

# City of White Rock Official Community Plan



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*Part A* Purpose and Context



# 1.0 Purpose and Scope of this Official Community Plan

## 1.1 Purpose and Relationship to Other Plans

This Official Community Plan (OCP) is intended to protect cherished characteristics of White Rock while managing growth and shaping change in a manner that will help bring the community’s vision and goals to life. This OCP influences how people live, work, shop, play, and move around in the community. It shapes how White Rock looks and feels, and it influences the day-to-day experiences and quality of life of residents and visitors.

An OCP is a document with objectives and policies that guide decisions on planning and land use management. As the overarching city-wide policy for White Rock, this OCP is the guiding framework for all departments and decision-making within the City. OCPs are living documents that are flexible and fluid by nature, and are intended to evolve over time to address changing conditions in the community. As White Rock’s first OCP from 1958 explains, “city planning cannot be a ‘once and for all’ matter. Any plan needs constant modification to meet the community’s changing needs.”

Municipalities in British Columbia are given the authority to adopt an OCP through the *Local Government Act*, which stipulates what must and may be included in an OCP. Provincial legislation also establishes adoption procedures. This OCP has been prepared in compliance with all relevant legislation.

## 1.2 Plan Organization and Scope

This OCP includes policy areas identified in the *Local Government Act* in Section 473 (“content and process requirements”), Section 474 (“policy statements that may be included”) and Section 488 (“designation of Development Permit Areas”). While an OCP does not obligate a Council to undertake specific actions or projects, all bylaws enacted and public works undertaken must be consistent with the goals, objectives, and policies outlined in an adopted OCP. The OCP provides the base from which future land use decisions are made regarding new development proposals and other municipal decisions and initiatives.

This Plan is organized into four parts:

- Part A sets the stage by: providing an overview of the OCP purpose and scope; outlining the public process undertaken in developing the Plan; presenting the community’s Vision, Guiding Principles, and Goals as the foundation for all policies; and articulating a Regional Context Statement.
- Part B outlines objectives and policies relating to community character, growth management, land use, the Town Centre, the Waterfront, housing, environmental management, transportation and mobility, economic development, parks and recreation, infrastructure, quality of life, and arts, culture, and heritage.
- Part C presents implementation directions relating to plan administration, evaluation, and monitoring.
- Part D outlines guidelines for the City’s Development Permit Areas.

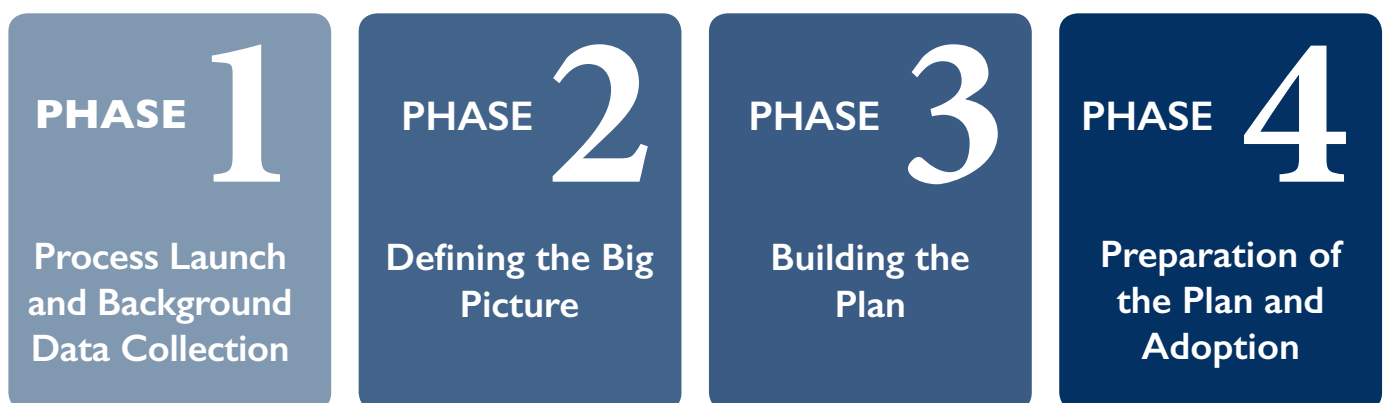


Figure 1 Imagine White Rock 2045 Process

## 2.0 The Imagine White Rock 2045 Process

### 2.1 An Inclusive Public Process

The OCP planning process took place over four phases, as illustrated in Figure 1, and was launched in early 2015. This Plan brings together nearly two years of background research, analysis, planning and design, broad community engagement with stakeholders and residents, and iterative review with staff across departments and City Council.

The first two Phases culminated in a vision and set of goal statements adopted by City Council in 2016. Building on previous work, Phase 3 involved further analysis of existing conditions and forecasts for long range population growth and residential, retail and service, and office development. Public engagement during Phase 3 built on the vision and goal statements developed in Phases 1 and 2 and focused on growth management and policy directions. During Phase 4, the Plan was drafted and presented for public input and was refined based on the feedback received.

Engagement opportunities included public open houses, surveys, community workshops, stakeholder meetings, a citizen OCP Working Group, and interactive pop-up booths at community events and in high people-traffic areas to capture the input of passersby.

Over the life of the process, over 1,500 distinct interactions with residents, business owners, employees, developers, and other participants resulted in extensive public input in all phases of the Imagine White Rock 2045 planning process.



Images: Imagine White Rock 2045 Phase 3 Public Engagement Sessions on Policy Directions and Growth Management.



## 3.0 Vision, Guiding Principles, and Goals

This Official Community Plan (OCP) is the culmination of two years of broad and meaningful engagement with thousands of residents. The Vision paints a picture of what White Rock will be like in 2045 and, along with the Guiding Principles and Goals, provides direction for the development and implementation of policies.

### 3.1 Vision

#### ***The year is 2045...***

Our City by the Sea is a **beautiful, distinctive, and engaged** community of people from all walks of life who choose to live, work, and play in White Rock.

Our residents and visitors experience **an extraordinary quality of life** due to White Rock's temperate climate, safe and healthy neighbourhoods, thriving urban Town Centre, accessible ocean waterfront and historic pier, rich cultural and natural heritage, and diverse open space and recreational amenities.

Our progress and **commitment to sustainability** builds community identity and pride, while ensuring White Rock meets the needs of current and future generations.



## 3.2 Guiding Principles

The OCP is strategically guided by six principles that articulate strategic elements and opportunities inherent in the vision. Together with the Goals, they provide the foundation for more detailed policies outlined in Parts B and development permit area guidelines outlined in Part D.



### Principle 1

## Connect to the Water

White Rock is first and foremost a seaside community. The waterfront and Marine Drive are cherished assets, however steep topography makes them difficult to access from other key destinations such as the Town Centre. This OCP will support making it easier and more inviting for residents and visitors to access the waterfront.







