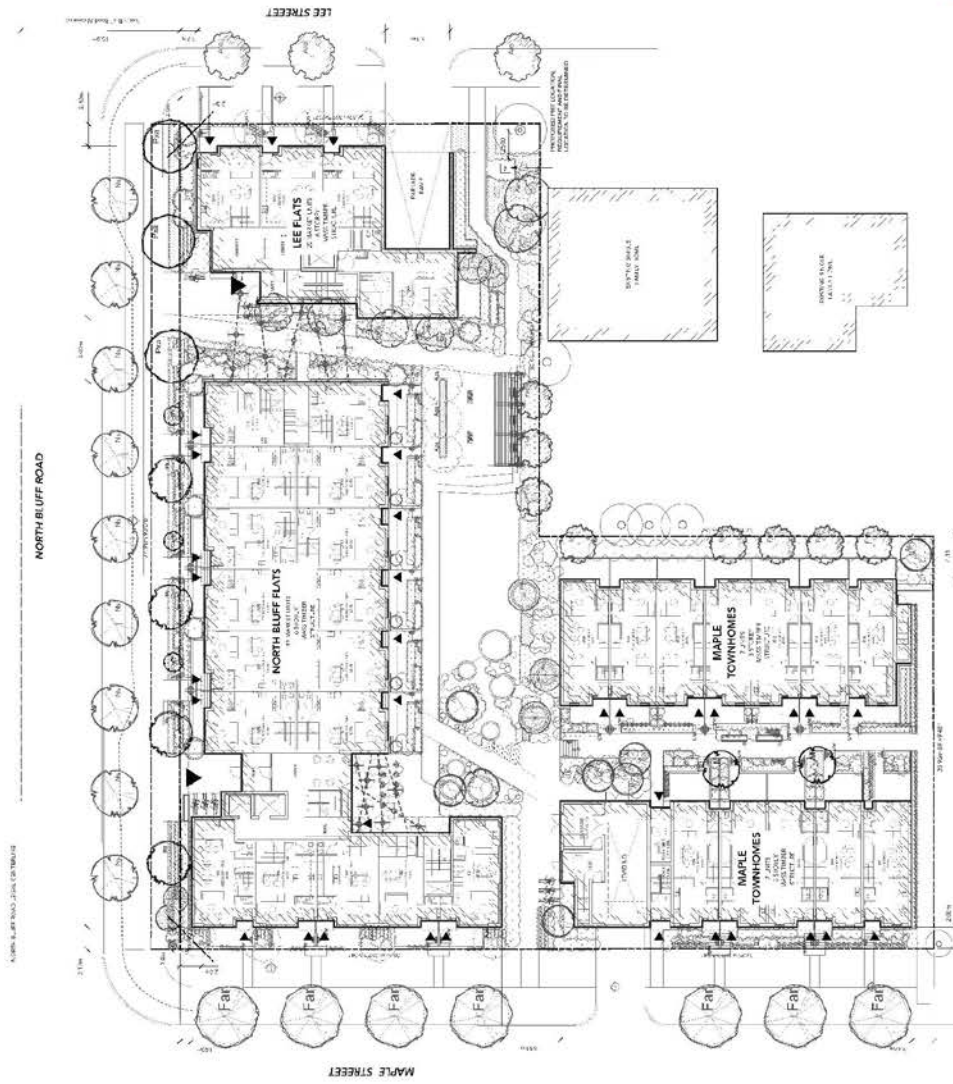
10. General:

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





DRAFT



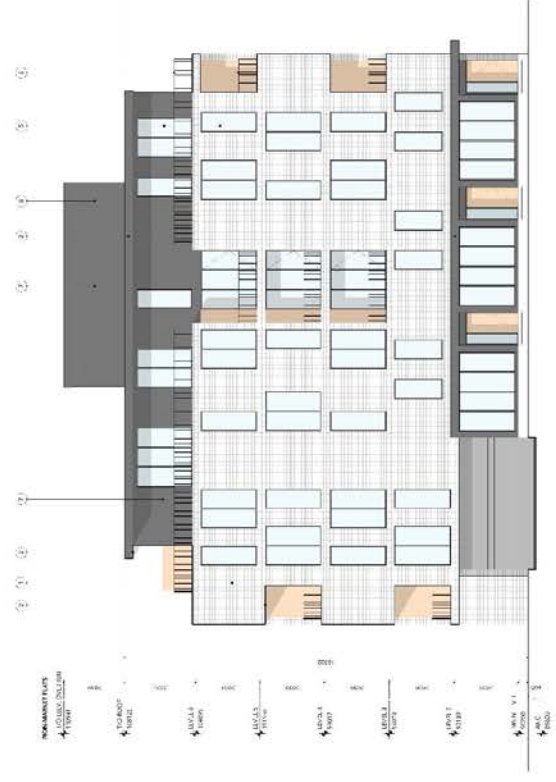
Revised Per DP
REV: 2022-01-24
Beachway
White River, DC

Urban
Arts
Architecture + Urban Design
1100 North N. Street, Suite 102
Arlington, VA 22201

BEACHWAY

SITE PLAN
A010

- LEGEND**
- 1. EXTERIOR FINISHES
 - 2. INTERIOR FINISHES
 - 3. STRUCTURE
 - 4. MECHANICAL
 - 5. ELECTRICAL
 - 6. PLUMBING
 - 7. GLAZING
 - 8. ROOFING
 - 9. LANDSCAPE
 - 10. SITEWORK

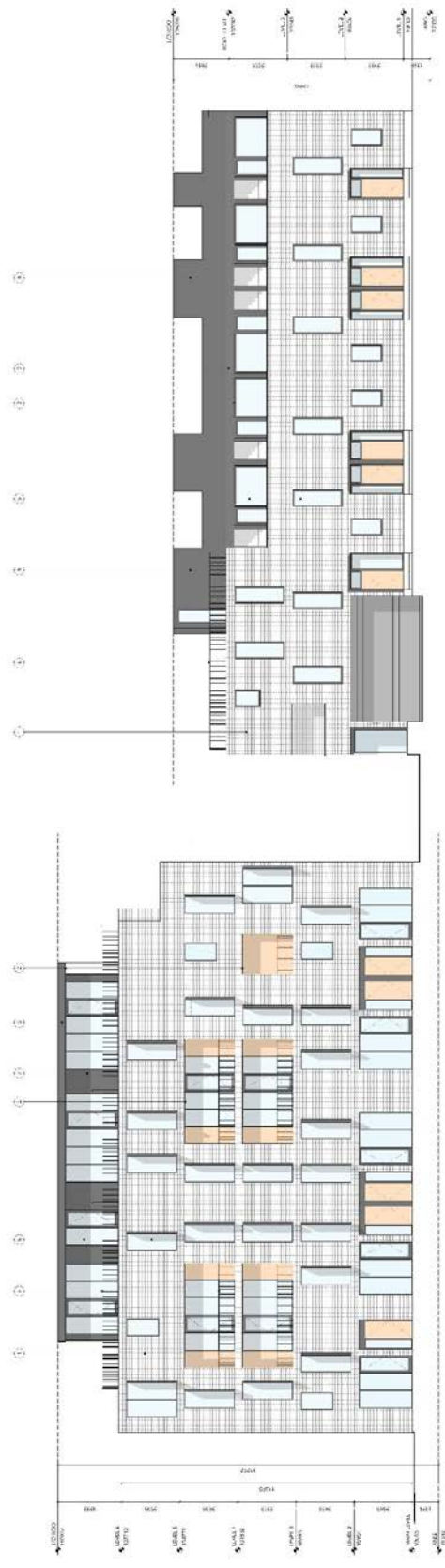


Hand-drawn
 1/2" = 1'-0" (1:24)
 05/20/14
 ELEVATION
 LEE STREET
 A201

Urban Arts
 Architecture & Planning
 200 West 11th Street, Suite 100
 Austin, TX 78701
 512.477.1111
 www.urbanartsaustin.com

BEACHWAY





- LEGEND**
- 101 OFFICE
 - 102 OFFICE
 - 103 OFFICE
 - 104 OFFICE
 - 105 OFFICE
 - 106 OFFICE
 - 107 OFFICE
 - 108 OFFICE
 - 109 OFFICE




BEACHWAY
 ARCHITECTURAL & INTERIOR DESIGN
 1000 W. 10TH AVE. SUITE 202
 BEACHWAY, FL 33434
 (407) 486-1111


Urban Arts
 ARCHITECTURAL & INTERIOR DESIGN
 1000 W. 10TH AVE. SUITE 202
 BEACHWAY, FL 33434
 (407) 486-1111

PROJECT NO. 1000 W. 10TH AVE. SUITE 202
 BEACHWAY, FL 33434
 DATE: 10/15/14
ELEVATION
MAPLE STREET
A203



Year	Scale	Author
2018	1/8" = 1'-0"	John Smith
2019	1/8" = 1'-0"	John Smith
2020	1/8" = 1'-0"	John Smith
2021	1/8" = 1'-0"	John Smith
2022	1/8" = 1'-0"	John Smith

Year	Scale	Author
2018	1/8" = 1'-0"	John Smith
2019	1/8" = 1'-0"	John Smith
2020	1/8" = 1'-0"	John Smith
2021	1/8" = 1'-0"	John Smith
2022	1/8" = 1'-0"	John Smith

eta ENVIRONMENTAL TERRACE ARCHITECTURE

1000 West 2nd Avenue
 Washington, DC 20004
 Phone: 202.462.1000
 Fax: 202.462.1001
 Website: www.eta-arch.com

Beachway Development

North Bluff Road
 White Rock, DC

Landscape Site Plan

Scale	Author
1/8" = 1'-0"	John Smith
1/8" = 1'-0"	John Smith
1/8" = 1'-0"	John Smith
1/8" = 1'-0"	John Smith
1/8" = 1'-0"	John Smith

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
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Lot 4 Section 11 Township 1 New Westminster District Plan 20673
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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

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

DRAFT

APPENDIX D

ADP Minutes dated April 23, 2019

PRESENT: P. Rust, Chairperson
K. Hammersley, Vice Chairperson
K. Park (arrived 4:15pm)
N. Waissbluth

ABSENT: F. Gharaei
P. Byer

NON-VOTING MEMBERS: S. Greysen, BIA Representative

GUESTS: A. Kulla, Arborist / Landscape Designer
P. Dhaliwal, Architect
J. Saluja, Agent
K. Saluja, Agent

S. Craig, Architect
J. Edmonds, Architect
D. Tyacke, Landscape Architect
R. Gurm, Agent

One member of the public attended.

STAFF: C. Isaak, Manager of Planning

1. CALL TO ORDER

The Chairperson called the meeting to order at 4:15 pm.

It was noted that prior to quorum being achieved at 4:15 pm, the panel members had introduced themselves, the Manager of Planning provided an overview of the procedures and options for the panel to make a resolution regarding an application, and the applicants for item 4.1 had provided a presentation of their project to the members of the panel present.

The applicant's discussion of the proposal, prior to the meeting being called to order, included the following commentary from the architect (S. Craig) and the landscape architect (D. Tyacke)

- This site is in a five minute walking distance of key civic amenities including Peace Arch Hospital, Earl Marriott Secondary School, Kent Street Activity Centre, and local parks. It is also within a ten minute walk of shopping and services available in the Town Centre on Johnston Road. Proximity to these areas makes the site appropriate for new housing.
- The overall project contains a wide range of housing types and sizes with different designs to meet different family needs, including townhouses with front doors at the street level and flats above, accommodating a population of approximately 200 residents. Over 30% of the units on the apartment site are in a building that will be operated by a non-profit at below market rents.

- The central courtyard, including a play area and BBQ patio, provides a common area for all residents to connect, and amenity spaces within buildings provide further opportunities for social interaction.
- The building is designed to be constructed of mass timber (CLT), manufactured off site and assembled on site in a faster process than traditional wood-frame construction, which is intended to minimize construction activity in the neighbourhood as well as utilizing a local and environmentally sustainable material.
- The overall form of the building does not include extended balconies or fins that create heat loss, rather a streamlined form is proposed, using masonry cladding. Other material elements in the simple palette include wood soffits and charcoal metal flashing.
- The pathway through the site beside the central courtyard is an accessible path despite an overall change in grade and a flat lawn for the play area.

The panel's discussion of the proposal included questions with the applicant and the following comments:

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

2. **ADOPTION OF AGENDA**

It was MOVED and SECONDED

THAT the Advisory Design Panel adopts the April 23, 2019 agenda as circulated.

CARRIED

3. **ADOPTION OF MINUTES**

It was MOVED and SECONDED

THAT the Advisory Design Panel adopts the minutes from the November 20, 2018 meeting as circulated.

CARRIED

4. **SUBMISSION TO THE ADVISORY DESIGN PANEL**

Comments received from the Chief Fire Official.

No comments.

Comments received from the Engineering and Municipal Operations Department.

No comments.

Comments received from RCMP-CPTED.

No comments.

4.1 – Agent, Urban Arts Architecture – 15654 North Bluff Road et al. (S. Craig and D. Tyake)

As noted above, the applicant had provided a presentation of their development proposal prior to meeting quorum being achieved, using a digital presentation and poster boards. Upon the arrival of K. Park, the meeting was called to order and after item 4.1 on the agenda was reached, the following comments were provided further to the discussion provided before the meeting:

- The landscape architect stated that he was pleased with the overall design and distribution of landscaping, however there were some technical issues that have to be solved. These were identified as:
 - o The tree protection zone sizes shown are not consistent and it would be helpful to have the arborist report to review with the landscape plans.
 - o The underground parkade walls extend under portions of the tree protection area, and some of the hardscaping shown in the tree protection area is not appropriate.
 - o The planting shown beside the townhouses against the Maple Street property line on sheet L8.2 will not be practical due to the steep slope of the soil, and should be reconsidered.
 - o There is a new tree planting shown on L2.0 and L3.0 planted in the protection zone of tree marked OS5, which should not be in the protection zone.
 - o The planting buffer on sheet L7.0 appears to be less than one metre in width and should be widened to provide a better buffer with viable soil volumes for plantings.

It was MOVED and SECONDED

THAT the Advisory Design Panel recommends that the application for the development proposal at 15654 North Bluff Road proceed to Council.

CARRIED

4.2 – Owner – 15894 Roper Avenue (P. Dhaliwal, A. Kulla, and J. Saluja)

The applicant provided the following overview of the updates to their development proposal (two single-family homes with a secondary suite each) since the previous ADP review on November 20, 2018, using poster boards:

- Responding to previous concern that the eventual building heights may project beyond what has been proposed in the plans in order to accommodate features to meet BC Building Code requirements that were not accounted for in the drawings, the applicant confirmed they have designed the building to be within the maximum height as measured from average natural grade.
- Responding to previous concern that the ‘mirroring’ of interior room layout of the two houses and aligned window placement may result in a loss of privacy between the two homes, the applicant illustrated how the windows have been staggered where they previously aligned directly, and also converted to clerestory (above eye level) in one of the units where they are still aligned.
- Responding to previous concern regarding the accessibility and light access for both secondary suites, the applicant noted that the basement wells in the back of the homes have been widened.
- Responding to previous concern regarding the entrances of the homes being visually ‘secondary’ to the overheight garages, the applicant noted they have lowered the garage height of the homes.
- Responding to previous concern regarding the proposal soil volumes for plantings and excavation and landscaping within the tree protection zones on the property, the landscape designed noted they have addressed the soil depths and simplified the proposed plantings, including converting the rear yards to regular lawn from turf.

The Advisory Design Panel then discussed the application, including the following comments:

- The Panel commended the applicant for their changes, while requiring further clarification on the mirroring of the homes and noting that despite the off-centered location of the windows that it will be possible to view into the other home when looking through the windows at an angle.
- The Panel also noted that the driveway for one of the units appears to have a City street light in the boulevard which may be an obstacle for the driveway access.
- The Panel requested that on the shared property line between the two units that dense planting be provided on either side of the driveway to prevent the entire front area from being hardscaped.
- It was suggested that the applicant may need to consider providing continuous pavers on the sideyard walkway to the secondary suite for firefighter and resident access.

It was MOVED and SECONDED

THAT the Advisory Design Panel recommends that the application for the development proposal at 15894 Roper Avenue proceed to Council subject to the applicant giving further consideration to the following revisions:

1. Consider the revising the driveway configuration to account for the impact of the existing City street light in the boulevard, or the potential requirement to relocate the street light;
and
2. Consider adding dense planting between the units adjacent to the driveways.

CARRIED

5. CONCLUSION OF THE MEETING

There being no further business, the Chairperson declared the meeting concluded at 4:50 pm.

Karen Hammersley
Chairperson, Advisory Design Panel

Greg Newman
ADP, Committee Secretary

APPENDIX E

Draft Development Permit No. 428

THE CORPORATION OF THE
CITY OF WHITE ROCK



DEVELOPMENT PERMIT NO. 428

1. This Development Permit No. 428 is issued to Bridgewater Development Corporation as the prospective owner and shall apply only to ALL AND SINGULAR those certain parcels or tracts of land and premises situate, lying and being in the City of White Rock, in the Province of British Columbia, and more particularly known and described as:

Legal Description:

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

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

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

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

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

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

As indicated on Schedule A

2. This Development Permit No. 428 is issued pursuant to the authority of Sections 490 and 491 of the *Local Government Act, R.S.B.C. 2015, Chapter 1* as amended, the "White Rock Official Community Plan Bylaw, 2017, No. 2220" as amended, and in conformity with the procedures prescribed by the "City of White Rock Planning Procedures Bylaw, 2017, No. 2234" as amended.

3. The terms, conditions and guidelines as set out in "White Rock Official Community Plan Bylaw, 2017, No. 2220" as amended, that relate to the "East Side Large Lot Development Permit Area" shall apply to the area of land and premises hereinbefore described and which are covered by this Development Permit.

4. Permitted Uses of Land, Buildings and Structures

Land, buildings, and structures shall only be used in accordance with the provisions of the "CD-63 Comprehensive Development Zone" of the "White Rock Zoning Bylaw, 2012, No. 2000" as amended.

5. Dimensions and Siting of Buildings and Structures on the Land

All buildings and structures to be constructed, repaired, renovated, or sited on said lands shall be in substantial compliance with the Plans prepared by Urban Arts Architecture Inc. and eta Landscape Architecture hereto in accordance with the provisions of Section 491 of the *Local Government Act*:

Schedule B	Site Plan
Schedule C	Building Elevations
Schedule D	Renderings
Schedule E	Landscaping Plans

These Plans form part of this development permit.

6. Terms and Conditions:

- a) The applicant shall enter into a Servicing Agreement to provide frontage improvements and on-site works and services in accordance with Section 506 of the *Local Government Act* and to the acceptance of the Director of Engineering and Municipal Operations;
- b) The applicant shall provide landscaping for the development in substantial compliance with the Landscape Plans (Schedule E) to the acceptance of the Director of Planning and Development Services and the Director of Engineering and Municipal Operations;
- c) The permittee must also submit an estimate for the cost of landscaping, along with securities in the amount of \$410,000.00 (125% of the cost of landscaping) to the City prior to the issuance of a building permit.
- d) Rooftop mechanical equipment shall be screened from view to the acceptance of the Director of Planning and Development Services;
- e) The hydro kiosk is to be located on site to the acceptance of the Director of Planning and Development Services.

7. In the interpretation of the Development Permit all definitions of words and phrases contained in Sections 490 and 491 of the *Local Government Act, R.S.B.C. 2015, Chapter 1* as amended, and the "White Rock Official Community Plan Bylaw, 2017, No. 2220", as amended, shall apply to this Development Permit and attachments.

8. Where the holder of this Permit does not obtain the required building permits and commence construction of the development as outlined in this Development Permit within two years after the date this Permit was authorized by Council, the Permit shall lapse, unless the Council, prior to the date the Permit is scheduled to lapse, has authorized further time extension of the Permit.
9. This permit does not constitute a subdivision approval, a tree management permit, a demolition permit, or a building permit.

Authorizing Resolution passed by the Council for the City of White Rock on the _____ day of _____, 20__.

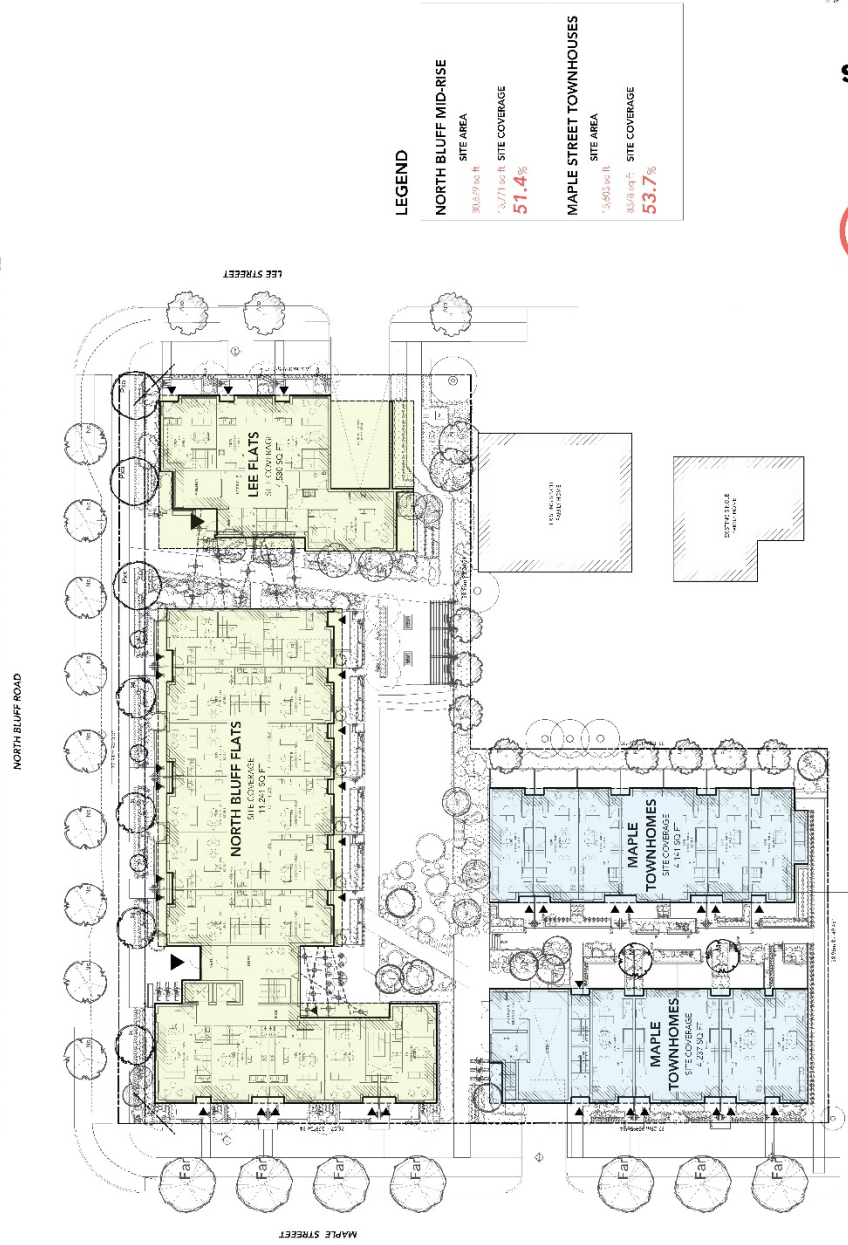
This development permit has been executed at White Rock, British Columbia on the _____ day of _____ 20__.

The Corporate Seal of THE CORPORATION
OF THE CITY OF WHITE ROCK was hereunto
affixed in the presence of:

Mayor
Authorized Signatory

Director of Corporate Administration
Authorized Signatory

Schedule B – Site Plan



LEGEND

NORTH BLUFF MID-RISE	30,679 sq ft	13.71% SITE COVERAGE
NORTH BLUFF FLATS	3,493 sq ft	51.4% SITE COVERAGE
MAPLE STREET TOWNHOUSES	4,297 sq ft	53.7% SITE COVERAGE



Urban Arts

 Architecture • Urban Design

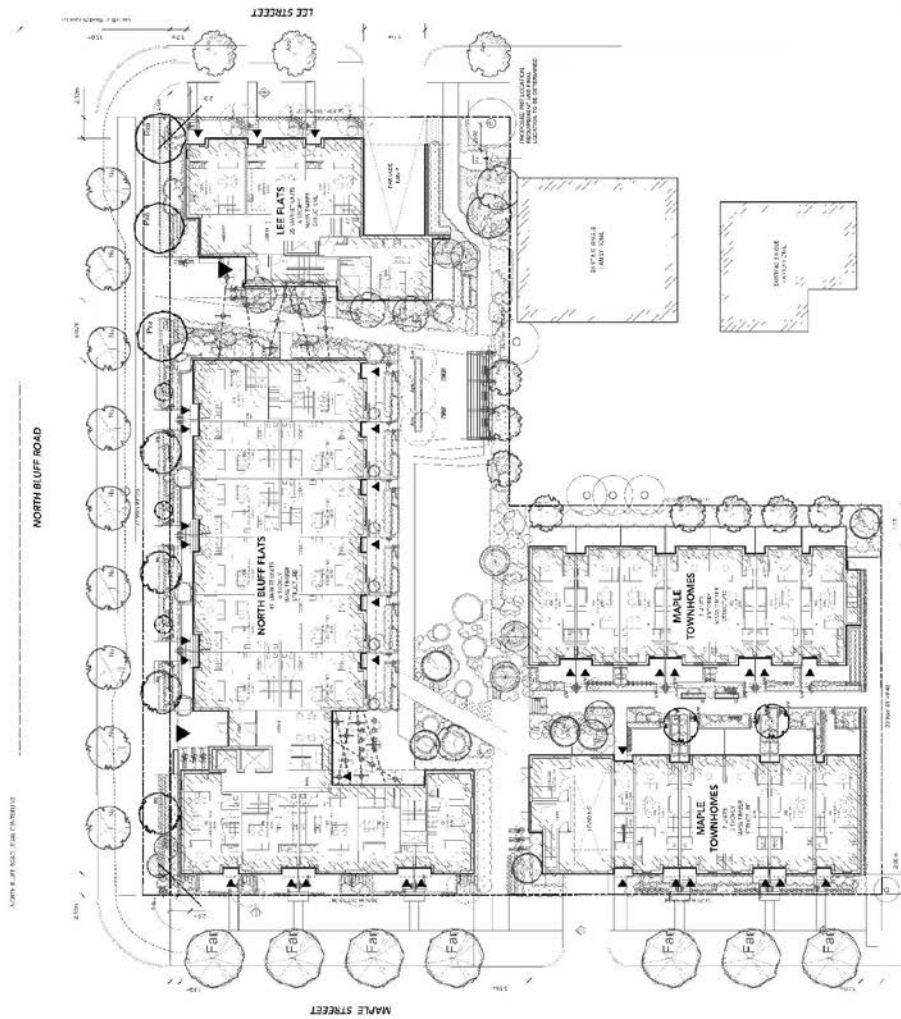
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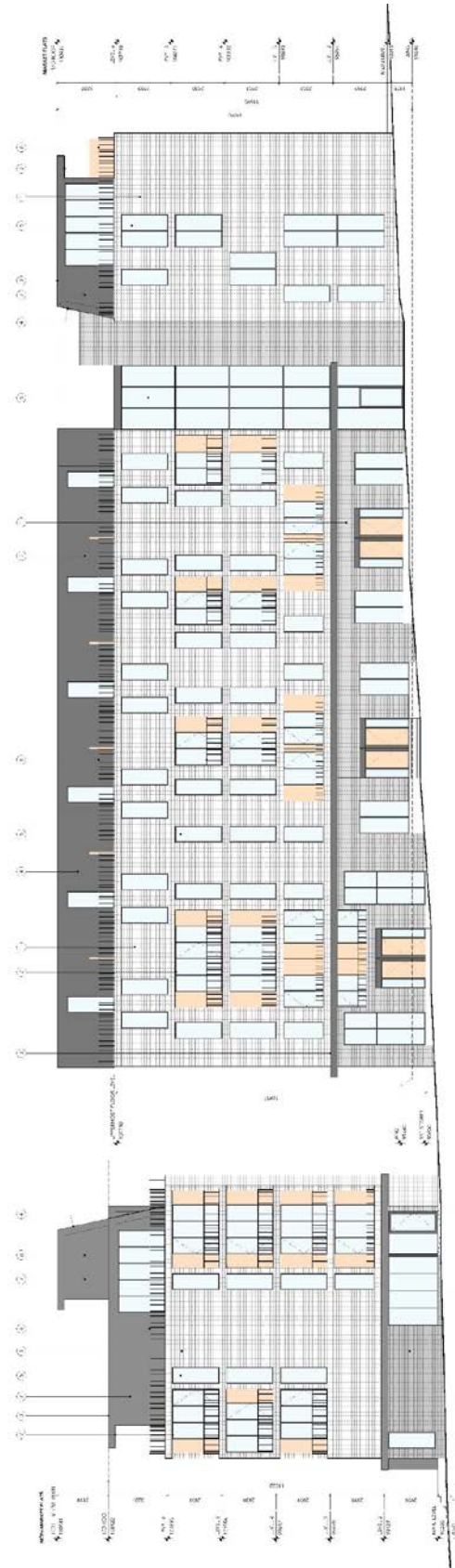


BEACHWAY

 SITE COVERAGE **A011**







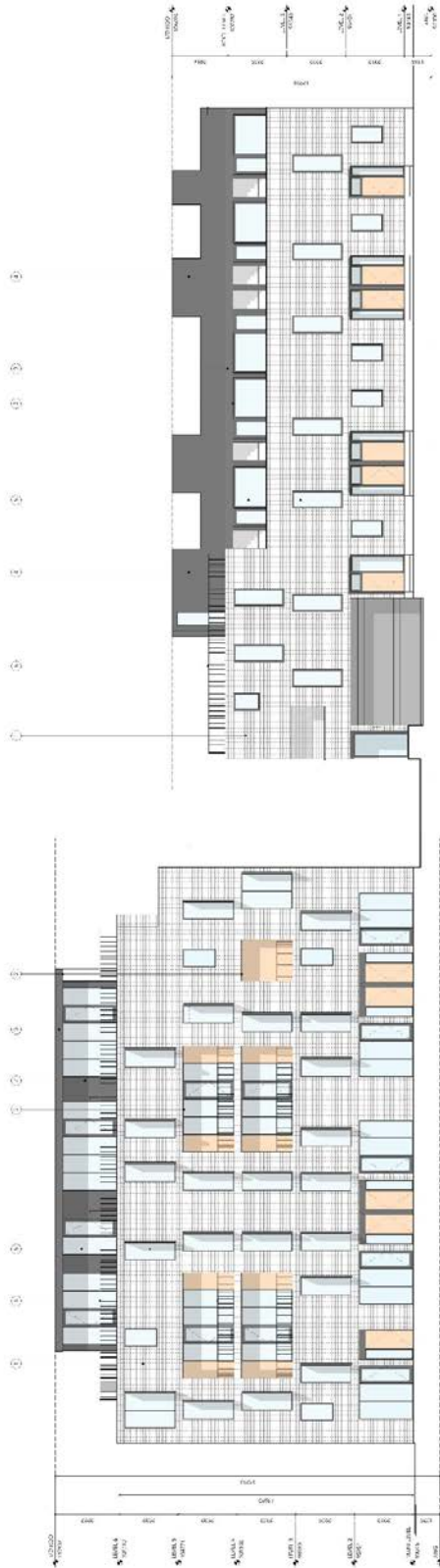
- LEGEND**
- 1. EXTERIOR WALL FINISH
 - 2. WINDOW FINISH
 - 3. DOOR FINISH
 - 4. INTERIOR WALL FINISH
 - 5. FLOOR FINISH
 - 6. CEILING FINISH
 - 7. ROOF FINISH
 - 8. MECHANICAL EQUIPMENT
 - 9. VENTILATION EQUIPMENT
 - 10. LIGHTING EQUIPMENT
 - 11. PLUMBING EQUIPMENT
 - 12. ELECTRICAL EQUIPMENT




BEACHWAY
 10000 W. BEACHWAY
 SUITE 100
 BEACHWAY, TEXAS 77418


Urban
 ARCHITECTURE
 10000 W. BEACHWAY
 SUITE 100
 BEACHWAY, TEXAS 77418

November 01, 2011
 REV. 0018 (12.11)
 Beachway
 North Bluff
ELEVATION
NORTH BLUFF
A202



- LEGEND**
- 1. EXTERIOR WALLS AND CLADDING
 - 2. GLAZING
 - 3. ROOF
 - 4. INTERIOR WALLS AND PARTITIONS
 - 5. FLOORING
 - 6. MECHANICAL AND ELECTRICAL
 - 7. LANDSCAPE


BEACHWAY
 ARCHITECTURE & INTERIOR DESIGN
 1000 W. 10TH ST. SUITE 100
 BEACHWAY, NC 28520


Urban Arts
 ARCHITECTURE & INTERIOR DESIGN
 1000 W. 10TH ST. SUITE 100
 BEACHWAY, NC 28520

ELEVATION
 MAPLE STREET
A203



VIEW LOOKING SOUTH TOWARDS NORTH BLUFF ROAD AND MAPLE STREET



Urban
Architecture Inc

VIEW LOOKING SOUTHEAST FROM NORTH BLUFF ROAD AND MAPLE STREET

North Bluff Road
Lee Street
Maple Street

DATE: 08/14/2018
 BY: J. P. ...
 CHECKED: ...
 APPROVED: ...

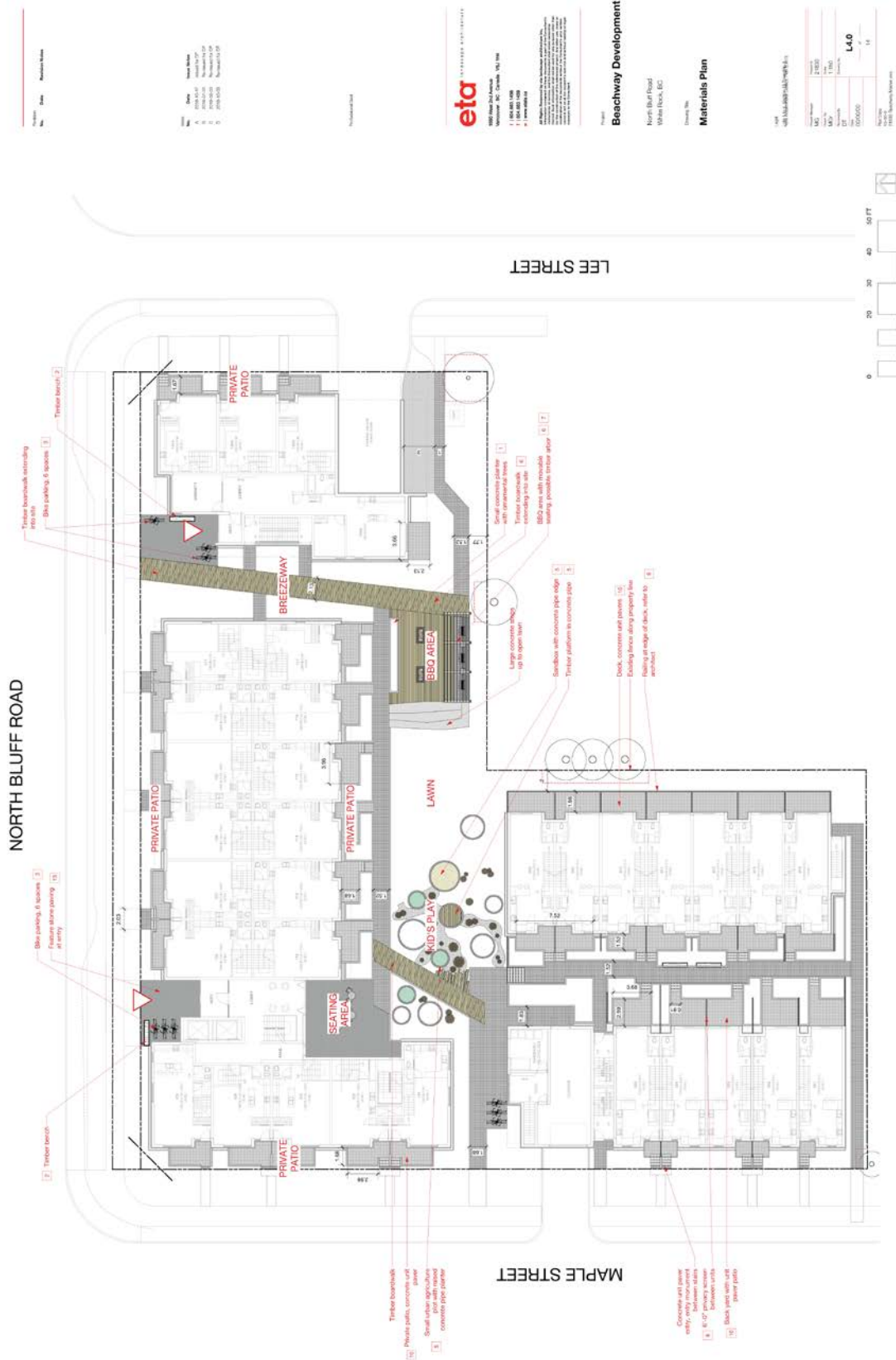
Project Name: ...

eta
 1000 North Bluff Road
 White Rock, BC
 Phone: (604) 945-1000
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 Email: info@eta.ca

Beachway Development
 North Bluff Road
 White Rock, BC

Landscape Site Plan
 Scale: 1" = 10'-0"
 Date: 08/14/2018
 Project: ...





