

THE CORPORATION OF THE
CITY OF WHITE ROCK
CORPORATE REPORT



DATE: May 15, 2023

TO: Mayor and Council

FROM: Anne Berry, Director, Planning and Development Services

SUBJECT: 14937 Thrift Avenue and 1441, 1443-45, and 1465 Vidal Street - Zoning Amendment - Height Change

RECOMMENDATIONS

THAT Council:

1. Receive for information the corporate report dated May 15, 2023, from the Director of Planning and Development Services, titled " 14937 Thrift Avenue and 1441, 1443-45, and 1465 Vidal Street - Zoning Amendment - Height Change;"
2. Rescind 2nd and 3rd reading for bringing "White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-68- 14937 Thrift Avenue and 1441, 1443-45, 1465 Vidal Street) Bylaw, 2022, No. 2439;"
3. Give second reading as amended to "White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-68- 14937 Thrift Avenue and 1441, 1443-45, 1465 Vidal Street) Bylaw, 2022, No. 2439" as presented;
4. Direct staff to schedule a public hearing for "White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-68- 14937 Thrift Avenue and 1441, 1443-45, 1465 Vidal Street) Bylaw, 2022, No. 2439;" and
5. Direct staff to resolve the following issues before bringing "White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-68- 14937 Thrift Avenue and 1441, 1443-45, 1465 Vidal Street) Bylaw, 2022, No. 2439" back for consideration of final adoption:
 - a) Ensure that all engineering requirements and issues, including road dedication and the execution of a Works and Servicing Agreement, are addressed to the satisfaction of the Director of Engineering and Municipal Operations;
 - b) Ensure that all matters about tree protection and retention are addressed to the satisfaction of the Director of Planning and Development Services;
 - c) Confirm that a tree protection covenant, if and as required, is registered on title to ensure the recommendations of the final Arborist Report, approved by the Director of Planning and Development Services and, more specifically, the City's Arboricultural Technician, are implemented and maintained through future demolition and construction activities;
 - d) Complete the demolition of the existing buildings to the satisfaction of the Director of Planning and Development Services;
 - e) Enter into a housing agreement with the City that secures the secure market rental and that 10% of the housing provided will be affordable housing;

- f) A statutory-right-of-way be registered on title regarding the community urban park space and;
- g) Enter into an agreement with the City that secures the additional parking measures recommended in R.F. Binnie & Associates Ltd. report (dated April 26, 2023) in Appendix C.

EXECUTIVE SUMMARY

The Applicant modified the proposal from a 4-storey building to a 6-storey building, by adding 2 additional floors. They did so to comply with the OCP's Affordable Housing Density/Height Bonus options, which require providing at least 10% affordable housing for secured market rental developments. This revised application is being presented to Council for second reading, and staff is seeking Council direction to waive the public hearing as the application is consistent with the OCP.

The Major Development Permit application and Housing Agreement Bylaw will be presented to Council at a later time.

PREVIOUS COUNCIL DIRECTION

Motion # & Meeting Date	Motion Details
2020-LU/P-036 October 19, 2020	THAT the Land Use and Planning Committee recommends that Council resolve that the zoning amendment application at 1441 Vidal Street proceed to the next stage in the application review process.
2021 – LU/P-089 November 22, 2021	1. Direct staff to advance the Zoning Bylaw Amendment Application at 1441, 1443-45, and 1465 Vidal Street, and 14937 Thrift Avenue, to the next stage in the application review process; and 2. Update the on-site development signage to reflect the revised development proposal as described in the corporate report titled "Initial Review (Revised Submission) 1441, 1443-45, and 1465 Vidal Street, and 14937 Thrift Avenue, Zoning Bylaw Amendment and Major Development Permit (File No. 19-011)." DEFEATED
2021-456 November 22, 2021	THAT Council direct staff to inform the proponent that Council are looking for a new project with less density and less massing on the site at 1441, 1443-45 and 1465 Vidal Street and 14937 Thrift Avenue. (This motion was communicated to the applicant and the file was closed.)
2022-IC-008 January 10, 2022	THAT Council authorize staff to reopen City File No. 19-011: Revised Submission by Weststone Group at 1441-1465 Vidal Street and 14937 Thrift Avenue and bring the application forward for consideration at the next available open Council meeting.