## Principle 2

### Enjoy the Town Centre

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If the waterfront is the soul of White Rock, then the Town Centre is the heart. This area is the economic and cultural centre of the community, with the greatest concentration of homes, jobs, shops, and amenities. This OCP will support reinforcement of the Town Centre as a mixed-use anchor, and will encourage the creation of delightful public places for socializing, dining, resting, people-watching, shopping, and taking in the view.





## Principle 3

# Grow Up & Grow Old in the Same Neighbourhood

White Rock has diverse housing types across the City, however neighbourhoods themselves are fairly homogeneous. This OCP will support the existing character of established neighbourhoods, while also providing more housing choices for diverse households, incomes, and needs. This includes young adults, families with children, and seniors who wish to downsize without leaving their neighbourhood behind. The OCP will also promote greater transportation choices for everyone, making walking, cycling, and transit use convenient and accessible.







## Principle 4

### See the Sea

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Few things distinguish White Rock from other places more than its stunning views of the ocean. Through the celebration of views, this OCP will help to shape an urban form that continually reminds residents and visitors that they are in a seaside community.





## Principle 5

### Share the Streets

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White Rock is blessed with an abundance of local small-scale shops designed around people rather than cars. Not only do these shops and restaurants provide services and jobs, they help animate public spaces and create interesting, intimate, and walkable streets. This OCP will help to strengthen the relationship between businesses and residents, making access on foot both convenient and enjoyable.







## Principle 6

# Live and Play in Green Places

White Rock is rich with natural beauty, including ecologically sensitive bluffs, ravines, and marine environments. At the same time, White Rock has limited park space, the tree canopy is inconsistent along streets and in neighbourhoods, and trees are largely situated on private property. This OCP will support increasing the quality and amount of green spaces within White Rock, enhancing tree canopy, and protecting natural resources and ecological areas.





### 3.3 Goals

Along with the Vision and Guiding principles, 13 Goals provide the foundation for this Plan. Policy sections in Part B are organized under these 13 headings.

#### 1. **Community Character**

The City of White Rock has great places that foster positive social interaction, community pride, and appreciation of natural features.



#### 2. **Growth Management**

The City of White Rock encourages citizen involvement while managing growth and development, characterized by high-quality design and the provision of community amenities and infrastructure.



#### 3. **Land Use**

The City of White Rock maximizes its limited land resource by creating a complete community where residents have convenient access to jobs, services, open space, and amenities.



#### 4. **Town Centre**

The City of White Rock promotes and develops the Town Centre as a distinctive, lively, and pedestrian-focused growth area.



#### 5. **Waterfront**

The City of White Rock enhances and promotes its beautiful Waterfront and historic pier as a memory-making destination where people can shop, dine, gather, play, and connect with nature.



#### 6. **Housing**

The City of White Rock has a mix of housing choices that are appropriate and affordable for residents at various stages of their lives.



#### 7. **Environmental Management**

The City of White Rock preserves and protects natural areas, features, and habitat, and encourages the responsible use of resources through sustainable development.



#### Guiding Principles Key



Principle 1: Connect to the Water



Principle 4: See the Sea



Principle 2: Enjoy the Town Centre



Principle 5: Share the Streets



Principle 3: Grow Up & Grow Old in the Same Neighbourhood



Principle 6: Live & Play in Green Places

### 8. **Transportation + Mobility**

The City of White Rock facilitates the movement of people by providing an inclusive, interconnected transportation network.



### 9. **Economic Development**

The City of White Rock attracts a diversified economy by supporting local businesses, creating a desirable place to visit, work, shop, and invest.



### 10. **Parks + Recreation**

The City of White Rock provides a diverse range of recreational facilities and open space, offering a wide variety of programs for residents of all ages and abilities.



### 11. **Infrastructure**

The City of White Rock is a safe and resilient community with responsive, high-quality, and well-maintained infrastructure that meets the needs of the community.



### 12. **Arts, Culture + Heritage**

The City of White Rock promotes and celebrates its thriving local arts, culture, and heritage to its fullest potential.




### 13. **Quality of Life**

The City of White Rock provides an environment where all residents can realize their potential in living healthy, happy, and well-balanced lives.




#### **Guiding Principles Key**

 Principle 1: Connect to the Water

 Principle 4: See the Sea

 Principle 2: Enjoy the Town Centre

 Principle 5: Share the Streets

 Principle 3: Grow Up & Grow Old in the Same Neighbourhood

 Principle 6: Live & Play in Green Places

## 4.0 Context and Projections

### 4.1 Context

Since time immemorial, the Semiahmoo and their ancestors have inhabited these lands. “Semiahmoo” translates to half-moon, referring to the shape of the southern bay of White Rock. Today, the Semiahmoo First Nation occupies 133 hectares of land within Surrey’s municipal boundaries along Semiahmoo Bay.

White Rock is situated near the Canada - United States border, which provides economic benefits such as cross-border shopping and tourism, as well as shared jurisdictions and responsibilities, such as the management of Semiahmoo Bay. White Rock is part of the region consisting of Canada’s Georgia Basin and the US Puget Sound, and is a member of Metro Vancouver, as shown in Figure 2.

North Bluff Road / 16th Avenue is an important east-west corridor and boundary between White Rock and Surrey. Past and projected future rapid growth in Surrey, particularly southern or ‘South’ Surrey, influences the City of White Rock due to their close proximity. Together, White Rock and South Surrey have shaped and will continue to shape the character of the peninsula in terms of the economy, land use, and transportation.