Rev	Date	Revisions
1	10/10/20	Issue for Review
2	10/10/20	Issue for Review
3	10/10/20	Issue for Review
4	10/10/20	Issue for Review
5	10/10/20	Issue for Review

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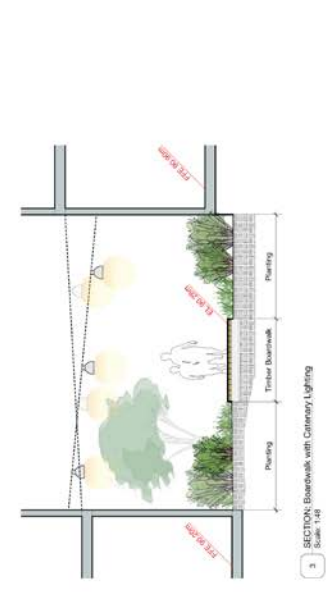
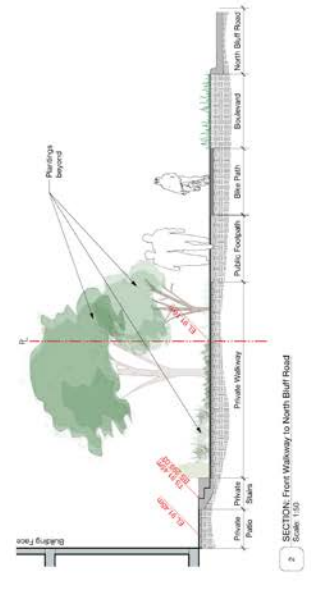
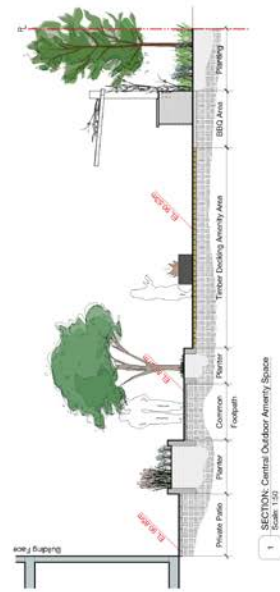
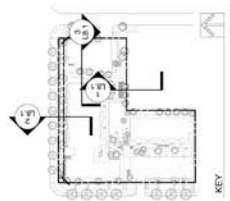
Beachway Development
 North Bluff Road
 White Rock, BC

Materials Plan
 Drawing No.

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5	1	sqm
6	1	sqm
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17	1	sqm
18	1	sqm
19	1	sqm
20	1	sqm



Section	Date	Revisions/Notes
1	10/15/13	Initial Design
2	11/15/13	Revised Design
3	12/15/13	Final Design



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Beachway Development

North Buff Road
White House, TN
Drawing No.
Sections

Section	Date	Revisions/Notes
1	10/15/13	Initial Design
2	11/15/13	Revised Design
3	12/15/13	Final Design

Sheet No.	Date	Revised Notes

DATE **BY** **SCALE**

1. 05/11/2016 **PHILIPPE GILBERT** 1:1000

2. 07/13/2016 **PHILIPPE GILBERT** 1:1000

3. 07/13/2016 **PHILIPPE GILBERT** 1:1000

Project No. 2016-001

eta ARCHITECTS & INTERIORS

1000 North First Avenue, 10th Floor
 Wilmington, NC 28401
 Phone: 910.343.7600
 Fax: 910.343.7601
 Email: info@eta-arch.com

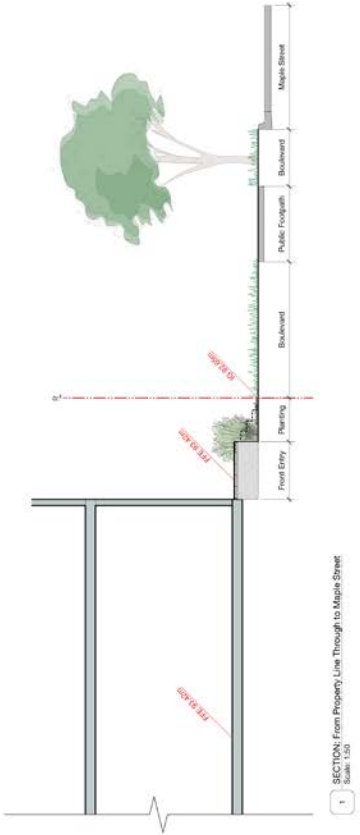
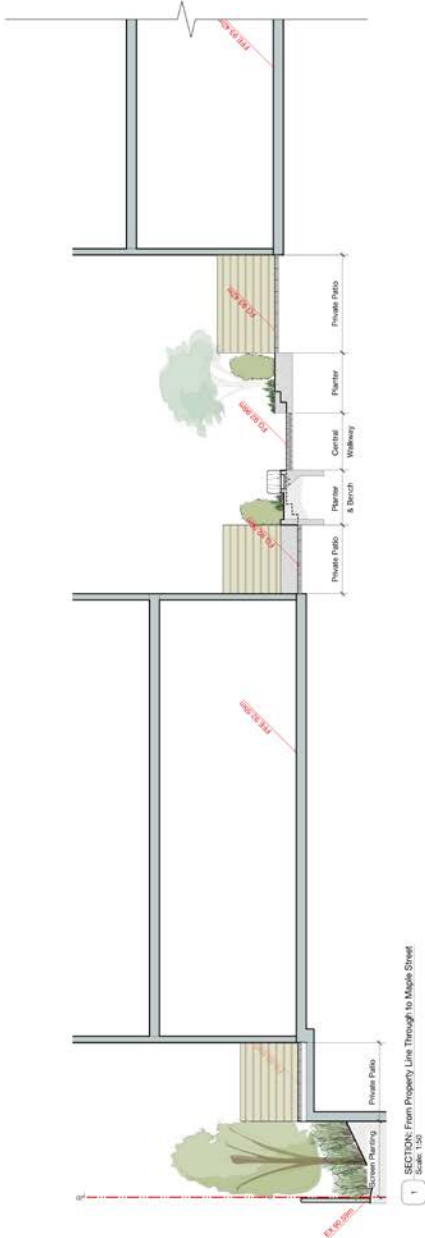
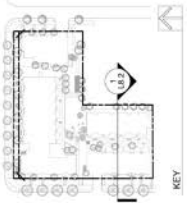
Architects Registered with the Board of Architecture and Interior Design, State of North Carolina. License No. 11190 for Philippe Gilbert and License No. 11189 for Christopher Gilchrist. The firm is also registered with the Board of Professional Engineers, State of North Carolina. License No. 11190 for Philippe Gilbert and License No. 11189 for Christopher Gilchrist.

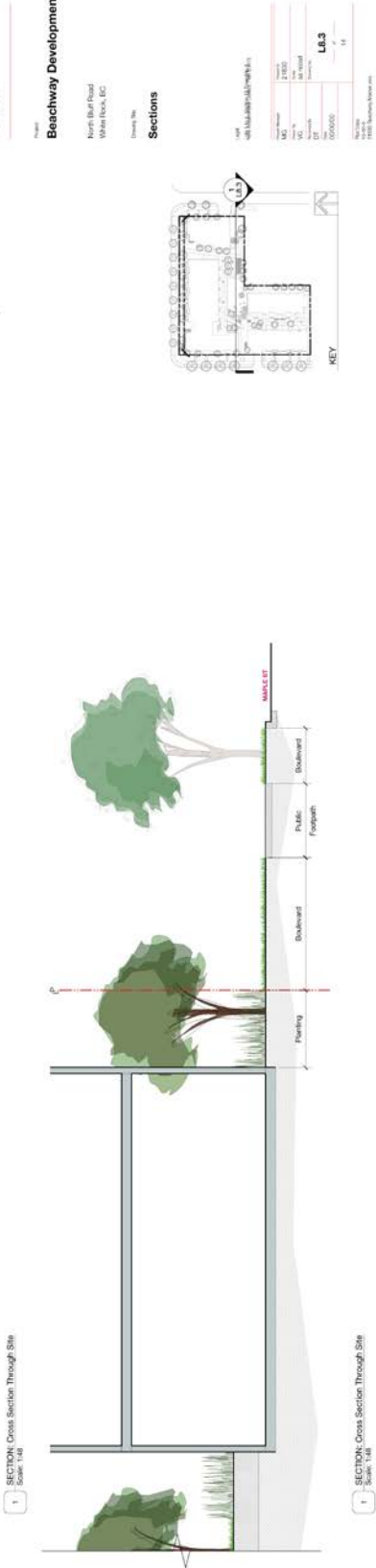
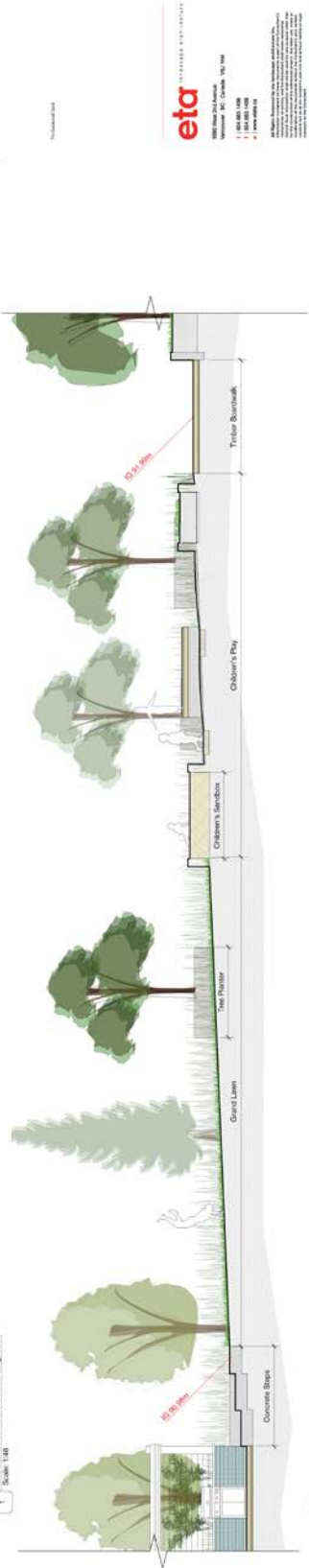
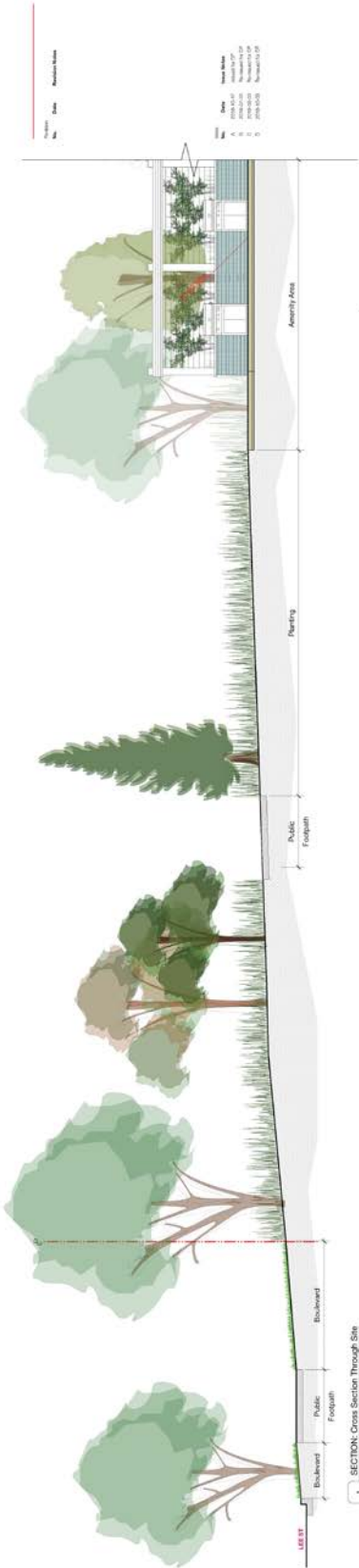
Beachway Development

North Elm Street
 Wilmington, NC

Section 1

<p>Level 100' to 110' above Mean High Water</p>	
Scale	1:1000
Project	LU & P
Sheet	1 of 2
Date	07/13/2016
Drawn	PHILIPPE GILBERT
Checked	PHILIPPE GILBERT
<p>File No. 2016-001 1000 Beachway Drive, Wilmington, NC</p>	





Symbol	Notes	Reference Notes
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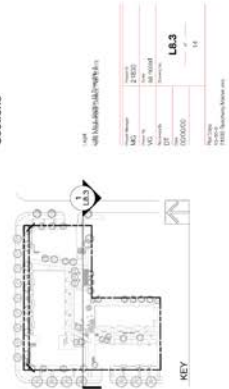
eta ENGINEERING & ARCHITECTURE

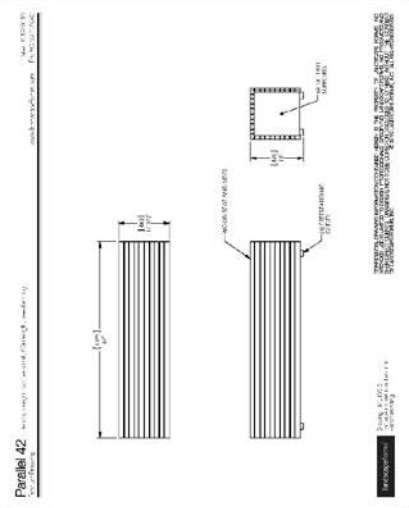
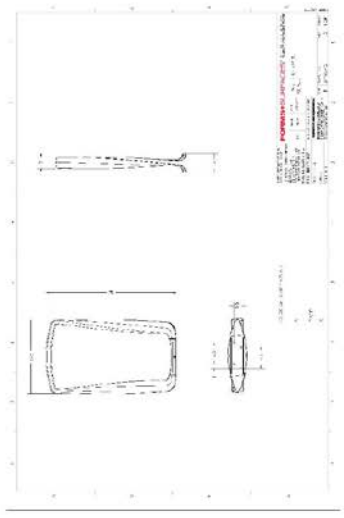
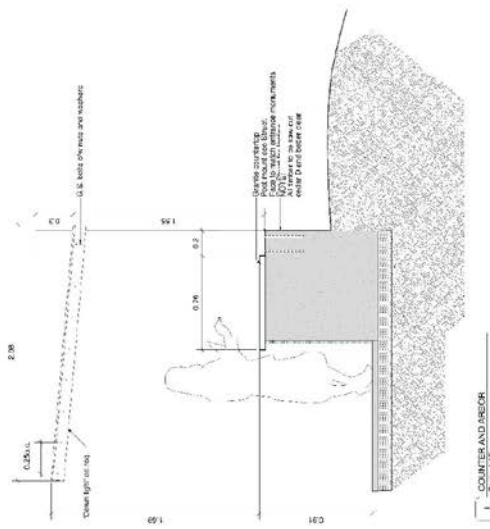
1000 West 10th Avenue
 Vancouver, BC, Canada V6H 2G6
 Tel: (604) 681-1000
 Fax: (604) 681-1001
 Email: info@eta.ca

Beachway Development

North Beach Road
 White Rock, BC

Drawing No: **Sections**





Code	Item	Quantity
1	WOODEN SEAT	1
2	COUNTER AND BENCH	1

- 1. WOODEN SEAT
- 2. COUNTER AND BENCH

Prepared By:

eta ARCHITECTURE & INTERIORS
 880 Northchase Drive
 Decatur, GA 30030
 Phone: 404.376.1111
 Fax: 404.376.1112
 Website: www.eta-arch.com

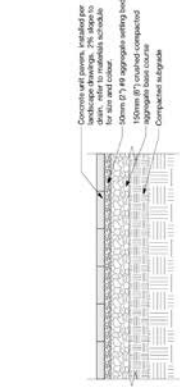
Benchway Development

North Decatur
 7700 North Decatur Road, NE
 Atlanta, GA 30342

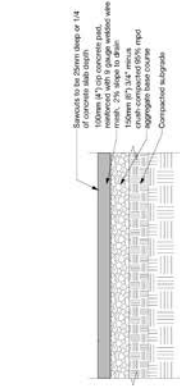
Details

Code	Item	Quantity
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2	COUNTER AND BENCH	1

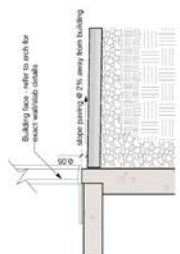
Rev	Date	Revised By
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2	08/11/17	W. J. ...
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4	08/11/17	W. J. ...



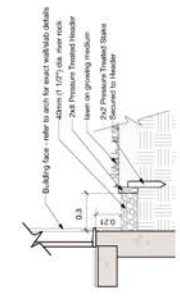
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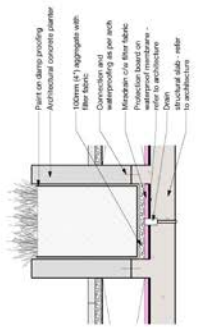
3 PRECAST CONCRETE ON GRADE
Scale: 1:15



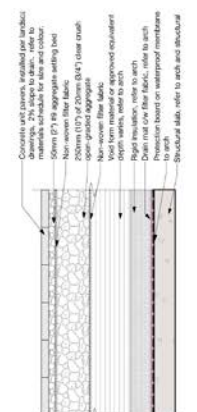
2 THRESHOLD
Scale: 1:15



1 DRIP STRIP
Scale: 1:15



6 CONCRETE PLANTER
Scale: 1:15



5 UNIT PAVERS ON SLAB
Scale: 1:15

eta ARCHITECTURE & INTERIORS

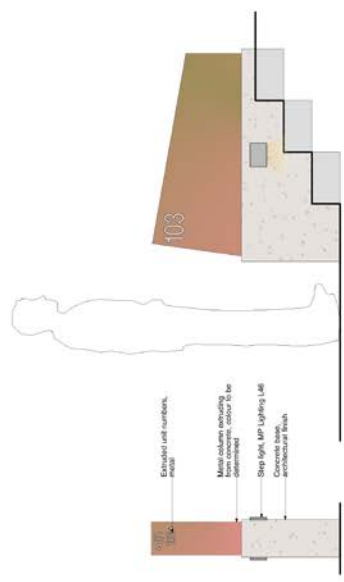
100 West 1st Avenue
New York, NY 10014
Tel: 212.405.1000
Fax: 212.405.1001
www.eta-ny.com

Beachway Development

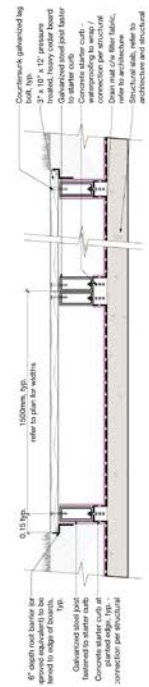
From Blue Road
West Pass, EC

Drawn By

Details
Entry Monument Options



8 ENTRY MONUMENT
Scale: 1:10



7 TIMBER BOARDWALK
Scale: 1:15

Code	Description
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3	100
4	100
5	100
6	100
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9	100
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14	100



Item #	Date	Revisions/Notes
1	08/14/2018	Initial Review
2	08/14/2018	Final Review
3	08/14/2018	Final Review
4	08/14/2018	Final Review
5	08/14/2018	Final Review
6	08/14/2018	Final Review



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Beachway Development
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 P: 970.221.1100
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 www.etaenv.com

Precedent Images

Item #	Date	Revisions/Notes
1	08/14/2018	Initial Review
2	08/14/2018	Final Review
3	08/14/2018	Final Review
4	08/14/2018	Final Review
5	08/14/2018	Final Review
6	08/14/2018	Final Review



PERENNIALS



SHRUBS



TREES

PLANT LIST

1. *Andropogon glaucus*

2. *Andropogon glaucus*

3. *Andropogon glaucus*

4. *Andropogon glaucus*

5. *Andropogon glaucus*

eta LANDSCAPE ARCHITECTURE

1000 West 10th Street
 Suite 100
 Fort Collins, CO 80521
 Phone: 970.221.1100
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 www.eta-landscapearchitecture.com

Beachway Development

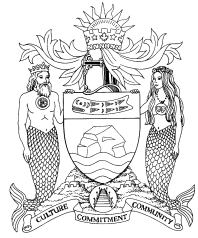
Project: **Beachway Station**

Client: **WSPR, LLC**

Precedent Plant Images

DATE	11/11/2020
BY	WSPR
PROJECT	Beachway Station
LOCATION	1000 West 10th Street, Suite 100, Fort Collins, CO 80521
SCALE	1:100
DATE	11/11/2020
BY	WSPR
PROJECT	Beachway Station
LOCATION	1000 West 10th Street, Suite 100, Fort Collins, CO 80521
SCALE	1:100

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 & Development Services

SUBJECT: Official Community Plan Review – Summary of Town Centre Urban Design & Public Realm Review Phase 2 Public Engagement and Recommendations

RECOMMENDATION

THAT the Land Use and Planning Committee recommend that Council consider the Town Centre Phase 2 Engagement Summary and Recommendations Report prepared by DIALOG Design, attached to this corporate report as Appendix A, and direct staff to proceed with preparing the proposed implementing mechanisms as described in staff’s evaluation of the DIALOG Design’s recommendations in Appendix B.

EXECUTIVE SUMMARY

The purpose of this corporate report is to present the Land Use and Planning Committee (LUPC) with the next steps in the Town Centre Urban Design and Public Realm Review (“Town Centre Review”) component of the Official Community Plan (OCP) Review. This includes providing the Phase 2 Engagement Summary and Recommendations Report (the “Phase 2 Report”) from the consultant working with staff on this topic (DIALOG Design), attached as Appendix A, and an overview of the mechanisms that could be used to implement the recommendations of the Phase 2 Report, provided in Appendix B.

Within Appendix B, staff have provided additional evaluation and commentary on the Phase 2 Report, which is intended to help inform Council of underlying factors and issues and highlight where there is a difference between the policy or implementation mechanism specified in the Phase 2 Report and staff’s proposed implementation of the policy direction. While staff’s proposed approach is largely in accordance with the recommendations in the Phase 2 Report, there are some nuances in how the policy changes would be effected and in particular, how the proposed maximum height and density provisions (Recommendations 8 and 9) would be applied and visually represented in policy documents.

Staff propose that implementation mechanisms (primarily draft OCP and Zoning amendment bylaws) be prepared as outlined in Appendix B, and that property owners of potential redevelopment properties be invited to provide written feedback to staff and Council on the proposed policy changes. After the draft amendment bylaws are prepared and presented to LUPC in Fall 2020, staff would host an electronic Public Information Meeting to obtain further public input on the policy changes before Council considers giving bylaw readings and subsequently holding the associated Public Hearings.

PREVIOUS COUNCIL DIRECTION

Table 1 below summarizes the previous direction provided by Council as it relates to the advancement of the Town Centre Review.

Table 1: Previous Council Motions regarding the Town Centre Review

Motion # & Meeting Date	Motion Details
2019-067 February 25, 2019	<i>Council received for information the corporate report dated February 11, 2019, from the Director of Planning & Development Services, titled “Implications for Including a Town Centre Area Height and Density Review in the 2019 Official Community Plan (OCP) Review”.</i>
2019-108 April 8, 2019	<i>Council:</i> <ol style="list-style-type: none"> 1. <i>Received for information the corporate report dated March 11, 2019, from the Director of Planning & Development Services, titled “Updated OCP Review and Process;”</i> 2. <i>Endorsed the proposed updated scope and process for the OCP Review, as described in this corporate report; and</i> 3. <i>Authorized an additional \$50,000 in funding to conduct the Town Centre Review component of the OCP Review.</i>
2019-LU/P-038 November 18, 2019	<i>The Land Use and Planning Committee received for information the corporate report dated November 4, 2019 from the Director of Planning and Development Services titled “Official Community Plan Review - Summary of Phase 1 Public Engagement”.</i>
2020-110 March 9, 2020	<i>Council received for information the corporate report dated March 9, 2020 from the Director of Planning and Development Services titled “Official Community Plan Review – Waterfront Enhancement Strategy and Town Centre Public Engagement Update.</i>

INTRODUCTION/BACKGROUND

This corporate report presents LUPC with the final consultant recommendations coming out of the Town Centre Review, as well as staff’s evaluation of these recommendations and proposed next steps. On March 9, 2020, staff provided Council with a report outlining the public engagement undertaken in Phase 2 of this project (Fall/Winter 2019), which obtained public feedback on proposed policy changes for the Town Centre that had been developed building on public input and aspirations from the public design workshops in Phase 1 (Summer 2019).

In total, the Phase 2 Report by DIALOG Design has 12 policy recommendations for Council’s consideration, included as Appendix A. The Phase 2 Report provides the context and rationale for each recommendation along with some “quick facts” that help substantiate the direction offered by the consultant. Further, the Phase 2 Report acknowledges the level of public support, or non-support, for each recommendation. This measure of support was collected through a community survey made available between December 9, 2019 and January 19, 2020. Hard copies of the survey were also made available during a public open house held December 10, 2019; a total of 34 copies of the survey were completed.

Table 2 summarizes the recommendations presented by DIALOG and the level of community support, or non-support, for each. The 12 recommendations are grouped into three categories

including: “A Green Town Centre,” “A Strong and Connected Community,” and “A Vibrant Sense of Place.”

Table 2: Level of Public Support for each Recommendation

Recommendation	Unsure	Support / Somewhat Support	Neutral	Somewhat Do Not Support / Do Not Support
A Green Town Centre				
1. Grow the Tree Canopy & Species Mix	N/A	79%	6%	15%
2. Manage Rainwater Sustainably	3%	82%	6%	9%
3. Improve Soil Connectivity	9%	74%	6%	12%
4. Prioritize Green Buildings	3%	79%	6%	12%
A Strong and Connected Community				
5. Create Social and Affordable Housing	6%	65%	6%	24%
6. Increase the Mix of Uses	3%	44%	9%	44%
7. Identify Transit Exchange Options	N/A	79%	6%	15%
A Vibrant Sense of Place				
8. Refine the Density Bonus Policy	9%	62%	9%	21%
9. Building Heights (per accompanying map)	N/A	62%	3%	35%
10. Promotion of Plazas, Patios and Green Space	9%	77%	3%	12%
11. Build the Open Space Network	6%	65%	12%	18%
12. Identify Town Centre Priorities	6%	83%	6%	6%

As summarized in Table 2, all but one of the 12 recommendations received a majority of support from those who completed the survey. The only recommendation with balanced support / non-support was the recommendation pertaining to efforts to increase the mix of uses in the Town Centre. This recommendation specifically states “The City should set a target for some of the density entitlement in the Town Centre (e.g. 1.0 FAR) for use as new civic facilities, including a hotel or conference centre”; a similar ambivalence for the expenditure of community amenity contribution (CAC) funds on civic facilities was expressed through a recent public engagement exercise (as outlined in a corporate report to Council on March 30, 2020).

Staff have reviewed the 12 recommendations from the Phase 2 Report and, in doing so, identified potential implementation mechanisms for each. Implementation mechanisms include, but are not limited to, OCP and Zoning Bylaw amendments, updates to existing department policies (e.g., Density Bonus / Amenity Contributions Policy No. 511), the introduction of, or refinement to, development permit area guidelines in the OCP, and the establishment of partnerships with local organizations and agencies (e.g., non-profit housing organizations, TransLink, etc.). Appendix B to this report includes a summary table which links each recommendation to an implementing mechanism(s), and also acknowledges where staff’s proposed approach differs from the approach specified in the Phase 2 Report, based on staff’s experience with the applicable regulatory tool in the White Rock context and considerations which staff believe are, or will be, important to recognize in the advancement of any implementing mechanism.

Phase 3 of the Town Centre Review involves finalizing the policy options developed in Phase 2 for presentation to Council as bylaw amendments. If Council directs staff to pursue the implementing mechanisms outlined in Appendix B, property owners of potential redevelopment properties would be invited to provide written feedback to staff and Council on the proposed policy changes, and after the draft amendment bylaws are prepared and presented to LUPC in Fall 2020, staff would host an electronic Public Information Meeting to obtain further public input on the policy changes before Council considers giving bylaw readings and subsequently holding the associated Public Hearings.

FINANCIAL IMPLICATIONS

The implementation of the measures outlined in Appendix B will come with costs including, but not limited to, advertising costs in support of statutory public hearings, costs that may be associated with hosting public engagement activities, and other related expenses. This work would be carried out within the existing departmental operating budget.

LEGAL IMPLICATIONS

The recommendations in the Phase 2 Report, in some instances, propose a reduction in the maximum permitted density (Gross Floor Area Ratio, or FAR) and height available to properties in the Town Centre. The implementation of these recommendations through OCP and Zoning Bylaw amendments, may be challenged by landowners who perceive a reduction in development potential as impacting the value of their property.

COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS

The future implementation of measures to realize the recommendations of the Phase 2 Report will require community engagement activities in accordance with the *Local Government Act*. Efforts to go beyond the minimum requirements of the Act, particularly with respect to giving notice of future public hearings, will be undertaken to ensure the work is transparently communicated to the public and that all those with an interest in the changes have an opportunity to be heard by Council.

If Council directs staff to pursue the implementing mechanisms outlined in Appendix B, property owners of potential redevelopment properties would be invited to provide written feedback to staff and Council on the proposed policy changes, and after the draft amendment bylaws are prepared and presented to LUPC in Fall 2020, staff would host an electronic Public Information Meeting to present and explain the proposed changes and obtain further public input before Council considers giving bylaw readings and subsequently holding Public Hearings.

INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS

The recommendations from DIALOG Design have been reviewed by staff from within the Planning and Building sections of the Planning and Development Services Department, and by staff within the Engineering and Municipal Operations Department. Future implementation activities will involve consultation with department representatives as well as external agencies as appropriate.

CLIMATE CHANGE IMPLICATIONS

The Phase 2 Report recommendations present efforts to improve the composition within the Town Centre such that additional plantings may be realized thereby helping in the uptake of

greenhouse gas (GHG) emissions and a reduction in the urban heat island effect. The recommendations also, however, lessen the amount of development that may be realized in the Town Centre. This, over time, could place pressure on the municipality to support growth in areas that are not as well-served by public transit facilities and the mix of uses which are known to reduce the overall need for private automobile use, being recognized as a key contributor to climate change.

ALIGNMENT WITH STRATEGIC PRIORITIES

The OCP Review is identified as an “immediate priority” of Council. The Town Centre Review is a key component of the overall OCP Review. The implementation of the recommendations outlined in this report would help to address one of Council’s Strategic Priorities.

OPTIONS / RISKS / ALTERNATIVES

The LUPC may direct staff to prepare draft OCP and Zoning amendment bylaws that adhere strictly to the recommendations in the Phase 2 Report, rather than the approach recommended by staff in Appendix B.

Alternatively, the LUPC may direct staff to undertake further public consultation on this subject prior to preparing draft bylaws.

CONCLUSION

This corporate report presents Land Use and Planning Committee (LUPC) with the next steps in the Town Centre Urban Design and Public Realm Review (“Town Centre Review”) component of the Official Community Plan (OCP) Review. A Phase 2 Engagement Summary and Recommendations Report (the “Phase 2 Report”) from the consultant working with staff on this topic (DIALOG Design) is attached as Appendix A, and an overview of staff’s proposals for the mechanisms that could be used to implement the recommendations of the Phase 2 Report are provided in Appendix B. Staff recommend that Council direct staff to bring forward amendment bylaws as outlined in Appendix B.

Respectfully submitted,



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

Comments from the Chief Administrative Officer

I concur with the recommendation(s) of this corporate report.



Guillermo Ferrero
Chief Administrative Officer

Appendix A: Town Centre Urban Design and Public Realm, Phase 2 Engagement Summary and Recommendations Report

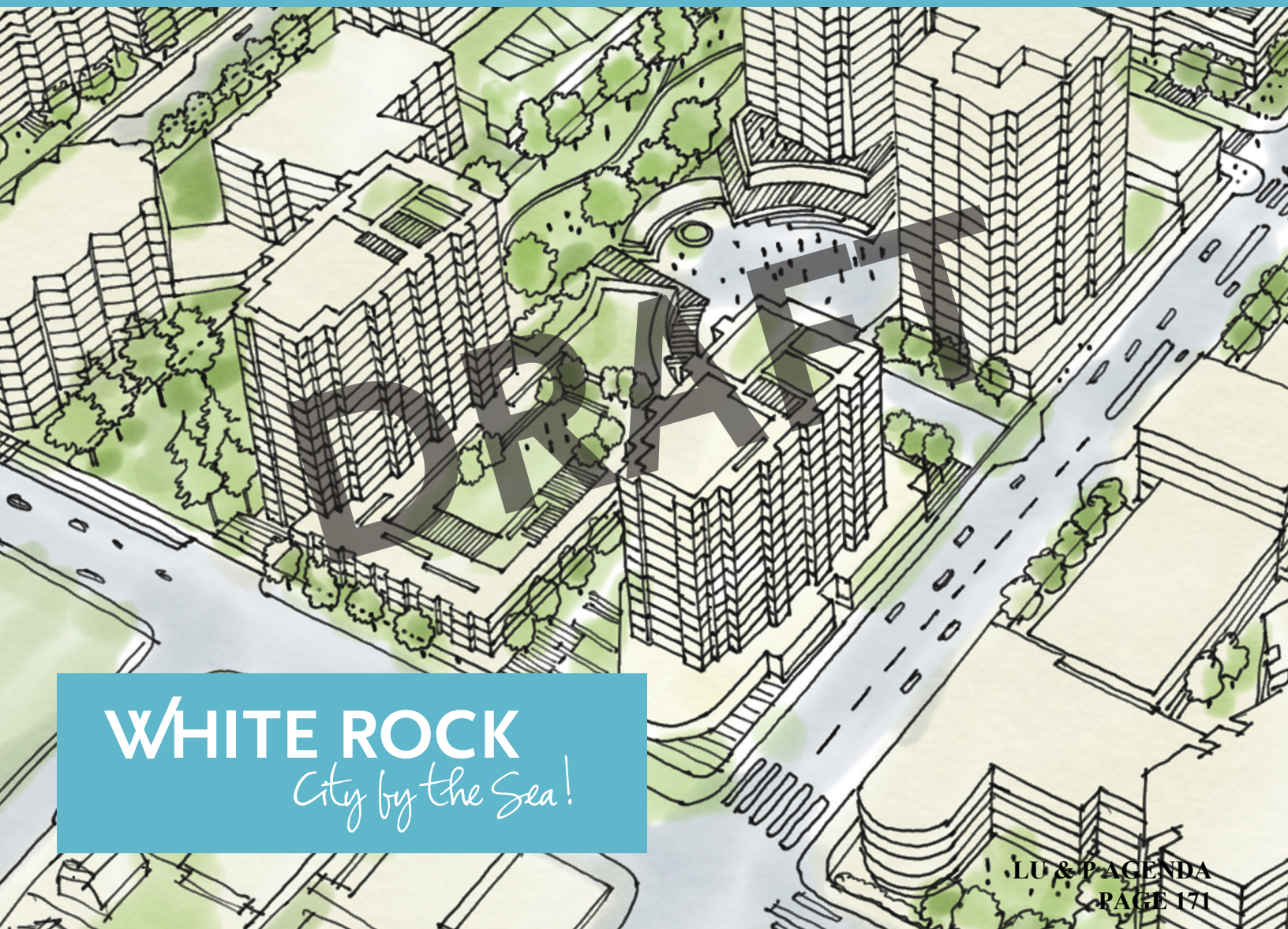
Appendix B: Review of Implementation Mechanisms and “Considerations” tied to DIALOG Recommendations pertaining to the Town Centre Urban Design and Public Realm Review

APPENDIX A

Town Centre Urban Design and Public Realm, Phase 2 Engagement Summary and
Recommendations Report



White Rock Official Community Plan Review Process
Town Centre Urban Design and Public Realm
Phase 2 Engagement Summary and Recommendations Report

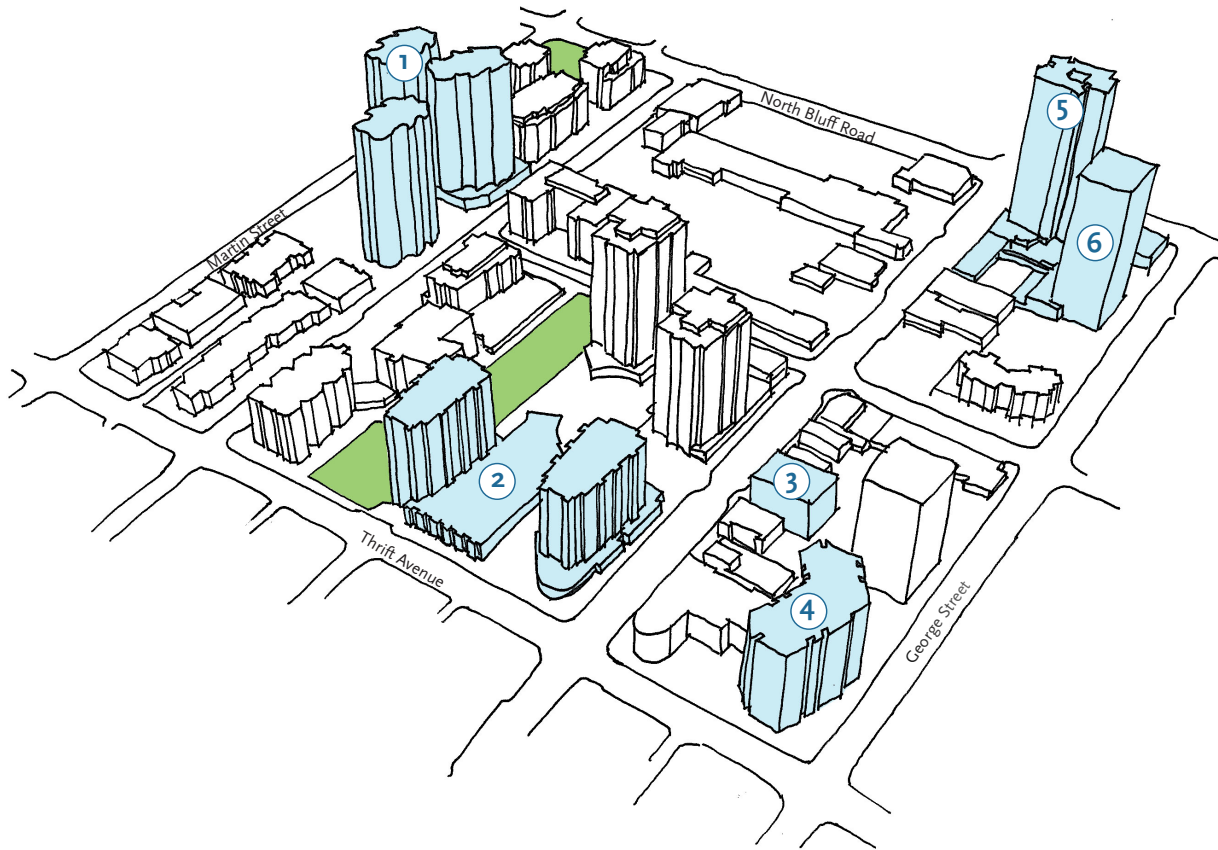


WHITE ROCK
City by the Sea!