2022-044 February 7, 2022	That Council give first and second readings to "White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-67 – 14937 Thrift Avenue and 1441, 1443-45, 1465 Vidal Street) Bylaw, 2022, No. 2418" as presented. DEFEATED
2022-340 July 25, 2022	THAT Council give first and second readings to "White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-68 – 14937 Thrift Avenue and 1441, 1443-45, 1465 Vidal Street) Bylaw, 2022, No. 2439" as presented. CARRIED
2022-341 July 25, 2022	THAT Council direct staff to schedule the public hearing for "White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-68- 14937 Thrift Avenue and 1441, 1443-45, 1465 Vidal Street) Bylaw, 2022, No. 2439". CARRIED
2022-342 July 25, 2022	THAT Council direct staff to resolve the following issues before bringing "White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-68- 14937 Thrift Avenue and 1441, 1443-45, 1465 Vidal Street) Bylaw, 2022, No. 2439" back for consideration of final adoption: a. Ensure that all engineering requirements and issues, including road dedication and the execution of a Works and Servicing Agreement, are addressed to the satisfaction of the Director of Engineering and Municipal Operations; b. Ensure that all matters about tree protection and retention are addressed to the satisfaction of the Director of Planning and Development Services; c. Confirm that a tree protection covenant, if and as required, is registered on title to ensure the recommendations of the final Arborist Report, approved by the Director of Planning and Development Services and, more specifically, the City's Arboricultural Technician, are implemented and maintained through future demolition and construction activities; d. Complete the demolition of the existing buildings to the satisfaction of the Director of Planning and Development Services; and e. A statutory-right-of-way be registered on title regarding the community urban park space. CARRIED
2022-406 October 3, 2022	THAT Council give third readings to "White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-68 – 14937 Thrift Avenue and 1441, 1443-45, 1465 Vidal Street) Bylaw, 2022, No. 2439" as presented. CARRIED

INTRODUCTION/BACKGROUND

The properties subject to these applications include 1441, 1443-45, 1465 Vidal Street, and 14937 Thrift Avenue ('Properties') (see Figure 1).



Figure 1- Subject Properties

The properties are situated within a block comprised mainly of multi-family dwellings. Immediately north of the site is the 12-storey "Beverley" building (1501 Vidal Street). To the east, there are several two and three-storey apartment buildings; to the west, there are several blocks of three-storey townhomes.

Official Community Plan

The Properties fall within the "Town Centre Transition" designation per the Official Community Plan (OCP). Within this designation, the plan permits multi-unit residential uses intended to support the commercial uses in the Town Centre. When the original proposal was made in 2019, the policies of the OCP enabled a maximum height of approximately 18 storeys along North Bluff Road, transitioning to four storeys along Thrift Avenue. Appendix A contains a summary of the past proposals presented to Council which include an analysis purpose built rentals within the White Rock context.

2023 Proposal

This proposed development is a 136-unit multi-family rental residential six-storey wood frame development on 3 levels of concrete underground parkade on a sloping site toward the south along Vidal Street (Appendix E).

The siting and massing of the building is designed to allow natural daylight and visibility throughout the development with enhanced south-facing view opportunities towards the waterfront by means of exterior decks oriented and extended out from the façade for both individual residents as well as collective amenity spaces. The building is stepped up from the

south and south-east corner toward the north with offset decks creating a sense of sedimentary-like stepped natural cliffs projecting out from a hillside with tiered planters of stone and concrete along the east façade at the ground-oriented suites leading toward the main entrance providing an intimate pedestrian experience along the sloping Vidal Street. Raised projections at the roof level accommodate balcony coverage but are minimized to maintain human scale experience along the street faces as well as to maintain views from the neighboring development toward the north.

Previously this project was given third reading on October 3, 2022, based on a 4-storey option (figure 2) with a rooftop amenity intended to soften the overall view from the Beverley and the townhouses to the north. The design intends for residents living at higher levels to look at the trees and a landscaped rooftop amenity and a community green space to act as an urban park for all residents of White Rock.



Figure 2- Four Storey Elevation.