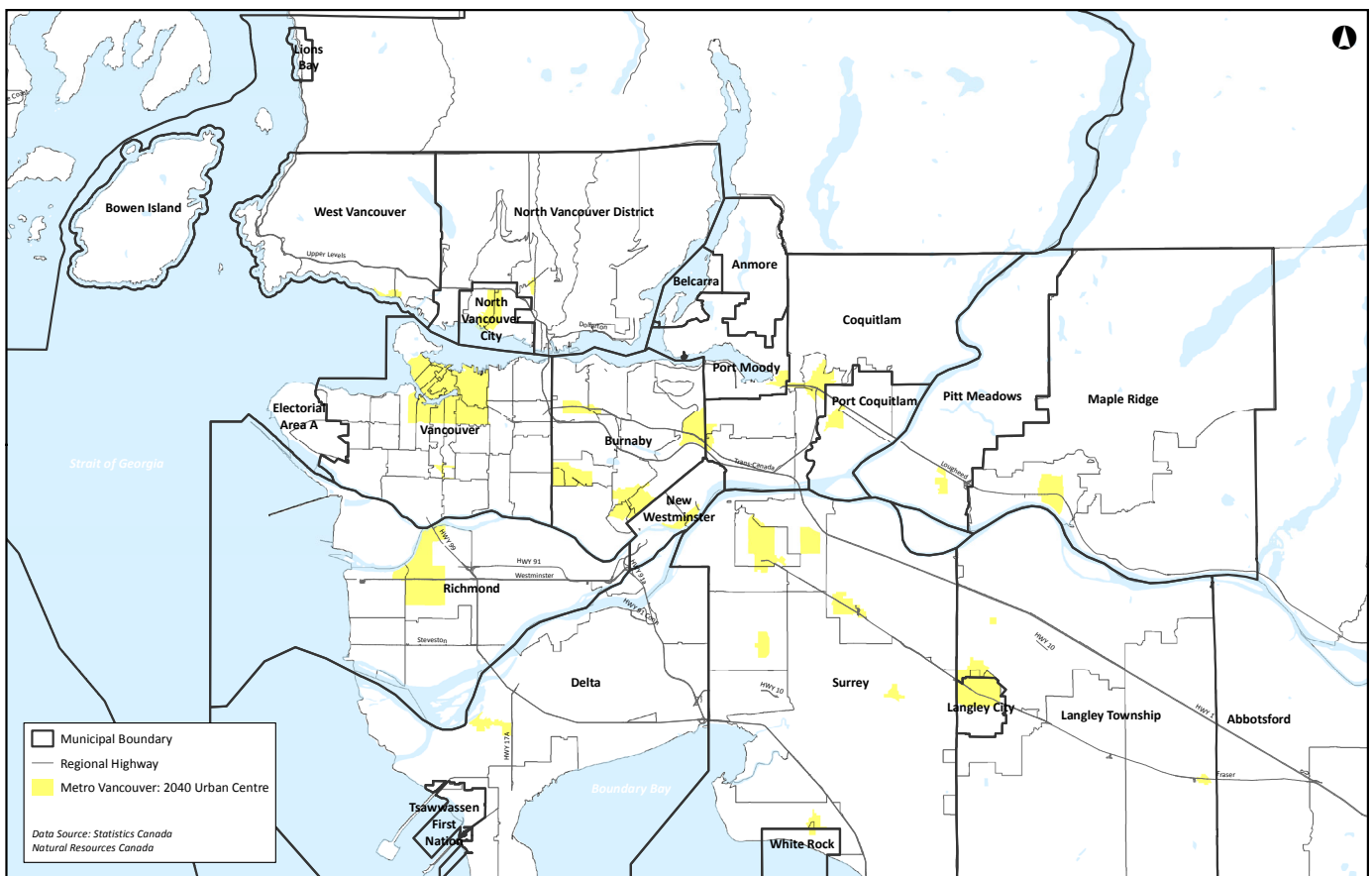


Figure 2 Metro Vancouver Regional Context



## 4.2 Population Growth

The South Surrey/White Rock Federal Electoral District (Figure 3) grew from 94,678 people in 2011 to 104,051 people in 2016, an average growth rate of about 2.0% per year. The pace of population growth in White Rock has been slower, with an average growth rate of about 0.6% per year over the same period as the population increased from 19,339 to 19,952. This reflects a long term trend in which White Rock's population has grown at a moderate rate, as presented in Figure 4. Based on recent and long term trends, as well as BC Stats projections, the population of the City of White Rock is expected to reach between 23,900 and 27,300 people by 2045.