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Process Context: Illustration showing the recent and anticipated changes in Town Centre.



1. Foster Martin, 1484 Martin Street, 2018 - 2022*
2. Miramar 2 15177 Thrift Avenue, 2018 - 2020*
3. Verve, 1456 Johnston Road, 2020 - 2022*
4. Semiah, 15241 Thrift Avenue, 2018 - 2020*
5. Soleil, 1588 Johnston Road, 2020 - 2022*
6. Oceana Parc, 1575 George Street, 2017-2019*

*Estimated Construction Period (Start-End)

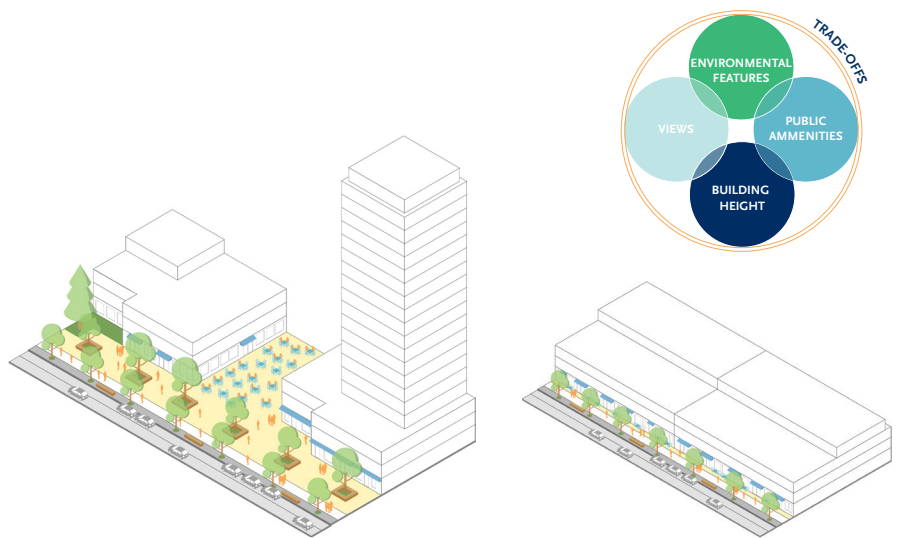
Introduction

In 2019 White Rock City Council directed staff to undertake an Official Community Plan (OCP) Review to ensure that the policies that are set out in the OCP reflect the vision and values of residents. The Town Centre Urban Design and Public Realm Review is one component of the overall OCP Review Process.

The Town Centre Urban Design and Public Realm engagement and review process took place within the context of a rapidly changing Town Centre. Over the past few years significant changes have been underway within Town Centre, including five active construction sites, and two sites which have submitted building permits following issuance of Development Permit. To date, one amendment has been completed during the OCP Review, in order to lower the heights of buildings in the Lower Town Centre (south of the Town Centre) from 10-12 storeys to 4-6 storeys.

Within this context, the purpose of this process was to engage the public on issues related to future buildings and greenspace within the Town Centre including: building height, density, lot coverage; and, the types of public open spaces and activities that enrich public life within the Town Centre. As part of the engagement process, it was important to help participants understand the trade-offs of different built forms and the public open spaces which can be achieved. It was also important to help participants understand the existing policy context and to provide them a variety of accessible and easy to understand tools to express their vision and aspirations.

This document summarizes the activities, events, and outcomes of Phase 2 of the Town Centre Official Community Plan Urban Design Review process; and provides a series of recommendations for policy updates.



Phase 1 diagrams illustrating the trade-offs between building height and public open space. Each diagram illustrates 3.0FAR.



Phase 1 Workshop and Phase 2 Open House.

Process

The engagement process included two workshops, one public open house, and input that was gathered through two online surveys to obtain both focused and broad public input on ideas for revisions to the OCP. On July 6th and 9th 2019, Phase 1 community workshops were held to review and comment on Town Centre Policy from the OCP and the Urban Design Plan (2011). The City of White Rock also lead an online survey in order to review the OCP overall. Participant feedback is summarized in the Town Centre Urban Design and Public Realm Review Phase 1 Engagement Summary Report. Input received during Phase 1 informed the development of a set of draft recommendations that were shared with residents at a public open house and through an online survey in Phase 2.

The Phase 2 online survey was completed by 27 participants and seven participants provided in-person written survey responses for a total of 34 responses. Representative comments have been summarized to provide an overview of feedback received, while a full list of survey responses can be found in the Appendix. This feedback informed the refinement of recommendations which are being put forward in this document for Council consideration as the final step of the Town Centre Urban Design and Public Realm Review.

PHASE 1

During Phase 1 residents shared their priorities for the Town Centre Urban Design and Public Realm policies. This informed the creation of draft recommendations.

BACKGROUND REVIEW

ENGAGEMENT WORKSHOPS
July 6 and 9, 2019 Workshops

OCP REVIEW ONLINE SURVEY
May 31 - July 15, 2019

ENGAGEMENT SUMMARY
REPORT

PHASE 2

In Phase 2 residents provided feedback on draft policy recommendations. This engagement summary and updated recommendations report was prepared.

DRAFT RECOMMENDATIONS
OPEN HOUSE
December 10, 2019

ONLINE SURVEY
December 10 - January 15, 2020

PHASE 2 ENGAGEMENT SUMMARY
& RECOMMENDATIONS REPORT





Phase 2 Engagement Outcomes and Town Centre Recommendations

A Green Town Centre

The greening of the Town Centre was a common theme during Phase 1 engagement. Participants expressed a desire to see sustainable buildings, best practices for rainwater management and an expanded tree canopy. During Phase 2, four recommendations were shared under this theme through the online survey and during the Phase 2 Open House for resident input. Feedback received through these engagement opportunities was overall supportive of this theme and the recommendations below:

1. Grow the Tree Canopy and Species Mix

a. The City should consider a policy requiring targets for tree canopy on large sites (8,094 m² (2.00 acres) or more) (e.g. 20% on the ground level); and, for medium sites (3,035 m² to 8,093 m² (0.75 to 1.99 acres)) (e.g. 20% between ground and roof level).

b. The City should consider requiring that a minimum percentage of trees be coniferous trees (e.g. 10%).

2. Manage Rainwater Sustainably

The City should consider amending its Zoning Bylaw to require a maximum effective impervious surface area (e.g. 65%). To achieve 65% effective impervious area, on-site stormwater best management practices such as rainwater harvesting, porous paving and on-site infiltration would be required to reduce the effective impervious area on the site overall.

3. Improve Soil Connectivity

The City should consider a policy requiring continuous soil for tree health and rainwater infiltration on medium to large sites (3,035 m² (0.75 acres) or more). For example, the City could establish a minimum percentage of continuous soil for sites (e.g. 10%) which would be achieved by reducing the size of the podium and by providing parkade setbacks.

4. Prioritize Green Buildings

a. The City should consider prioritizing the development of a Green Building Strategy requiring targets for building performance. This strategy could take a holistic approach to include other sustainable design considerations such as operational and embodied greenhouse gas (GHG) emissions, renewable energy generation, water efficiency, integrated rainwater management, healthy materials and indoor air quality, and waste reduction strategies.

b. The City should consider prioritizing adoption of the BC Energy Step Code to incentivize and enforce incremental improvements in energy efficiency for new construction.

A Strong and Connected Community

Housing options, new land uses, and transit were common themes during the Town Centre Urban Design and Public Realm Phase 1 Workshops. Participants recognized that community life can be enriched by providing a range of housing options (such as rental housing and affordable housing), new land uses (such as a new City Hall, hotel or museum), and a new transit loop. During Phase 2, three recommendations were shared under this theme through the online survey and during the Phase 2 Open House for resident input. Feedback received through these engagement opportunities was predominantly supportive of this theme, however Recommendation #6 has been updated to reflect community concerns around a new City Hall, which will require further community engagement.

5. Create Social and Affordable Housing

The City should consider policies and tools for the creation of social and affordable housing, such as:

a. Rental Zoning – Negotiate a target Floor Area Ratio (FAR) (e.g. 1.0 FAR) be preserved as rental housing after development;

b. Density Bonus Policy – Negotiate a target FAR (e.g. 1.0 FAR) or a percentage of new developments be affordable housing as a part of the existing Community Amenity Contribution density bonus policy;

c. Non-profit Housing Organization – Support the establishment of a non-profit housing organization (or work with an existing regional housing organization) that would provide and manage non-market housing stock; and,

d. Housing Needs Report and Action Plan – The City's Housing Needs Report could be the basis for a Housing Action Plan.

6. Increase the Mix of Uses

The City should set a target for some of the density entitlement in the Town Centre (e.g. 1.0 FAR) for use as new civic facilities, including a hotel or conference center.

7. Identify Transit Exchange Options

The City should continue to support the establishment of a new transit exchange in the Town Centre; and, prioritize identification of long-term options for the development of a new transit exchange in collaboration with TransLink and the City of Surrey.

A Vibrant Sense of Place

The character of the Town Centre is influenced by building scale, open spaces and the pedestrian realm; these were central topics during Phase 1 engagement. During Phase 2, the five recommendations were shared under this theme through the online survey and during the Phase 2 Open House for resident input. Feedback received through these engagement opportunities was overall supportive of this theme and the below recommendations.

8. Refine the Community Amenity Contribution Density Bonus Policy

The City should consider updating the Zoning Bylaw to reduce the CAC bonus from 5.4 GFA to a GFA that would achieve an urban design vision that better aligns with the OCP and resident aspirations for Town Centre. For example, the City could consider the GFAs that are outlined in the two illustrations (see page 28 of this report).

9. Building Heights

The City should consider restricting buildings to the height outlined in the diagram and perspective below (see page 32 of this report).

Summary of Height Recommendations:

- Low rises retain the village quality of Johnston Road;
- Johnston Road is limited to 3 storeys (see Recommendation 10 for suggested variance);
- Mid-rises are the predominant neighbourhood form;
- High rises are permitted along North Bluff Road. These taller buildings allow for flexibility so that generous open spaces and community amenities can be provided.

10. Plazas, Patios and Green Space

Assuming Recommendation 9 on building heights is followed, the City should consider a build height relaxation to promote plazas and patios on Johnston Road. For example, the City could allow up to 13.7m (approximately 4 storeys) with a 2m stepback after the third floor if a 7m setback for patio or tree canopy is provided (e.g. trees growing to a minimum of 7m canopy diameter spaced at a maximum of 7m apart).

11. Build the Open Space Network

The City should continue to support the establishment of the open space network as outlined in the Town Centre Urban Design Plan (2011) through the Community Amenity Contribution Policy in the Town Centre. To date, these amenities have been delivered through a density bonus program.

12. Identify Town Centre Priorities

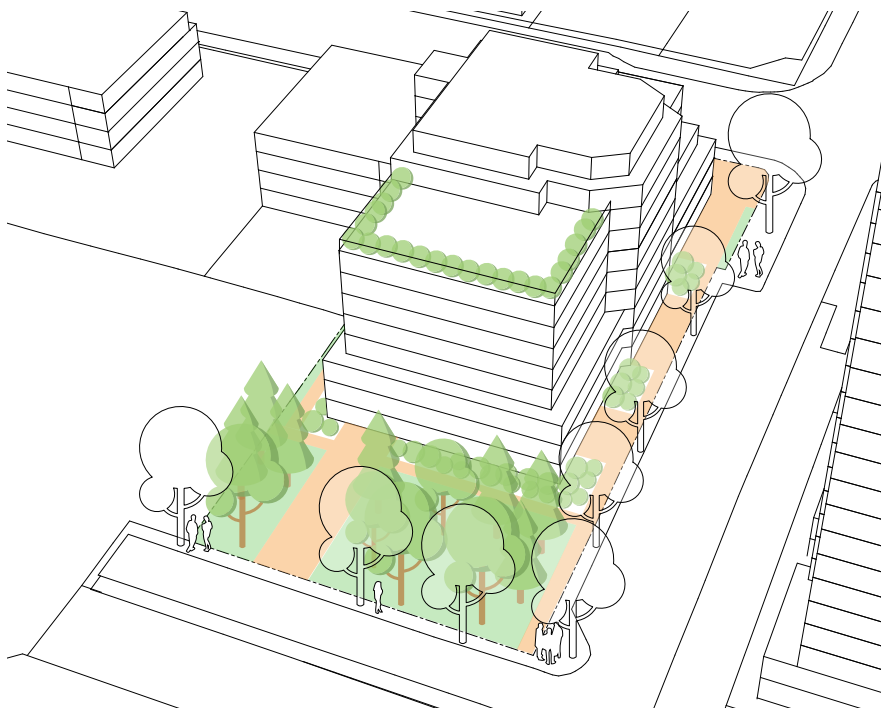
The City should identify pre-determined target amenities that they intend to seek from development sites. This will allow the City to establish priorities for Town Centre that clearly identify communities needs. In addition to ensuring that the impacts of development in the Town Centre are offset through the delivery of amenities in Town Centre, this approach will provide some predictability for the community and developers before the negotiation phase.

RECOMMENDATION
1

A Green Town Centre: Grow the Tree Canopy and Species Mix

CONTEXT AND RATIONALE

Trees provide ecosystem services by managing rainwater and reducing the urban heat island effect. When tree species are mixed to include coniferous types, trees provide additional value as nesting and refuge space for songbirds.



RECOMMENDATIONS

Based on participant feedback on the draft recommendations that were shared during the Phase 2 Open House and Online survey (see following summary), the following recommendations are being put forward:

- a. The City should consider a policy requiring targets for tree canopy on large sites (8,094 m² (2.00 acres) or more) (e.g. 20% on the ground level); and, for medium sites (3,035 m² to 8,093m² (0.75 to 1.99 acres) (e.g. 20% between ground and roof level).
- b. The City should consider requiring that a minimum percentage of trees be coniferous trees (e.g. 10%).

QUICK FACTS:

In 2014, the Metro Vancouver Climate Action Committee reported that the City of White Rock has 23% Tree Canopy Cover. The average tree canopy cover of the 21 members within the jurisdiction is 32% for lands within their boundaries and within the Urban Containment Boundary. The City of White Rock is 13th on this list, falling just behind the City of Vancouver which holds the 12th place at 24% tree canopy coverage.*

“Against conventional wisdom, high density housing (e.g. condos and towers) has accommodated increasingly more trees in recent decades...”*

Over the next 20-30 years, “tree canopy cover in the Urban Containment Boundary is projected to decrease from 32% to 28%” *

* Regional Tree Canopy Cover and Impervious Surfaces, Metro Vancouver Climate Action Committee, August 2019.

HOW DID WE GET HERE?

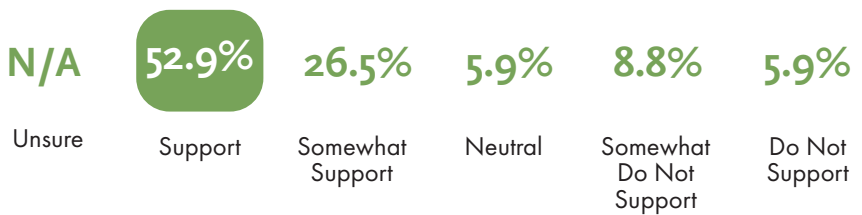
During the Phase 2 Open House and Online Survey, participants reviewed the draft recommendations below and shared their level of support:

a. The City should consider a policy requiring targets for tree canopy on large sites (8,094 m² (2.00 acres) or more) (e.g. 20% on the ground level); and, for medium sites (3,035 m² to 8,093m² (0.75 to 1.99 acres) (e.g. 20% between ground and roof level).

b. The City should consider requiring that a minimum percentage of trees be coniferous trees (e.g. 10%).

Level of Support for this Recommendation

The majority of participants (79.4%) were in support or somewhat supportive of this recommendation.



Participants also shared why they answered that way. Below is a summary of representative, verbatim comments:

IN SUPPORT

- Tree Canopy cover - this should be 1st! It's great to consider developing the canopy on streets, etc but a 50% of the City Centre has buildings with that asphalt roofs - this is ridiculous in this day and age
- We should strive for as much greening as physically possible. More is better.
- Trees add to the atmosphere/feel of the city. we don't want to be known as the concrete jungle. Greenery helps transform the look and feel of a city to one that's more relaxed and peaceful
- Trees provide not only shade and environmental benefits but also provide beauty to any site.
- Trees, shrubs, and greenery will give beauty and help the environment!
- Anything to get more trees. We destroyed so many all over the town centre in the last few years.
- Greening of the town centre will give it a feel much needed beyond the concrete. And the City needs to increase its tree canopy overall.
- Trees provide oxygen and their roots maintain soil and prevent erosion
- The city should be a Metro Van municipal leader on green/enviro/sustainable growth and should endeavor to achieve the maximum recommended targets.
- Trees are being removed all over White Rock and South Surrey by developments. This should stop. We need to keep and plant as many trees as possible to mitigate climate change.

ADDITIONAL RECOMMENDATIONS

- Green Space via a tree canopy makes environmental sense, the targets. However, should be negotiating with developers depending on the layout/ configuration of the site, elevations, cost, etc
- I think it's a good idea, as long as the density on the balance of the site is high enough
- Healthy urban tree canopies are over 30%, not 20% as a target.
- I think there are many ways to attain green - doesn't need to be trees - what about vegetable and herb plants which can be used for food sustainability?
- Trees are essential to our health and well being and for wildlife, coastal native tree species should be used
- Incentives for private owners to add suitable trees would be helpful
- Should be the comparable height in coordination with building height
- Green roofs - grass, shrubs, whatever grows on a flat roof to increase green cover
- Develop and enforce a strong tree bylaw for both city and private properties to maintain old growth trees
- Whatever we do please replace our tree canopy with trees that are more than ornamental. Thanks
- Don't make the bylaw too restrictive to type of tree
- Yes, also recommend coast native plant shrub layer and perennials in landscaping, over time, little or no maintenance is required
- Have a strong tree by law for City and private properties - perfect legacy (old) trees; enforce regulations
- Balcony uses - from vegetables, florals & suitable growth tips & safety measures could be on City website. Getting strata boards on-side with constructive info will be useful
- New developments should have rooftop greenhouses where residents can have a vegetable garden. It's therapeutic and the produce could be given to the food bank or sold at the farmer's market.
- I like the idea of greenery being incorporated into walking paths and outdoor restaurant patios, not just tree planting to fill up requirements

NOT IN SUPPORT

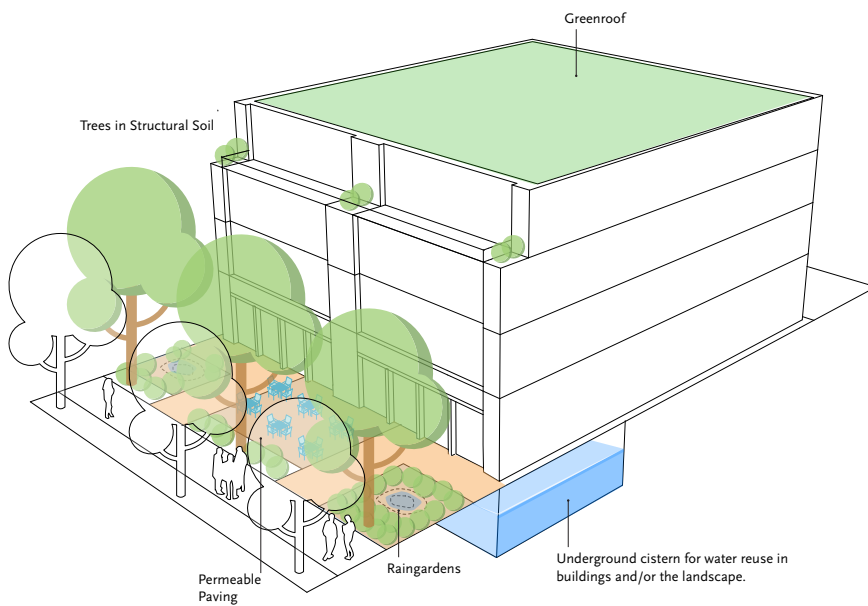
- The city can plant trees on city property and let private property owners decide whether or not they want trees
- Insufficient tree requirement, very few sites are over 2 acres
- Important but other issues I consider more critical

RECOMMENDATION
2

A Green Town Centre: Manage Rainwater Sustainably

CONTEXT AND RATIONALE

Integrated rainwater and comfortable micro-climates were common themes during Phase 1 engagement; and, how we treat rainwater influences the urban heat-island effect, flood risk, and stream health. As the Town Centre evolves, development has the potential to improve upon the rainwater system by reducing impervious surfaces and managing rainwater in a way that mimics nature.



Examples of a variety of rainwater management techniques that could be applied to sites on Johnston Road to achieve target rainwater management on site.

RECOMMENDATION

Based on participant feedback on the draft recommendations that were shared during the Phase 2 Open House and Online survey (see following summary), the following recommendation is being put forward:

The City should consider amending its Zoning Bylaw to require a maximum effective impervious surface area (e.g. 65%). To achieve 65% effective impervious area, on-site stormwater best management practices such as rainwater harvesting, porous paving and on-site infiltration would be required to reduce the effective impervious area on the site overall.

QUICK FACTS:

The City's Zoning Bylaw has established a maximum lot coverage of 65%. This calculation only accounts for the lot coverage of buildings, not all impervious paved areas. Examples of excluded impervious surfaces include paved walkways, driveways, and concrete patios. The City of White Rock Integrated Stormwater Management Plan recommends including non-pervious areas from paving in the overall site area calculation.

In 2014, the Metro Vancouver Climate Action Committee reported that the City of White Rock is 61% impervious surface. The average imperviousness of the 21 members within the jurisdiction is 50% for lands within their boundaries and within the Urban Containment Boundary. The City of White Rock is tied with the City of Delta at 13th on this list and followed closely by City of Langley (62% impervious) and City of Vancouver (63% impervious).*

* Regional Tree Canopy Cover and Impervious Surfaces, Metro Vancouver Climate Action Committee, August 2019.

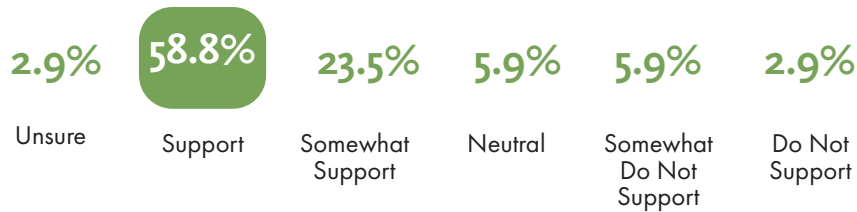
HOW DID WE GET HERE?

During the Phase 2 Open House and Online Survey, participants reviewed the draft recommendation below and shared their level of support:

The City should consider amending its Zoning Bylaw to require a maximum effective impervious surface area (e.g. 65%). To achieve 65% effective impervious area, on-site stormwater best management practices such as rainwater harvesting, porous paving and on-site infiltration would be required to reduce the effective impervious area on the site overall.

Level of Support for this Recommendation

The majority of participants (82.3%) were in support or somewhat supportive of this recommendation.



Participants also shared why they answered that way. Below is a summary of representative, verbatim comments:

IN SUPPORT

- This practice is a good way to reduce flood risk and improve stream health
- Again White Rock is 13th on the list - should be 1st
- Best use of H₂O
- I am not knowledgeable in this area. However I do recall places down the hill suffering from flooding several years ago, when I was not a resident. Rain gardens and permeable paving are good ideas
- We should always try to minimize run off onto streets. As sated above it will manage rainwater in the best way possible.
- Water is our most important resource
- It is an effective and workable solution
- Any green ideas are working with the natural order of Nature. When we put something up that is manmade, we should take every effort to work with nature..have a symbiotic relationship with nature.
- I like the phrase “mimic nature”, you can’t get much better than that.
- Obviously a necessity to prevent massive future stormwater works.
- Water is a precious resource.
- It’s important to reduce impervious surfaces, managing rainwater in a way that mimics nature.
- Keeps contaminated water from flowing directly into the bay
- Rainwater collection and reuse will add to the overall reduction of water through municipal systems
- This idea is good for our environment to reduce runoff, flooding and soil erosion.

ADDITIONAL RECOMMENDATIONS

- Perhaps encourage brown water, garden barrels and ways to repurpose/store in the event of any drought in decades to come
- It's nice idea, but we need to be careful not to drive all developers to the other side of North Bluff because of excess
- Why not save the water to use for watering the greenery and save on the runoff!
- The City needs to get with it in terms of environmental practices to improve liveability in the City and beyond.
- I like the idea, but do not have sufficient understanding to agree with a 65% figure. We should not put onerous requirements on new businesses or development coming in to the area.
- Some rainwater integration is better than none = don't make it so restrictive make it an achievable amount and encourage over achieving rather than forcing something that isn't workable
- Assume part of the 65% impervious surface area includes the building, if not, the City can do better than a 65% impervious surface area
- Increase the 65% to 80%
- Important but other issues I consider more critical
- I guess it sounds like a good idea. Do we have an expert we could ask?
- This should be done in all zones in the city, starting with no impervious treatment of city property ie boulevards
- Planting more trees and green roofs would help
- Stored roofwater used for low-grade usages now in many parts of the world so elements added for detention of conveyance now may be used for other purposes later
- Provide opportunity for water features as street level using rainwater to be included in the scope of surface area
- There are so many options now for porous surface materials.
- Recycled water sources could be incorporated into building design ensuring maximum resource savings

NOT IN SUPPORT

- The City should match the rain water sustainability of Semiahmoo Town Centre, otherwise business and development will move to Surrey
- I think 65% is too high for high density areas. Also consideration should be given to materials used for impervious areas
- In doubt about the infrastructure of this city including the cost to do what is suggested

RECOMMENDATION
3

A Green Town Centre: Improve Soil Connectivity

CONTEXT AND RATIONALE

Soil volume impacts the potential for trees to grow to mature canopy size. By planning for continuous soil large sites can contribute to tree canopy and the establishment of long living 'legacy' trees.

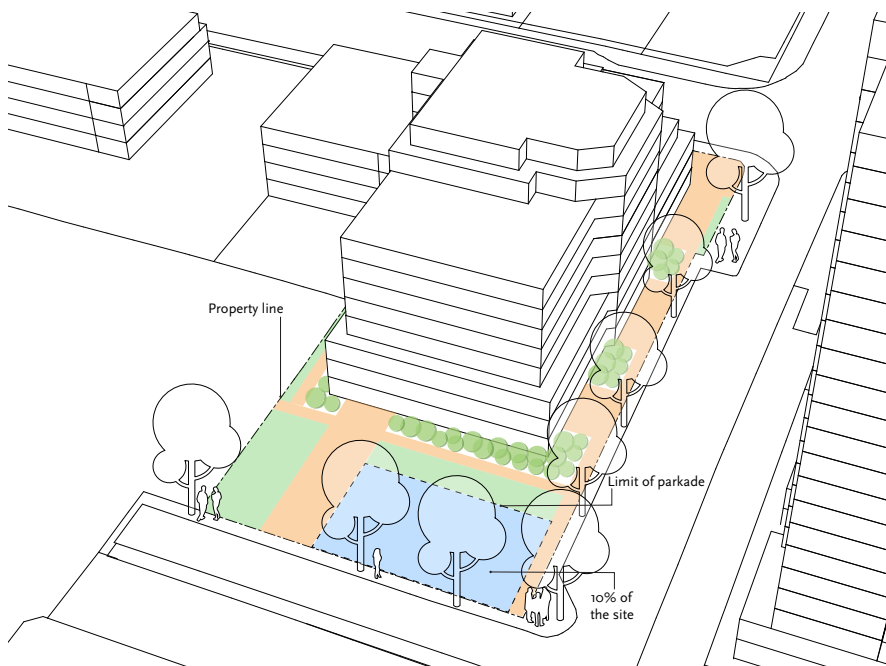


Illustration showing how 10% of a sample site in the Town Centre could be reserved for continuous soil where legacy trees could be established.

QUICK FACTS:

Continuous soils are soils at grade that maintain the soil profile and hydrology through to bedrock and are not located on top of a structure (e.g. underground parking).

A 'legacy' tree is a long living tree. By providing the conditions to make long-term growth viable, 'legacy' trees can be established as a gift to future generations.

RECOMMENDATION

Based on participant feedback on the draft recommendations that were shared during the Phase 2 Open House and Online survey (see following summary), the following recommendation is being put forward:

The City should consider a policy requiring continuous soil for tree health and rainwater infiltration on medium to large sites (3,035 m² (0.75 acres) or more). For example, the City could establish a minimum percentage of continuous soil for sites (e.g. 10%) which would be achieved by reducing the size of the podium and by providing parkade setbacks.

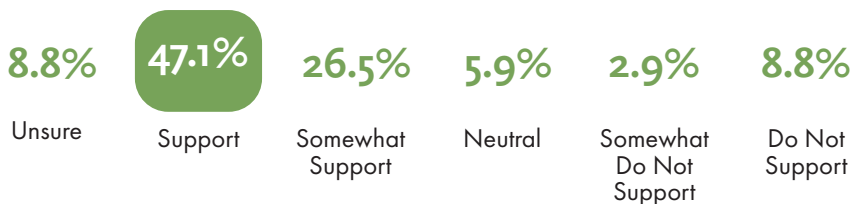
HOW DID WE GET HERE?

During the Phase 2 Open House and Online Survey, participants reviewed the draft recommendation below and shared their level of support:

The City should consider a policy requiring continuous soil for tree health and rainwater infiltration on medium to large sites (3,035 m² (0.75 acres) or more). For example, the City could establish a minimum percentage of continuous soil for sites (e.g. 10%) which would be achieved by reducing the size of the podium and by providing parkade setbacks.

Level of Support for this Recommendation

The majority of participants (73.6%) were in support or somewhat supportive of this recommendation.



Participants also shared why they answered that way. Below is a summary of representative, verbatim comments:

IN SUPPORT

- White Rock should be leading the way in managing green spaces that are environmentally friendly and sustainable for future residents.
- To improve tree survivability and also importantly to provide larger green spaces for people to improve quality of life
- Mature tree canopies are necessary for the shade enjoyment of public spaces

ADDITIONAL RECOMMENDATIONS

- While this policy makes sense from an environmental perspective, the cost to the developer in terms of lost parking and space or less commercial on the podium needs to be considered
- Again I support returning our “village” to an attractive nature setting as much as possible. We have far too much concrete. I think we should stop monster houses with no garden or green space as well.
- When it makes sense - sure - but not every site will make sense for this
- Agree though would like to see a greater percentage for continuous soil and planting
- Consider views with tree selection. only allow trees that max height is below residential floors
- In principal I’m fully supportive but parking is at a premium in and around the town centre and that’s critical to local business success. Ideally, we should be looking to a fully walkable town centre w/ adjacent or u/g parking.
- Without stable healthy soil trees cannot thrive and grow to their potential.
- Parking setbacks would help to achieve this.
- Don’t establish policies which can’t be achieved and then have to be rewritten or varianced

NOT IN SUPPORT

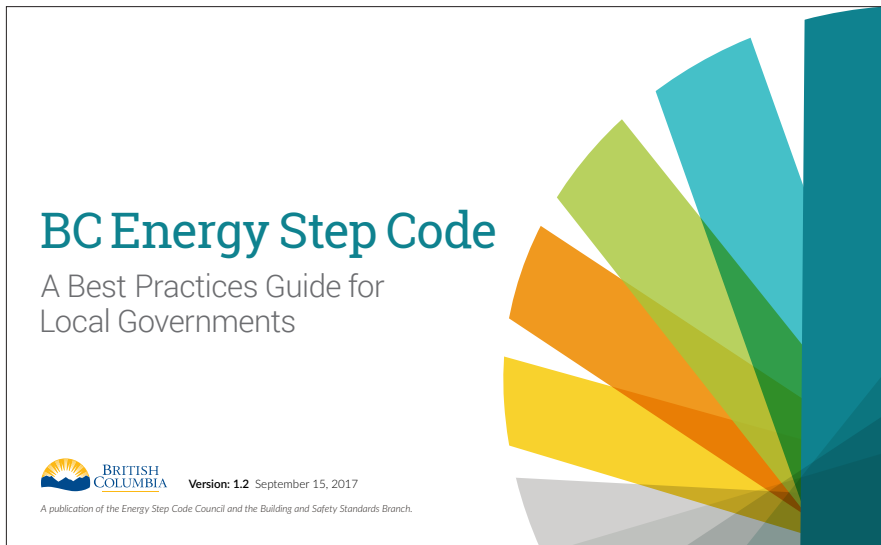
- The City should match the rain water sustainability of Semiahmoo Town Centre, otherwise business and development will move to Surrey.

RECOMMENDATION
4

A Green Town Centre: Prioritize Green Buildings

CONTEXT AND RATIONALE

Building performance can contribute to sustainability by helping to increase energy efficiency for new buildings and reduce energy consumption.



QUICK FACTS:

OCP Policy 12.5.3 Green Building Strategy recommends developing a strategy to enhance the environmental and human health performance of buildings.

The OCP supports the adoption of the province's Energy Step Code to move toward net-zero energy ready buildings.

Many municipalities across the Province have now adopted the BC Energy Step Code.

RECOMMENDATIONS

Based on participant feedback on the draft recommendations that were shared during the Phase 2 Open House and Online survey (see following summary), the following recommendations are being put forward:

- a. The City should consider prioritizing the development of a Green Building Strategy requiring targets for building performance. This strategy could take a holistic approach to include other sustainable design considerations such as operational and embodied greenhouse gas (GHG) emissions, renewable energy generation, water efficiency, integrated rainwater management, healthy materials and indoor air quality, and waste reduction strategies.
- b. The City should consider prioritizing adoption of the BC Energy Step Code to incentivize and enforce incremental improvements in energy efficiency for new construction.

HOW DID WE GET HERE?

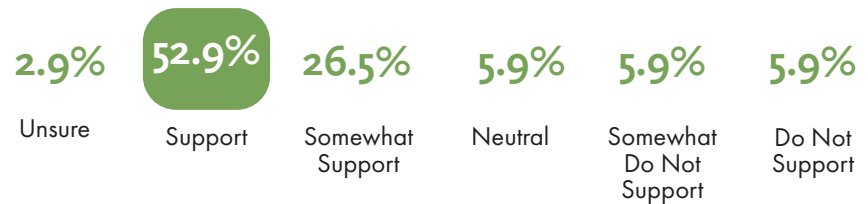
During the Phase 2 Open House and Online Survey, participants reviewed the draft recommendations below and shared their level of support:

a. The City should consider prioritizing the development of a Green Building Strategy requiring targets for building performance. This strategy could take a holistic approach to include other sustainable design considerations such as operational and embodied greenhouse gas (GHG) emissions, renewable energy generation, water efficiency, integrated rainwater management, healthy materials and indoor air quality, and waste reduction strategies.

b. The City should consider prioritizing adoption of the BC Energy Step Code to incentivize and enforce incremental improvements in energy efficiency for new construction.

Level of Support for this Recommendation

The majority of participants (79.4%) were in support or somewhat supportive of this recommendation.



Participants also shared why they answered that way. Below is a summary of representative, verbatim comments:

IN SUPPORT

- Moving to green buildings is a must. Builders/developers are/should build to a LEED Gold standard to ensure a low carbon footprint
- Have sense from an environmental point & climate change - reduce GHGs as much as possible & set an example for other communities
- We desperately need to act to improve our climate.
- This is the way the progressive world by helping to address climate change and become a more liveable city.

ADDITIONAL RECOMMENDATIONS

- As we move towards development of the town centre we should ensure that we meet and even exceed Green building codes to ensure that we are leaders in these areas.
- Sharing expertise from the Provincial Gov. is very important in making this goal work.
- How about rewarding developers who build under the energy step code and penalizing those that don't
- Should require more than minimum step code
- The fact that hardly a solar panel can be seen in the city is a testimony to how badly this policy needs encouragement
- Start at step 3 or better

- The city should be a Metro Van leader in green/enviro/sustainable growth.
- This is a must, but don't give money to "developers"; make them do the right thing. They've been destroying our town and the rest of the Lower Mainland for profit for far too long.
- Just follow the BC Step Code which is already sustainable
- Additional rebates for solar panels? or how can we use them?
- Most of the infrastructure "form" we are building today could be here for centuries. Yet the netzero-ready code could be here in 10. We are currently building a lot of buildings that will be relatively speaking, instantly obsolete.
- Residential builders with "green" plans should receive city support and owners get tax breaks
- Require Passivehaus or Leed certification of Gold+ for all new permits
- Don't "consider" prioritizing the adoption of the BC Energy Step Code, just do it.

NOT IN SUPPORT

- My concern is that the targets may be too high - then either costs are passed on to tenants resulting in higher rents, or new buildings are built elsewhere altogether
- Until India and China improve their green strategies, we are wasting our time
- The more restrictions the city places on Town Centre development, the higher the rental/purchase costs will be for business and residents, thus reducing affordability
- Leave generating renewable energy for others, as this is a very different business from municipal affairs.