The total unit count for the Applicant at third reading is 70 units, with a FAR of 1.5. This proposal included 20 three-bedroom units (28.6%), 25 two-bedroom units (35.7%), and 25 one-bedroom units (35.7%).

The updated proposal includes the same amenities described above but is adding two storeys in exchange for 10% of the building to be secured as affordable housing, the remainder of the building will remain secured market rental.

Under OCP Policy 8.2.3, properties in the Town Centre Transition area including the subject properties, are identified as being eligible for additional density (up to 40% above the base density) where at least half this additional floor area is dedicated to and secured as residential rental units. The base density for these properties is 1.5 FAR, therefore the total maximum density permitted, including the rental bonus density, is 2.5 FAR, of which approximately 0.23 FAR would need to be comprised of affordable rental units. This will equate to 14 affordable housing units and 109 secured market rental units. The allocation of unit's breakdown:

Unit Type	Unit #	Unit %
1 Bedroom	62	46%
2 Bedroom	27	20%
3 Bedroom	12	9%
3 Bedroom (Adaptable)	18	13%
Studio	17	13%

The allocation of two and three-bedroom units supports the city's "family-friendly housing" policy which seeks a minimum 35% supply.



Figure 3 - Six Storey Elevation.

In the housing chapter of the OCP, the main goal is to ensure that the City of White Rock has a mix of housing choices that are appropriate and affordable for residents at various stages of their lives. The following objectives and policies apply to this project:

- Objective 11.1 - To expand housing choices for existing and future residents and increase the diversity of housing types for a variety of household sizes, incomes, tenures, needs, and preferences
- Policy 11.1.1 Family-Friendly Housing – Increase the attractiveness and affordability of housing in White Rock for families by:
 - Encouraging applicants to provide ground floor units with front door access to the street in all rezoning applications for residential developments greater than three storeys in height;
 - Providing a minimum of 10% of units with three bedrooms and a minimum of 35% with either two or three bedrooms in all rezoning applications for residential developments with more than 20 dwelling units
 - Establishing outdoor amenity space requirements for multi-unit residential developments
- Policy 11.1.3 Housing Choices Everywhere – Focus residential densities in the Town Centre but ensure that housing choices are distributed throughout the City in all neighbourhoods. Allow duplexes and triplexes throughout the Mature Neighbourhoods.
- Objective 11.2 - To support rental housing and a range of non-market housing options and needs along the housing spectrum.
- Policy 11.2.4(b) Affordable Housing Bonus - Allow rezonings in the Town Centre Transition area to permit buildings up to six storeys and 2.5 FAR where the development provides at least 10% of the units as Affordable Rental Housing for secured market rental developments, without a requirement to replace existing rental units, to provide at least 10% of the units as Affordable Rental Housing.

The updated proposal would consist of a six-storey, 136-unit building, for which all units would be rental units; the size and number of units is sufficient to satisfy the Affordable Housing Bonus requirements of the OCP.

Amenity Contribution

Policy 511 provides Council with the opportunity to consider waiving all or a portion of the applicable amenity contribution for developments that provide either affordable (non-market) or market rental developments, recognizing that these developments offer a needed form of housing which is in itself a form of amenity to the community. The target contribution rate for properties in the 'Town Centre Transition' land use designation is a rate of \$430 per square metre over 1.5 FAR/gross floor area ratio. This proposal is seeking an FAR of 2.45 which over the permitted 1.5 FAR by 0.95 FAR.

The Applicant has agreed to provide 14 residential units as affordable rental units with the remainder 109 units as secured market rental housing, along with \$610,140 of payment-in-lieu for amenities.

The 14 units offered by the Applicant include:

Proposed Affordable Housing Unit (AHU)	Unit Area (sq.ft.)	# of Units	Total AHU Area
1 Bedroom (Unit B)	453	7	3171
2 Bedroom (Unit C3)	794	1	794
2 Bedroom (Unit type C)	745	1	745
2 Bedroom (Unit type C2)	783	2	1566
3 Bedroom (Unit type D2)	978	1	978
3 Bedroom (Unit type D) - Adaptable	1046	1	1046
3 Bedroom (Unit type D) - Adaptable	1051	1	1051
Total AHU SF			9351

Staff consider that rental units provide a more affordable form of housing than strata ownership and represent a benefit to the community by increasing the overall supply of rental housing during a period where vacancy rates are less than 1.7% and rents are increasing. As purpose-built rental housing, these units will also provide tenants with a secure long-term housing option compared with renting a strata unit which may be sold or occupied by the owner.