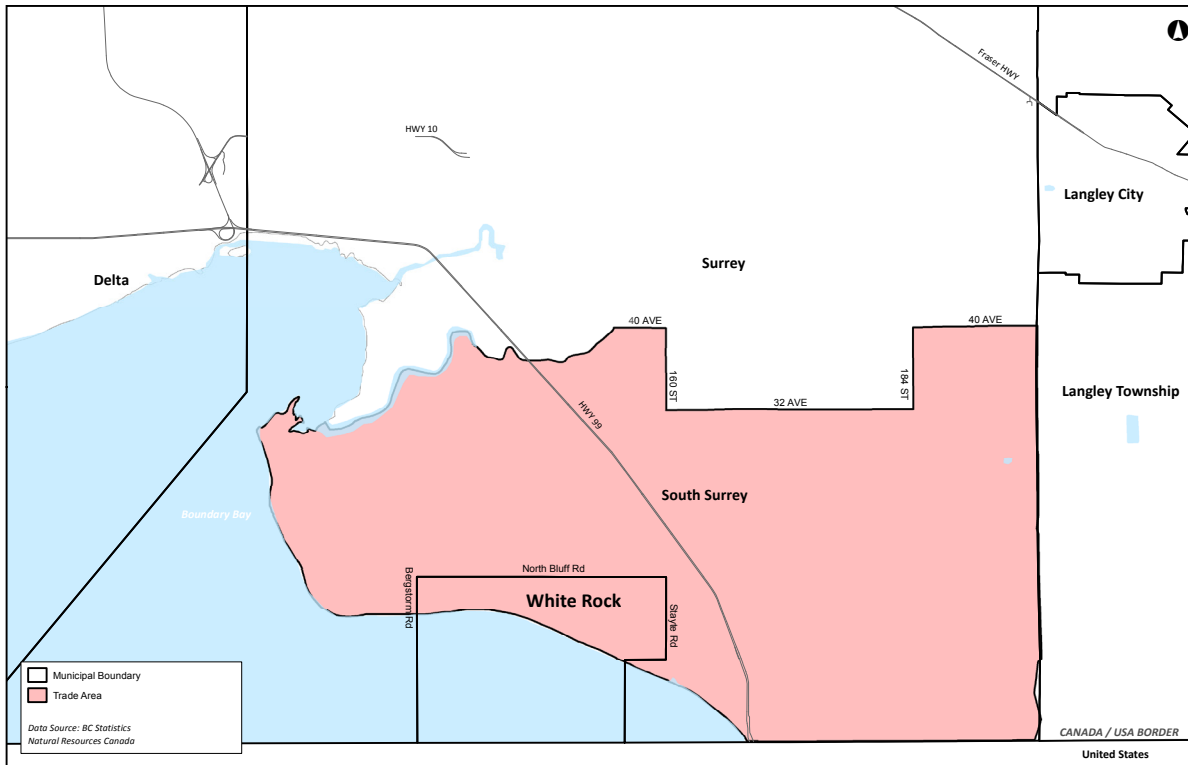


Figure 3 White Rock/South Surrey Trade Area

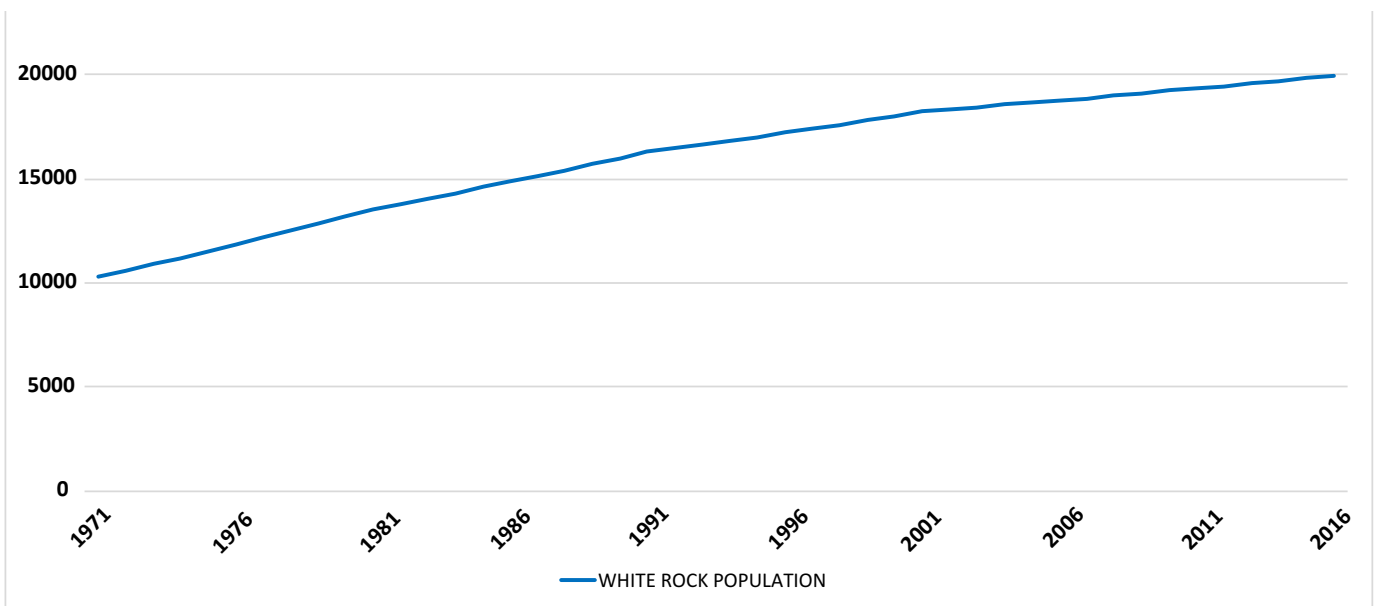


Figure 4 Census Population for White Rock, 1971 to 2016

### **4.3 Housing Growth**

Between 2006 and 2016, there was an average of 164 new housing starts per year in the City of White Rock. Approximately 76% of these housing starts were apartment units, about 4% were duplexes/rowhomes, and remaining 20% were single-detached houses. The total number of private dwellings grew from 9,870 in 2011 to 10,856 in 2016, an increase of 10.0%.

Projections for residential development in White Rock from 2016 to 2045 are between 4,320 and 5,110 new units. Estimated annual totals by type include 5-10 new duplex/townhouse units and 145-170 new apartment units (including secondary suites in new single detached houses). This works out to a total of 110-240 new duplex/townhouse units and 4200-4900 new apartment units between 2016 and 2045. No significant net increase in single-detached homes is expected, as most new starts will likely involve demolition and replacement of existing houses.

### **4.4 Employment Projections**

White Rock's employed labour force grew from 8,695 in 2001 to 10,050 in 2011, an increase of 15.6%. As the City's population projections are consistent with the population projections in the Regional Growth Strategy, it is anticipated that the employment projections will also be consistent. Total employment in the City is expected to increase to approximately 9,300 by 2045.

### **4.5 Commercial Growth**

White Rock has a total inventory of approximately 595,000 square feet of retail and service floorspace, of which 74% is situated in the Town Centre and Lower Town Centre, 16% percent is located in the West Beach area, 8% is found in the East Beach area, and the balance (2%) is in scattered locations. The main commercial growth prospect for White Rock is locally-serving retail and service floorspace. Analysis based on the projected population growth for the City suggests that an additional 80,000 to 209,000 square feet of locally-oriented retail and service space could be supported by City residents by 2045.

Grocery stores tend to be anchor tenants in most neighbourhood commercial centres, acting as a strong draw for day-to-day shopping trips that are often combined with other errands. As of 2016, White Rock has two grocery stores totaling 22,000 square feet, and with current demand and a growing population could support up to a total of 48,000 to 54,000 square feet of grocery store space by 2045.

### **4.6 Office Growth**

White Rock has a total inventory of approximately 163,400 square feet of office floorspace, of which 75% is located in the Town Centre (56%) and Lower Town Centre (19%), 21% percent is in the West Beach area, and 4% is found in the East Beach area. Analysis based on the projected population growth for the City suggests that an additional 30,000 to 79,000 square feet of office space could be supported by 2045.

## 5.0 Regional Context Statement

### 5.1 Introduction

The Metro Vancouver Regional Growth Strategy (RGS), Metro Vancouver 2040: Shaping Our Future (Metro 2040), provides the policy framework for accommodating regional population and employment growth up to the year 2041 while maintaining and enhancing the region's livability. Metro 2040 was adopted on July 29, 2011 by the Metro Vancouver Regional District, 21 municipalities, Tsawwassen First Nation, and TransLink.

Following section 429 of the Local Government Act, an RGS must cover a period of at least 20 years from the time of its initiation and while it may deal with any regional matter, it is required to include:

- a) a comprehensive statement on the future of the region, including the social, economic and environmental objectives of the board in relation to the regional district;
- b) population and employment projections for the period covered by the regional growth strategy;
- c) to the extent that these are regional matters, actions proposed for the regional district to provide for the needs of the projected population in relation to
  - (i) housing,
  - (ii) transportation,
  - (iii) regional district services,
  - (iv) parks and natural areas, and
  - (v) economic development;
- d) to the extent that these are regional matters, targets for the reduction of greenhouse gas emissions in the regional district, and policies and actions proposed for the regional district with respect to achieving those targets.

The Metro Vancouver RGS (Metro 2040) has five goals:

- Create a compact urban area
- Support a sustainable economy
- Protect the environment and respond to climate change impacts
- Develop complete communities
- Support sustainable transportation choices

Section 446 of the Local Government Act requires that official community plans include a regional context statement (RCS) that identifies the relationship between the official community plan and the RGS, and if applicable, how the official community plan is to be made consistent with the RGS over time.

White Rock's RCS indicates how the policies of this Official Community Plan are related to and will help meet the goals and strategies of the RGS. Table 2 at the end of this RCS provides information on the sections of the Official Community Plan that relate to the goals and strategies of the RGS.

Based on recent and long-term trends, the population of the City of White Rock is expected to reach between 23,900 and 27,300 people over the time period covered by this Official Community Plan, a relatively modest growth rate of between 0.6% and 1.0% annually, which is less than the region's overall growth rate as new growth can only be accommodated in White Rock through infill and redevelopment. The majority of this growth over the life of the OCP will be focused in the Town Centre. It is recognized that growth projections represent a low and high development scenario, and are intended to serve as a reference for planning rather than as mandatory targets. Table 1: Population, Dwelling and Employment Projections to 2045 provides the midpoint between the low and high growth scenarios.



White Rock Population, Dwelling, and Employment Projections to 2045					
	2016*	2021	2031	2041	2045
Population	19,950	20,925	22,870	24,820	25,600
Dwellings	10,860	11,670	13,290	14,910	15,560
Employment	7,400	7,800	8,400	9,300	9,600

Table 1 White Rock Population, Dwelling and Employment Projections to 2045

\*the 2016 population and dwelling estimates are taken from 2016 Census published counts. Population and dwelling estimates prepared by Metro Vancouver may include additional estimates of population and dwelling Census undercount.