RECOMMENDATION
5

A Strong and Connected Community: Create Social and Affordable Housing

CONTEXT AND RATIONALE

A variety of housing types and tenures provides the opportunity for people in a variety of income levels and stages of life to take part in and contribute to the life and culture of Town Centre.



QUICK FACTS:

OCP Policy 12.5.3 Green Building Strategy recommends developing a strategy to enhance the environmental and human health performance of buildings.

The OCP supports the adoption of the province's Energy Step Code to move toward net-zero energy ready buildings.

Many municipalities across the Province have now adopted the BC Energy Step Code.

RECOMMENDATIONS

Based on participant feedback on the draft recommendations that were shared during the Phase 2 Open House and Online survey (see following summary), the following recommendations are being put forward:

The City should consider policies and tools for the creation of social and affordable housing, such as:

- a. Rental Zoning – Negotiate a target Floor Area Ratio (FAR) (e.g.. 1.0 FAR) be preserved as rental housing after development;
- b. Density Bonus Policy – Negotiate a target FAR (e.g.. 1.0 FAR) or a percentage of new developments be affordable housing as a part of the existing Community Amenity Contribution density bonus policy;
- c. Non-profit Housing Organization – Support the establishment of a non-profit housing organization (or work with an existing regional housing organization) that would provide and manage non-market housing stock; and,
- d. Housing Needs Report and Action Plan – The City's Housing Needs Report could be the basis for a Housing Action Plan.

HOW DID WE GET HERE?

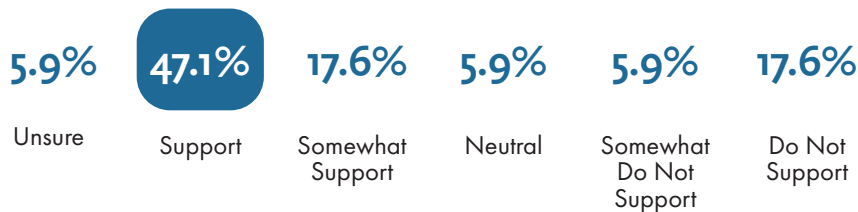
During the Phase 2 Open House and Online Survey, participants reviewed the draft recommendations below and shared their level of support:

The City should consider policies and tools for the creation of social and affordable housing, such as:

- a. Rental Zoning – Negotiate a target Floor Area Ratio (FAR) (e.g.. 1.0 FAR) be preserved as rental housing after development;
- b. Density Bonus Policy – Negotiate a target FAR (e.g.. 1.0 FAR) or a percentage of new developments be affordable housing as a part of the existing Community Amenity Contribution density bonus policy;
- c. Non-profit Housing Organization – Support the establishment of a non-profit housing organization (or work with an existing regional housing organization) that would provide and manage non-market housing stock; and,
- d. Housing Needs Report and Action Plan – The City’s Housing Needs Report could be the basis for a Housing Action Plan.

Level of Support for this Recommendation

The majority of participants (64.7%) were in support or somewhat supportive of this recommendation.



Participants also shared why they answered that way. Below is a summary of representative, verbatim comments:

IN SUPPORT

- Also encourage developers & stratas to have “inclusive” units; perhaps incentives to sell ‘at cost’ to non-profit to oversee/manager for screened tenants (seniors; persons with intellectual or other disabilities)
- A vibrant mixed community where many are welcome and can participate in the community is always going to create a more sustainable and healthy mix rather than a ghetto for the wealthy.
- It is very important to support all segments of our community
- Our city needs to be inclusive. if everything is expensive, how can people who work as servers work and live here.
- Very long overdue
- Critical issue!!
- We are in a housing affordability crisis! White Rock has become a haven for the well off. Lower income seniors have little choice in any kind of affordable rentals in this city and beyond. Something has to change to address this.

ADDITIONAL RECOMMENDATIONS

- Some rental housing should be developed
- Because we need more affordable rentals in the area!
- In particular, we should be supporting non-profit housing organizations. We call them “non-profit” when, in fact, this simply means that communities and the public profit, not profiteers. Building a new city hall at this time is a bad idea- self-serving.
- Too many HUGE new residences are not affordable for local families
- Densify through allowing Coach houses and allowing single family lots to become duplex, triplex, or fourplex
- Unless some attention is paid to affordability, few if any workers can remain in the community to serve the coffee in shops
- Again give density bonuses for permanent social and rental housing
- 1/3 of White Rock’s population are renters. Smart housing policies are critical, particularly as the city continues to grow and existing rental stock is re-developed.
- The city needs to clearly define what it means by “affordable”. Affordability can be defined differently depending on a municipalities demographics
- Co-op housing as they have in False Creek? CMHC input?
- I have lived in a very successful mixed use community (South False Creek) the mix of young and old and the inclusion of every economic segment truly made that neighbourhood liveable and vibrant
- Encourage investors who buy properties in White Rock and rent them out for non-profit stock or rent controlled housing by offering them a rebate on their property taxes
- I definitely support Co-op and non-profit affordable housing. We have little to none. This was a problem created by the Federal Government at the end of the 90’s, (I think), however, anything we can do alleviate this I support
- Coach houses and basement suites are the easiest and cheapest way to create social and rental housing. encourage multiply basement suites and coach houses
- Build more co-ops and low income rental units for seniors and families
- There should be no provisions for bonus densities. The goals for social and affordable housing should be met without giving more density

NOT IN SUPPORT

- While there is a need for social and affordable housing, the above suggested policies may cause developers to look elsewhere. Too many restrictions/ policies have a negative effect on the business case for development
- The more Council restricts development, developers will choose to take this business elsewhere, like Semiahmoo Town Centre
- The market should decide how much of a given building is rental. Also I don’t feel that everyone has a “right” to live in White Rock - I had to wait a few decades before I could afford to live here
- Unfortunately we will never keep up with affordable housing. People will have to do what we did which was move to where we could afford
- We’ve already seen an uptick in property and petty crime and it appears to be increasing as the population of rough looking characters is also increasing. We should not be encouraging that. Let the province or feds deal with this issue.
- I prefer the idea of an empty home tax levied against the owner of a property that is not in use
- White Rock has less rain than Vancouver making it a more desirable location for homeless already. This is not an issue that the city should be dealing with. It needs to be dealt with on a national level. Or at least a provincial one.

RECOMMENDATION
6

A Strong and Connected Community: Increase the Mix of Uses

CONTEXT AND RATIONALE

Diverse land uses will enrich the Town Centre:

- Relocating City Hall and other civic facilities would reinforce the Town Centre as the centre for cultural, civic and public life; and,
- A hotel or conference centre would contribute to the desirability of White Rock as a destination for events.

QUICK FACTS:

The OCP and Community Amenity Contribution Policy currently supports the possibility of relocating City Hall to the Town Centre as well as establishing other civic facilities.

The OCP and Zoning Bylaw currently support hotel and conference centre uses in Town Centre.



City Hall Today.

Image: Jonathan Morgan & Company Limited.

RECOMMENDATION

Based on participant feedback on the draft recommendations that were shared during the Phase 2 Open House and Online survey (see following summary), the following recommendation is being put forward:

The City should set a target for some of the density entitlement in the Town Centre (e.g. 1.0 FAR) for use as new civic facilities, including a hotel or conference center.

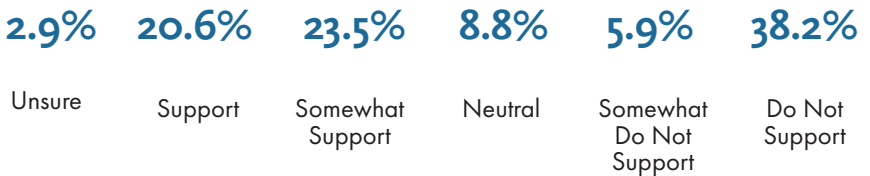
HOW DID WE GET HERE?

During the Phase 2 Open House and Online Survey, participants reviewed the draft recommendation below and shared their level of support:

The City should set a target for some of the density entitlement in the Town Centre (e.g. 1.0 FAR) for use as a new City Hall, civic facilities, hotel or conference center uses.

Level of Support for this Recommendation

The level of support for this recommendation was balanced between support and somewhat support (44.1%) and do not support and somewhat do not support (44.1%).



Based on the input received during this process, a lack of support for this recommendation was predominantly associated with the building of a new City Hall. This recommendation has been updated to no longer include this consideration and any recommendations for a new City Hall will require further community engagement.

Participants also shared why they answered that way. Below is a summary of representative, verbatim comments:

IN SUPPORT

- Mixed use is good and in its own way enriching.
- This type of facility is badly required
- This just makes sense.

ADDITIONAL RECOMMENDATIONS

- Do not agree with relocation of City Hall but agree with civic facilities, hotel or/and conference centre
- Appreciate the age & limits of current City Hall; the potential for enhanced tourism & meeting space that's needed
- A hotel and/or conference centre use would need to be required to provide, create a multi use facility/facilities to enrich the cultural life of the City. By making White Rock a destination for the Arts: Dance, theatre, Art, sculpture etc.
- If the City Hall moves into the Town Centre then maybe the existing City Hall would become an Art Centre or an art centre.
- White Rock desperately needs a conference centre. The WRCC is fine, but we need a venue that can accommodate more than 220 people. The few facilities that are here are old and depressing.
- I like the idea of higher density in the city centre, but small town should be a small town!

- Also insist the first two levels of any new structure be commercial ie offices, retail etc. This is the only industry we can attract
- By creating a cultural destination, White Rock would be able to differentiate itself from other cities in attracting people from around the Semiahmoo peninsula and benefiting businesses.
- I support a hotel or conference centre within the Town Centre, but not the relocation of City Hall + Civic Facilities. These civic facilities are more suitable in the area they are in now
- White Rock needs a conference centre/hotel which can attract overnight visitors
- Do not support moving City Hall, do not need a Conference Centre, do need a natural history interpretive centre
- It is very important that the arts culture be looked at for the city of white rock.
- This whole plan so far negates that. AS a matter of fact, space for art SHOULD BE PART of the negotiations with developers. We need space for arts (visual/performance)
- Private-Public Partnership for a new conference/cultural centre in Town Centre
- A hotel/conference centre on the waterfront built on the City of the Sea theme, something reflecting WR's former unique character and charm, would have worked; however, the town centre looks like every other urban wasteland, so why come to White Rock?
- Partner with Semiahmoo and build a casino/hotel/conference centre on East Beach
- City Hall can be renovated as a green building. WR needs an nature interpretive centre, little nature or place celebrated in WR
- Create a proper town square, similar to those created over a century ago where 8 to 10 acres form the centre of town, with 3 to 4 storey buildings form the perimeter with courtyard for town events. Do so by trading existing city property for WR Elementary

NOT IN SUPPORT

- The City should increase density, not decrease it, and require developers to incorporate Civic Facilities into their developments, to be paid for by CAC's
- If it is not broken, do not fix it and do not go further into debt. I do not think the public has an appetite in these
- I believe a hotel in White Rock would lose money. City Hall is fine where it is
- Where would this be situated and where will the money come from. The city seems to struggle to maintain basic amenities upgraded. We need to take care of the basics before we consider this idea.
- We need to focus on the arts FIRST..create a reason for people to come to the city first. Besides tourism, arts is the second reason people come to white rock.
- Despite all assertions to the contrary, a new storey can be built over the existing city hall whereby new structure captures and reinforces the old structure in a manner that addresses current seismic issues. The greenest building is the one already
- The town centre is now a blight on our community. City hall is fine where it is, closer to 5 corners which bears a resemblance to an uptown City By the Sea. A hotel/conference centre would be good, why would anyone come to ubiquitous ugliness?
- I do not support a new City Hall at the time. Sorry.
- The city always needs to set target densities. I object to the building of a new city hall. Upgrade the old one. Use other space to house more employees if necessary. The tax burden on us is already too high. Do not waste money on new fancy buildings
- Not for city hall. Extend the "town centre" definition down to Five Corners on Johnston Rd to Buena Vista to ensure plans consider all uptown
- City hall is fine where it is, we do not need more civic facilities we need more parks. Leave the conference center to the private sector
- I like the current city hall
- Re-use or repurpose the facilities we already have

RECOMMENDATION
7

A Strong and Connected Community: Identify Transit Exchange Options

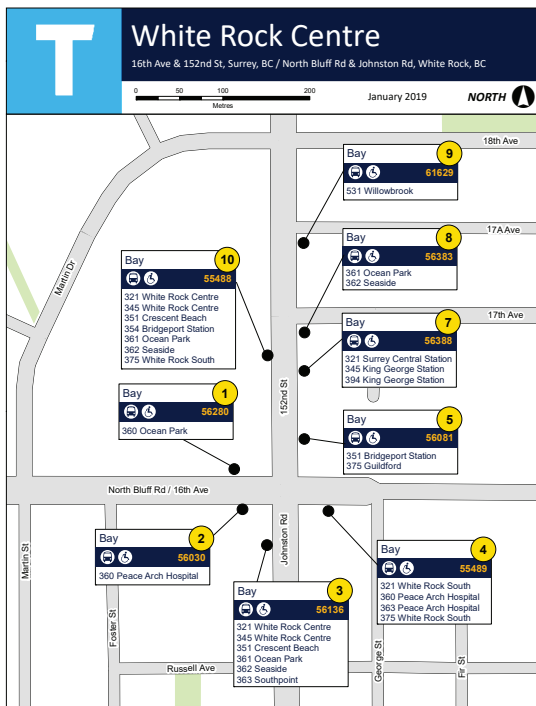
CONTEXT AND RATIONALE

Convenient and accessible transit contributes to sustainable, affordable and healthy lifestyles. As the Town Centre evolves, the need for good access to transit will also grow. By identifying a location for appropriate long-term facilities, the City of White Rock, City of Surrey and TransLink will safeguard the land for this important facility to be integrated into the urban fabric in the future.

QUICK FACTS:

The OCP and Community Amenity Contribution Policy currently supports the possibility of relocating City Hall to the Town Centre as well as establishing other civic facilities.

The OCP and Zoning Bylaw currently support hotel and conference centre uses in Town Centre.



Map of the current bus exchange showing on street bus stop locations. The City of White Rock Strategic Transportation Plan recognizes that the existing bus exchange needs improvement.

RECOMMENDATION

Based on participant feedback on the draft recommendations that were shared during the Phase 2 Open House and Online survey (see following summary), the following recommendation is being put forward:

The City should continue to support the establishment of a new transit exchange in the Town Centre; and, prioritize identification of long-term options for the development of a new transit exchange in collaboration with TransLink and the City of Surrey.

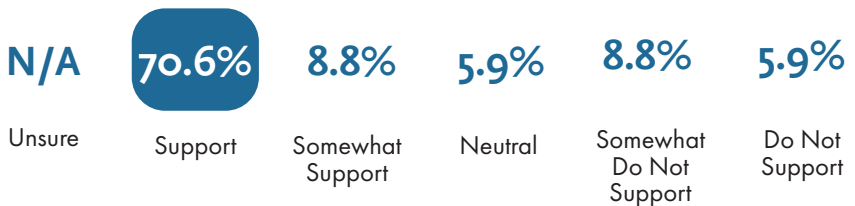
HOW DID WE GET HERE?

During the Phase 2 Open House and Online Survey, participants reviewed the draft recommendation below and shared their level of support:

The City should continue to support the establishment of a new transit exchange in the Town Centre; and, prioritize identification of long-term options for the development of a new transit exchange in collaboration with TransLink and the City of Surrey.

Level of Support for this Recommendation

The majority of participants (79.4%) were in support or somewhat supportive of this recommendation.



Participants also shared why they answered that way. Below is a summary of representative, verbatim comments:

IN SUPPORT

- Public Transit options need to be beefed up for both residents and employers commuting to for work lowers carbon emissions
- Increasing transit options encourages business (employees) to take transit to work thus reducing dependency on providing parking spaces.
- With densification of the City Centre, a better, more efficient transportation system is needed.
- If we wish to be green we need to get more cars off the road and give folks availability.
- Public transport is even more important in an ecological society and we should make it easy to take.
- No climate change action makes sense without massive investment in public transpo.

ADDITIONAL RECOMMENDATIONS

- Improved transit needs to be factored in before more developments occur in the Town Centre rather than later when options will be more constrained.
- Transit contributes to a walkable, vibrant town centre. Designs and location of a new transit exchange should be considered in conjunction with opportunities to shut down certain streets to vehicle traffic and create adjacent parking options
- Push for skytrain to have a stop in WR. Could require future tower development to plan for skytrain station as part of structure in exchange for 3 more floors
- White Rock needs to speak up now. When we have BIG players like YVR on our side, why are we not in the news every day pushing for better service from transit?

NOT IN SUPPORT

- I think this should be addressed in conjunction with South Surrey + one transit exchange on or near the border should be established
- The exchange in Surrey serves adequately, and there is not much room for this in Town Centre.

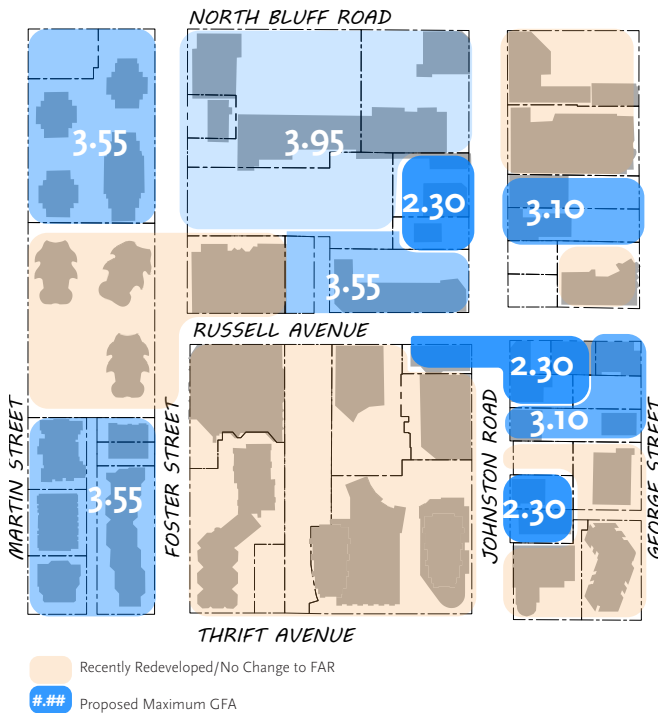
RECOMMENDATION
8

A Vibrant Sense of Place: Refine the Community Amenity Contribution Density Bonus Policy

CONTEXT AND RATIONALE

Community amenity contributions (CACs) are an important tool for delivering amenities. The Town Centre Zone currently permits a density bonus to 5.4 Gross Floor Area (GFA) for proponents who enter into a community amenity contribution agreement with the City. This GFA is in conflict with the urban design vision that is set out in the Official Community Plan (OCP) and the Urban Design Plan (2011).

PROPOSED MAXIMUM GFA



QUICK FACTS:

In White Rock the Community Amenity Contribution (CAC) policy has allowed for the creation of a new community centre in the Town Centre, upgrades to Johnston Road, and parking improvements at the Waterfront.

The Zoning Bylaw currently allows for a maximum gross floor area (GFA) of 1.75 times the lot area in the Town Centre (CR-1 Town Centre Area Commercial / Residential Zone) however this GFA may be increased to a maximum of 5.4 times the lot area where the proponents enter into an amenity agreement with the City.

Under current zoning buildings may not exceed a height of 10.7m (approximately 3 storeys) unless the applicant enters into a Community Amenity Contribution (CAC) agreement with the City. Under the CAC policy, height may be increased to 80.7m (approximately 25 storeys). Recommendations for updated building height restrictions are also provided as a part of this planning process. See Recommendation 9.)

RECOMMENDATION

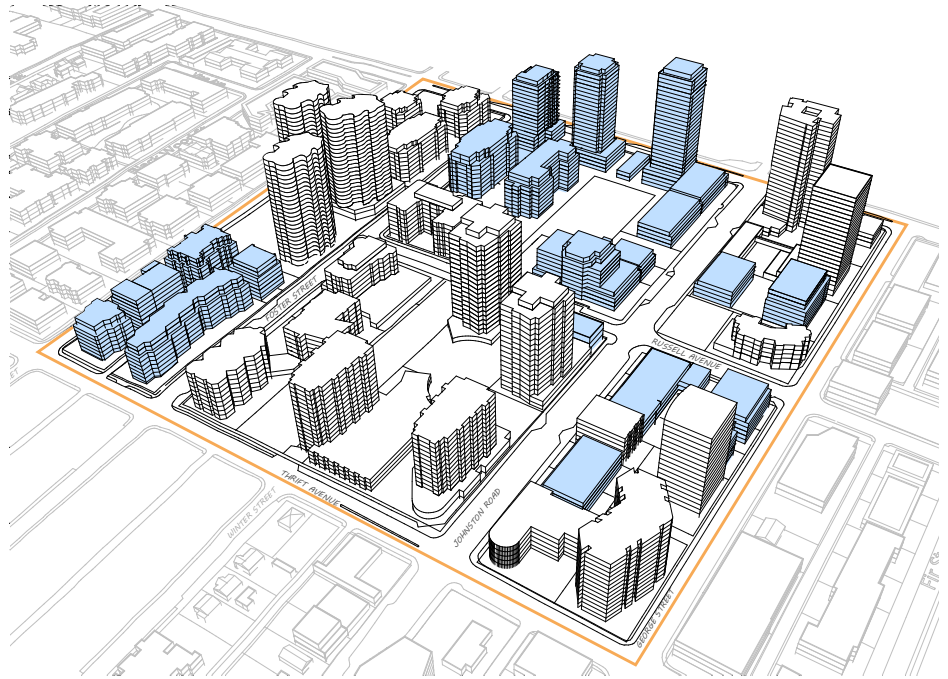
Based on participant feedback on the draft recommendations that were shared during the Phase 2 Open House and Online survey (see following summary), the following recommendation is being put forward:

The City should consider updating the Zoning Bylaw to reduce the CAC bonus from 5.4 GFA to a GFA that would achieve an urban design vision that better aligns with the OCP and resident aspirations for Town Centre. For example, the City could consider the GFAs that are outlined in the two illustrations.

HOW DID WE GET HERE?

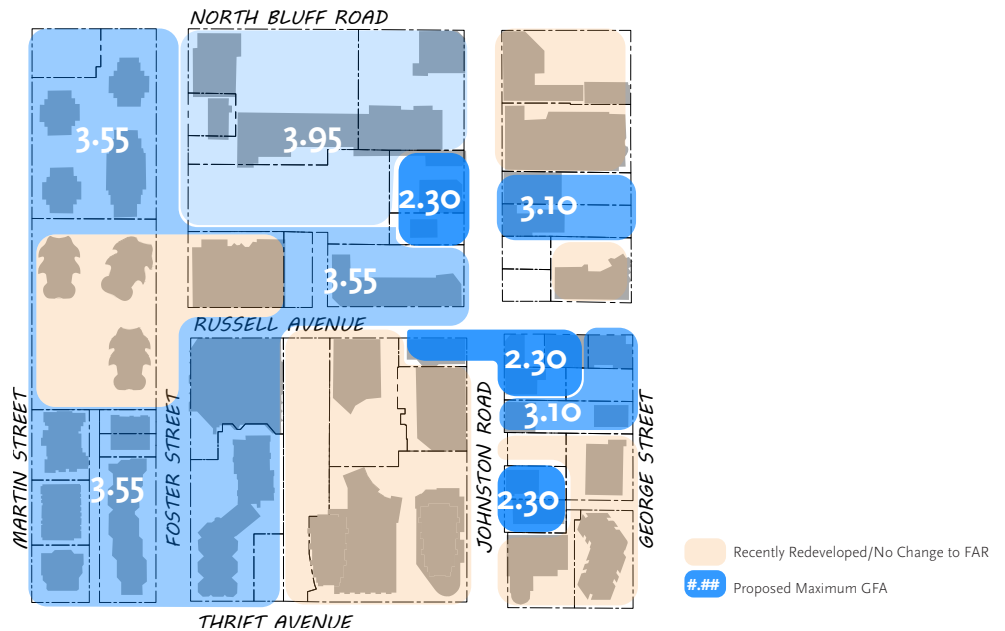
During the Phase 2 Open House and Online Survey, participants reviewed the draft recommendation below and shared their level of support:

The City should consider updating the Zoning Bylaw to reduce the CAC bonus from 5.4 GFA to a GFA that would achieve an urban design vision that better aligns with the OCP and resident aspirations for Town Centre. For example, the City could consider the GFAs that are outlined in the below illustrations.



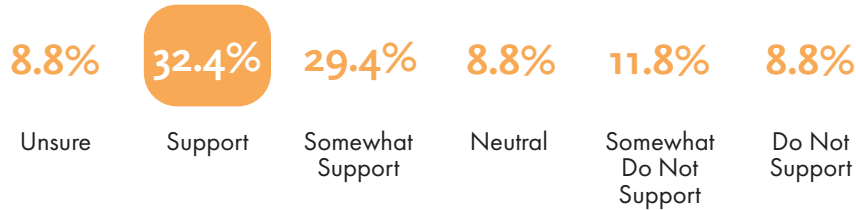
Buildings shown in blue represent the proposed maximum GFA.

PROPOSED MAXIMUM GFA



Level of Support for the Draft Recommendation

The majority of participants (61.8%) were in support or somewhat supportive of this recommendation.



Participants also shared why they answered that way. Below is a summary of representative, verbatim comments:

IN SUPPORT

- A set formula is too restrictive for the CAC bonus. Moving to GFA's outlining on the diagrams may make sense but again the developer would need to do a cost/benefit analysis
- Strongly support this recommendation. Bonuses can destroy the feel and vision for the Town Centre.
- I'm not sure I understand the diagrams above, but support the idea of "identity of the Town Centre as a Village by the Sea."
- TOTALLY SUPPORT ALL CACs being spent within Upper town centre.
- Without attending the open house, I don't totally understand the concept.. but if it means reducing High Rises and heights I support it. Sorry I'm not up to speed with the jargon.

ADDITIONAL RECOMMENDATIONS

- you can keep the CAC the way it is but you must address the amenities needed to service everything. The size of the roads, the need for art/creative space the need for parking. build a funicular...how do you tie everything in. look at the big picture
- Update the OCP to reflect the current situation so we are not facing anymore court challenges going forward
- Continuing from #25. Our community must deal with the long term effects of allowing increased density...strain on facilities, maintenance, services. The current CAC levels are a gift to developers in my opinion.
- Keep in mind the developers will find other places to develop if the restrictions are too great. White Rock needs an increased tax base to survive or give over and become a community of Surrey again. Choices.
- Develop a town square that is at least 6-10 acres. Work with Province Min Ed to exchange the land at WR Elementary for the existing land the city hall/annex/RCMP block. Build a new WR Elementary to include the existing library location, then build town sq
- Such considerations must translate into affordable housing for all income levels

NOT IN SUPPORT

- We need the tax base that higher densities provide
- If anything the CAC should be increased substantially. They are too low. The developers are benefiting from the current arrangement. The city must take a much stronger position.
- Overall, I'm comfortable with the current GFA for the town centre area. The city is small and we need to leverage this area to maximize growth and tax revenue generation
- Your not going to have much of a town of you cover the lots with trees and then don't allow tall buildings.
- The previous council allowed too much development, too fast. We need high denisty, though. Allow for high densities. Just slightly slow down the pace of growth and use the CAC bonus money to put the necessary infrastructure in place.

RECOMMENDATION
9

A Vibrant Sense of Place: Building Heights

CONTEXT AND RATIONALE

The following height recommendations are based on the outcomes of Phase 1 engagement, access to sunlight on future open spaces, view, neighbouring context and delivery of community amenities. The need for the recommended height limit changes are to be implemented via both OCP and Zoning amendments.

RECOMMENDATION

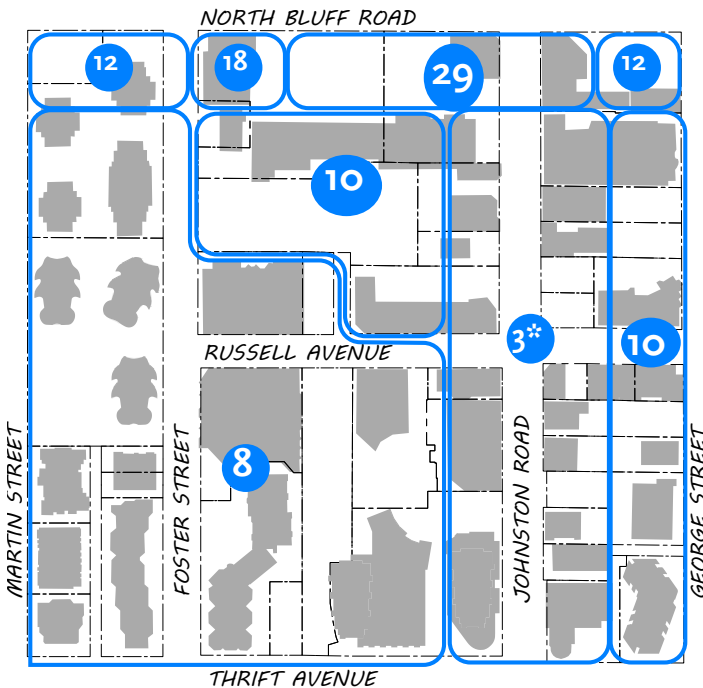
Based on participant feedback on the draft recommendations that were shared during the Phase 2 Open House and Online survey (see following summary), the following recommendation is being put forward:

The City should consider restricting buildings to the height outlined in the diagram and perspective below.

QUICK FACTS:

Under current zoning buildings may not exceed a height of 10.7m (approximately 3 storeys) unless the applicant enters into a Community Amenity Contribution (CAC) agreement with the City. Under the CAC policy, height may be increased to 80.7m (approximately 25 storeys).

PROPOSED MAXIMUM HEIGHTS



Summary of Height Recommendations:

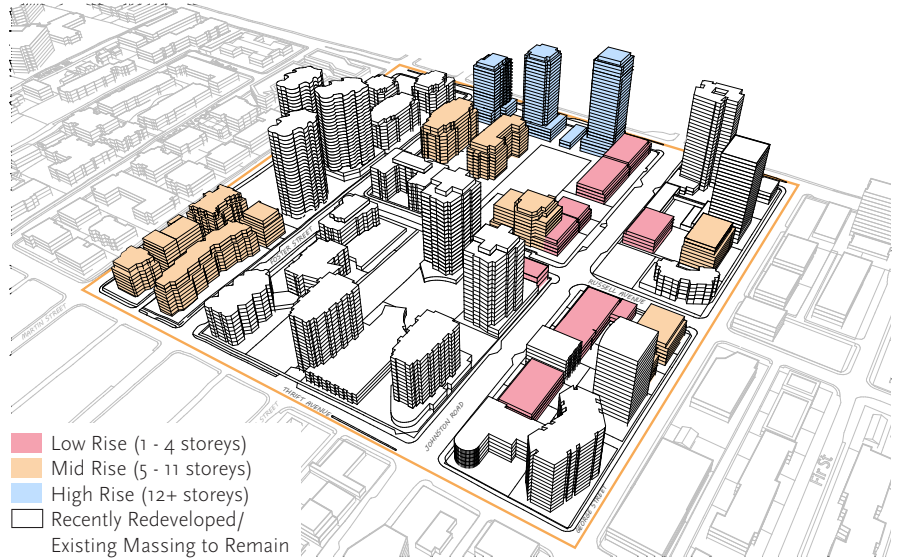
- Low rises retain the village quality of Johnston Road;
- Johnston Road is limited to 3 storeys (see Recommendation 10 for suggested variance);
- Mid-rises are the predominant neighbourhood form;
- High rises are permitted along North Bluff Road. These taller buildings allow for flexibility so that generous open spaces and community amenities can be provided.

Proposed Maximum Heights (*indicates where a variance is recommended - see Recommendation 10)

HOW DID WE GET HERE?

During the Phase 2 Open House and Online Survey, participants reviewed the draft recommendation below and shared their level of support:

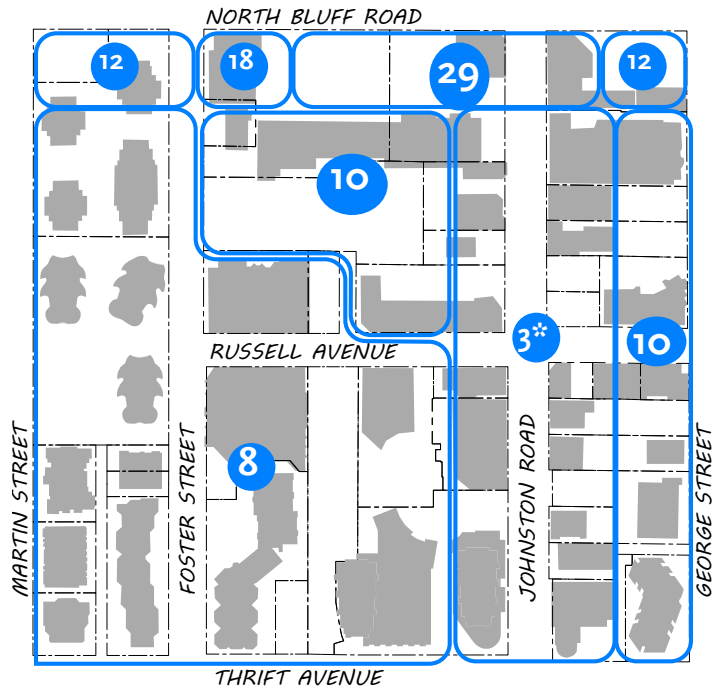
The City should consider restricting buildings to the height outlined in the diagram and perspective below.



PROPOSED MAXIMUM HEIGHTS

Summary of Draft Height Recommendations:

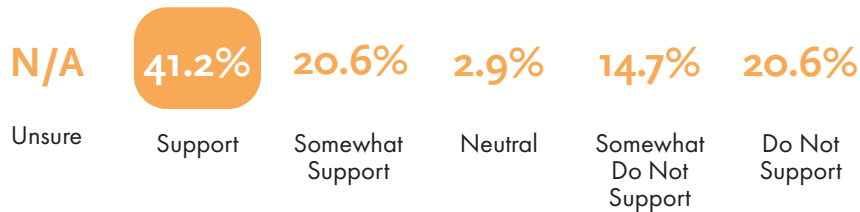
- Low rises retain the village quality of Johnston Road;
- Johnston Road is limited to 3 storeys (see Recommendation 10 for suggested variance);
- Mid-rises are the predominant neighbourhood form;
- High rises are permitted along North Bluff Road. These taller buildings allow for flexibility so that generous open spaces and community amenities can be provided.



Proposed Maximum Heights (*indicates where a variance is recommended - see Recommendation 10)

Level of Support for the Draft Recommendation

The majority of participants (61.8%) were in support or somewhat supportive of this recommendation.



Participants also shared why they answered that way. Below is a summary of representative, verbatim comments:

IN SUPPORT

- I agree with densification of the Centre as displayed, but I question the use of CAC's agreements - does this mean that developers can build to 25 stories simply by entering into a CAC with the City
- Street front lower scale with set back of floors 3 or 4 or more helps reduce the sense of over bearing that towers impose
- I do agree to a "stepped down" building height for buildings south of 16th towards 5 corners
- I totally support keeping Johnston Road as a low rise venue. Again my level of trust in what is being proposed is sketchy, having been burned so often in the past by various administrations.
- I agree with high rises on the stipulation there is more connected green space

ADDITIONAL RECOMMENDATIONS

- Once again, if developers want to build, they need to be 1)green 2)mixed used 3)provide art space 4) look at infrastructure to support the increased density
- Development on level ground is fine but on sloping ground, views must be maintained
- 1) Maintaining the Village by the Sea image. 2) Need to ensure that the infrastructure can support the rapid increase in population.
- Some development is desired in the Town Centre but needs to maintain a small community feel.
- Development on level ground is fine but on sloping ground, views must be maintained

NOT IN SUPPORT

- Building height + density need to be correlated to the cost of land, construction & return on investment for the developer. Developers will allocate their invested dollars to the North side/Surrey side of 16th if that Council allows greater height + density
- Because the previous OCP recently adopted & we support the existing OCP
- It is obvious that the City does not want anymore development in Town Centre. With the cost of property developers cannot afford to develop with such low heights and densities
- A higher tower will allow a larger tax base while still allowing much more green space than lower buildings
- We need way higher densities to increase the tax base so that our taxes can be lowered. Allow much greater density along 16th.
- I think the current OCP and Town Centre needs to get with the times and reallocate the height restriction to preserve the beach area and not worry about the Johnson Road area between 5 Corners and Town Centre - 3 stories is too low I'm a bigger fan of 12

RECOMMENDATION
10

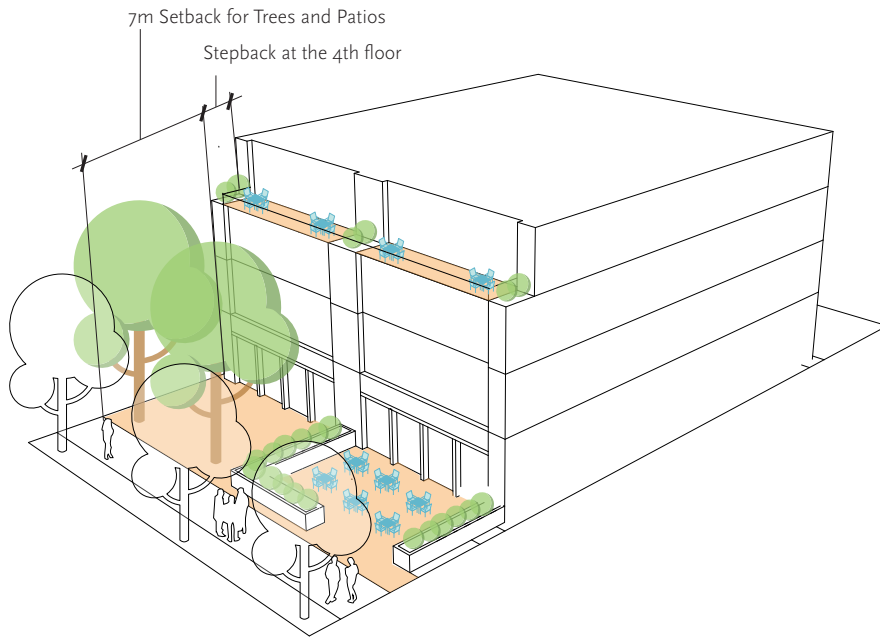
A Vibrant Sense of Place: Plazas, Patios and Green Space

CONTEXT AND RATIONALE

A generous public realm for plazas, patios and green space is desirable in retail areas; however, it can be difficult for smaller sites to deliver these amenities. A relaxation on building heights from 3 to 4 storeys* would provide an incentive for more public spaces. *This assumes that building heights are guided by those outlined in Recommendation 9.