Housing Agreement

The Housing Agreement Bylaw is the formal binding agreement between the Developer and the City that regulates and secures the rental rates based on the recommendations and discussion provided above. The Housing Agreement will be finalized pending the completion of third reading of the associated bylaw. Of the 136 residential units, 14 units affordable rental housing units is proposed to be secured for a period of 12 years as having maximum rents set at the average rent for a private apartment in White Rock as determined by the most recent rental market report from Canada Mortgage and Housing Corporation (CMHC). Additionally, the remainder 109 rental units in the building will be secured as market rental tenure for the entire life of the building through a housing agreement bylaw.

Both the payment-in-lieu of amenities and the requirement to enter into a housing agreement would be included in a section 219 restrictive covenant to be registered on title prior to final adoption of and zoning amendment bylaw.

Traffic Impact Study Update

R.F. Binnie & Associates Ltd. (Binnie) was retained by the Developer to provide traffic engineering consulting services for a proposed multi-family residential development located at 14937 Thrift Avenue in the City of White Rock. This memorandum supplements the traffic study, submitted to the City on June 29, 2020, in addition to the Revised Site Statistics Addendum.

Based on the design drawings by Keystone Architecture & Planning Ltd., dated March 8, 2023, the development is seeking a variance of 47 off-street parking stalls from the bylaw requirement of 204 total vehicle parking stalls, for a total of 157 off-street parking stalls. To assess the potential for a reduced parking supply, this memorandum reviews regional parking demand data, in addition to developing a Transportation Demand Management (TDM) plan to support the parking variance request. The revised site statistics dated March 8, 2023, are provided in Appendix C.

Vehicle Parking Requirements and Supply

The off-street parking requirements for the proposed development were calculated based on the City's Bylaw No. 2000 (2022). Based on Section 4.14, a total of 204 parking stalls are required with 163 stalls for resident parking and 41 stalls for visitor parking, which is presented in Table 1.

Description	Bylaw Ref.	Size	Unit	Required Stalls Per Unit	Stalls Required
Resident Parking Stalls - Apartment	2000 - 4.14	136	Units	1.20	163
Visitor Parking Stalls	2000 - 4.14	136	Units	0.30	41
Total:					204

Table 1- Bylaw Required Parking Stalls

Based on the March 8, 2023, data sheet, the proposed development is expected to provide a total of 157 parking stalls with 39 stalls for visitor parking, two stalls for dedicated car-share vehicles, and 116 stalls for resident parking. The Developer is seeking a parking variance of 47 stalls to meet the Bylaw requirements.

Forecast Parking Demand

The forecast parking demand for the proposed development was also reviewed based on the parking rates published in the [Metro Vancouver 2018 Regional Parking Study](#) ("Study").

Based on the Study, it was found that the number of parking spots available for market rental apartment buildings was 35% higher than the actual number being used. For market rental sites located far from frequent transit networks (FTN), the report found that each unit had 0.99 occupied parking stalls. Using these numbers, the estimated parking demand for such developments would be 135 stalls, which is 28 stalls less than the 163 stalls required by the Bylaw for resident parking. However, there are still 19 stalls more than the 116 parking stalls proposed for residents. The parking demand based on Metro Vancouver rates is presented in Table 2, the building is approximately 597 metres from the FTN.

Market Rental Sites by Proximity to FTN	Parking Facility Survey		
	Stalls per DU (PFS)	Parked Vehicles per DU (PFS)	Parking Oversupply Estimate
Within 800m of rapid transit (n=3)	0.62	0.35	+77%
Within 400m of frequent bus only (n=3)	0.90	0.72	+25%
Away from FTN (n=6)	1.31	0.99	+32%

Table 2 - Resident Parking in Market Rental sites by Transit.

A key finding from the Study was that visitor parking may also be over supplied. The Study found that observed parking demand rates were below 0.1 stalls per apartment unit, which would result in an estimated demand for 14 visitor parking spaces. Considering that the proposed development is expected to provide visitor stall parking at the Bylaw rate of 0.3 stalls per unit, visitor parking supply may exceed the forecasted demand.