Figure 5 below depicts the Urban Containment Boundary, along with the regional land use designations and boundaries of White Rock’s Urban Centre (the ‘Town Centre’ which is a portion of the Semiahmoo Municipal Town Centre identified in the Metro 2040).

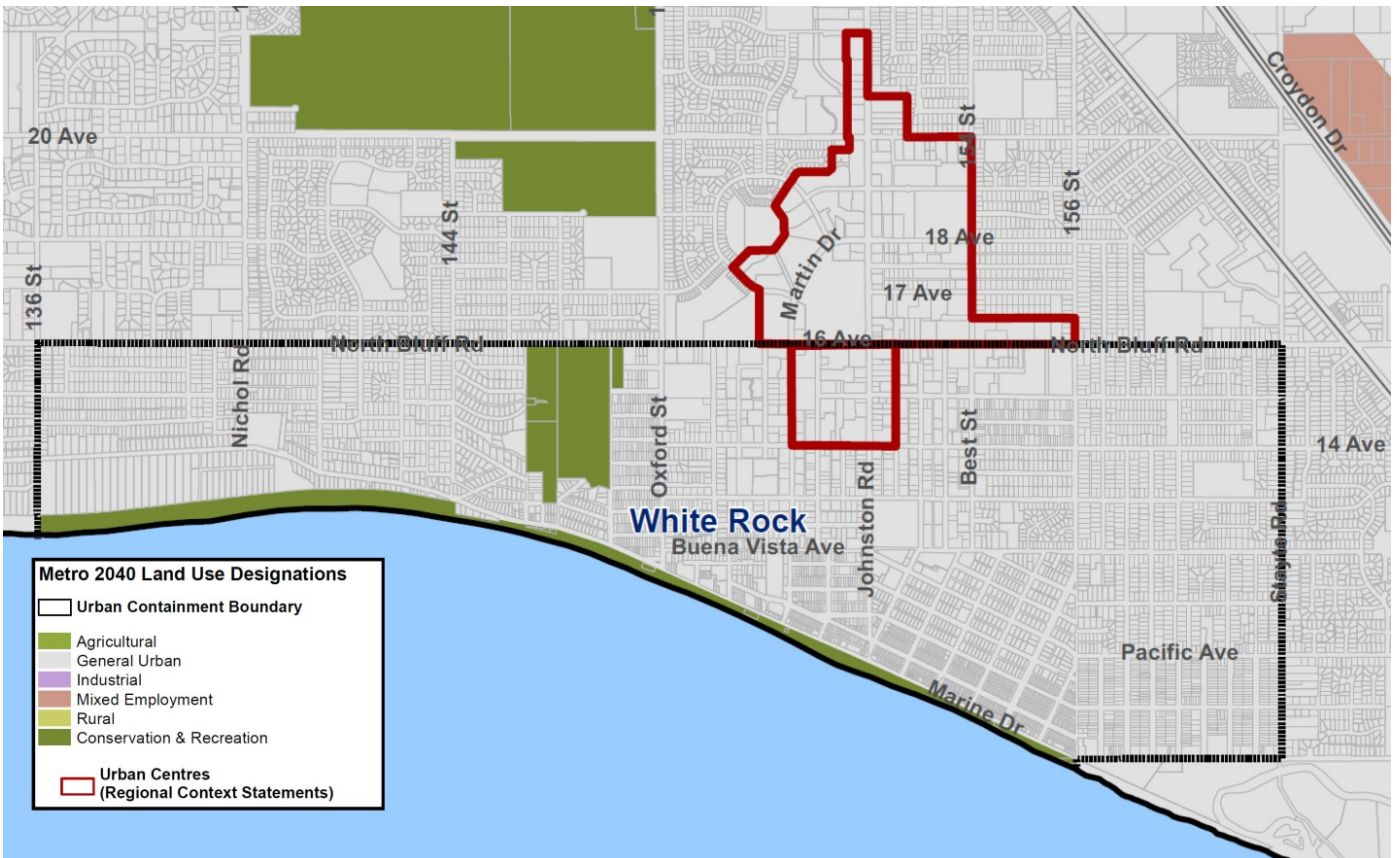


Figure 5 Urban Containment Boundary

The OCP will be made and kept consistent with Metro 2040 over time by way of annual reviews by Council and meetings between City staff and staff from the Regional District to discuss intersecting local and regional matters, as required. The Regional Context Statement will also be considered by Council when reviewing amendments to the RGS that relate to regional matters.

Table 2 White Rock OCP Policy Alignment with the Metro Vancouver RGS

<b>RGS Goals &amp; Strategies</b>	<b>White Rock OCP Policy Alignment</b>
<b>GOAL 1 - Create A Compact Urban Area</b>	
<p>Metro Vancouver’s growth is concentrated in compact communities with access to a range of housing choices, and close to employment, amenities and services. Compact transit-oriented development patterns help reduce greenhouse gas emissions and pollution, and support both the efficient use of land and an efficient transportation network.</p>	<p>With 3,893 people per square kilometre, White Rock is the fourth most compact community in the Metro Vancouver region, behind the cities of Vancouver, North Vancouver and New Westminster. The majority of new population and housing growth will be directed to the Town Centre and adjacent areas, which are where most employment, amenities, and services are located. Objective 7.1 states the City’s intent is to manage growth in a way that is consistent with the Regional Growth Strategy.</p>
<p><b>STRATEGY 1.1 - Contain urban development within the Urban Containment Boundary</b></p>	<p>As the entire City of White Rock is located inside the Urban Containment Boundary, all projected population, dwelling unit and employment growth will occur within the boundary.</p>
<p><b>STRATEGY 1.2 - Focus growth in Urban Centres and Frequent Transit Development Areas</b></p>	<p>White Rock’s Town Centre is part of the Semiahmoo Municipal Town Centre, an ‘Urban Centre’ in the Regional Growth Strategy which extends into the City of Surrey. The overall development of the Semiahmoo Municipal Town Centre will require consultation with the City of Surrey. The Town Centre area is identified as the focus for the majority of future growth over the life of this Official Community Plan and is noted as the City’s centre for cultural, civic, economic, and public life in the City. Policies 8.1.1 to 8.1.4 for the ‘Town Centre’ land use designation permit mixed use development at the highest density considered in the plan. Further policies under 9.1.1 to 9.5.1 elaborate strategies for achieving the City’s goal of developing the Town Centre as a distinctive, lively, and pedestrian-focused growth area, and policy 13.5.5 encourages reducing parking requirements in denser areas. While the majority of growth is anticipated to be focused within the Town Centre area, limited growth is permitted at a generally lower density in the following land use designations which have existing transit services and/or which are in close proximity to employment, amenities, and services: Town Centre Transition, Lower Town Centre, Urban Neighbourhood, Waterfront Village, North Bluff East and West, and Neighbourhood Commercial.</p>
<p><b>STRATEGY 1.3 - Protect Rural areas from urban development</b></p>	<p>Not applicable in the City of White Rock; there are no Rural areas.</p>

## GOAL 2 - Support a Sustainable Economy

The land base and transportation systems required to nurture a healthy business sector are protected and supported. This includes supporting regional employment and economic growth. Industrial and agricultural land is protected and commerce flourishes in Urban Centres throughout the region.