QUICK FACTS:

Under current zoning buildings may not exceed a height of 10.7m (approximately 3 storeys) unless the applicant enters into a Community Amenity Contribution (CAC) agreement with the City. Under the CAC policy, height may be increased to 80.7m (approximately 25 storeys).



RECOMMENDATION

Based on participant feedback on the draft recommendations that were shared during the Phase 2 Open House and Online survey (see following summary), the following recommendation is being put forward:

Assuming Recommendation 9 on building heights is followed, the City should consider a build height relaxation to promote plazas and patios on Johnston Road. For example, the City could allow up to 13.7m (approximately 4 storeys) with a 2m stepback after the third floor if a 7m setback for patio or tree canopy is provided (e.g. trees growing to a minimum of 7m canopy diameter spaced at a maximum of 7m apart).

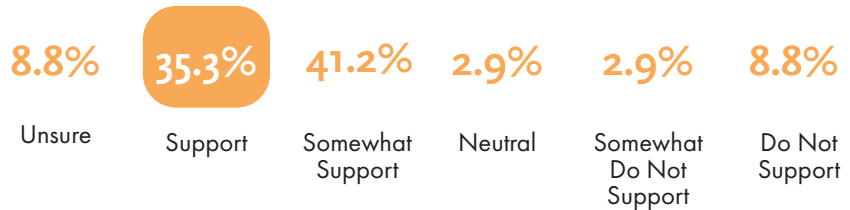
HOW DID WE GET HERE?

During the Phase 2 Open House and Online Survey, participants reviewed the draft recommendation below and shared their level of support:

Assuming Recommendation 9 on building heights is followed, the City should consider a build height relaxation to promote plazas and patios on Johnston Road. For example, the City could allow up to 13.7m (approximately 4 storeys) with a 2m stepback after the third floor if a 7m setback for patio or tree canopy is provided (e.g. trees growing to a minimum of 7m canopy diameter spaced at a maximum of 7m apart).

Level of Support for the Draft Recommendation

The majority of participants (76.5%) were in support or somewhat supportive of this recommendation.



Participants also shared why they answered that way. Below is a summary of representative, verbatim comments:

IN SUPPORT

- More public space is conducive to a more involved community downtown increasing socializing - suitable for improved mental health
- More green space incorporated into building designs is always a good idea from both an aesthetics + environmental perspective
- I agree as long as lots of green (trees, shrubs) are planted and roofs are green, not black top. Let's get into the 21st century. Too many
- I hope this can be implemented. I like the 4-story height.
- This is very reasonable in order to improve the streetscape and enjoyment.
- Better to provide more stories and keep the patio/tree canopy

ADDITIONAL RECOMMENDATIONS

- Perhaps we need to review and relax bylaws on sidewalk seating...go to Europe for reference
- We need to beautify all the old buildings so they don't look like dollar stores. you can't just have new building next to ugly buildings.
- Add a couple of more stories and create a park at least 1 block square
- creating a plaza for people to sit will naturally attract people to visit uptown to relax.

NOT IN SUPPORT

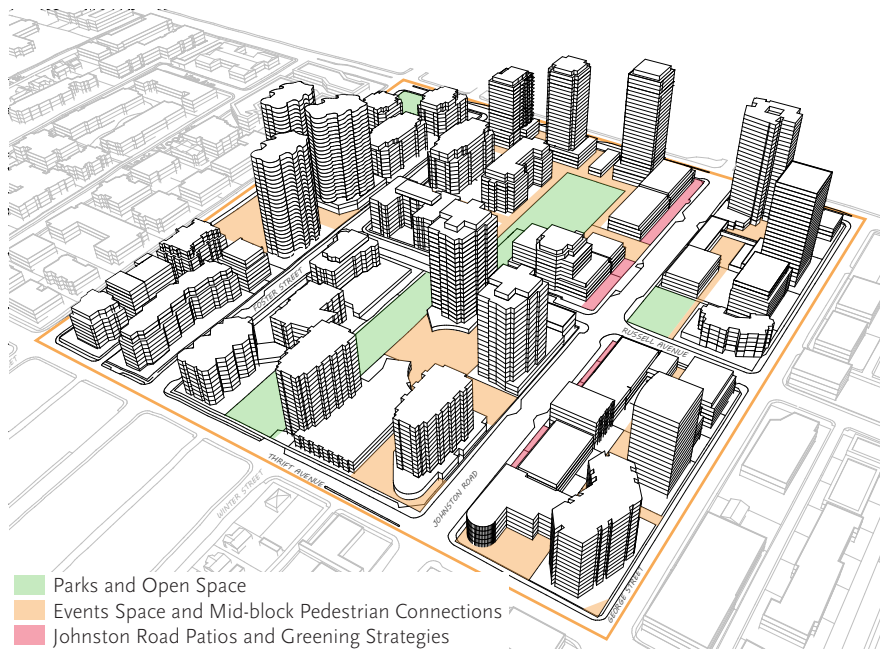
- You do not need higher buildings to have patios and plazas. In fact, it would be nice if patios and plazas had sunshine instead of shadows cast by cement towers.
- none of these spaces would be big enough to be viable, bigger spaces and bigger trees are needed

RECOMMENDATION
11

A Vibrant Sense of Place: Build the Open Space Network

CONTEXT AND RATIONALE

A complete open space network in the Town Centre provides residents and visitors with opportunities for active and passive enjoyment of the Town Centre; and, encourages an active lifestyle by promoting walking and cycling.



QUICK FACTS:

The Town Centre Urban Design plan includes a large public park, extension of Bryant Park across Russell Avenue, pedestrian connections and series of plazas.

The Town Centre Urban Design Plan is available online on the City of White Rock Website: <https://www.whiterockcity.ca/DocumentCenter/View/1132/Town-Centre-Urban-Design-Plan-PDF>

RECOMMENDATION

Based on participant feedback on the draft recommendations that were shared during the Phase 2 Open House and Online survey (see following summary), the following recommendation is being put forward:

The City should continue to support the establishment of the open space network as outlined in the Town Centre Urban Design Plan (2011) through the Community Amenity Contribution Policy in the Town Centre. To date, these amenities have been delivered through a density bonus program.

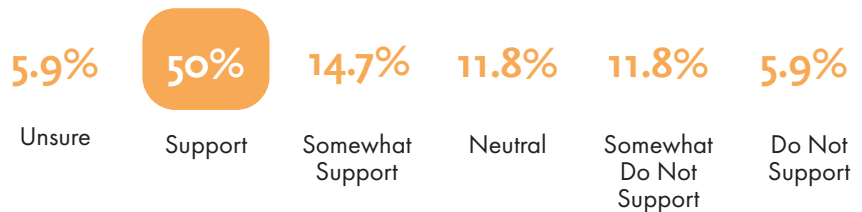
HOW DID WE GET HERE?

During the Phase 2 Open House and Online Survey, participants reviewed the draft recommendation below and shared their level of support:

The City should continue to support the establishment of the open space network as outlined in the Town Centre Urban Design Plan (2011) through the Community Amenity Contribution Policy in the Town Centre. To date, these amenities have been delivered through a density bonus program.

Level of Support for the Draft Recommendation

The majority of participants (64.7%) were in support or somewhat supportive of this recommendation.



Participants also shared why they answered that way. Below is a summary of representative, verbatim comments:

IN SUPPORT

- This network provides a good balance versus density + heights of buildings
- There is some flow now to building. The options with trade offs for inclusive housing us parklets need weight in value & likelihood of active of passive uses
- I think the plan is great + the density bonus program makes a lot of sense

ADDITIONAL RECOMMENDATIONS

- More pedestrian only, traffic free streets would contribute a great deal to the livability of the Town Centre
- We need more indoor diverse convertible spaces for different uses such as for arts. That's more important than outdoor event spaces
- Develop green space / pathway for pedestrians, bikes, and other sports down to Marine Dr. Link with the revised Parks Master Plan
- The traffic grid should be built around pedestrian traffic not vehicles
- More pedestrian only, traffic free streets would contribute a great deal to the livability of the Town Centre
- I like that idea and the rotary park next to the farmers market

NOT IN SUPPORT

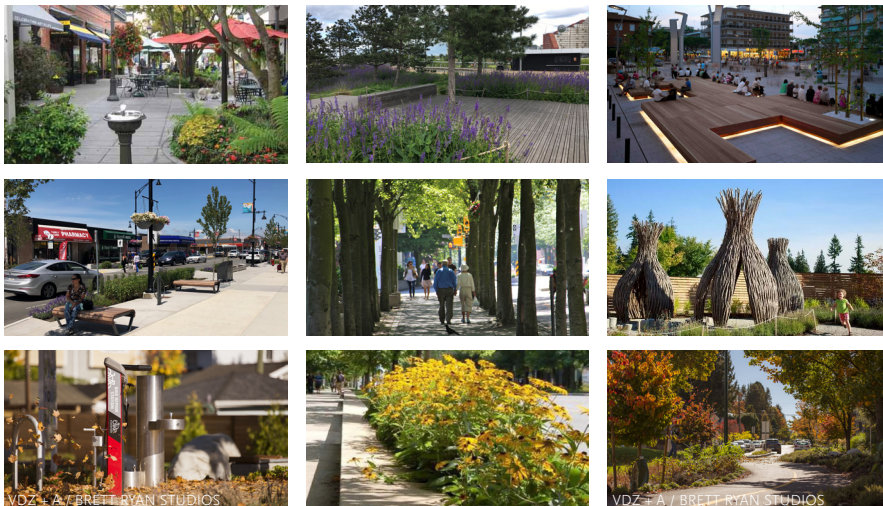
- The City should try to achieve the network through means other than density bonuses.

RECOMMENDATION
12

A Vibrant Sense of Place: Identify Town Centre Priorities

CONTEXT AND RATIONALE

Developments in the Town Centre provide the opportunity to deliver amenities. While the Waterfront is an important part of White Rock's identity and a draw for visitors and residents alike, it is important that the Town Centre and residents therein benefit from the funding that is delivered through the Community Amenity Contribution Policy.



Funding from Community Amenity Contributions can help the City to provide amenities like affordable housing, arts and cultural facilities, and open space amenities. Examples of potential open space amenities are shown above.

RECOMMENDATION

Based on participant feedback on the draft recommendations that were shared during the Phase 2 Open House and Online survey (see following summary), the following recommendation is being put forward:

The City should identify pre-determined target amenities that they intend to seek from development sites. This will allow the City to establish priorities for Town Centre that clearly identify communities needs. In addition to ensuring that the impacts of development in the Town Centre are offset through the delivery of amenities in Town Centre, this approach will provide some predictability for the community and developers before the negotiation phase.

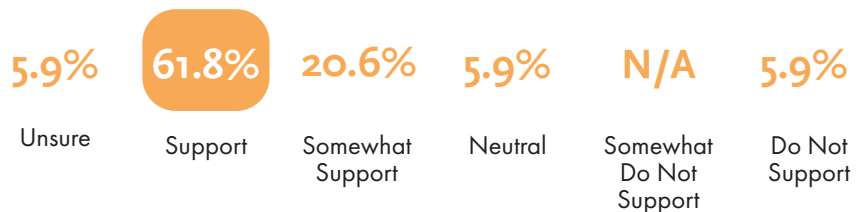
HOW DID WE GET HERE?

During the Phase 2 Open House and Online Survey, participants reviewed the draft recommendation below and shared their level of support:

The City should identify pre-determined target amenities that they intend to seek from development sites. This will allow the City to establish priorities for Town Centre that clearly identify communities needs. In addition to ensuring that the impacts of development in the Town Centre are offset through the delivery of amenities in Town Centre, this approach will provide some predictability for the community and developers before the negotiation phase.

Level of Support for the Draft Recommendation

The majority of participants (82.4%) were in support or somewhat supportive of this recommendation.



Participants also shared why they answered that way. Below is a summary of representative, verbatim comments:

IN SUPPORT

- Predict ability and certainty for developers is always helpful. Transparency of where CAC are allocation allows citizens to understand the significant contributions developers provide to the city. These contributions fund needed city infrastructure and keeps residential property taxes from increasing dramatically
- Absolutely support this approach. The previous council did nothing for our community and the results are stark and unsettling with over-development in the Upper Town Centre.
- Clarity and transparency have a high value in decision making.
- Hopefully, having the developers know what to expect will prevent any “surprises” regarding how the residents want White Rock to look and feel.

ADDITIONAL RECOMMENDATIONS

- This is a great idea - however I encourage Council to consult with the development community first to get their feedback - there won't be any CAC money based on the reduced height + densities being proposed
- There should be some thought into how next to link the waterfront (marine dr) to the Town Centre. They are pretty well separate entities now
- we need to develop a vision for the practical growth of arts activities in the Town Centre
- Get developers to fund the funicular..the funicular will help in so many levels for the city of white rock.
- Natural history should be celebrated here instead of hidden in the closet.
- Negotiations on amenities must be balanced with developers on other community needs such a designated rental and affordable housing integrated in the developments

NOT IN SUPPORT

- We don't support the changes in the existing OCP. We need more density & heights in Town centre

**Appendix:
Open House #2
Online and In-Person
Survey Responses**



A Green Town Centre: Grow the Tree Canopy and Species Mix

Complete List of Verbatim Comments:

- Tree Canopy cover - this should be 1st! It's great to consider developing the canopy on streets, etc but a 50% of the City Centre has buildings with that asphalt roofs - this is ridiculous in this day and age
- O₂/Song birds/air quality
- Would be good to have a baseline of air quality and shade temps. Now then compare as things evolve - perhaps student university partnership project
- Green Space via a tree canopy makes environmental sense, the targets. However, should be negotiating with developers depending on the layout/ configuration of the site, elevations, cost, etc
- Tree Canopy I do support
- I think it's a good idea, as long as the density on the balance of the site is high enough
- The focus for Town Centre should be a vibrant dense community that includes civic facilities and together with the Semiahmoo - Town Centre, encourages rapid transit. Building height can reduce footprint, thus encouraging more green space and community vibrancy
- Need to have more density in the town centre so we can reduce the mass of the structures so that we can have more trees
- More density in the town centres along North bluff, one block of Johnston Road
- Green roofs - grass, shrubs, whatever grows on a flat roof to increase green cover
- Develop and enforce a strong tree bylaw for both city and private properties to maintain old growth trees
- Should be the comparable height in coordination with building height
- I think the trees should be that of Portuguese Laurels and of those which do not shed leaves in the fall thereby avoiding drain clogs and people slipping and falling on wet leaves. A lot of thought should be given to the type of trees to be planted
- Incentives for private owners to add suitable trees would be helpful
- Roof level greenspace is appealing but often causes problems with roots penetrating membranes and resulting in leaks
- TO support the idea that we need trees shrubs etc. to absorb Carbon dioxide from pollution, and to make the city a more liveable place with shade and places to escape the urban jungle.
- We need more trees uptown
- We are becoming the City by the Cement instead of City by the Sea
- Trees are very important for ecological reasons but must be kept pruned
- We should strive for as much greening as physically possible. More is better. trees add to the atmosphere/feel of the city. we don't want to be known as the concrete jungle. Greenery helps transform the look and feel of a city to one that's more relaxed and peaceful
- Trees provide not only shade and environmental benefits but also provide beauty to any site.
- Benefits of tree canopy, tree diversity, tree groupings, tree biomass, tree volume, ecological services are well established. are well established
- Trees, shrubs, and greenery will give beauty and help the environment!
- Healthy urban tree canopies are over 30%, not 20% as a target.
- Ecology and appearance

- Anything to get more trees. We destroyed so many all over the town centre in the last few years.
- Greening of the town centre will give it a feel much needed beyond the concrete. And the City needs to increase its tree canopy overall.
- Trees provide oxygen and their roots maintain soil and prevent erosion
- We want greenery, but not at any cost.
- I think there are many ways to attain green - doesn't need to be trees - what about vegetable and herb plants which can be used for food sustainability?
- Trees are essential to our health and well being and for wildlife, coastal native tree species should be used
- more trees near buildings may cause more window bird deaths.
- I believe that the addition of green spaces provide better optical and lead to a more satisfactory use
- insufficient tree requirement, very few sites are over 2 acres
- The city should be a Metro Van municipal leader on green/enviro/sustainable growth and should endeavor to achieve the maximum recommended targets.
- The city can plant trees on city property and let private property owners decide whether or not they want trees
- Trees are being removed all over White Rock and South Surrey by developments. This should stop. We need to keep and plant as many trees as possible to mitigate climate change.
- Will you make the buildings taller to accommodate the 20% tree coverage?
- Will the increase the cost of housing?
- We need greenery to give us more breathing space and walkability
- Living walls and roof areas could contribute to this total as well green roofs or gardens on roofs
- I realize that many of the older trees provided hazardous walking, and I was disappointed to see that they were replaced with very young trees which will take years to provide the ambiance that our streets had before.
- Economic benefits are also well known.
- Takes the edge off and softens buildings!
- Quit putting bushes that block the view of crosswalks. It makes it dangerous for drivers and pedestrians.
- Trees not towers.
- Whatever we do please replace our tree canopy with trees that are more than ornamental. Thanks
- Don't make the bylaw too restrictive to type of tree
- Yes, also recommend coastal native plant shrub layer and perennials in landscaping, over time, little or no maintenance is required
- require green rooftops, including trees
- more trees, start by stopping the cutting of existing trees
- Policies absent enforceable bylaws or a willingness to hold property developers accountable will be, ultimately, meaningless.
- Important but other issues I consider more critical
- Plant more trees everywhere possible. The empty lot at Johnston Road and Russell Avenue should be filled with trees and benches for the community to rest and relax in the busy uptown area.



A Green Town Centre: Manage Rainwater Sustainably

Complete List of Verbatim Comments:

- This practice is a good way to reduce flood risk and improve stream health
- Again White Rock is 13th on the list - should be 1st
- Best use of H₂O
- Perhaps encourage brown water, garden barrels and ways to repurpose/store in the event of any drought in decades to come
- I am not knowledgeable in this area. However I do recall places down the hill suffering from flooding several years ago, when I was not a resident. Rain gardens and permeable paving are good ideas
- It's nice idea, but we need to be careful not to drive all developers to the other side of North Bluff because of excess
- The City should match the rain water sustainability of Semiahmoo Town Centre, otherwise business and development will move to Surrey
- Planting more trees and green roofs would help
- I think 65 % is too high for high density areas. Also consideration should be given to materials used for impervious areas
- We should always try to minimize run off onto streets. As stated above it will manage rainwater in the best way possible.
- environmental concerns
- in doubt about the infrastructure of this city including the cost to do what is suggested
- Water is our most important resource
- It is an effective and workable solution
- any green ideas are working with the natural order of Nature. When we put something up that is manmade, we should take every effort to work with nature..have a symbiotic relationship with nature.
- I like the phrase "mimic nature", you can't get much better than that.
- Obviously a necessity to prevent massive future stormwater works.
- Why not save the water to use for watering the greenery and save on the runoff!
- Really no shortage of water around here
- Water is a precious resource.
- The City needs to get with it in terms of environmental practices to improve liveability in the City and beyond.
- It's important to reduce impervious surfaces, managing rainwater in a way that mimics nature.
- I like the idea, but do not have sufficient understanding to agree with a 65% figure. We should not put onerous requirements on new businesses or development coming in to the area.
- Some rainwater integration is better than none = don't make it so restrictive make it an achievable amount and encourage over achieving rather than forcing something that isn't workable
- Assume part of the 65% impervious surface area includes the building , if not, the City can do better than a 65% impervious surface area
- keeps contaminated water from flowing directly into the bay
- Rainwater collection and reuse will add to the overall reduction of water through municipal systems
- increase the 65% to 80%%
- Important but other issues I consider more critical
- This sounds like environmental B.S.

- This idea is good for our environment to reduce runoff, flooding and soil erosion.
- I guess it sounds like a good idea. Do we have an expert we could ask?
- Stored roofwater used for low-grade usages now in many parts of the world so elements added for detention of conveyance now may be used for other purposes later.
- provide opportunity for water features as street level using rainwater to be included in the scope of surface area
- There are so many options now for porous surface materials.
- Recycled water sources could be incorporated into building design ensuring maximum resource savings
- this should be done in all zones in the city, starting with no impervious treatment of city property ie boulevards
- Water catchment ?



A Green Town Centre: Improve Soil Connectivity

Complete List of Verbatim Comments:

- Good environmental impact
- While this policy makes sense from an environmental perspective, the cost to the developer in terms of lost parking and space or less commercial on the podium needs to be considered
- 10% for soil where there are trees should be reasonable. Again I am no expert
- Not sure I fully understand concept. Will it add to the aquifer
- If we have higher tree canopy requirements, this will likely happen anyways
- The City should match the rain water sustainability of Semiahmoo Town Centre, otherwise business and development will move to Surrey
- It is important to provide a liveable environment for greenspaces
- White Rock should be leading the way in managing green spaces that are environmentally friendly and sustainable for future residents. environmental concerns
- not sure if you mean trees on the street for all to enjoy or on the roof of the 21 story highrises.
- have a natural setting around the city makes the city look and feel like you are in an urban oasis..not in a concrete jungle, it will make this city an attractive place to move or just for a visit.
- Sounds like a good idea.
- I tried to establish a soil management plan for the entire city years ago. It may still be many years away but society will soon understand all soils are in degeneration or regeneration.
- I like the idea!
- How will you have 65% impervious area and a decent tree canopy with only 10% continuous soil? It doesn't add up.
- Again I support returning our "village" to an attractive nature setting as much as possible. We have far too much concrete. I think we should stop monster houses with no garden or green space as well.
- To improve tree survivability and also importantly to provide larger green spaces for people to improve quality of life.
- Same reasons as question #1
- see previous answers
- when it makes sense - sure - but not every site will make sense for this
- Agree though would like to see a greater percentage for continuous soil and planting
- consider views with tree selection. only allow trees that max height is below residential floors
- Mature tree canopies are necessary for the shade enjoyment of public spaces
- if you want legacy trees start by saving existing "heritage" trees
- In principal I'm fully supportive but parking is at a premium in and around the town centre and that's critical to local business success. Ideally, we should be looking to a fully walkable town centre w/ adjacent or u/g parking.
- Reasonable suggestion
- Without stable healthy soil trees cannot thrive and grow to their potential.
- Parking setbacks would help to achieve this.
- What are the impact of the decisions?
- don't establish policies which can't be achieved and then have to be rewritten or varianced
- plan so green space and walkways enable a path from uptown to marine drive
- This is only for town centre, correct?



A Green Town Centre: Prioritize Green Buildings

Complete List of Verbatim Comments:

- Moving to green buildings is a must. Builders/developers are/should build to a LEED Gold standard to ensure a low carbon footprint
- Have sense from an environmental point & climate change - reduce GHGs as much as possible & set an example for other communities
- Best use of environmental compounds
- I fully command forward thinking
- Just follow the BC Step Code which is already sustainable
- My concern is that the targets may be too high - then either costs are passed on to tenants resulting in higher rents, or new buildings are built elsewhere altogether
- The more restrictions the city places on Town Centre development, the higher the rental/purchase costs will be for business and residents, thus reducing affordability
- Additional rebates for solar panels? or how can we use them?
- Have a strong tree by law for City and private properties - perfect legacy (old) trees; enforce regulations
- More trees period!
- A rose garden with benches. Check out the garden at Fleetwood Park, there are some grand ideas
- Seniors are not overly impressed by grasses and modern landscaping. It is a comfort thing and wakes memories. I know this because I tend the rose garden at the White Rock lawn bowling club and the many compliments I get
- Balcony uses - from vegetables, florals & suitable growth tips & safety measures could be on City website. Getting strata boards on-side with constructive info will be useful
- I like the idea of greenery being incorporated into walking paths and outdoor restaurant patios, not just tree planting to fill up requirements
- Waste reduction should start at the source not at the retail or consumer level.
- Clamshell food packaging for fruits, tomatoes etc. are a bad culprit in this area.
- As we move towards development of the town centre we should ensure that we meet and even exceed Green building codes to ensure that we are leaders in these areas.
- cost and again does the green apply to all or only the developers and their highrises.
- until India and China improve their green strategies, we are wasting our time
- Sharing expertise from the Provincial Gov. is very important in making this goal work.
- we need to move into the 21st century with how we produce and harness our energies. There are currently lots of green technology that is cost effective and it just makes sense to incorporate those things. Be the city that is on the leading edge of LEEDS
- We desperately need to act to improve our climate.
- White Rock hosted the first solar energized (thermal technology not PV) strata building in Canada. Much later the Green Operations building was built.
- Would like to know what the total cost would be to add this into the build!
- This is a must, but don't give money to "developers"; make them do the right thing. They've been destroying our town and the rest of the Lower Mainland for profit for far too long.

- I'm no expert, but it sounds reasonable.
- This is the way the progressive world by helping to address climate change and become a more liveable city.
- Green is good
- How about rewarding developers who build under the energy step code and penalizing those that don't
- Support green building strategies, not enough soon enough.
- should require more than minimum step code
- The fact that hardly a solar panel can be seen in the city is a testimony to how badly this policy needs encouragement
- start at step 3 or better
- The city should be a Metro Van leader in green/enviro/sustainable growth.
- I wish this was for more than town centre
- Environmental B.S.
- Leave generating renewable energy for others, as this is a very different business from municipal affairs.
- New developments should have rooftop greenhouses where residents can have a vegetable garden. It's therapeutic and the produce could be given to the food bank or sold at the farmer's market.
- Most of the infrastructure "form" we are building today could be here for centuries. Yet the netzero-ready code could be here in 10. We are currently building a lot of buildings that will be relatively speaking, instantly obsolete.
- Require adaptability.
- Residential builders with "green" plans should receive city support and owners get tax breaks
- require Passivehaus or Leed certification of Gold+ for all new permits
- do not prioritize, give large incentives to do this ie density bonus
- Don't "consider" prioritizing the adoption of the BC Energy Step Code, just do it.

A Green Town Centre

Complete List of Additional Verbatim Comments:

- It is very important to have staff with expertise in this area, as well as people to maintain and monitor the results after implementation. I have concerns that we do not currently have a sufficient level of maintenance for our current green spaces
- Flower boxes along Johnston Road between Russell and 16th.
- Build an open stormwater feature right through it!!!!!!!!!!!!!!
- Yes, Stop Building High Rises that block light and create wind tunnels with concrete abounding and a few bushes, pretending to be gardenesque.
- Green roofs, green walls such as the Semiahmoo Library which is gorgeous and appreciated by the community. Use Native coastal plants to attract birds and pollinators
- Make Johnston Rd pedestrian only between Thrift and N Bluff
- Rooftop garden spaces for lease to tenants to grow their own vegetables could be designed into some dimensions of building planning
- A thriving, vibrant and fully walkable town centre should be the goal. Efforts should be made to look at ways to achieve that through closing down certain streets to traffic, providing parking alternatives at the edges of the town centre area, mandating developers provide a certain percentage of u/g parking for public use.
- Plant many more trees.



A Strong and Connected Community: Create Social and Affordable Housing

Complete List of Verbatim Comments:

- Too many people who rent are basically out on the street downtown developers and very high rental cost. (Ex - the building on the corner of First and Russel st). 18 units there and the tenants are highly stressed at this time of Christmas and good will Ha!!!! Despicable
- Also encourage developers & stratas to have “inclusive” units; perhaps incentives to sell ‘at cost’ to non-profit to oversee/manager for screened tenants (seniors; persons with intellectual or other disabilities)
- We have lived in White Rock for almost 40 years and have seen/experienced a gradual increase in the number of cars/vehicles in driveways and logging up the roads all over the City. This is directly linked to an increase in the number of renters in the community - I suspect that there are a lot of illegal suites in White Rock contributing to this issue. Also, in general, renters do not care for the community, do not participate in events like this, as much as stable White Rock citizens.
- While there is a need for social and affordable housing, the above suggested policies may cause developers to look elsewhere. Too many restrictions/ policies have a negative effect on the business case for development
- The more Council restricts development, developers will choose to take this business elsewhere, like Semiahmoo Town Centre
- The market should decide how much of a given building is rental. Also I don't feel that everyone has a “right” to live in White Rock - I had to wait a few decades before I could afford to live here
- The city needs to clearly define what it means by “affordable”. Affordability can be defined differently depending on a municipalities demographics
- Co-op housing as they have in False Creek? CMHC input?
- The moral obligation is fine, but there are several sad examples of Co-op housing. I Coquitlam a building had to be demolished due to its deplorable condition.
- A vibrant mixed community where many are welcome and can participate in the community is always going to create a more sustainable and healthy mix rather than a ghetto for the wealthy.
- where and how would the affordable housing be built. Would it really be affordable. What is affordable
- Some rental housing should be developed
- It is very important to support all segments of our community
- our city needs to be inclusive. if everything is expensive, how can people who work as servers work and live here.
- There is a need for low rental housing in this area.
- On trend!
- Because we need more affordable rentals in the area!
- In particular, we should be supporting non-profit housing organizations. We call them “non-profit” when, in fact, this simply means that communities and the public profit, not profiteers. Building a new city hall at this time is a bad idea- self-serving.
- Unfortunately we will never keep up with affordable housing. People will have to do what we did which was move to where we could afford
- I actually support all of the above, but my level of trust that this will occur meant I stepped back a bit.
- Too many HUGE new residences are not affordable for local families

- We've already seen an uptick in property and petty crime and it appears to be increasing as the population of rough looking characters is also increasing. We should not be encouraging that. Let the province or feds deal with this issue.
- I prefer the idea of an empty home tax levied against the owner of a property that is not in use
- Very long overdue
- Densify through allowing Coach houses and allowing single family lots to become duplex, triplex, or fourplex
- Unless some attention is paid to affordability, few if any workers can remain in the community to serve the coffee in shops
- again give density bonuses for permanent social and rental housing
- 1/3 of White Rock's population are renters. Smart housing policies are critical, particularly as the city continues to grow and existing rental stock is re-developed.
- Critical issue
- Left wing B.S.
- We are in a housing affordability crisis! White Rock has become a haven for the well off. Lower income seniors have little choice in any kind of affordable rentals in this city and beyond. Something has to change to address this.
- I have lived in a very successful mixed use community (South False Creek) the mix of young and old and the inclusion of every economic segment truly made that neighbourhood liveable and vibrant.
- If it means higher FARS in order to execute while capitalizing existing owners, it will not be popular with the public.
- I definitely support Co-op and non-profit affordable housing. We have little to none. This was a problem created by the Federal Government at the end of the 90's, (I think), however, anything we can do alleviate this I support.
- There should be no provisions for bonus densities. The goals for social and affordable housing should be met without giving more density.
- White Rock has less rain than Vancouver making it a more desirable location for homeless already. This is not an issue that the city should be dealing with. It needs to be dealt with on a national level. Or at least a provincial one.
- Encourage investors who buy properties in White Rock and rent them out for non-profit stock or rent controlled housing by offering them a rebate on their property taxes
- coach houses and basement suites are the easiest and cheapest way to create social and rental housing. encourage multiply basement suites and coach houses
- Badly needed
- Build more co-ops and low income rental units for seniors and families.



A Strong and Connected Community: Increase the Mix of Uses

Complete List of Verbatim Comments:

- Do not agree with relocation of City Hall but agree with civic facilities, hotel or/and conference centre
- Appreciate the age & limits of current City Hall; the potential for enhanced tourism & meeting space that's needed
- Not sure about this as there are private interests & will depend on so many other factors (eg. transit) not under the purview of the City.
- I support a hotel or conference centre within the Town Centre, but not the relocation of City Hall + Civic Facilities. These civic facilities are more suitable in the area they are in now
- The City should increase density, not decrease it, and require developers to incorporate Civic Facilities into their developments, to be paid for by CAC's
- If it is not broken, do not fix it and do not go further into debt. I do not think the public has an appetite in these
- Times of restraint
- Mixed use is good and in its own way enriching.
- A hotel and/or conference centre use would need to be required to provide, create a multi use facility/facilities to enrich the cultural life of the City. By making White Rock a destination for the Arts: Dance, theatre, Art, sculpture etc.
- If the City Hall moves into the Town Centre then maybe the existing City Hall would become an Art Centre or an art centre.
- I believe a hotel in White Rock would lose money. City Hall is fine where it is
- Where would this be situated and where will the money come from. The city seems to struggle to maintain basic amenities upgraded. We need to take care of the basics before we consider this idea.
- we need to focus on the arts FIRST..create a reason for people to come to the city first. Besides tourism, arts is the second reason people come to white rock.
- White Rock desperately needs a conference centre. The WRCC is fine, but we need a venue that can accommodate more than 220 people. The few facilities that are here are old and depressing.
- Despite all assertions to the contrary, a new storey can be built over the existing city hall whereby new structure captures and reinforces the old structure in a manner that addresses current seismic issues. The greenest building is the one already
- I like the idea of higher density in the city centre, but small town should be a small town!
- The town centre is now a blight on our community. City hall is fine where it is, closer to 5 corners which bears a resemblance to an uptown City By the Sea.
- A hotel/conference centre would be good, why would anyone come to ubiquitous ugliness?
- Also insist the first two levels of any new structure be commercial ie offices, retail etc. This is the only industry we can attract
- I do not support a new City Hall at the time. Sorry.
- It makes sense
- The city always needs to set target densities. I object to the building of a new city hall. Upgrade the old one. Use other space to house more employees if necessary. The tax burden on us is already too high. Do not waste money on new fancy buildings

- White Rock needs a conference centre/hotel which can attract overnight visitors
- Do not support moving City Hall, do not need a Conference Centre, do need a natural history interpretive centre
- Not for city hall. Extend the “town centre” definition down to Five Corners on Johnston Rd to Buena Vista to ensure plans consider all uptown
- This type of facility is badly required
- city hall is fine where it is, we do not need more civic facilities we need more parks. Leave the conference center to the private sector
- This just makes sense.
- Not of significance to me
- I like the current city hall
- Density is at it's limit already with highrise developments in the Upper Town Centre.
- By creating a cultural destination, White Rock would be able to differentiate itself from other cities in attracting people from around the Semiahmoo peninsula and benefiting businesses.
- it is very important that the arts culture be looked at for the city of white rock.
- This whole plan so far negates that. AS a matter of fact, space for art SHOULD BE PART of the negotiations with developers. We need space for arts (visual/performance)
-built. See Walrus article , <the false promise of green housing>
- Private-Public Partnership for a new conference/cultural centre in Town Centre
- A hotel/conference centre on the waterfront built on the City of the Sea theme, something reflecting WR's former unique character and charm, would have worked; however, the town centre looks like every other urban wasteland, so why come to White Rock?
- Partner with Semiahmoo and build a casino/hotel/conference centre on East Beach
- City Hall can be renovated as a green building. WR needs a nature interpretive centre, little nature or place celebrated in WR
- Create a proper town square, similar to those created over a century ago where 8 to 10 acres form the centre of town, with 3 to 4 storey buildings form the perimeter with courtyard for town events. Do so by trading existing city property for WR Elementary
- Re-use or repurpose the facilities we already have.



A Strong and Connected Community: Identify Transit Exchange Options

Complete List of Verbatim Comments:

- Public Transit options need to be beefed up for both residents and employers commuting to for work lowers carbon emissions
- Increasing transit options encourages business (employees) to take transit to work thus reducing dependency on providing parking spaces.
- With densification of the City Centre, a better, more efficient transportation system is needed.
- This is the only way to go
- Negotiate well-access yet limit iddling buses. Perhaps temp + Surrey benefactor to having name rights for funicular down to waterfront
- I myself do not take public transit downtown - a horrific experience. Taxi or Handy Dart only!
- I think this should be addressed in conjunction with South Surrey + one transit exchange on or near the border should be established
- To have the transit we need more density in the town center along North Bluff
- Eventually Sky Train should make its way to White Rock - or something similar. Highway 99 should expand to 3 lanes each way - this is inevitable as the population in South Surrey and White Rock continues to increase.
- No need more people in the town centre to revive the area and bring business back. For business we need more density in the town centre and along North Bluff
- White Rock Community Centre has been a huge boost to connect our community. Congrats on that one!!!
- Take a look at squares in small town USA. Arizona, New Mexico, etc. - they are the focal point of the community
- Community animators/embassadors for various age groups could share a storefront & workplay house to offer community info & tourism info plus do outreach on neighbourhoods
- Improved public transit should lead to lower individual car use.
- The bus exchanges on 152 and 16th block traffic and cause bottlenecks.
- They should be off road and connected to a transit stop for exchange to all buses rather than being spread around.
- If we wish to be green we need to get more cars off the road and give folks availability.
- Public transport is even more important in an ecological society and we should make it easy to take.
- I support better transit but do not believe that TransLink has the will or resources to expand transit options in our community.
- i don't take transit
- If White Rock continues to grow, it needs to address the transit facilities.
- Seniors are reluctant to go into Vancouver because they are unsure of how the system works and are used to the 351 which went straight downtown, very convenient.
- No climate change action makes sense without massive investment in public transpo.
- I don't use transit often, I think it works well now!
- The exchange in Surrey serves adequately, and there is not much room for this in Town Centre.
- works fine the way it is

- Again I have a lack of trust with regard to this point. However, I recognize we need more transit. Ours has been negatively impacted with the Canada line and Bridgeport. I understand YVR is calling for more rapid transit to our area.
- Improved transit needs to be factored in before more developments occur in the Town Centre rather than later when options will be more constrained.
- Better transit limits the need for single occupant vehicles
- We have YVR on our side. They want Skytrain to come here and direct express buses in the interim. Capitalize on that. There can be a low cost (for the city) high benefit improvement.
- White Rock needs better bus transportation period
- Improved transit can reduce car use
- Plan future needs assuming Skytrain will arrive within 20 years and will need a station
- Increased public transportation is the only way to encourage residents to abandon their vehicles
- We need more and more convenient transit,
- Folks in affordable housing and those decreasing energy footprint must be able to access transit
- Shouldn't spend so much on transit. People prefer cars
- White Rock needs to speak up now. When we have BIG players like YVR on our side, why are we not in the news every day pushing for better service from transit?
- Push for skytrain to have a stop in WR. Could require future tower development to plan for skytrain station as part of structure in exchange for 3 more floors
- Transit contributes to a walkable, vibrant town centre. Designs and location of a new transit exchange should be considered in conjunction with opportunities to shut down certain streets to vehicle traffic and create adjacent parking options.