Due to the proposed reduction of 46 vehicle parking stalls from the Bylaw required total, a Transportation Demand Management (TDM) plan has been provided. The following sections describe the TDM measures proposed by the Developer to ensure that the reduction in parking stalls is offset by the availability of other, more sustainable, modes of transportation. TDM measures work by incentivizing these modes by increasing the convenience and decreasing the relative costs of sustainable modes:

1. Car Share Spaces - The proposed development is expected to provide two publicly available vehicle parking spaces, specifically for car share vehicles. Access to these car share spots, located at the P1 level with other visitor parking stalls, will be granted to the public 24 hours a day, seven days a week. The building manager will be responsible for facilitating public access to these car share spaces in a manner that maintains the security of the proposed development. A letter of support from a car share company will be obtained by the Developer.
2. The Developer will explore the provision of tailored marketing and communication campaigns aimed at promoting sustainable transportation modes for the proposed development. The campaigns will involve targeted messaging, incentives, and other marketing strategies to encourage residents to opt for transit and active transportation modes. New residents will also receive information on transit and bicycle routes.
3. The Developer will also explore the possibility of providing monthly subsidies for TransLink Compass Cards (stored value or monthly pass) per dwelling unit. Residents will have the option to request these passes, and the program will be made known to them.

According to the report provided the proposed parking supply does not meet the Bylaw requirement of 204 total stalls. Based on the Study, the resident (excluding visitor) parking demand for market rentals (more than 800 metres from a FTN route), is 0.99 stalls per dwelling unit. The same report notes that visitor parking demand was observed to be less than 0.1 stalls per apartment unit. This would result in a generated parking demand of 135 stalls for residents and 14 stalls for visitors. The proposed 157 stall parking supply (resident, car-share, and visitor) may be sufficient in meeting the forecast residential rental parking demands with the support of the TDM plan strategies. By providing additional accommodations for pedestrians, cyclists, and transit users, the mode share for vehicles may be reduced.

COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS

The original proposal was presented to the public through a Public Information Meeting (PIM) held on August 20, 2020. Approximately 40 people attended the PIM. Since this meeting, staff have maintained regular contact with several residents who have expressed an ongoing interest in the project. If the project proceeds to the next step in the approvals process, the public would have an opportunity to express their views direct to Council through a statutory public hearing, therefore staff are recommending that the application not be subject to an additional public information meeting.

FINANCIAL IMPLICATIONS

In accordance with existing Council Policy 511: 'Density Bonus / Amenity Contribution', a community amenity contribution of \$601,140 is anticipated based on the target rates set for the Town Centre Transition designation.

As the project proposes a FAR of 2.45, the total contribution would equate to \$1,575,950 (i.e., Additional floor area from 1.5 to 2.45 {[lot area x 2.45] – [lot area x 1.5]} = 3665 m² x \$430). Policy 511 establishes a reduction of up to 50% of an applicable amenity contribution for secured market rental floor space, which would amount to \$787,975. Additionally, the policy also establishes a reduction of up to 100% of an applicable amenity contribution for affordable rental floorspace. For this project, staff is comfortable considering a waiver of 100% for the 14 affordable housing unit having a total area of 869 m², reducing the total community amenity contribution to \$601,140.

INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS

The application and revisions made to the project have been reviewed by staff from several municipal departments. Before presenting the project to the City's Advisory Design Panel, the original design underwent several rounds of review and revision to ensure it satisfies municipal bylaw standards and the directions provided in the City's DPA Guidelines. The form and character of the building is consistent with the previous 4 storey iteration; therefore, staff are recommending that the revised proposal does not require a further review by the Advisory Design Panel.

LEGAL IMPLICATIONS

A Housing Agreement Bylaw would be prepared for Council's consideration, based on the applicable provisions in Council Policy 511: Density Bonus / Amenity Contribution as directed by Council. A draft of this Housing Agreement Bylaw would be brought forward for separate bylaw readings prior to the final adoption of the zoning amendment Bylaw.