The majority of businesses in the City of White Rock are located in the Town Centre, which the Official Community Plan continues to promote as the primary employment hub and business centre of the community. New employment generating uses are also permitted and encouraged in the Lower Town Centre area and in the Waterfront Village area.

STRATEGY 2.1 - Promote land development patterns that support a diverse regional economy and employment close to where people live

Given White Rock's land constraints, there are no opportunities for major commercial development outside of the Town Centre, but any increase in employment will be close to where people live due to White Rock's compact nature. Policy 7.3.1 calls for a focus on new commercial growth in the Town Centre, Lower Town Centre, and Waterfront Village land use designations, while the limited commercial growth supported in policy 7.4.3 for Neighbourhood Commercial areas is intended to serve the local population. Areas within the Peace Arch Hospital and adjacent to it are encouraged to redevelop with compatible medical-related commercial uses in Policy 8.7.1 and 8.7.2. Objective 9.1 promotes office development within the Town Centre as the primary employment hub, and Policy 14.4.1 calls for the City to protect the commercial land base from conversion to non-employment uses, and to allow home occupations.

STRATEGY 2.2 - Protect the supply of industrial land

Not applicable in the City of White Rock; there are no Industrial areas.

STRATEGY 2.3 - Protect the supply of agricultural land and promote agricultural viability with an emphasis on food production

There are no Agricultural areas within the City of White Rock, however the Official Community Plan does support urban agriculture as well as related activities such as food processing, food sales, and nutrient recovery in policies 18.4.1 to 18.4.5.

## GOAL 3 - Protect the Environment and Respond to Climate Change Impacts

Metro Vancouver's vital ecosystems continue to provide the essentials of life – clean air, water and food. A connected network of habitats is maintained for a wide variety of wildlife and plant species. Protected natural areas provide residents and visitors with diverse recreational opportunities. Strategies also help Metro Vancouver and member municipalities meet their GHG targets, and prepare for, and mitigate risks from, climate change and natural hazards.

The City of White Rock's goal for environmental management is to preserve and protect natural areas, features, and habitat, and encourage the responsible use of resources through sustainable development. Further objectives are to mitigate risk of natural disasters and climate change (12.4) and to conserve energy and reduce greenhouse gas emissions (12.5).



STRATEGY 3.1 - Protect Conservation and Recreation lands	The Official Community Plan includes specific policies for protecting Semiahmoo Bay and watercourses in policies 12.1.1 to 12.1.87 and recreation lands in policies 15.1.1.
STRATEGY 3.2 - Protect and enhance natural features and their connectivity	Objective 12.2 and policies 12.2.1 to 12.2.4 provide direction for protection and enhancing habitat and natural areas in the city, and promotes ecological greenways to increase connection between isolated habitats. Development permit area guidelines (Section D) promote the retention and protection of mature trees in the process of new development.
STRATEGY 3.3 - Encourage land use and transportation infrastructure that reduce energy consumption and greenhouse gas emissions, and improve air quality	Policies 12.5.1 to 12.5.7 provide strategies for conserving energy and reducing greenhouse gas emissions. Policy 12.3.1 supports Metro Vancouver's Air Quality Management Plan and supports the shift to more active travel modes and transit use.
STRATEGY 3.4 - Encourage land use and transportation infrastructure that improve the ability to withstand climate change impacts and natural hazard risks	Policies 12.4.1, 12.4.2, and 16.2.3 promote the use of infrastructure that is able to withstand climate change impacts and natural hazard risks. Policy 12.1.4 supports shoreline restoration measures and the protection of the foreshore from erosion. The City has development permit guidelines for floodplain areas (Section 23.3), watercourses (Section 23.5) and ravine lands and significant trees (Section 23.4) to minimize natural hazard risk for new developments.
<b>GOAL 4 - Develop Complete Communities</b>	
Metro Vancouver is a region of communities with a diverse range of housing choices suitable for residents at any stage of their lives. The distribution of employment and access to services and amenities builds complete communities throughout the region. Complete communities are designed to support walking, cycling and transit, and to foster healthy lifestyles.	The City of White Rock's goal for land use is maximize its limited land resource by creating a complete community where residents have convenient access to jobs, services, open space, and amenities.
STRATEGY 4.1 - Provide diverse and affordable housing choices	The City of White Rock's goal for housing is to provide a mix of housing choices that are appropriate and affordable for residents at various stages of their lives. Policies 11.1.1 through 11.2.3 speak to increasing housing diversity by requiring minimum percentages of two and three-bedroom units in new residential developments, incorporating age-friendly measures in housing, supporting secondary suites, and encouraging the development of new affordable and market rental housing in transit-accessible locations. These policies provide a framework on which a Housing Action Plan could be prepared in the future.

STRATEGY 4.2 - Develop healthy and complete communities with access to a range of services and amenities

Policy 18.3.1 supports the enhancement of recreation opportunities at civic facilities to meet the diverse needs of the community. Policy 18.3.2 supports improving access to open space so that all residents live within a 5-minute walk of a park, green space, or other civic space. Policy 18.4.2 and 18.4.4 supports access to the local food system through community gardening and farmer's market.

### GOAL 5 - Support Sustainable Transportation Choices

Metro Vancouver's compact, transit-oriented urban form supports a range of sustainable transportation choices. This pattern of development expands the opportunities for transit, multiple-occupancy vehicles, cycling and walking, encourages active lifestyles, and reduces energy use, greenhouse gas emissions, household expenditure on transportation, and improves air quality. The region's road, transit, rail and waterway networks play a vital role in serving and shaping regional development, providing linkages among the region's communities and providing vital goods movement networks.

The City of White Rock's goal for transportation and mobility is to facilitate the movement of people by providing an inclusive, interconnected transportation network. In line with the City's Strategic Transportation Plan, the priority for transportation modes is walking, cycling, transit, goods movement, and personal vehicles.

STRATEGY 5.1 - Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking

A main objective for the Town Centre area, where the majority of growth is intended to occur, is to improve connections for walking and cycling by breaking up blocks with pedestrian pathways (Policy 9.3.1). Objective 13.1 is to encourage walking as the first choice for short trips, and policies 13.1.1 to 13.1.10 detail strategies on how to support this objective. Objective 13.2 is to improve the environment for cycling within White Rock, and policies 13.2.1 to 13.2.5 relate to this objective. Objective 13.3 and related policies 13.3.1 to 13.3.4 outline the ways the City intends to work with transit service provides to improve the frequency, comfort and convenience of transit use.