A Strong and Connected Community

Complete List of Additional Verbatim Comments:

- As stated develop a multi use theatre/conference centre building with smaller rooms accommodating artists of varying disciplines. This would enhance the cultural life of the City.
- Get that funicular. Then you will really connect the community from uptown to the waterfront. The funicular satisfies 1) parking situation at the beach 2) business development 3) art development 4) waterfront development 5) tourism development. There is no other funicular in Canada besides one in Quebec. You want people from uptown to go downtown and to the waterfront. That's how you connect the town centre to the rest of White Rock
- The Arts community needs to be a focus for the development of the Town Centre. There is no central venue where artists can show and sell their art. Currently, there is the pop up gallery which is fine, but we need a much larger place that artists can call "home".
- Traffic calming on Johnston Road similar to Morgan Crossing, pedestrian friendly
- Yes, I have been a proponent of closing Johnston from North Bluff to Russell as a minimum, even better to Thrift to make the roadway a pedestrian, planted green way with sitting areas and cafes.
- In that Bosa buildings will benefit significantly from improvements in adjacent area I hope there is an expectation for cooperation and contributions to the improvements to City centre



A Vibrant Sense of Place: Refine the Community Amenity Contribution Density Bonus Policy

Complete List of Verbatim Comments:

- A huge impact on the pedestrian realm is that many drivers must think its fair game. I myself have been almost hit. Several other walking folks have shook their head after almost being run over. Yes, I now make eye contact with drivers. But a lot of the drivers look too stoned. God help us all!
- A set formula is too restrictive for the CAC bonus. Moving to GFA's outlining on the diagrams may make sense but again the developer would need to do a cost/benefit analysis
- Part of the quality of life here is the calm tranquility with nature, listening to birds and gentle vibe. People fled Vancouver, New West, other places to get away from party town 24/7 noise & traffic
- We need the tax base that higher densities provide
- In order to maintain the "Village by the Sea" image
- I'm not sure I understand the diagrams above, but support the idea of "identity of the Town Centre as a Village by the Sea."
- Because I wasn't at this meeting I have no idea what the resident aspirations are or were.
- If anything the CAC should be increased substantially. They are too low. The developers are benefiting from the current arrangement. The city must take a much stronger position.
- i don't have a issue with the buildings in that area... we are growing and we need more living space.
- The residents have expressed their disapproval of the Foster/Martin and also Bosa Towers previously. We were listened to, but not heard. Whatever ambiance White Rock has will be lost with all the high-rise development and look like Metrotown.
- TOTALLY SUPPORT ALL CACs being spent within Upper town centre.
- Otherwise courting failure of the entire enterprise.
- Not sure how this works
- This question is unclear. If you are suggesting that we no longer allow developers to buy us off so they can further ruin our city for their profit, then I strongly agree. Don't allow any bonus GFA. Stop building towers.
- Review the charette that was complete about 7/8 years ago
- Without attending the open house, I don't totally understand the concept... but if it means reducing High Rises and heights I support it. Sorry I'm not up to speed with the jargon.
- Strongly support this recommendation. Bonuses can destroy the feel and vision for the Town Centre.
- We need to consider residential needs
- Can't really tell what's being asked.
- Update the OCP to reflect the current situation so we are not facing anymore court challenges going forward
- To be used in upper town centre for green space
- Such considerations must translate into affordable housing for all income levels
- density bonuses should be used to achieve green housing and social affordable housing not to line the pockets of city hall to waste on vanity projects as we have continued to see in the past
- Overall, I'm comfortable with the current GFA for the town centre area. The city is small and we need to leverage this area to maximize growth and tax

revenue generation.

- It is logical to update and avoid poor judgment in recent past
- Too vague. What amenities? I prefer to stick to agreed density levels
- Density is at the maximum this small city can handle. With Semiahmoo Centre highrise development on our doorstep our city will be undriveable and unwalkable.
- Your not going to have much of a town if you cover the lots with trees and then don't allow tall buildings.
- I have been a resident since 1984. When we first moved here it was a little eclectic and we are totally loosing that vibe. What aspirations are going to be left if we remove all the artstions do we have left
- Continuing from #25. Our community must deal with the long term effects of allowing increased density....strain on facilities, maintenance, services. The current CAC levels are a gift to developers in my opinion.
- you can keep the CAC the way it is but you must address the amenities needed to service everything. The size of the roads, the need for art/creative space the need for parking. build a funicular...how do you tie everything in. look at the big picture
- Do we really need 24/25 story condos? They may be selling, but are people going to move into them?
- I couldn't help but chuckle when I read "enhance the identity of the Town Centre as a Village by the Sea." What a very sad joke! City Hall should be ashamed of what it has allowed developers to do.
- Yes, sorry I'm not more coherent with my comments.
- The previous council allowed too much development, too fast. We need high denisty, though. Allow for high densities. Just slightly slow down the pace of growth and use the CAC bonus money to put the necessary infrastructure in place.
- Keep in mind the developers will find other places to develop if the restrictions are too great. White Rock needs an increased tax base to survive or give over and become a community of Surrey again. Choices.
- develop a town square that is at least 6-10 acres. Work with Province Min Ed to exchange the land at WR Elementary for the existing land the city hall/ annex/RCMP block. Build a new WR Elementary to include the existing library location, then build town sq
- Don't you have 13M burning a hole in your pocket from CAC's?



A Vibrant Sense of Place: Building Heights

Complete List of Verbatim Comments:

- Too many high rises in White Rock. Downtown that fool --> Wayne Baldwin, such a dirty rotten trick. Just more money from the developers into the coffers of City Council
- I agree with densification of the Centre as displayed, but I question the use of CAC's agreements - does this mean that developers can build to 25 stories simply by entering into a CAC with the City
- Street front lower scale with set back of floors 3 or 4 or more helps reduce the sense of over bearing that towers impose
- Building height + density need to be correlated to the cost of land, construction & return on investment for the developer. Developers will allocate their invested dollars to the North side/Surrey side of 16th if that Council allows greater height + density
- Because the previous OCP recently adopted & we support the existing OCP
- It is obvious that the City does not want anymore development in Town Centre. With the cost of property developers cannot afford to develop with such low heights and densities
- A higher tower will allow a larger tax base while still allowing much more green space than lower buildings
- I do agree to a "stepped down" building height for buildings south of 16th towards 5 corners
- Doing this by paying a lot of dollars or whatever ?? This still needs to conform to the OCP
- Thank you to the present mayor Darryl Walker. Finally the sense of intelligence to involve the tax payers (your public)
- 1) Maintaining the Village by the Sea image. 2) Need to ensure that the infrastructure can support the rapid increase in population.
- Overdevelopment and too many high rises will destroy the concept of White Rock as a friendly liveable city. Increase density and all the inherent problems associated with that: traffic waste disposal, schooling etc.
- The high rises do allow for flexibility. What generous open spaces? Really? Only for the few who have a view or to be shortly taken away from another high rise to take away another view. We have no village left. Where is this village?
- High rises have no place south of Thrift Ave. We must maintain some ocean view to be considered a "Village by the Sea"
- Stick to the Plan!
- it's already done.
- As above, the Foster/Martin project will block sunlight, ocean views, and create another wind tunnel--regardless of what the planners say.
- Residents were promised lowering of heights in all directions from Bosa 1 apex. Not respecting this is lowering public trust.
- Every property in TC should have same rights
- This diagram reflects the continued manipulation in this process. How can anyone think that what is proposed here has anything to do with a "Village by the Sea"? I wish you were joking, but I know you aren't. This is a flawed process. Do you live in WR?
- we are too small to be a concrete jungle
- I totally support keeping Johnston Road as a low rise venue. Again my level of trust in what is being proposed is sketchy, having been burned so often in the

- past by various administrations.
- Some development is desired in the Town Centre but needs to maintain a small community feel.
 - It is foolish to blot out sun and views with too many tall large buildings
 - We need way higher densities to increase the tax base so that our taxes can be lowered. Allow much greater density along 16th.
 - I think the current OCP and Town Centre needs to get with the times and reallocate the height restriction to preserve the beach area and not worry about the Johnson Road area between 5 Corners and Town Centre - 3 stories is too low I'm a bigger fan of 12
 - I agree with high rises on the stipulation there is more connected green space
 - protecting views by reducing heights towards the bay is the right way to protect owners equity in current and future projects
 - Tradeoffs will need to be made for affordable housing
 - building heights should be used to create more light and open space, of course this is never done so low rises seem to be an alternative
 - As stated in the previous question. We're small, we need to leverage the town centre to maximize growth & tax revenue.
 - If current 3 floor rentals and older buildings are to be replaced the new buildings must be affordable and not luxury
 - Keep the Lower Town Centre low-rise and less congested.
 - 3 stories on Johnston? Have you seen 24th ave? No thank you
 - Development on level ground is fine but on sloping ground, views must be maintained
 - No Exceptions!
 - once again, if developers want to build, they need to be 1)green 2)mixed used 3)provide art space 4) look at infrastructure to support the increased density
 - I can only hope that residents of WR manage to get their vision of our "village by the sea" directly to Council and that they put a stop to the madness that will likely result from your flawed process. You are looking for the results you want.
 - Count how many chain stores are located in White Rock. Very few. That's because most of them rate the cost of rental (of which taxes are a large component) highly in their formula's for determining profitability. We need our taxes lowered.
 - Poor decision for heights on Oxford developments
 - Let the community decide on density, not developers.
 - I don't want to live in an ocean of townhomes like fleetwood thanks



A Vibrant Sense of Place: Plazas, Patios and Green Space

Complete List of Verbatim Comments:

- More public space is conducive to a more involved community downtown increasing socializing - suitable far improved mental health
- More green space incorporated into building designs is always a good idea from both an aesthetics + environmental perspective
- I agree as long as lots of green (trees, shrubs) are planted and roofs are green, not black top. Let's get into the 21st century. Too many
- Some broad side walks adequate, yet pocket parklets in the care likely not well used have sense of flow/connections versus many hiccups like are at saltair with Hilcrest Bakery way way back from walk by customers
- It is obvious that the City does not want anymore development in Town Centre. With the cost of property developers cannot afford to develop with such low heights and densities
- Building in White Rock have flat, asphalt roofs - the City should be demanding that existing (old) buildings plant greenery - are there roofs (if possible engineering wise)
- To beautify and green space the city.
- What is actually left on Johnston Road to promote patios etc.? At this point and time parking is also a major problem and where would all these people be from to enjoy these patios. The owners of the high rises on Johnston Rd.
- Okay but not south of Thrift Ave
- Confusing language
- creating a plaza for people to sit will naturally attract people to visit uptown to relax.
- I hope this can be implemented. I like the 4-story height.
- Lack of attention to green& open space will ultimately make UTC less attractive than what Surrey will do across the street. Long term but likely.
- You do not need higher buildings to have patios and plazas. In fact, it would be nice if patios and plazas had sunshine instead of shadows cast by cement towers.
- again see the charette
- Sounds good, but lack of trust....and not schooled enough to feel confident in what I'm understanding.
- This is very reasonable in order to improve the streetscape and enjoyment.
- Makes ecological sense
- Obviously we want pretty spaces. Not just density.
- Better to provide more stories and keep the patio/tree canopy
- But if go higher with step backs, would allow for more connected green space and pedestrian areas
- Max 4 stories would be good to keep open feel of Johnston
- The fourth level could itself provide green space, plazas, etc.
- none of these spaces would be big enough to be viable, bigger spaces and bigger trees are needed
- I like concept but believe it should extend to beyond city centre where open space is also desirable
- We need more public space to live in simply put.
- Green space good short buildings bad
- Perhaps we need to review and relax bylaws on sidewalk seating....go to Europe for reference
- we need to beautify all the old buildings so they don't look like dollar stores.

- you can't just have new building next to ugly buildings.
- Your questions assume your own answers.
 - lack of trust .
 - Sell 1510 Johnston Rd as it is way too small for a proper town square, and cost too much for only 0.33 of an acre. Invest the cash in building a new WR Elementary on the existing City Hall / Annex/RCMP, etc block (cost \$25MM?), and build new town square
 - add a couple of more stories and create a park at least 1 block square



A Vibrant Sense of Place: Build the Open Space Network

Complete List of Verbatim Comments:

- This network provides a good balance versus density + heights of buildings
- Goes without saying
- There is some flow now to building. The options with trade offs for inclusive housing us parklets need weight in value & likelihood of active of passive uses
- I think the plan is great + the density bonus program makes a lot of sense
- It is obvious that the City does not want anymore development in Town Centre. With the cost of property developers cannot afford to develop with such low heights and densities
- On one hand – City wants to reduce the CAC on the other hand - wants to build the open space network with CAC money. Doesn't make any sense
- Did not review the 2011 plan
- With control of density.
- Where would one park in order to enjoy these spaces on this drawing?
- It's a good mix.
- The traffic grid should be built around pedestrian traffic not vehicles.
- outdoor event spaces don't work if not thought out properly such as the bosa outdoor performance space where you can't even use it because of noise complaints. green spaces and places to sit are good.
- I feel that the downtown area will look bland and boring with too many highrises.
- All design should start with open space network. Had Rykon followed this principle, many future options would not have been closed off.
- If the Town Centre Urban Design Plan (2011) has created the ugliness of the present town centre and will continue with the ugliness reflected in your diagram above, then absolutely not.
- In the past it was so easy to shop and park uptown. I have lived here for over 30 years. I can't hike like I used to and I fear, I will soon have to park underground everywhere with no surface parking and shopping under this plan.
- The City should try to achieve the network through means other than density bonuses.
- It agrees with my view of a small town plan
- see previous answers
- As long as the money is used to create open space network and not used for archways across the road!
- Not a Village by the Sea, WR is a city with a lot of high rises, with 7 going up as this survey is being conducted. The City over the years has allowed the removal of all character buildings such as heritage cottages and decomodern. Since we are here now
- Make it better planned than current patchwork of development's green space, that seem disjointed currently.
- we need even bigger spaces
- Does this preclude CAC contribution toward affordable units?
- I don't want high density
- I like that idea and the rotary park next to the farmers market
- More pedestrian only, traffic free streets would contribute a great deal to the livability of the Town Centre

- we need more indoor diverse convertible spaces for different uses such as for arts. That's more important than outdoor event spaces.
- Develop green space / pathway for pedestrians, bikes, and other sports down to Marine Dr. Link with the revised Parks Master Plan



A Vibrant Sense of Place: Identify Town Centre Priorities

Complete List of Verbatim Comments:

- This is a great idea - however I encourage Council to consult with the development community first to get their feedback - there won't be any CAC money based on the reduced height + densities being proposed
- Just makes a lot of sense!
- Again SAA
- Predict ability and certainty for developers is always helpful. Transparency of where CAC are allocation allows citizens to understand the significant contributions developers provide to the city. These contributions fund needed city infrastructure and keeps residential property taxes from increasing dramatically
- Have a few in mind to negotiate yet allow for evolving innovation, including inclusive housing
- I support this idea, as long as the priorities identified are amenities that can be enjoyed by all, such as open space amenities. I don't see that affordable housing fits in this category
- There should be some thought into how next to link the waterfront (marine dr) to the Town Centre. They are pretty well separate entities now
- Community resource info drop-in hub staffed by area non-profits & volunteers
- We don't support the changes in the existing OCP. We need more density & heights in Town centre
- Yes. Increase density and height - this will encourage the development of vibrant, affordable housing and rental rates that local, independent businesses can afford, and will encourage young families to move into White Rock
- The basic skills that all humans are capable of; 1) be kind 2) Be forgiving 3) Be helpful 4) Offer verbal support 5) Offer/give baked goods 6) End a arm or leg of support 7) Support others with anything they need 8) Pay/play it forward 9) Be forgiving 10) We must help other human kind + the wild life
- Balance the active & passive elements facilitate 'beating' west stops & conversation opportunities
- Provides a clearer, up front direction for potential developers.
- To support the concept of "enhance the identity of the Town Centre as a Village by the Sea."
- we need to develop a vision for the practical growth of arts activities in the Town Centre
- nice images and if White Rock was able to create something even close to them that would be amazing. My experience living here is where on earth would be have such open space with seating and trees and a meandering road. And where would a visitor park?
- I'd like to see an upmarket permanent "market place" similar to covered markets in Europe, containing restaurants, food courts, fish stalls, meat stalls etc.
- Hard not to support this initiative. The City must take an aggressive stance in negotiating with developers. Our vision of this must be well formed, articulate and not "slap dash"
- We are in dire need of art/performance/convertible spaces in development sites which wasn't even addressed in this survey.
- Hopefully, having the developers know what to expect will prevent any "surprises" regarding how the residents want White Rock to look and feel.

- And those amenities should prioritize green/open space.
- Again, this is a leading question. Of course this should be done, but I think you think you've been doing this and you haven't. Look at the pictures. Only one of them is possible with the mess you've made and especially the mess your diagram reveals.
- It sounds reasonable, but again....not sure my level of trust links to the language.
- Amenities should be required from developers as part of their plans without any bonuses.
- Taxpaying current residents need the opportunity to share their views
- Clarity and transparency have a high value in decision making.
- Let's figure out first what we want - then find developers who support the vision rather than letting developers give their vision and we are left to either support or not
- Agree though the greatest missing amenity is connected green space with trees, shrubs and perennials attracting polinators and birds. The green space should be connecting throughout the city to road ends.
- Negotiations on amenities must be balanced with developers on other community needs such a designated rental and affordable housing integrated in the developments
- I am unsure about how the money would be spent, I do not trust council will do the right thing in the long run
- If amenities include significant affordable housing, not just enhancing town centre
- Absolutely support this approach. The previous council did nothing for our community and the results are stark and unsettling with over-development in the Upper Town Centre.
- arts spaces cannot be secondary uses or multi-use spaces, they must be dedicated space available for the community to grow into
- If we want a truly vibrant sense of place, time, staffing and sufficient funding must be in place.
- get developers to fund the funicular..the funicular will help in so many levels for the city of white rock.
- Notice there is sunshine and mature trees in your pictures. Why would you mislead residents to think that these things are possible in the town centre your diagram envisions? Only shadows if you are allowed to continue to collude with developers.
- Natural history should be celebrated here instead of hidden in the closet.
- Nature viewing is the top economic driver in North America yet where is WR on this front?
- Implement dedicated bike paths and more parks where street vendors can set up. ie. like a year round farmers market type vendors allowed and planned for all year

A Vibrant Sense of Place

Complete List of Additional Verbatim Comments:

- Cultural activities are beneficial to businesses as they attract residents and visitors.
- to be vibrant, you need people, and what would attract the people? the people want to feel like they want to be there ... so arts, green spaces, outdoor seating, a funicular are essential to creating a vibe for uptown which is currently dead. People want their senses satisfied with sight, sounds smells and feel. address these needs and wants from people and it will be vibrant.
- No more nail salons, acupuncture clinics--there are 4 within a 4-block radius of where I live. Also, local coffee shops only--no franchises. How about a movie theatre in White Rock and as I mentioned before, an Arts Community place.
- It also depends upon the type of business we attract. I think we have an over abundance of hair and nail salons. We used to have a well used vibrant plaza with easy access. Now we don't And I imagine Central Plaza's days are numbered...so people leave to shop at Morgan Crossing where is it still possible to surface park and shop. White Rock should look more like that.
- But I realize it's too late . We were sold out. Apologies for the negative attitude. I know it's not helpful.. Please make it as easy to get around as possible and with much greenery as you can foster!
- Build a tram to the beach from the Town Centre
- Said above, connected green spaces, interpretation, open air events and cafes
- Require new developments to include more parking for public use. Currently many new developments do not even build an equal number of parking spaces as strata units. Then the City would manage the public parking sections
- More open space, plazas and trees. At the very least.

FINAL COMMENTS

Participants were asked if there was anything else they would like to add. Below are their verbatim comments:

- Don't forget about Marine Drive! The waterfront is important & considerations should be given to closing down traffic or making it go one way in the summer months. Other cities have done this & it improves the quality of life.
- More enforcement of by-laws is needed - noise (loud motorcycles), dogs, tree cutting, etc
- I am so pleased to be able to attend a meeting that welcomes the public input
- Have you added up the number of residents from these high rises when they are fully occupied? Assuming that at least of/these people will not be driving will there be enough green space and activities for them? I am sure that many of them would like to stay fit and walk as much as possible, so free shuttle to the waterfront would be an incentive for better health and quality of life. Just a suggestion

- Will promote engagement with neighbours. We all need to take initiatives to engage neighbours more
- Missed these engagement workshops because I attended these a few years back and was a waste of energy and the city did what they were going to do anyway. Which is build high rises - too many too fast and too high. We are left with out space for what this council deems to do and we also have lost the intended arts corridor to White Rock. Without a community that supports the arts the art is just another commodity.
- address the arts!!! and get that funicular
- White Rock is still struggling to find its identity. Hopefully, the new administration and the residents can define what that looks like and make White Rock a place to go to all year round.
- Given the current situation of all properties and zonings, I read all of the staff recommendations as positive.
- I hope others who are participating in this process are as attuned to its flaws as I am.
- Concern I have it will be another expensive study and then shelved as the previous ones have
- I think I took part in the earlier workshops, but frankly, I can't be sure. I've been out to many events. One with the consultant required more time that night than I could give and so I had to depart. I apologize for not being more helpful. Hoping for the best. Not a negative individual at heart....but trust is so broken.
- Thank you for the work so far. The OCP review is the most important initiative of the City.
- I am very pleased with the willingness (and the interest) that the new council has in obtaining feedback from the residents. I am a resident, an owner of commercial property and an owner of a business (in that commercial property). We want a vibrant, safe and fun city without the insanely high taxes we now pay. To do that we need to allow a lot of development, but do it in a well planned way and in a way that does not encourage the "freeloaders" in our society.
- Look forward to the next phase
- Hope to see the City move forward with green infrastructure, green buildings and greenways planted with coastal native plants. Long overdue.
- Please ensure that the bylaws are modified to protect existing residents and taxpayers of the City so we do not have to pay more taxes to subsidize new developments that are not contributing enough fees to cover the increase in services, including traffic, water, parking, roadworks, parks, etc.
- I have never seen a public engagement in White rock or Surrey where the results were not manipulate to suit the powers that be or their supporters
- Thank you for consulting
- I appreciate the approach involving the whole community our new mayor and council has taken since being elected. Please continue your thoughtful approach to the needs of our citizens. Thank you for your hard work.
- Are we doing another recon 2024?

WHITE ROCK
City by the Sea!

**LU & P AGENDA
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be beneficial that this policy be introduced as an “aspirational” policy (i.e., not a requirement).

- ii) Amendments to the Town Centre Development Permit Area (DPA) Guideline could recognize the policy targets and provide direction regarding the types of tree species likely to thrive in White Rock. The DPA Guidelines may also recognize a period over which the tree canopy would be expected to make up the 20% canopy (ground and/or roof coverage) as noted in the policy.

DIALOG Recommendation 1b):

The City should consider requiring that a minimum percentage of trees be coniferous trees (e.g. 10%).

Staff Comment on Recommendation 1b):

Concur with recommendation. Appropriate species and tree selection at the time of planting, based on soil conditions, solar exposure, etc. will be essential for long-term health of trees.

Implementing Mechanisms:

- a) OCP Amendment
- b) Town Centre Development Permit Area Guidelines

Considerations:

This could be effectively implemented within the Town Centre DPA Guidelines with a corresponding, enabling, OCP Policy.

DIALOG Recommendation 2:

The City should consider amending its Zoning Bylaw to require a maximum effective impervious surface area (e.g. 65%). To achieve 65% effective impervious area, on-site stormwater best management practices such as rainwater harvesting, porous paving and on-site infiltration would be required to reduce the effective impervious area on the site overall.

Staff Comment on Recommendation 2:

Concur with recommended regulation, but propose that it be implemented through Development Permit Area Guideline to allow flexibility and allow proponents to demonstrate through their design how the performance target is achieved (rather than a Zoning Bylaw regulation with less flexibility).

Implementing Mechanisms:

- a) Town Centre Development Permit Area Guidelines

Considerations:

- i) The intention of this DPA guidelines would be to allow for the controlled infiltration of stormwater into the municipal stormwater management system and/or to allow for stormwater to be absorbed naturally into the land.
- ii) The recommendation could be introduced as an amendment to Guideline 22.3.2(j), which currently reads “Incorporate Low Impact Development Techniques for stormwater

management, where appropriate and in accordance with the City’s Integrated Storm Water Management Plan (ISWMP). This includes but is not limited to bio-swales, cisterns, and permeable paving. Narrower lanes/access roads and the use of porous asphalt are encouraged.”

The amendment would establish a maximum effective impervious surface of 65% within lands designated Town Centre in the Official Community Plan. The standard would ultimately quantify that 35% of newly developed private lands within the Town Centre remain effectively pervious.

- i) Would want to create a definition of “effective impervious surface” to recognize components that would be applied in determining compliance with the standard.
- ii) There may be a need to recognize exemptions to the standard in circumstances such as the redevelopment of small, constrained sites, where it may be impractical to achieve 35% pervious surface while accommodating the core components of development (e.g., driveway access, building footprint, parking, etc.).
- iii) The City may also wish to exclude lands subject to a Statutory Right-of-Way (SRW) from the calculation of the percentage of effective impervious surface when these lands accommodate infrastructure such as pedestrian paths and bike lanes, recognizing that pervious surface treatments (e.g., permeable concrete, interlocking stone, etc.) can come with higher costs.
- iv) **Note:** In the Town Centre context, the ability to achieve 65% effective impervious surface may result in substantial costs to redevelopment as impervious surfaces, in some cases covering 100% of an existing property, would need to be replaced with pervious surfaces. In defining “effective impervious surfaces” there may be a means of recognizing (exempting) surfaces that allow for the retention of stormwater (e.g., rooftop retention) thereby acting to support the overall intention of the standard.

DIALOG Recommendation 3:

The City should consider a policy requiring continuous soil for tree health and rainwater infiltration on medium to large sites (3,035 m² (0.75 acres) or more). For example, the City could establish a minimum percentage of continuous soil for sites (e.g. 10%) which would be achieved by reducing the size of the podium and by providing parkade setbacks.

Staff Comment on Recommendation 3:

Concur with recommendation. Coniferous trees particularly would require areas of continuous soil to achieve healthy lifespans.

Implementing Mechanisms:

- a) Official Community Plan Amendment
- b) Zoning Bylaw Amendment

Considerations:

- i) The recommendation could be introduced as an OCP policy which identifies the intention behind establishing continuous soil while a zoning standard could be introduced to require a minimum percentage of continuous soil for sites greater than 3,035 m².

- ii) A definition of “continuous soils” would need to be added to the Zoning Bylaw to ensure the standard can be effectively, and consistently, implemented.

DIALOG Recommendation 4a):

The City should consider prioritizing the development of a Green Building Strategy requiring targets for building performance. This strategy could take a holistic approach to include other sustainable design considerations such as operational and embodied greenhouse gas (GHG) emissions, renewable energy generation, water efficiency, integrated rainwater management, healthy materials and indoor air quality, and waste reduction strategies.

Staff Comment on Recommendation 4a:

Concur with recommendation. As Energy Step Code implementation is already endorsed as a Council Strategic Priority, staff proposed that a separate Green Building Strategy be deferred until after the Energy Step Code is implemented.

Implementing Mechanisms:

- a) Existing: Official Community Plan contains enabling policy to pursue Strategy (12.5.3)
- b) Town Centre Development Permit Area Guidelines
- c) Amendment to Density Bonus / Amenity Contributions Policy (No. 511)

Considerations:

- i) The preparation of a stand-alone Green Building Strategy may require additional resources. It is noted that some municipalities have retained an Environmental / Sustainability Coordinator responsible for reviewing measures to achieve enhanced levels of building efficiency and to provide in-house oversight in the implementation of such measures.
- ii) Efforts are underway to implement the BC Energy Step Code which will allow for the realization of improvements in building performance (sustainability) and may lessen the urgency / need for a Green Building Strategy specific to White Rock.
- iii) Changes to the Town Centre DPA Guidelines could allow for the recognition of sustainability measures that would allow for improved building performance. Recognizing these features within the DPA Guidelines would provide some flexibility not otherwise available in a municipal bylaw.
- iv) Amendments to the Density Bonus / Amenity Contributions Policy could allow for the recognition of enhanced building performance measures (i.e., those that go beyond the requirements of the BC Building Code) as a basis for the reduction in amenity contributions and/or the basis for an increase in density being exempt from a contribution requirement.

DIALOG Recommendation 4b):

The City should consider prioritizing the adoption of the BC Energy Step Code to incentivize and enforce incremental improvements in energy efficiency for new construction.

Staff Comment on Recommendation 4b):

Concur with recommendation. This work is at early stages but underway with the addition of the Building Official III position.

Implementing Mechanisms:

- a) White Rock Building Code Bylaw, 2012, No. 1928

Considerations:

- i) The BC Energy Step Code establishes different levels, or “steps”, of energy-related building design measures applicable to different types and scales of development. The determination of which step to go to will be the focus of future review.
- ii) City staff are working on the implementation of the BC Energy Step Code. The work will require amendments to the White Rock Building Bylaw. As this work proceeds Council will be provided periodic updates.

DIALOG Recommendations 5a) to 5d):

- 5a. Rental Zoning – Negotiate a target Floor Area Ratio (FAR) (e.g.. 1.0 FAR) be preserved as rental housing after development;
- 5b. Density Bonus Policy – Negotiate a target FAR (e.g.. 1.0 FAR) or a percentage of new developments be affordable housing as a part of the existing Community Amenity Contribution density bonus policy;
- 5c. Non-profit Housing Organization – Support the establishment of a non-profit housing organization (or work with an existing regional housing organization) that would provide and manage non-market housing stock; and,
- 5d. Housing Needs Report and Action Plan – The City’s Housing Needs Report could be the basis for a Housing Action Plan.

Staff Comment on Recommendations 5a) to 5d):

Generally concur with recommendation 5a) and 5b), with additional specifics to be discussed in presentation to Land Use and Planning Committee. Support intent of recommendation 5c) and 5d), no further action required to implement these items at this time.

Implementing Mechanisms:

- a) Official Community Plan Amendment
- b) Zoning Bylaw Amendment
- c) Amendment to Density Bonus / Amenity Contributions Policy (No. 511)
- d) Housing Needs Report

Considerations:

Regarding Recommendations 5a & 5b:

- i) Policy amendments to the OCP may be used to enable greater density subject to the dedication of a specific amount of floor area (e.g., 1.0 FAR) to rental and/or affordable housing.
- ii) Policy amendments within both the OCP and the Density Bonus Policy (No. 511) may also be made to enable a waiver of a portion of the required community amenity contribution, perhaps being automatic, when the density is tied to either, or both, rental and affordable housing. The current policy allows for the waiver of up to 100% of the CAC when tied to “affordable rental” and up to 50% when tied to “rental” housing.

- iii) Policy amendments to the OCP and Density Bonus Policy may benefit from the introduction of a formal definition of “affordable” as the term relates to rental and ownership housing.
- iv) Amendments to the Zoning Bylaw could be made to require that specific proportions of development tied to a rezoning application for which a density bonus is sought be subject to specific allocations of density to rental housing and/or affordable housing.

Regarding Recommendations 5c and 5d:

- i) It may be advantageous to leverage the expertise that exists within established non-profit housing organizations such as Metro Vancouver Housing Corporation (MHVC), taking advantage of economies of scale, rather than directing resources to establishing a non-profit housing organization specific to White Rock.
- ii) The preparation of a Housing Needs Report is scheduled to occur this year. Note that UBCM has recently announced a new intake deadline for grant funding, being October 16, 2020. The City’s application for this funding has been submitted. Resource limitations and the ongoing COVID-19 crisis have hindered the ability of staff to advance the Housing Needs Report in accordance with the timelines referenced in the original funding application. As the deadline for submissions draws nearer staff will provide UBCM with an updated work plan to reflect the status of the undertaking, at that time, and any adjustments that will be made to ensure the project continues to move forward.
- iii) The Housing Needs Report will ultimately be used to identify areas of local housing need. Stemming from this work, staff will seek direction from Council to implement measures that will help to address these areas of need. These measures may include, but are not limited to: policy and regulatory incentives to support affordable housing and the construction of various housing types; efforts to establish collaborative partnerships with local housing providers and agencies that deliver housing-related services; and, the creation of funding mediums (e.g., reserve funds, tax abatement programs, etc.) that make it more cost efficient for the development industry to address needs within the non-market housing sector.

DIALOG Recommendation 6:

The City should set a target for some of the density entitlement in the Town Centre (e.g. 1.0 FAR) for use as new civic facilities, including a hotel or conference centre.

Staff Comment on Recommendation 6:

Concur with intent of recommendation, with additional specifics to be discussed in presentation to Land Use and Planning Committee (see also recommendation 9). As the floor area of City owned community facilities (i.e. “community amenity space”) does not count towards a property’s maximum floor area, staff recommend that these types of facilities be incentivized at strategic locations near existing and future civic facilities through consideration of additional building height for properties incorporating these facilities.

Implementing Mechanism(s):

- a) Official Community Plan Amendment
- b) Zoning Bylaw Amendment
- c) Amendment to Density Bonus / Amenity Contributions Policy (No. 511)

Considerations:

- i) A review of how existing community amenity contributions (funds) ought to be spent was the focus of a recent review to help identify local interests as they relate to potential amenity investments. The results of this work were presented to Council on March 30, 2020. Investing in “civic facilities” was identified as the “most important” amenity project by only 12 percent of the 523 people who completed a survey related to the review.
- ii) Amendments to the OCP and Density Bonus Policy could be made to dedicate a portion of any amenity contribution, or space within a development which benefits from a density bonus, to the creation of civic facilities, including a hotel or conference centre.
- iii) Amendments to the Zoning Bylaw would be needed to ensure any pre-determined allocation of FAR (if it is not owned by the City) towards a specific facility or amenity is realized (i.e., make the allocation a clear requirement and not something to be negotiated through policy).

DIALOG Recommendation 7:

The City should continue to support the establishment of a new transit exchange in the Town Centre; and, prioritize identification of long-term options for the development of a new transit exchange in collaboration with TransLink and the City of Surrey.

Staff Comment on Recommendation 7:

Concur with recommendation.