CLIMATE CHANGE IMPLICATIONS

Environmental sustainability is addressed within the development by the provision of bike racks and bike storage, charging stations for electric vehicles, light pollution reduction by means of dark sky compliant exterior lighting systems, water efficient landscaping and plumbing systems, natural ventilation through operable windows and energy efficient HVAC systems, storage and collection of recyclables, renewable based wood building materials and heat island effect reduction by minimizing surface parking and maximizing density. Rainwater runoff will also be dealt with via a stormwater detention tank located on site. At the time the application was originally submitted the City's zoning bylaw requirements for EV parking stalls only required 1 per 10 spaces and did not require the additional 1 per 10 spaces to be wired for future EV use.

This additional requirement has not been requested of the Applicant to date, as the application has been processed based on the bylaw requirements of the day at the time of initial submission.

IMPLICATIONS FOR TREE PRESERVATION AND TREE CANOPY ENHANCEMENT

The Arborist Report prepared by Van Der Zalm (VDZ) and Associates has undergone several iterations of review and revision since the application was received in 2019. Staff have been working with the Applicant to ensure the design of the building, specifically the parkade, allows for the most significant level of tree retention. This is particularly important along the western and northern boundaries of the Subject Properties, where several mature trees exist.

In response to the City's comments, the Applicant has created notches in the parkade to avoid the tree protection zones associated with several large off-site (OS) trees. Furthermore, the Applicant has reduced the footprint of the building along its northern façade to provide greater accommodation to several off-site trees falling within the property tied to the Beverley development. Trees for which retention is proposed would require the posting of securities in accordance with the City's Tree Management Bylaw. Trees proposed for removal would be subject to replacement requirements. Where replacements are not feasible, cash-in-lieu of such may be considered by the City.

In summary, \$117,000 in securities (held for tree retention) and 27 replacement trees (\$40,500 value) would be required. The most recent Landscape Plan illustrates 24 replacement trees, plus 11 trees proposed for the sixth storey (rooftop amenity areas). If the project were to proceed, staff would work with the Applicant and their Landscape Architect to ensure tree species and required spacing, amongst other matters, were addressed to the satisfaction of the city. If Council gives the first and second reading, the tree locations will be legally surveyed as per our bylaw, and any revision will be made before the third reading.

ALIGNMENT WITH STRATEGIC PRIORITIES

Increase at and below market rental housing inventory.

OPTIONS / RISKS / ALTERNATIVES

The following alternative options for Council's consideration are:

1. Reject "White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-68 – 14937 Thrift Avenue and 1441, 1443-45, 1465 Vidal Street) Bylaw, 2022, No. 2439;" or
2. Defer consideration of "White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-68 – 14937 Thrift Avenue and 1441, 1443-45, 1465 Vidal Street) Bylaw, 2022, No. 2439" pending further information to be identified.

Staff recommends that the application proceed with bylaw readings, which are incorporated into the recommendations at the beginning of this corporate report.

CONCLUSION

This application proposes to rezone four properties from the "RS-1 One Unit Residential Zone" to the "Comprehensive Development Zone (CD) 68". If approved, it would enable the proposed multi-building residential project that consists of purpose built rental and affordable housing

apartments ranging from studios to 3-bedroom units to be built. If Council supports this application staff will bring the development permit forward at third reading. Overall, staff supports the proposal subject to the recommended conditions noted.

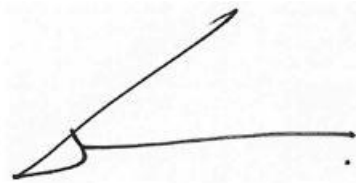
Respectfully submitted,

A handwritten signature in dark ink, appearing to read 'Anne Berry', with a stylized, cursive script.

Anne Berry
Director, Planning and Development Services

Comments from the Chief Administrative Officer

I concur with the recommendations of this corporate report.

A handwritten signature in dark ink, appearing to read 'Guillermo Ferrero', with a stylized, cursive script.

Guillermo Ferrero
Chief Administrative Officer

- Appendix A: 1441 Vidal - Report to Council - November 22, 2021 & 1441 Vidal – Report to Council – July 25, 2022
- Appendix B: Draft Zoning Amendment Bylaw No. 2439
- Appendix C: Parking Memo & Traffic Impact Study Addendum
- Appendix D: Arborist Report
- Appendix E: Architectural and Landscape Drawings