STRATEGY 5.2 - Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods and services

Objective 13.5 and policies 13.5.1 to 13.5.5 provide support for enabling the safe movement of vehicles and effectively managing parking supply. Objective 13.4 and policies 13.4.1 to 13.4.3 relate to the efficient delivery of goods to businesses in White Rock. Policy 13.4.2 notes that the City's goods are delivered on dedicated Truck Routes as identified in the City's Street and Traffic Bylaw, which functions as the City's Goods Movement Network map.









*Part B* Policies

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# 6.0 Community Character

**Goal:** The City of White Rock has great places that foster positive social interaction, community pride, and appreciation of natural features.



## Overview

White Rock is made up of distinct character areas, each with its own unique urban design qualities. These areas include the Town Centre, the Lower Town Centre, Waterfront Village, North Bluff Road, Urban Neighbourhoods, and Mature Neighbourhoods.

The mixed-use **Town Centre** and **Lower Town Centre** have strong character in areas where there are continuous small-scale storefronts, public realm amenities, and mature street trees. Views to the ocean are first experienced along Johnston Road in the **Lower Town Centre**, which helps reinforce a strong sense of place and identity for White Rock as a seaside community.

The **Waterfront Village** along Marine Drive, and the waterfront itself, are unique assets and part of the defining qualities of White Rock as a seaside community. The mixed-use areas on Marine Drive create destinations and activate the public realm, while a promenade along the waterfront reinforces this area as a regional draw. The steep topography provides clear waterfront views while also creating a physical barrier to and from the rest of the city.

**North Bluff Road** is the boundary between White Rock and Surrey. The character is diverse along this transit corridor, ranging from low-to-high density residential environments to larger format retail environments.

The **Urban Neighbourhoods**, areas around the **Town Centre** and **Lower Town Centre**, include mainly low-rise residential buildings with generous setbacks and varying amounts of tree canopy. These areas are diverse in terms of its views and public realm treatments.

**Mature Neighbourhoods** reflect the historic settling of White Rock with small single detached lots. Occupying both higher and lower grounds, these neighbourhoods have variable physical and visual access to the waterfront.

## Objectives and Policies

**Objective 6.1 - To retain and enhance the existing character of White Rock, including each of its character sub-areas, through development.**

- Policy 6.1.1 Character-Sensitive Growth – Focus most growth in high activity areas that are already characterized by medium to high intensities, primarily in the Town Centre and secondarily in adjacent areas and the Lower Town Centre. Require transition areas identified in Sections 7 and 8 to sensitively integrate the edges of the Town Centre with adjacent neighbourhoods, protecting their own established scale and character.
- Policy 6.1.2 Commercial Areas – Focus commercial growth in areas characterized by mixed-use and commercial environments, including in the Town Centre, Lower Town Centre, and Waterfront Village areas.
- Policy 6.1.3 Retail Environments – Require that retail uses be small or medium scale, protecting the established and character-defining qualities of White Rock’s established retail environment.
- Policy 6.1.4 Streetscape Design – Consistent with the polices in Part B and the guidelines in Part D, require that future investment in the built environment and public realm reinforce and enhance the character of existing streetscapes.
- Policy 6.1.5 Building Design – Consistent with the guidelines in Part D, require that the use of materials, textures, and other architectural treatments that reinforce White Rock’s seaside village character.
- Policy 6.1.6 Gateways and Signage – Develop and erect gateway features and signage at key entrances to the City and at entrances to commercial areas, including at the intersection of Johnston and North Bluff Roads.



**Objective 6.2 - To protect and reinforce views to the Waterfront from upland areas of the city, to assist in the protection of White Rock's identity as a seaside community.**

**Policy 6.2.1 Views and Development – Balance redevelopment with the protection of views to the water by limiting the area of tower floorplates and establishing appropriate tower setbacks from the street, as per the Development Permit Guidelines dealing with form and character in Part D.**

**Policy 6.2.2 Views and Trees – Select area-appropriate tree species for street plantings to limit conflicts between the protection of views and the retention of trees.**

**Policy 6.2.3 View to the Water from Public Spaces – Prioritize views to the water from public places, such as active walking streets, parks, and plazas. Specifically celebrate and reinforce vistas from the Lower Town Centre by creating inviting public spaces for pausing and enjoying the view.**





# 7.0 Growth Management

**Goal:** The City of White Rock encourages citizen involvement while managing growth and development, characterized by high-quality design and the provision of community amenities and infrastructure.



## Overview

White Rock's population has been growing at a moderate rate for decades, with most of the recent growth taking place in the Town Centre and adjacent areas. In the last decade, approximately 73% of new housing starts have been in the form of apartments. Over the last 10 years, over half of new retail and service development has taken place in the Town Centre, and approximately one third has taken place in the eastern commercial portion of Marine Drive. Detailed growth trends for population, housing, and commercial development are outlined in Part A.

The general approach to growth management in the City is to reinforce the existing pattern of growth and continue to focus density in the Town Centre, as presented in Figure 6. Additional growth is to be located in the Town Centre Transition and Lower Town Centre areas. The highest heights and densities are to be concentrated at the intersection of Johnston and North Bluff Roads, with heights and densities generally transitioning down to the south, east, and west. The Conceptual Urban Form for the City is highlighted in Figures 7 and 8.