Implementing Mechanisms:

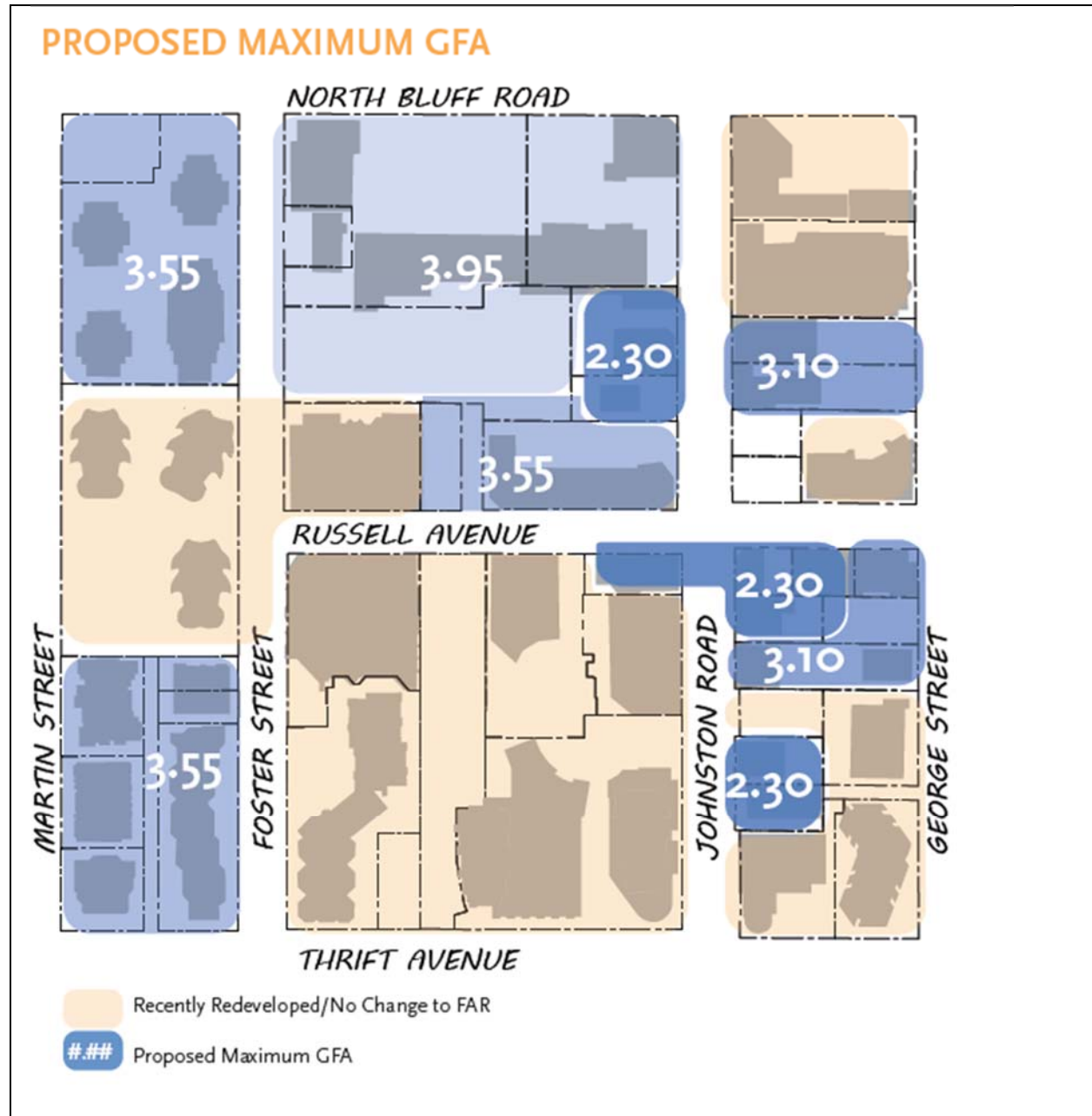
- a) Consultation and facilities planning with staff at both TransLink and the City of Surrey to look at opportunities for a transit exchange in the Town Centre
- b) Official Community Plan Amendment
- c) Zoning Bylaw Amendment

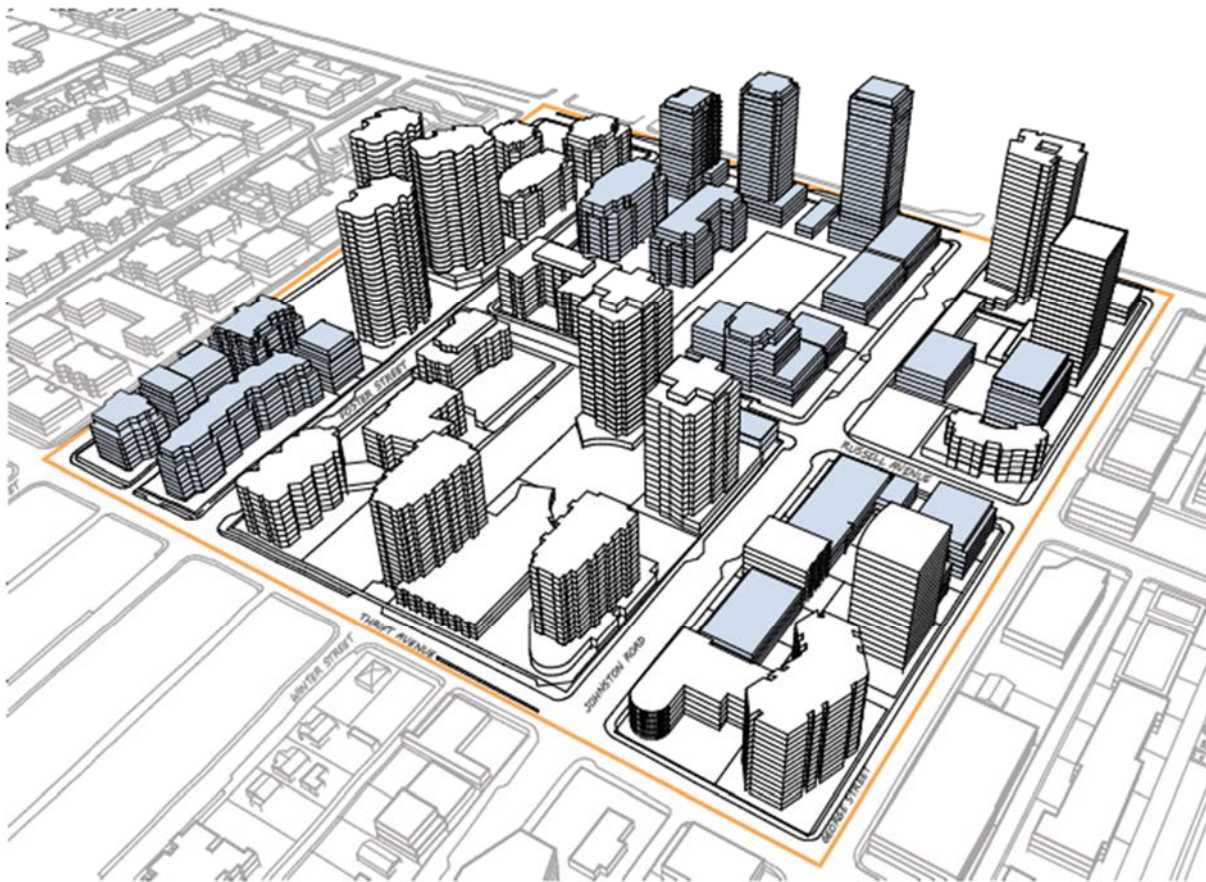
Considerations:

- i) City of White Rock staff have been working with planning staff at the City of Surrey as a plan for the Semiahmoo Town Centre continues. It will be important to collaborate on efforts to centralize a transit exchange, within approximately 500 metres of the northern portion of the City of White Rock’s Town Centre to take advantage of the population density (ridership) that is likely to be generated through the realization of the Semiahmoo Town Centre Plan and on-going development within White Rock’s Town Centre.
- a) Staff will circulate a copy of the minutes of this meeting to transportation / land use planning staff at the City of Surrey and TransLink as an indication of Council’s support for a transit exchange being situated within 500 metres of the Town Centre’s northern boundary (i.e., North Bluff Road or 16 Avenue).

DIALOG Recommendation 8:

The City should consider updating the Zoning Bylaw to reduce the CAC bonus from 5.4 GFA to a GFA that would achieve an urban design vision that better aligns with the OCP and resident aspirations for Town Centre. For example, the City could consider the GFAs that are outlined in the two illustrations below.





Buildings shown in blue represent the proposed maximum GFA.

Staff Comment on Recommendation 8:

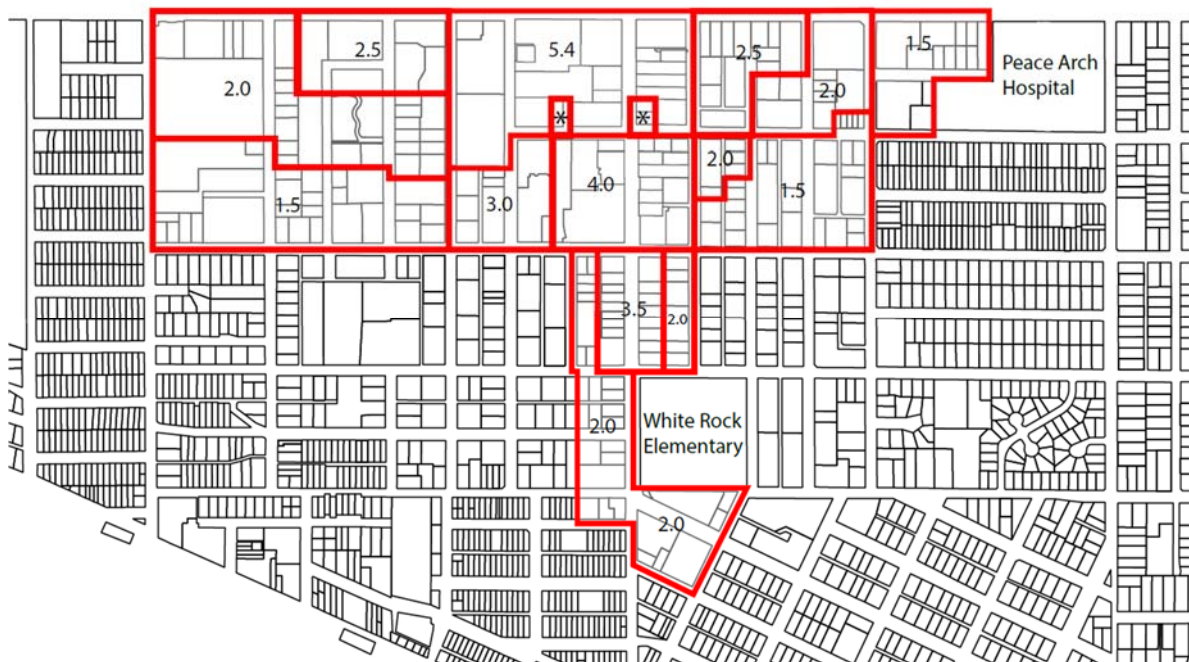
Generally concur with intent of recommendation (lowering of maximum GFA from what is currently identified as allowable in the Zoning Bylaw), but propose that the implementation mechanism be more broad (i.e. the same density allocation applying over an entire block, versus property by property) and that smaller sites be encouraged to be consolidated with larger adjacent parcels to provide more opportunities for the development to incorporate public open space (plazas, pedestrian pathways, landscaped areas, etc.) on the ground level. Smaller parcels would have the opportunity to transfer their development potential. The proposed densities (in the revised Figure 9 below) represent a reduction of approximately 12-25% from the level of density currently permitted in the OCP (with the exception of the block in the south-east corner, which has a potentially 16% increase), with further reductions if sites are not assembled into larger parcels. This reduction in development potential, whether at the level in the DIALOG recommendation or as proposed by staff, may result in some property owners delaying the redevelopment of their property.

Implementing Mechanisms:

- a) Official Community Plan Amendment
- b) Zoning Bylaw Amendment
- c) Amendment to Density Bonus / Amenity Contributions Policy (No. 511)

Considerations:

- i) The maximum Gross Floor Area Ratio (FAR) figure by DIALOG should be considered against the maximum FAR currently recognized in Figure 9 of the OCP. The portion of the Town Centre north of Russell Avenue currently considers a maximum (FAR) of 5.4, if developed in accordance with the City’s 2011 Town Centre Design Plan (which does not illustrate a 5.4 FAR on all parcels) whereas DIALOG’s figure, if implemented through amendments to the Official Community Plan and Zoning Bylaw, would lower the maximum FAR to between 2.30 and 3.95 FAR. For some land owners the reduction in what they understand to be their maximum FAR may render redevelopment plans financially unfeasible, leading to the stagnation of the properties.



* indicates 2.0 FAR

- ii) South of Russell Avenue and north of Thrift Avenue the OCP considers maximum FAR of 4.0. For the most part, DIALOG’s recommendation has excluded lands which have been recently redeveloped or where no change to the FAR is recommended as existing development would largely align with the current maximum. Lowering FAR permissions south of Russell Avenue, from 4.0 to between 2.30 and 3.10, would help to achieve the massing vision as communicated by members of the public but it may also render redevelopment of these lands financially unfeasible.
- iii) Tying zoning standards such as a minimum lot area and frontage requirements to increased density permissions may incent land assembly, thereby helping to realize a more cohesive build out of the Town Centre and its open space network. For example, land assembly may not only support the realization of the height and density permissions recommended by DIALOG but it may also enable developers to provide contiguous open spaces and urban design features as contemplated in the Town Centre Urban Design Plan.

For example, the following base density (i.e. FAR) provisions could be built into the CR-1 Zone to incent land assembly by allocating the density available to land based on its size:

i. Base Density by Minimum Lot Area:

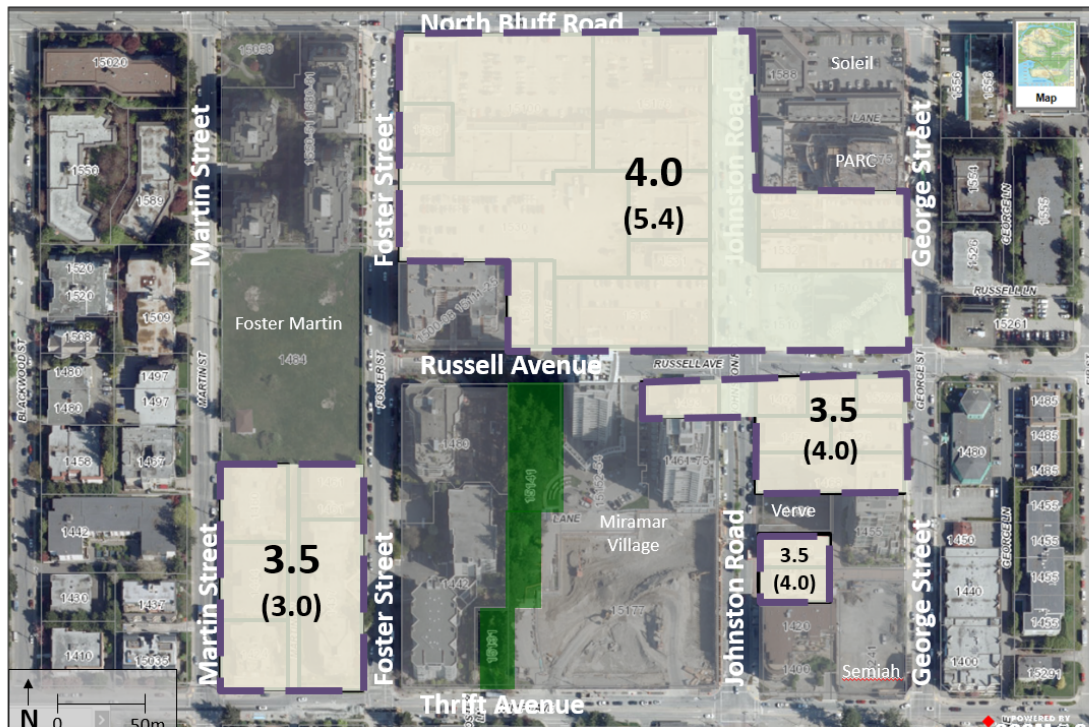
1. 1.75 FAR base with no minimum lot area;
2. 2.3 FAR base with minimum lot area of 0.75 acres;
3. 3.5 FAR base with minimum lot area of 1.25 acres;
4. 4.0 FAR base with minimum 2.0 acres

Additional requirements for accessing density above 1.75 FAR could include a minimum provision of rental units, a fully office/employment development to encourage local job opportunities, amenity contribution, and achievement of Energy Step Code levels.

The actual density achieved by the sites under the above size criteria may be similar to what is presented in Recommendation 8, due to the existing parcel configuration (smaller parcels along Johnston Road), but would be fairer to owners of smaller parcels who could transfer their development potential to adjacent redevelopments.

- iv) Alternative to the FAR figures presented by DIALOG, planning staff propose the following FAR figures which applies the same density allocation over an entire block, versus property by property. While still an overall reduction in allowable density (generally), this will encourage smaller sites to be assembled with adjacent parcels to allow the density to be shifted on the site and allow additional public green/open space at the street level. This is also a means of enabling some renewal of undeveloped properties in the Town Centre. The following Figure illustrates potential amendments to Figure 9 of the OCP.

(Revised Figure 9 from OCP – previous FAR in brackets)

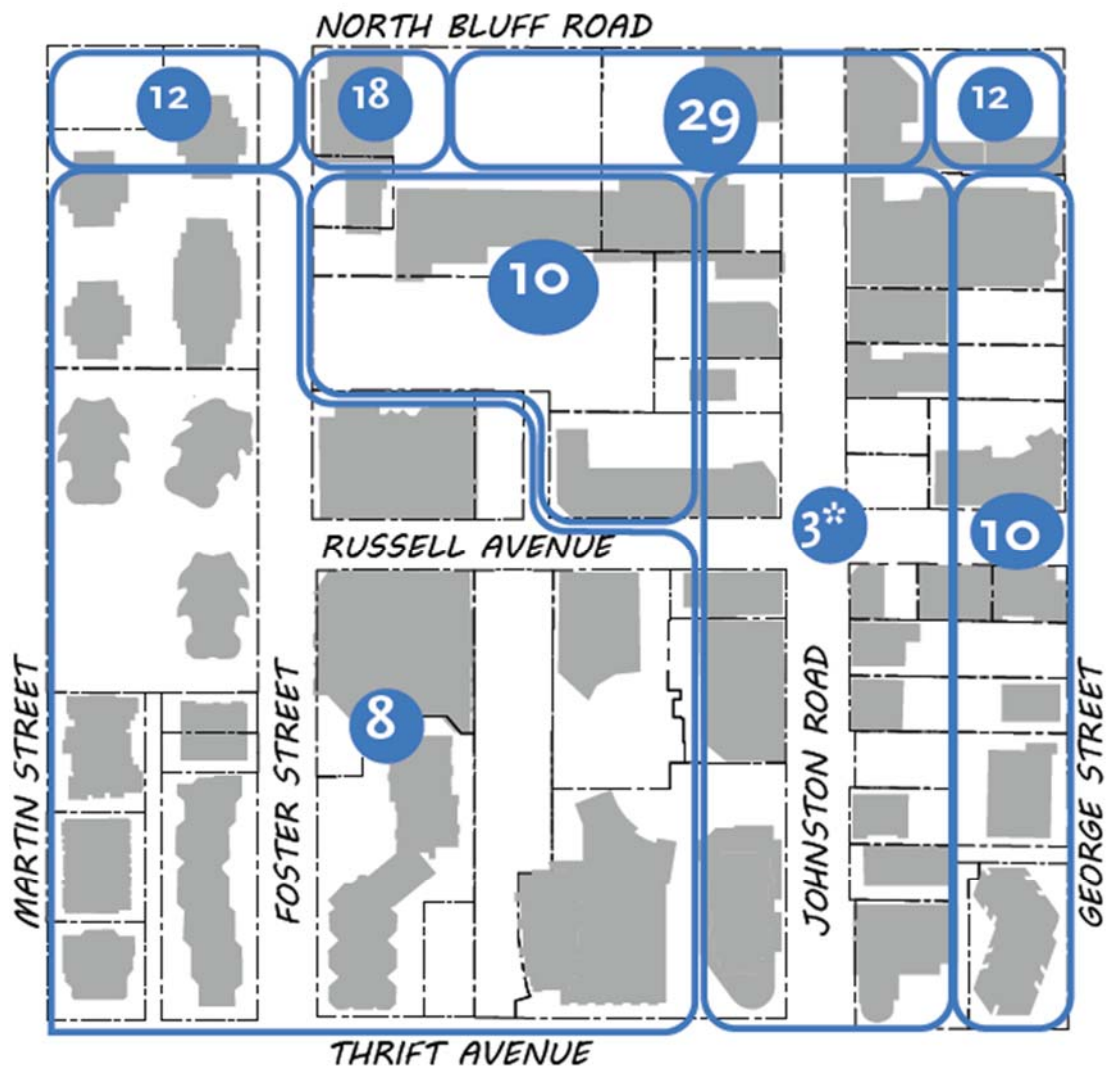


DIALOG Recommendation 9:

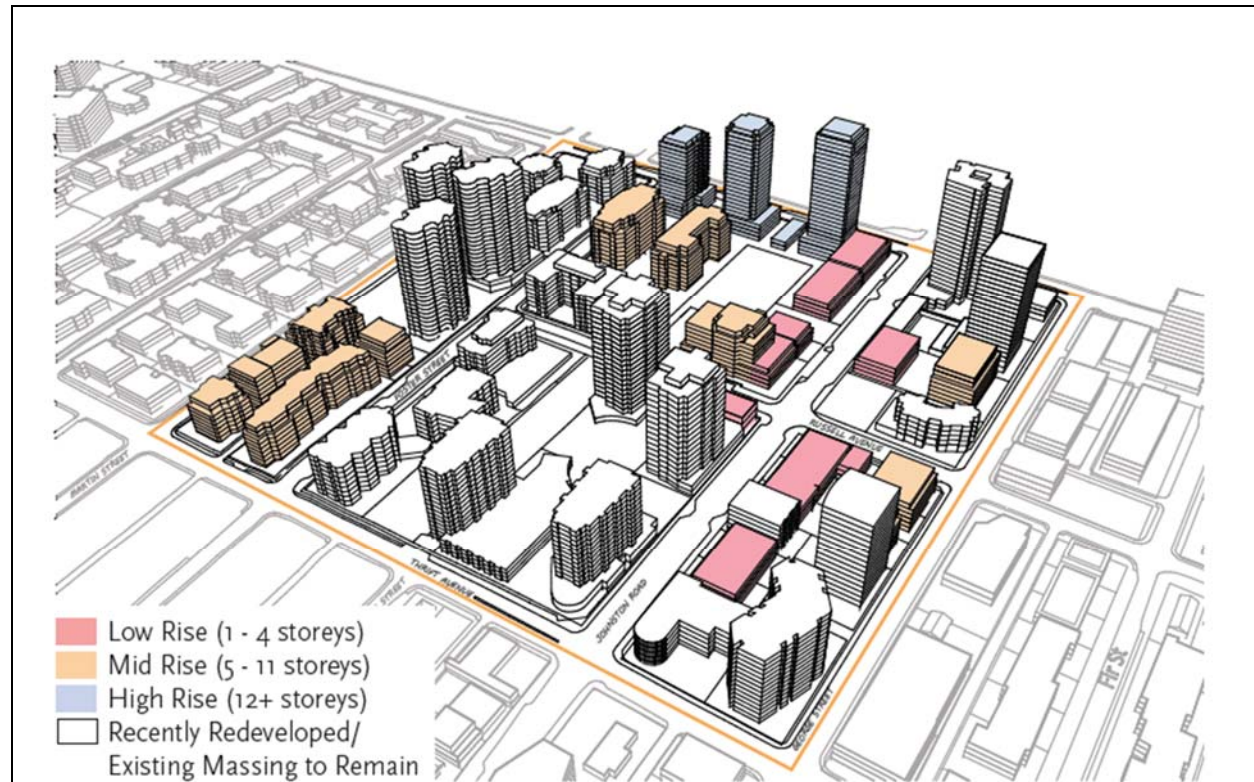
The City should consider restricting buildings to the height outlined in the diagram and perspective below. Summary of Height Recommendations:

- Low rises retain the village quality of Johnston Road;
- Johnston Road is limited to 3 storeys (see Recommendation 10 for suggested variance);
- Mid-rises are the predominant neighbourhood form;
- High rises are permitted along North Bluff Road. These taller buildings allow for flexibility so that generous open spaces and community amenities can be provided.

PROPOSED MAXIMUM HEIGHTS



Proposed Maximum Heights (*indicates where a variance is recommended - see Recommendation 10)



Staff Comment on Recommendation 9:

Generally concur with intent of recommendation, and believe that it captures the general consensus of public input in Phase 1 and 2 of this Town Centre Review. For clearer policy direction and graphical clarity, given that existing 8/9 storey buildings are unlikely to redevelop to 12 storeys and that sites with existing 23 storey buildings would not redevelop as 10 storey buildings, staff propose that sites which are not anticipated to redevelop in medium term (20+ years) do not have a maximum height specified in the diagram, and instead the maximum height for those properties is noted as the maximum allowed in the Zoning Bylaw at the time the building permit for the property was issued. Staff further propose that any taller buildings around the block bounded by Russell Avenue, Foster Street, North Bluff Road, and Johnston Road, including a taller building on Russell Avenue which was not illustrated in the DIALOG diagram, be required to incorporate a significant civic/public amenity (such as a theatre / art gallery / new City Hall) to access their maximum height, as a means to encourage a variety of uses in the Town Centre and complement the Community Centre facility.

Implementing Mechanisms:

- a) Official Community Plan Amendment
- b) Zoning Bylaw Amendment
- c) Amendment to Density Bonus / Amenity Contributions Policy (No. 511)

Considerations:

- i) The heights recommended by DIALOG reflect, to an extent, the build out of the maximum FARs discussed in Recommendation 8. The heights as shown in the “Proposed Maximum Heights” figure do not, however, align with the existing height of buildings in the Town Centre which, in several instances, greatly exceed those proposed. For example, existing

buildings in the Miramar Village development range from 15 to 21 storeys whereas the height mapping proposed, if implemented through amendments to the OCP and Zoning Bylaw, would “enable” heights ranging from 3 to 8 storeys. This change would also necessitate amendments to Figure 10 in the OCP, being a schedule that illustrates “conceptual height transitions in the Town Centre, Town Centre Transition, and Lower Town Centre Areas”.



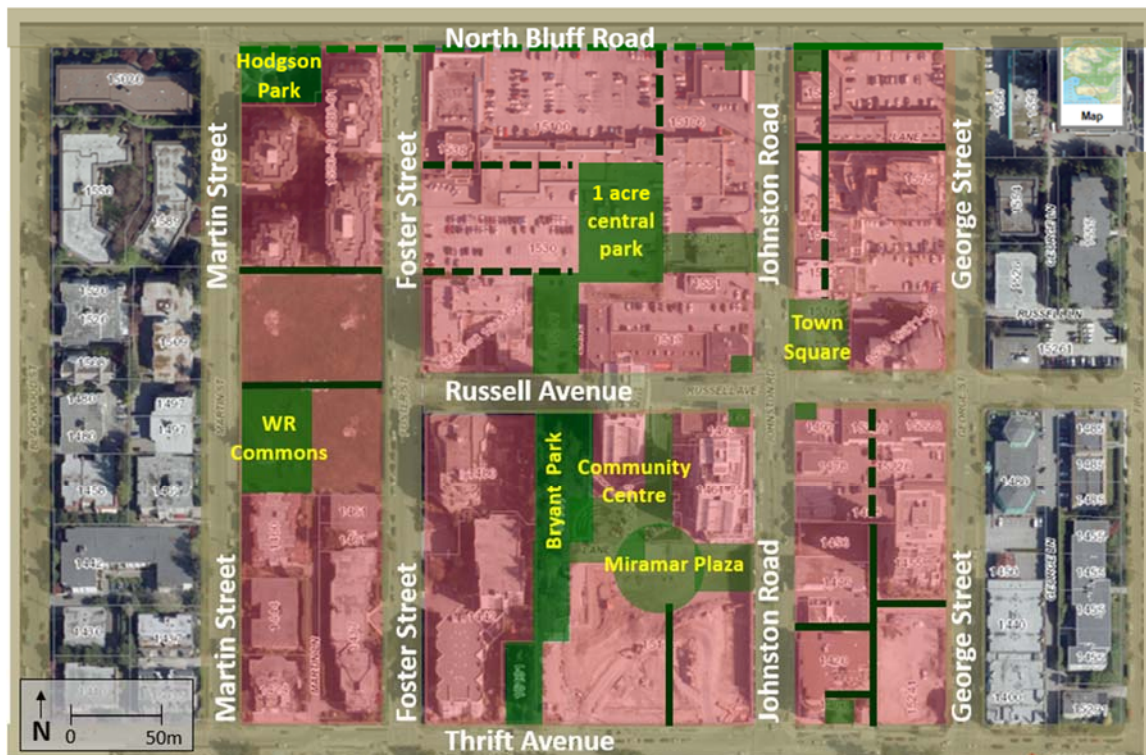
- ii) Similar to the notes in the section above, the downgrading of height permissions recognized in the OCP and implemented through the underlying Zoning Bylaw, may limit the feasibility of any future redevelopment scheme on those lots that have not been the subject of more recent development.
- iii) Alternative to the building heights presented by DIALOG, planning staff propose the following heights. The following Figure illustrates potential amendments to Figure 10 of the OCP.

(Revised Figure 10 from OCP)



Note: the “^” symbol identifies where additional density and height would only be enabled if a significant on-site amenity / civic facility (e.g., hotel / conference centre, City Hall, etc.) were provided to complement the Community Centre and future central park within the block as contemplated by the 2011 Town Centre Urban Design Plan (see figure below). The base height would otherwise be 10 storeys.

Town Centre Design Plan (2011) Green Space Network



- iv) If Council supports the changes to maximum FAR and height as recommended by DIALOG, additional changes to similar standards ought to be considered around the perimeter of the Town Centre so as to ensure an appropriate transition in building heights moving out of the City's downtown core. For example, at present, Figure 10 of the OCP contemplates heights of 18 storeys at the southeast corner of George Street and North Bluff Road and between Blackwood and Martin Streets at North Bluff Road. Opposite the abutting streets in these two locations, the height mapping recommended by DIALOG proposes heights of 12 storeys, creating a somewhat staggered interruption to the transition of heights moving east and west from the Town Centre.

DIALOG Recommendation 10:

Assuming Recommendation 9 on building heights is followed, the City should consider a building height relaxation to promote plazas and patios on Johnston Road. For example, the City could allow up to 13.7m (approximately 4 storeys) with a 2m step back after the third floor if a 7m setback for patio or tree canopy is provided (e.g. trees growing to a minimum of 7m canopy diameter spaced at a maximum of 7m apart).

Staff Comment on Recommendation 10:

Concur with recommendation. This would assist in enabling reasonable scale development on smaller parcels at the base density (1.75 FAR) if they are unable to be assembled with adjacent parcels, while achieving modest open space at street level.

Implementing Mechanisms:

- a) Official Community Plan Amendment

b) Zoning Bylaw Amendment

Considerations:

- i) The recommendation could be implemented by way of introducing an enabling policy into the OCP, generally recognizing the desire to step buildings back away from Johnston Road where doing so is undertaken concurrent with greater step backs from the street, used to accommodate spaces for patios and plantings.
- ii) Amendments to the Zoning Bylaw would be undertaken to limit building heights in accordance with the recommendation.

DIALOG Recommendation 11:

- 11) The City should continue to support the establishment of the open space network as outlined in the Town Centre Urban Design Plan (2011) through the Community Amenity Contribution Policy in the Town Centre. To date, these amenities have been delivered through a density bonus program.

Staff Comment on Recommendation 11:

Concur with recommendation.

Implementing Mechanism:

None required at this time. Staff could consider updates to the Density Bonus Policy to incorporate explicit reference to the open space network and eligible on-site amenities if additional emphasis/clarity on achieving the open space network is desired by Council (see recommendation 12 below), but staff do not consider this to be necessary.

Considerations:

The open space network identified in the 2011 Town Centre Plan is part of the existing OCP policies for the Town Centre area, and is discussed with applicants as part of the pre-application process. Staff

DIALOG Recommendation 12:

- 12) The City should identify pre-determined target amenities that they intend to seek from development sites. This will allow the City to establish priorities for Town Centre that clearly identify community needs. In addition to ensuring that the impacts of development in the Town Centre are offset through the delivery of amenities in Town Centre, this approach will provide some predictability for the community and developers before the negotiation phase.

Staff Comment on Recommendation 12:

Concur with recommendation. Actual implementation of this recommendation should follow Council's workshop on the use of Community Amenity Contributions (anticipated Fall 2020), and any direction that comes following the workshop.

Implementing Mechanisms:

- a) Community Facilities and Amenities Study (if requested by Council following workshop)

- b) Public Engagement
- c) Official Community Plan Amendment
- d) Amendment to Density Bonus / Amenity Contributions Policy (No. 511)

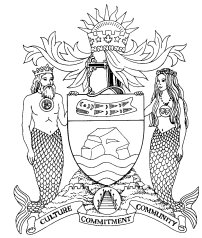
Considerations:

- i) The “ear-marking” of eligible/candidate on-site amenities can be beneficial in setting clear expectations for both developers, staff and the public. The approach can also contribute to a more transparent negotiation process while allowing for a phased approach to obtaining higher-cost amenities (i.e., those that would not be covered by a single amenity contribution but may require multiple contributions to overcome cost constraints). Council has already requested a workshop to further discuss the outcomes of public engagement taken on Community Amenity Contribution priorities in January 2020.

Should further information be required following the Council workshop, the approach could benefit from the completion of a “Community Facilities and Amenities Study” (i.e. a detailed evaluation of the supply of existing and planned facilities and amenities relative to current and planned population of the catchment area of such facilities and amenities so as to determine whether there are gaps that may be addressed through targeted amenity investments).

- ii) If specific facilities and amenities are identified as being needed, the OCP could be amended to recognize these facilities and amenities as “priorities” in the Town Centre. Similar amendments could be made within the Density Bonus Policy, to further incentivize projects that contribute to facilities and amenities not just desired by the community but recognized as being of localized need.

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: Consideration of Policy for Purchase of Municipal Property

RECOMMENDATION

THAT Council direct staff to prepare a Council Policy regarding the Sale of Municipal Property.

EXECUTIVE SUMMARY

Staff periodically receive inquiries from interested property owners and prospective developers regarding the possibility of purchasing undeveloped municipal road allowance (“right of way”) or other City-owned parcels, as a means of consolidating such lands with adjacent property. The current process for formally receiving and reviewing these requests is outlined in the Planning Procedures Bylaw, 2017, No. 2234. These requests for consideration require a \$250 application fee, and typically the applicant would be required to submit an appraisal they have paid for along with their offer.

Council does not currently have a policy regarding the sale of municipal property (including road allowances) that would provide guidance to applicants on what criteria Council would consider in deciding whether to sell City land. In order to avoid applicants going through the process, incurring costs and occupying staff and Council time with a proposal that may ultimately not be supported by Council, it may be beneficial for Council to establish a related policy. This report includes the existing procedures for the sale of a municipal right of way/property, and identifies several alternatives for Council’s consideration. Staff recommend that Council select base criteria that can be used to establish a policy for the sale of City lands.

PREVIOUS COUNCIL DIRECTION

Not applicable.

INTRODUCTION/BACKGROUND

The purpose of this corporate report is to provide Council with options for identifying the circumstances it would consider in selling an interest in City land. The current process, identified in Schedule O of the Planning Procedures Bylaw, is attached to this report as Appendix A. The process set out in the Bylaw is silent on the reasons that Council may consider when evaluating a request to dispose of City-owned property.

Maintaining the current process will require applicants to pay a fee and provide an appraisal before staff complete a report for Council’s consideration in a closed meeting of Council. These non-refundable costs for making an offer help ensure that only serious offers are presented,

however the application fees do not cover the full cost of staff time in preparing the report or in Council reviewing the offer.

In order to avoid applicants going through the process, incurring costs and occupying staff and Council time with a proposal that would not be supported by Council, Council may establish a policy by which to identify to prospective purchasers whether or not their proposal is likely to be supported.

This policy may include the following principles, or others identified by Council:

1. The property/right of way is deemed surplus to the City's current and future needs, including for infrastructure and civic requirements;
2. The proposed use of the City property by the purchaser is consistent with the Official Community Plan land use designation, or maintains the existing public use in perpetuity; and
3. The sale or transfer of the property is either a matter of practical convenience (e.g. stranded sections of laneway without future purpose) or serves a Council Strategic Priority, such as:
 - a. exchanging the land with an owner for a site suitable for affordable housing or City park;
or
 - b. providing the City with funds to acquire property for affordable housing or City park.

FINANCIAL IMPLICATIONS

None related to the development of the policy.

If Council decides to proceed with the sale of any particular property, the financial implications would be analyzed with regard to the specific details of the proposed sale/transfer/exchange.

While land costs fluctuate over the short-term, as our region's population grows it is likely that acquiring land in the future to replace land that is sold now will come at a higher cost, therefore the disposition of land should be considered carefully and strategically to ensure that it is not being done only for short-term purposes.

LEGAL IMPLICATIONS

The disposal of City land or improvements is primarily regulated by Division 3 of the *Community Charter*. When Council intends to dispose of land it must publish notice in accordance with section 94 of the *Community Charter*. Further restrictions apply to the exchange or disposal of park land (section 27).

Where the City land being disposed of is undeveloped road allowance, before it can be transferred the "highway" must be closed and title raised in accordance with the procedures noted in steps (h) through (n) in Section O of the Planning Procedures Bylaw (Appendix A).

COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS

The acquisition, disposition or expropriation of land or improvements is one of the subject matters that may be considered in a Council meeting that is closed to the public, per section 90(1)(e) of the *Community Charter*. Establishing a general policy regarding the sale of City land may provide an additional level of transparency to the public regarding how Council considers proposals for the purchase of municipal property.

As the mandated process for the sale of municipal land includes public notice, the public will always have an opportunity to provide feedback to Council before a transfer is completed.

INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS

If Council's criteria in a policy regarding the sale of municipal land includes the requirement that the land be deemed unnecessary for civic or infrastructure purposes, any consideration of disposition would be reviewed by the relevant departments (e.g. Director of Engineering and Municipal Operations and Director of Recreation and Culture to obtain their comments on the current and possible future uses of the property, Fire Chief and RCMP Detachment commander for requests that may impact emergency vehicle response routes, etc.).

CLIMATE CHANGE IMPLICATIONS

Not applicable.

ALIGNMENT WITH STRATEGIC PRIORITIES

This proposed policy is not directly related to any of Council's 2018-2022 Strategic Priorities, however Council may direct staff to prepare the policy with content that advances the Strategic Priorities.

OPTIONS / RISKS / ALTERNATIVES

Council can choose to continue the status quo process for consideration of the sale of municipal land and right of way. This may result in frustration for potential purchasers if Council is not interested in their offer for reasons they could have been appraised of before they incurred the application fee and related costs (e.g., appraisal, conceptual design, etc.).

Council could also direct staff to revise the Planning Procedures Bylaw, or by resolution request that staff bring forward a letter of offer from prospective purchasers to a closed meeting of Council prior to an application being made, to allow Council to give a preliminary indication if it would be willing to consider the proposal.

CONCLUSION

The current process for formally receiving and reviewing requests to purchase City property (including road allowances) is outlined in the Planning Procedures Bylaw, 2017, No. 2234, and requires a \$250 application fee, and (typically) a property appraisal provided by the applicant.

In order to avoid applicants going through the process, incurring costs and occupying staff and Council time with a proposal that would not be supportable by Council, it may be beneficial for Council to establish a policy regarding the sale of municipal property (including road allowances) that would provide guidance to applicants on what criteria Council would consider in deciding whether to sell City land. This report includes the existing procedures for the sale of municipal right of way/property, and identifies several alternatives for Council's consideration. Staff recommend that Council identify principles, as proposed in this report or as further amended by Council, that can be used to establish a policy for the sale of City lands.

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, consisting of a series of connected strokes that form a stylized name.

Guillermo Ferrero
Chief Administrative Officer

Appendix A: Schedule "O" of the Planning Procedures Bylaw
Appendix B: Division 3 of the *Community Charter* (Municipal Property)

APPENDIX A
Schedule “O” of the Planning Procedures Bylaw

Schedule O Request for Purchase of Municipal Right-of-way Procedures

- (a) Applicant may request a pre-application meeting with staff to review the proposal and gather early input on issues to inform application preparation.
- (b) Complete application materials as indicated in the minimum submission requirements table below submitted by the owner/Applicant.
- (c) Staff determine an appropriate price for the land that would be going to the property owner, and if a land exchange is proposed, a price for the land that is to be dedicated to the City. This would be based on an appraisal or by the square footage of the additional land based on the most recent available tax assessment of the owner’s property.
- (d) If the municipal right of way requested for purchase is adjacent to multiple properties, staff will attempt to make contact with adjacent property owners to determine if they are interested in purchasing a portion of the right of way. In exceptional circumstances, such as where current policy does not support the sale of the right of way, or where the purchase of the right of way is an integral component of a comprehensive urban redevelopment project, staff may determine that it is not necessary to contact adjacent property owners.
- (e) Staff prepare a report and recommendation for Council regarding the requested purchase of the right of way. In accordance with the Community Charter, the disposition of municipal land is discussed in a closed meeting of Council. Council may direct staff to proceed with preparation of a road closure bylaw and notice of land disposition, or reject the application. If the application is rejected, notify owner/Applicant of Council’s decision.
- (f) If Council directs staff to prepare a road closure bylaw and notice of land disposition, A notice of the (road closure and) land disposition under Section 26 of the Community Charter is posted and published, informing residents of the intention to close the road and sell the property. If the proposed price of the land is less than fair market value, a notice of assistance is also required under Section 24 of the Community Charter.
- (g) Following the required notice period, an agreement is drafted for the sale of the right of way, and if a land exchange is proposed for the purchase by the City of the applicant’s land, to be approved by Council. Once Council approves of the agreement the agreement is signed by both parties.
- (h) The property owner makes an application for a lot line adjustment subdivision to incorporate the former municipal right of way with their adjacent property, and if a land exchange is proposed the application must include road dedication and road closure plans. Staff will determine how costs associated with the surveys will be shared or divided.
- (i) A Preliminary Layout Approval is issued with the condition that the road closure and dedication is approved. Staff obtain confirmation that the Province will not resume the portion of highway to be closed.

- (j) Staff prepare a road closure bylaw that also removes the road dedication from the parcel, and if a land exchange is proposed, a highway dedication bylaw for the property to be dedicated to the City. The bylaws go before Council for 1st, 2nd, and 3rd readings.
- (k) A notice of the road closure under the Community Charter is posted and published. An opportunity for persons who are affected by the bylaw to make representations to council is provided at a Public Meeting. Council considers final adoption of the road closure bylaw.
- (l) A notice of land disposition under Section 26 of the Community Charter is posted and published, including a Section 24 notice of assistance if the price is less than fair market value.
- (m) Council, by resolution, approves the sale of the land.
- (n) The Approving Officer approves the lot line adjustment, or subdivision plan if required. The following documents are registered:
 - (i) Application to Deposit Bylaw/Road Closure Plan and Form Declaration attaching the City of White Rock road closure bylaw
 - (ii) Form 17 – Application for Title to Road
 - (iii) Form 17 – Cancellation of Right of Resumption
 - (iv) Form A – Transfer of ‘Parcel’ and Property Tax Transfer
 - (v) Application to Deposit Subdivision Plan
 - (vi) Extension of Mortgage (if applicable) (and removal of mortgage from dedication portion, if applicable).

Minimum Submission Requirements – Purchase of Municipal Right of Way Application

Complete Application
<ul style="list-style-type: none"> • Completed Application Form • Application Fees • Title Search • Letter of Authorization (if applicable) • Site Profile
<i>Additional studies/information may be required based on specifics of an application</i>

APPENDIX B

Division 3 of the *Community Charter* (Municipal Property)

Notice of proposed property disposition

- 26** (1) Before a council disposes of land or improvements, it must publish notice of the proposed disposition in accordance with section 94 [*public notice*].
- (2) In the case of property that is available to the public for acquisition, notice under this section must include the following:
- (a) a description of the land or improvements;
 - (b) the nature and, if applicable, the term of the proposed disposition;
 - (c) the process by which the land or improvements may be acquired.
- (3) In the case of property that is not available to the public for acquisition, notice under this section must include the following:
- (a) a description of the land or improvements;
 - (b) the person or public authority who is to acquire the property under the proposed disposition;
 - (c) the nature and, if applicable, the term of the proposed disposition;
 - (d) the consideration to be received by the municipality for the disposition.

Exchange or other disposal of park land

- 27** (1) This section applies to land vested in a municipality under
- (a) section 29 [*subdivision park land*] of this Act,
 - (b) section 510 (13) [*provision of park land in relation to subdivision*] of the [*Local Government Act*](#), or
 - (c) section 567 (5) (a) [*provision of park land in place of development cost charges*] of the [*Local Government Act*](#).
- (2) A council may, by bylaw adopted with the approval of the electors,
- (a) dispose of all or part of the land in exchange for other land suitable for a park or public square, or
 - (b) dispose of the land, provided that the proceeds of the disposal are to be placed to the credit of a reserve fund under section 188 (2) (b) [*park land acquisition reserve fund*].
- (3) Land taken in exchange by a municipality under this section is dedicated for the purpose of a park or public square and the title to it vests in the municipality.
- (4) A transfer of land by a municipality under this section has effect free of any dedication to the public for the purpose of a park or a public square and section 30 (3) [*removal of park dedication*] does not apply.

Disposal of water systems, sewage systems and other utilities

- 28** (1) This section applies to works for one or more of the following:
- (a) the supply, treatment, conveyance, storage and distribution of water;
 - (b) the collection, conveyance, treatment and disposal of sewage;
 - (c) the supply and distribution of gas or electrical energy;
 - (d) a transportation system;
 - (e) a telephone system, closed circuit television system or television rebroadcasting system.

- (2) A council has unrestricted authority to dispose of works referred to in subsection (1) if
- (a) the works are no longer required for the purpose described in subsection (1), or
 - (b) the works are disposed of to another municipality in the same regional district or to the regional district.
- (3) In the case of works referred to in subsection (1) (a) or (b) that are used by a municipality to provide a water or sewer service, the council may only dispose of the works if
- (a) an agreement under which the water or sewer service will continue for a period specified in the agreement is in effect, and
 - (b) the intended disposition and agreement receives the assent of the electors.
- (4) In the case of works other than those referred to in subsections (2) and (3), the council may only dispose of the works with the approval of the electors.

Municipal ownership of subdivision park land

- 29** (1) Land in a municipality that is dedicated to the public for the purpose of a park or a public square by a subdivision plan, explanatory plan or reference plan deposited in the land title office is vested in the municipality for that purpose.
- (2) The vesting under subsection (1) is subject to the exceptions described in section 107 (1) (d) of the [*Land Title Act*](#) as if the vesting were under that section.

Reservation and dedication of municipal property

- 30** (1) A council may, by bylaw, reserve or dedicate for a particular municipal or other public purpose real property owned by the municipality.
- (2) As a restriction, a bylaw under subsection (1) that reserves or dedicates property
- (a) as a park or public square, or
 - (b) for purposes related to heritage or heritage conservation,
- may only be adopted by an affirmative vote of at least 2/3 of all the members of council.
- (3) A bylaw that removes a reservation or dedication referred to in subsection (2) may only be adopted with the approval of the electors.
- (4) A bylaw that removes a reservation or dedication under subsection (1), other than one referred to in subsection (2), may only be adopted after the council
- (a) gives notice of its intention in accordance with section 94 [*public notice*], and
 - (b) provides an opportunity for persons who consider that they are affected by the bylaw to make representations to council.
- (5) Bylaws adopted or works undertaken by a council that directly affect property reserved or dedicated under this section must be consistent with the purpose for which the property is reserved or dedicated.
- (6) A reservation or dedication under this section does not commit or authorize a council to proceed with implementation of the purpose for which the property is reserved or dedicated.

2020-07-07 LUPC
ON TABLE
Re: Item 4

Draft Zoning Bylaw, Major Development Permit & Draft Housing Agreement Bylaw

15654 North Bluff Road (Beachway I)

WHITE ROCK
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July 27, 2020

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LOCATION

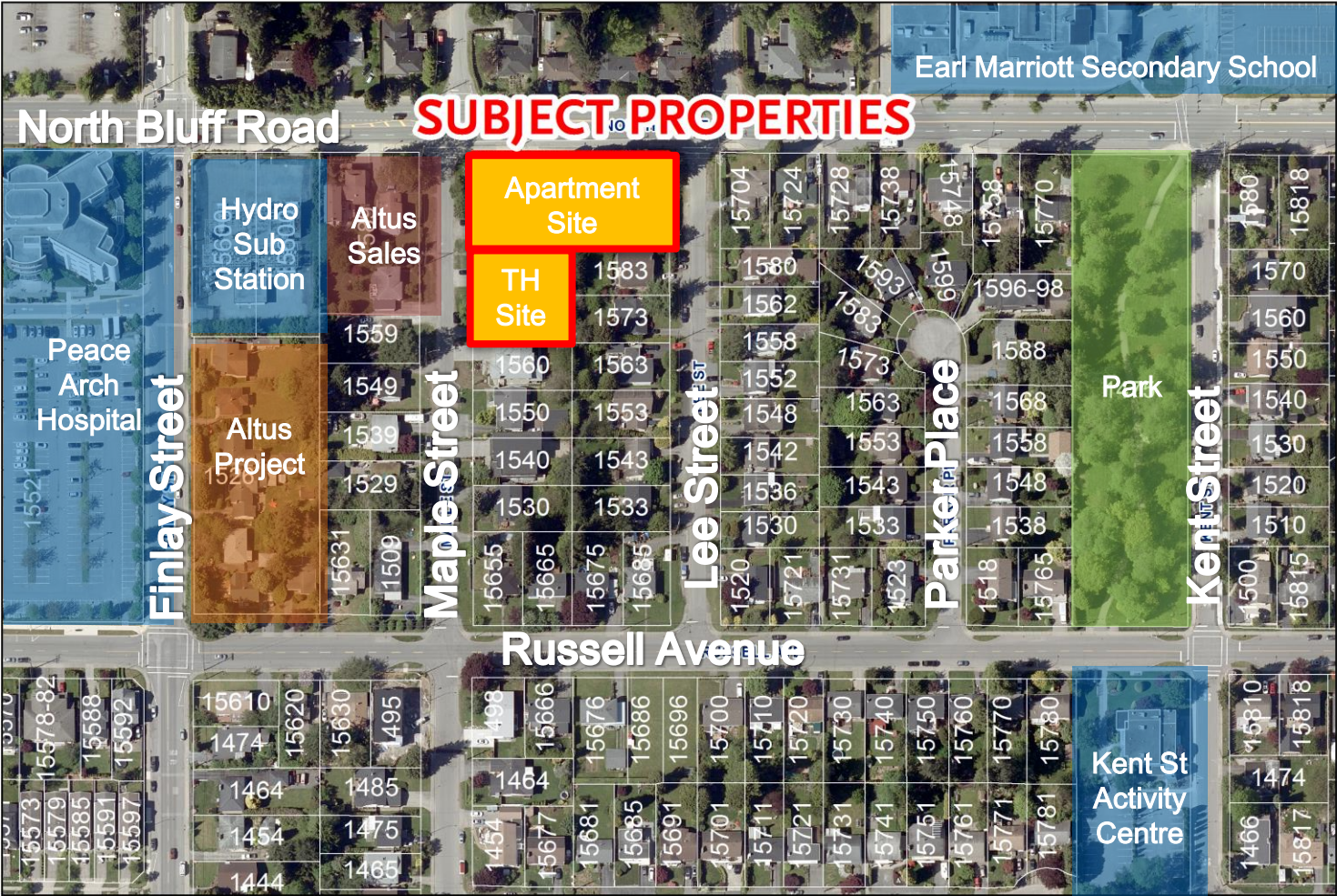


Orthophoto

Maple and North Bluff Assembly

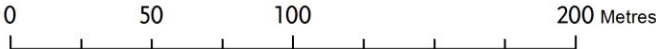


SITE CONTEXT



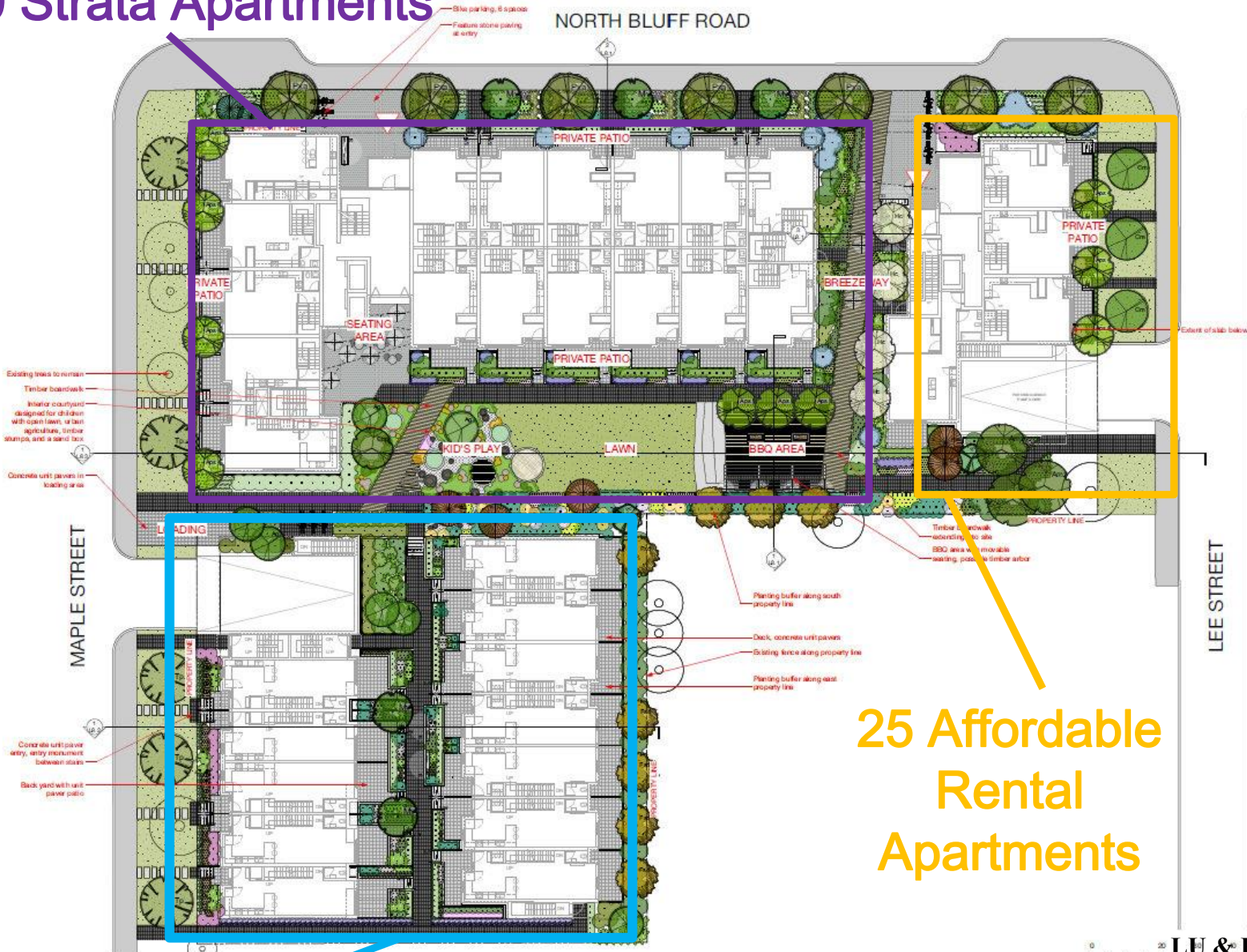
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Maple and North Bluff Assembly



PROPOSAL

49 Strata Apartments



25 Affordable Rental Apartments

14 Townhouses

SITE MASSING VIEWS



SITE MASSING VIEWS



LU & P AGENDA
REG 076
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 7,117m² of GFA and 74 apartment dwelling units for Site 1, and a maximum of 2,045m² 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 1st and 2nd 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 3rd 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.



WHITE ROCK

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SITE MASSING VIEWS



SITE MASSING VIEWS



SITE MASSING VIEWS



SITE MASSING VIEWS



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SITE MASSING VIEWS



Official Community Plan Review

Town Centre Urban Design & Public Realm Review

Public Engagement (Phase 2) Summary & Recommendations

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My City by the Sea!

July 27, 2020

BACKGROUND

Spring, 2019 – Council endorsed scope and process for the review of the City’s Official Community Plan in addition to authorizing additional funding for a Town Centre Review

Summer, 2019 - Phase 1 (public engagement) including on-line survey, open houses, pop-ups, and community workshops

Winter, 2019 – Phase 2 – public evaluation of emerging land use options & policies through open houses and on-line survey

July, 2020 – presentation of Phase 2 recommendations report and options to support the implementation of the recommendations, which would be Phase 3 of the project

PHASE 2 RECOMMENDATIONS

Phase 2 Summary Report by DIALOG Design ([Appendix A](#)) presents 12 recommendations and an indication of the level of public support for each (collected through a community survey).

Recommendation	Unsure	Support / Somewhat Support	Neutral	Somewhat Do Not Support / Do Not Support
A Green Town Centre				
1. Grow the Tree Canopy & Species Mix	N/A	79%	6%	15%
2. Manage Rainwater Sustainably	3%	82%	6%	9%
3. Improve Soil Connectivity	9%	74%	6%	12%
4. Prioritize Green Buildings	3%	79%	6%	12%
A Strong and Connected Community				
5. Create Social and Affordable Housing	6%	65%	6%	24%
6. Increase the Mix of Uses	3%	44%	9%	44%
7. Identify Transit Exchange Options	N/A	79%	6%	15%
A Vibrant Sense of Place				
8. Refine the Density Bonus Policy	9%	62%	9%	21%
9. Building Heights (per accompanying map)	N/A	62%	3%	35%
10. Promotion of Plazas, Patios and Green Space	9%	77%	3%	12%
11. Build the Open Space Network	6%	65%	12%	18%
12. Identify Town Centre Priorities	6%	83%	6%	6%

PHASE 3 - IMPLEMENTATION

City Planning staff have evaluated the 12 recommendations and identified potential “implementing mechanisms”.

For the most part staff concur with DIALOG’s recommendations.

As it relates to the allocation of height and density permissions, however, staff have offered some alternatives for Council’s consideration.

The alternatives are based on an understanding of local constraints and opportunities that may allow for the realization of more energy efficient buildings, increased public open space, dedications towards rental housing or employment generators, **and** contributions into the City’s amenity fund, where applicable.

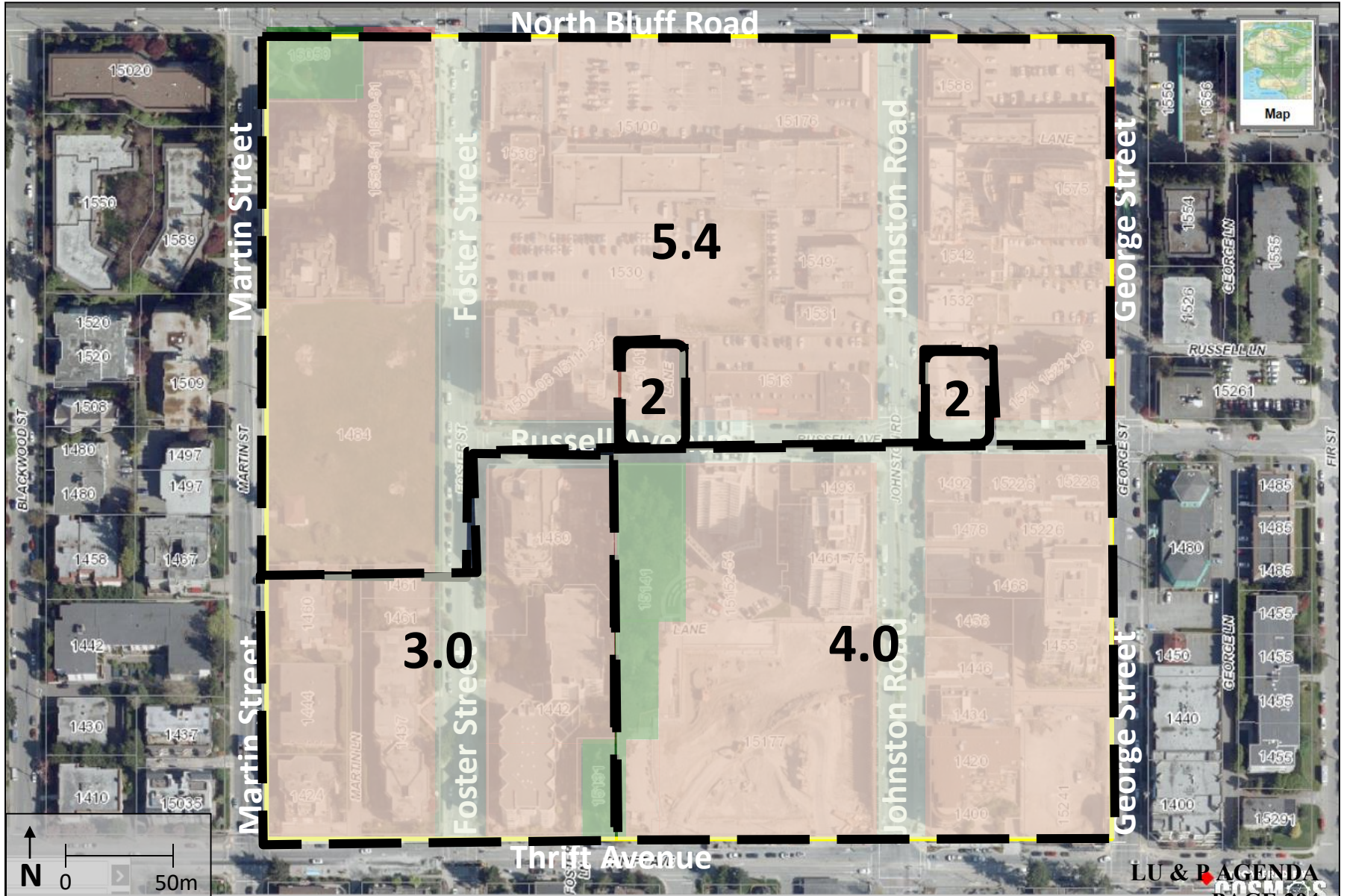
TOWN CENTRE CONTEXT



URBAN DESIGN VISION [2011]



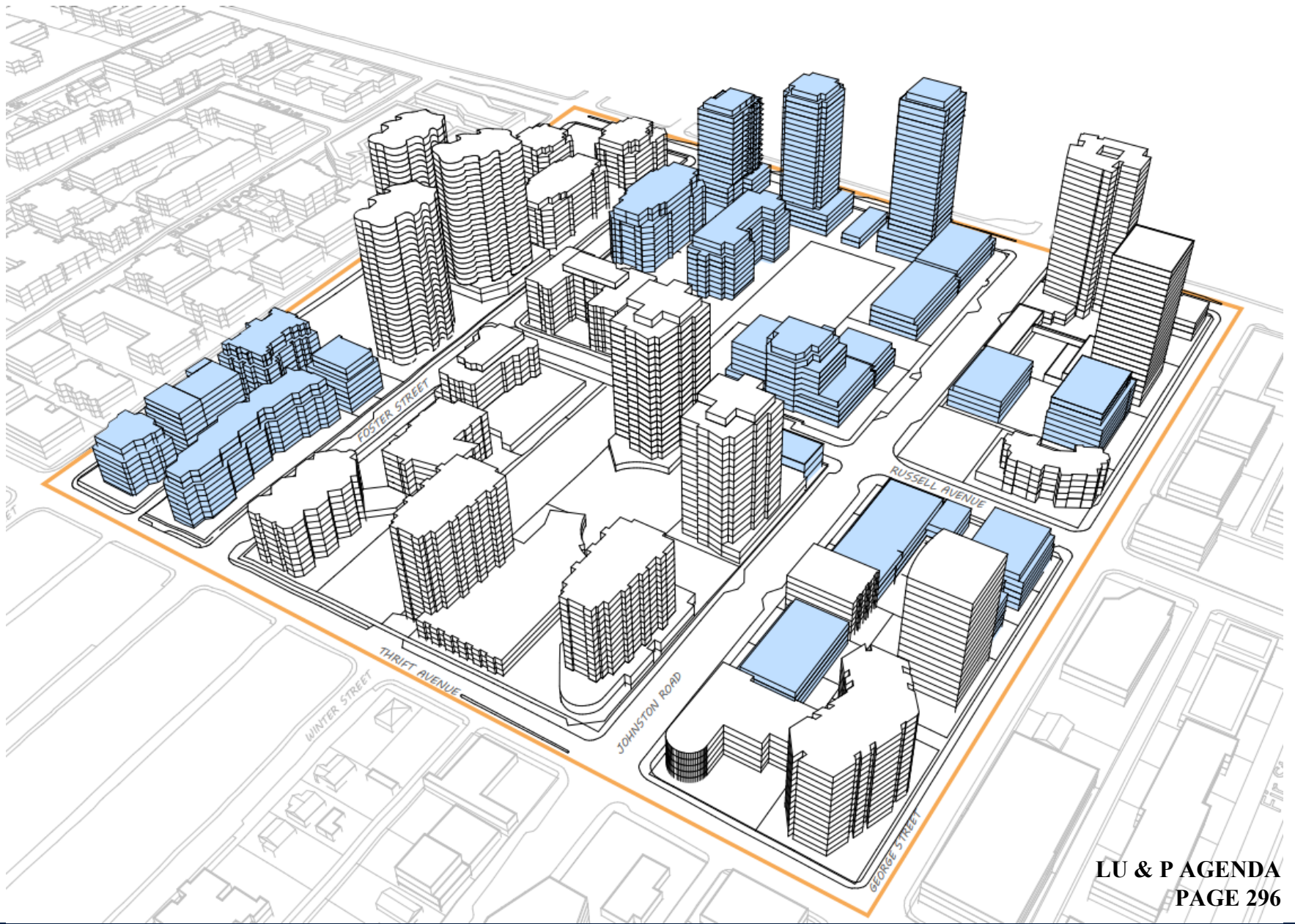
MAX. FAR [PER FIG. 9 OF OCP]



DIALOG RECOMMENDED FAR



DIALOG RECOMMENDED FAR



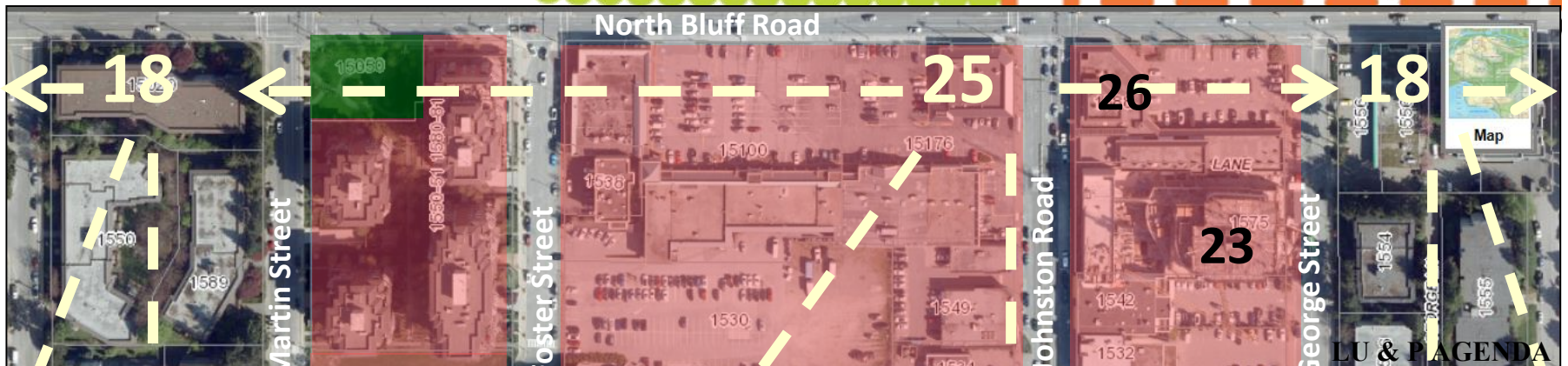
IMPLEMENTING FAR (ZONING)

- Base density of 1.75 FAR (per current CR-1 zone)
- Minimum lot area tied to higher FAR to encourage assembly and greater opportunity for provision of public/green space:
 - 1.75 FAR base (no minimum)
 - 2.3 FAR with minimum 0.75 acres (3,035 m²)
 - 3.5 FAR with minimum 1.25 acres (5,058m²)
 - 4.0 FAR with minimum 2.0 acres (8,093m²)
- Conditions for increased density, e.g.:
 1. Either minimum percentage of units as rental (25%), or fully office/employment building;
 2. Provision of amenity contribution (Policy 511); and
 3. Achievement of Energy Step Code.

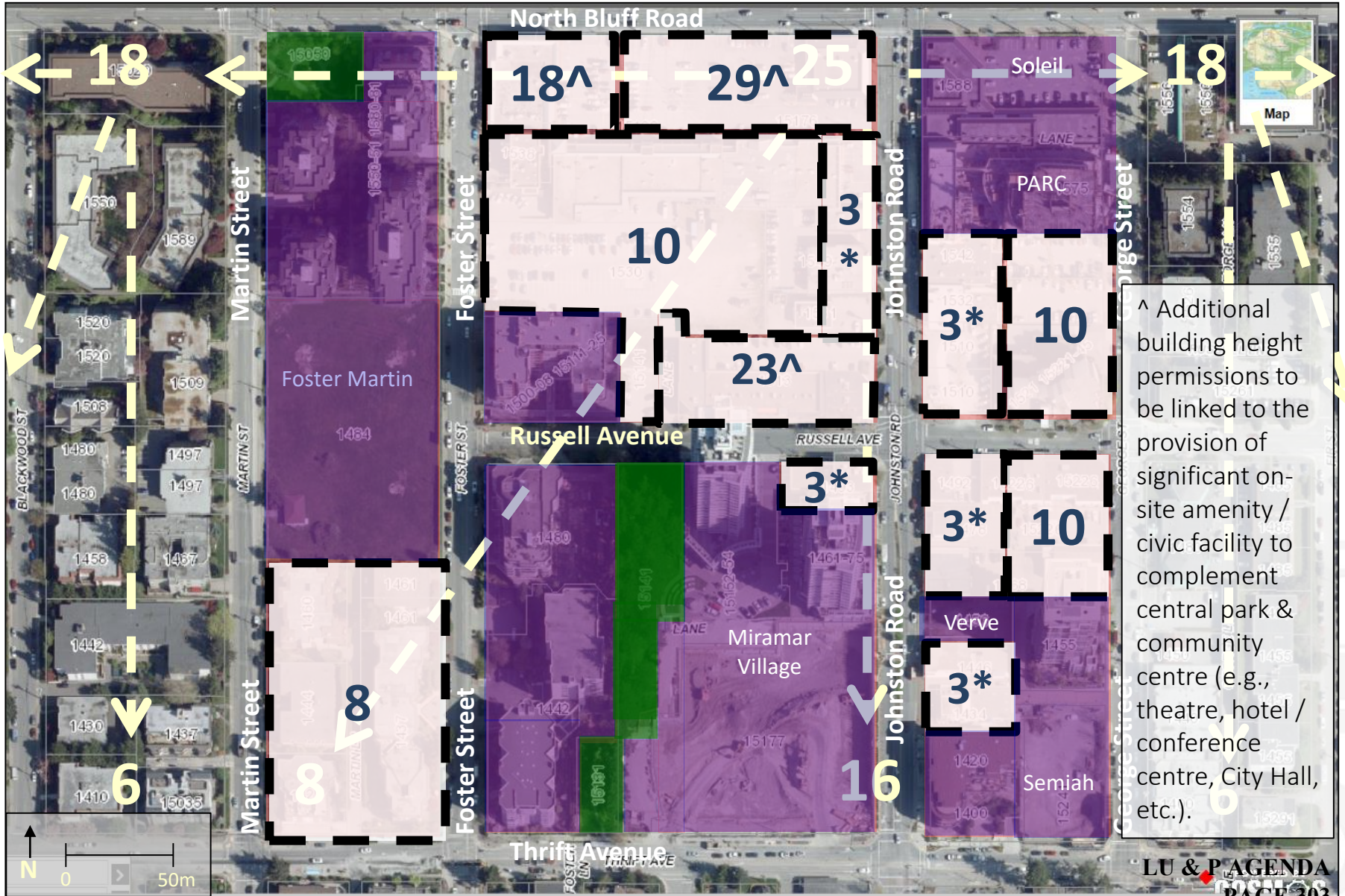
MAX. HEIGHT [PER FIG. 10 OF OCP]



SEMIAHMOO TOWN CENTRE PLAN



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.).

ALT. MAX. HEIGHT [REVISED FIG. 10 OF OCP]



NEXT STEPS

If Council directs staff to pursue the implementing mechanisms as outlined in **Appendix B**, property owners potentially impacted by the changes would be engaged to discuss impacts.

Staff would also host a digital Public Information Meeting to raise awareness of the amendments and initiate a discussion around specific changes to policy and regulations.

Amending bylaws would then be presented to LUPC and Council for Readings following which Public Hearings would be held to receive more formal feedback on the amendments.



WHITE ROCK

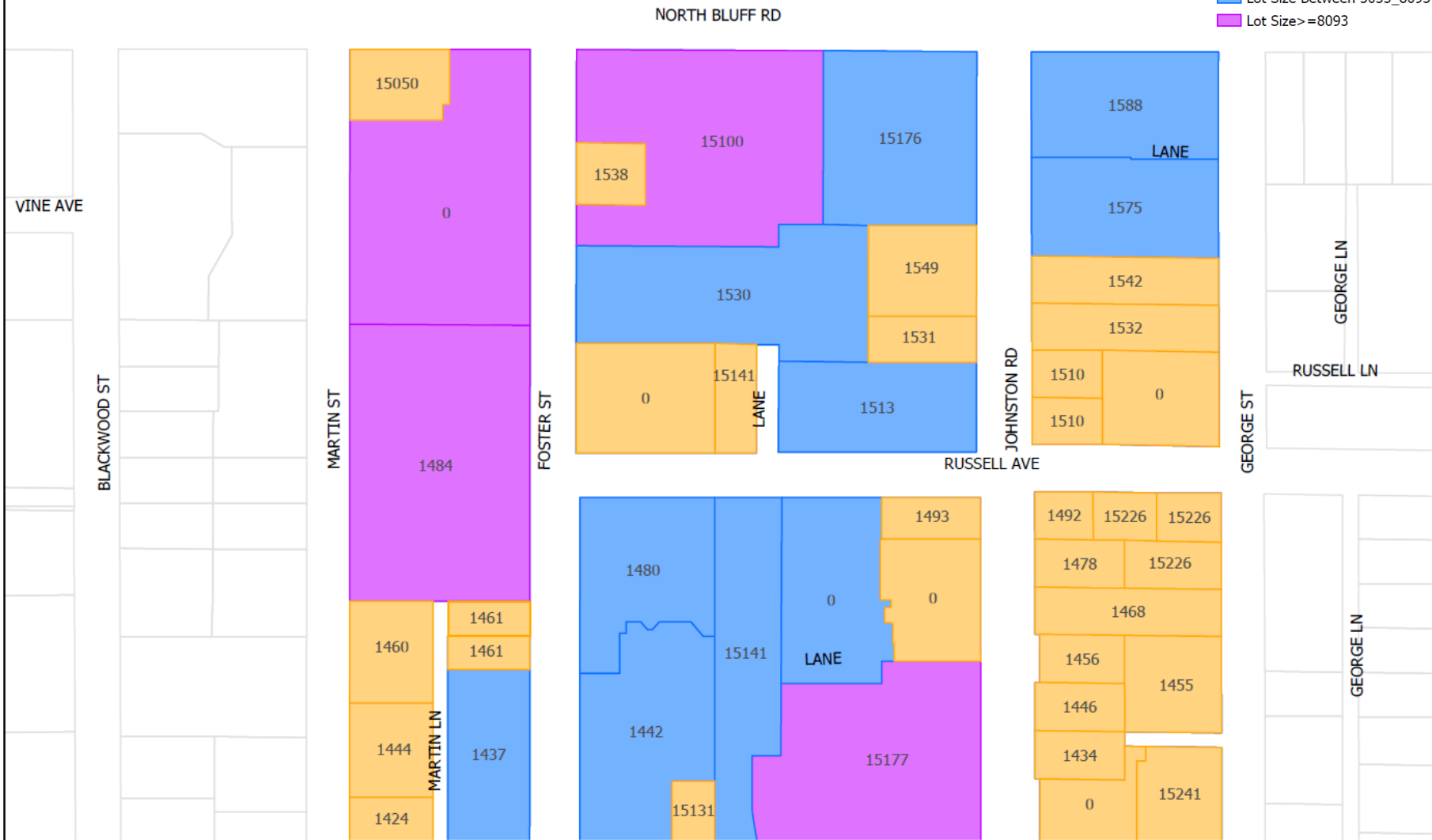
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Legend

- Lot Size <= 3035
- Lot Size Between 3035_8093
- Lot Size >= 8093



Town Centre Parcel Query

CR-1 properties most likely to redevelop (red)

Stable properties - unlikely to redevelop (blue)