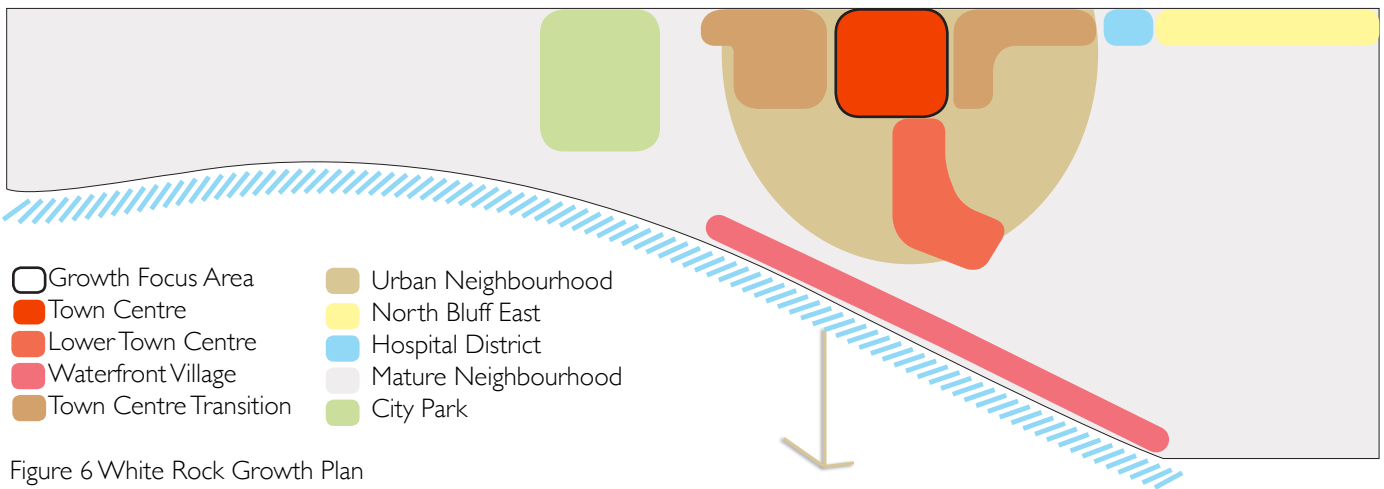


Figure 6 White Rock Growth Plan

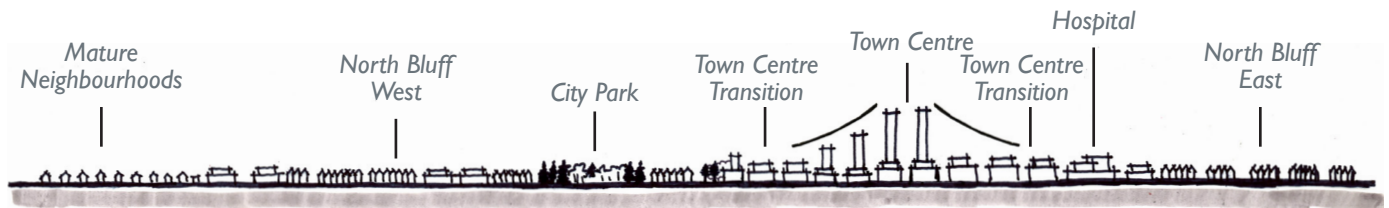


Figure 7 Conceptual Urban Form - East-West Section

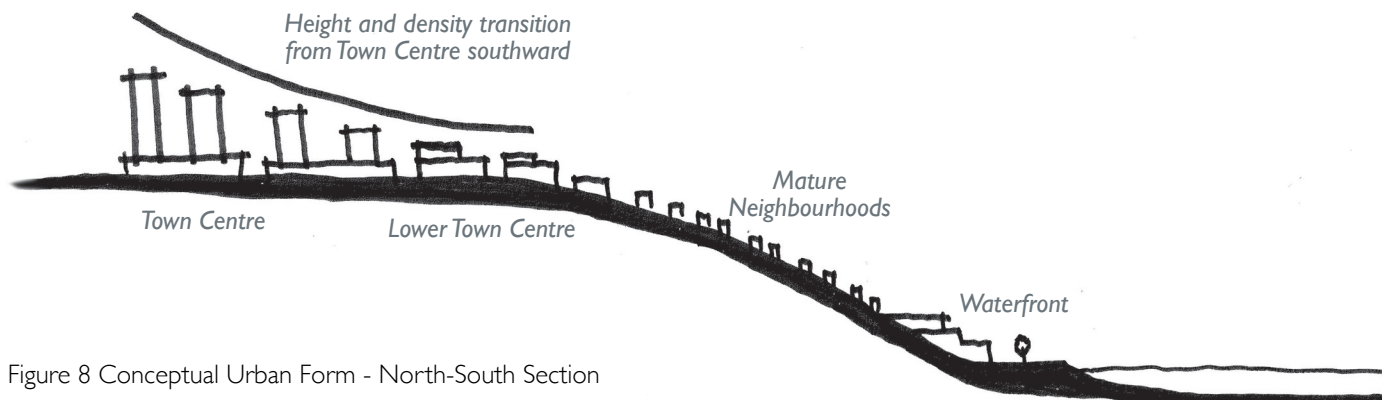


Figure 8 Conceptual Urban Form - North-South Section

## Objectives and Policies

**Objective 7.1 - To manage growth in a way that is consistent with the Regional Growth Strategy.**

Policy 7.1.1 City within a Region – Reinforce compactness and completeness throughout White Rock, focusing future residential intensification and new commercial development in the regionally designated Town Centre, which includes areas served by frequent transit.

**Objective 7.2 - To encourage growth that is consistent with the Conceptual Urban Form for the City.**

Policy 7.2.1 Transitions – Focus the tallest and densest development at the intersection of Johnston and North Bluff Roads, with heights and densities decreasing gradually to the south, east, and west.

Policy 7.2.2 Height Variations – Encourage some variation in building heights within the general transition to lower heights moving away from the intersection at Johnston and North Bluff Roads.

**Objective 7.3 - To maximize the proportion of residents who can access transit and meet daily needs within walking distance of home, and to reinforce a “City of Centres” with the Town Centre, Lower Town Centre, and Waterfront Village as the focal points of public, economic, and cultural life.**

Policy 7.3.1 Focused Commercial Growth – Focus new commercial growth in the Town Centre, Lower Town Centre, and Waterfront Village land use designations.

Policy 7.3.2 Focused Residential Growth – Focus the majority of residential growth and the greatest residential intensities in the Town Centre over the life of this Plan. Additional growth can be accommodated in the Town Centre Transition and Lower Town Centre areas.

**Objective 7.4 - To support new housing choices and the ability of residents to meet more daily needs within walking distance of home within Mature Neighbourhoods.**

Policy 7.4.1 Gentle Infill – Enable moderate residential growth in Mature Neighbourhoods, primarily in the form of secondary suites, duplexes, and triplexes.

Policy 7.4.2 Duplexes and Triplexes – Encourage duplexes and triplexes to be spread out throughout the City rather than focused in specific areas, by:

- a. Limiting the number of duplexes and triplexes along a single block frontage to 20% of the total number of properties;
- b. Discouraging duplexes and/or triplexes adjacent to one another (i.e. sharing interior side lot lines);
- c. Encouraging duplexes on corner lots and lots with lane access; and
- d. Limiting triplexes to lots with lane access.

Policy 7.4.3 Neighbourhood-Serving Retail – Enable limited commercial growth in the form of local-serving retail in Neighbourhood Commercial areas.



# 8.0 Land Use

**Goal:** The City of White Rock maximizes its limited land resource by creating a complete community where residents have convenient access to jobs, services, open space, and amenities.





## Overview

The majority of the land area in the City of White Rock is dedicated to single family dwellings in Mature Neighbourhoods. Low-rise multi-unit buildings are the dominant form surrounding the Town Centre and Lower Town Centre, while a combination of low-rise, mid-rise, and high-rise residential and mixed-use buildings are located in the Town Centre. Commercial development is focused along Johnston Road and Marine Drive, and institutional and open space uses are scattered throughout the City.

Land use designations allow for the management of future development in the City. Future growth is to be focused in the Town Centre as well as the adjacent Town Centre Transition areas and the Lower Town Centre. Allowable densities (Gross Floor Area Ratio or FAR) for future development for these three land use designations are highlighted in Figure 9. Potential heights (in storeys) for the same areas are outlined in Figure 10. Schedule A indicates the land use designation that applies to each property in the City.

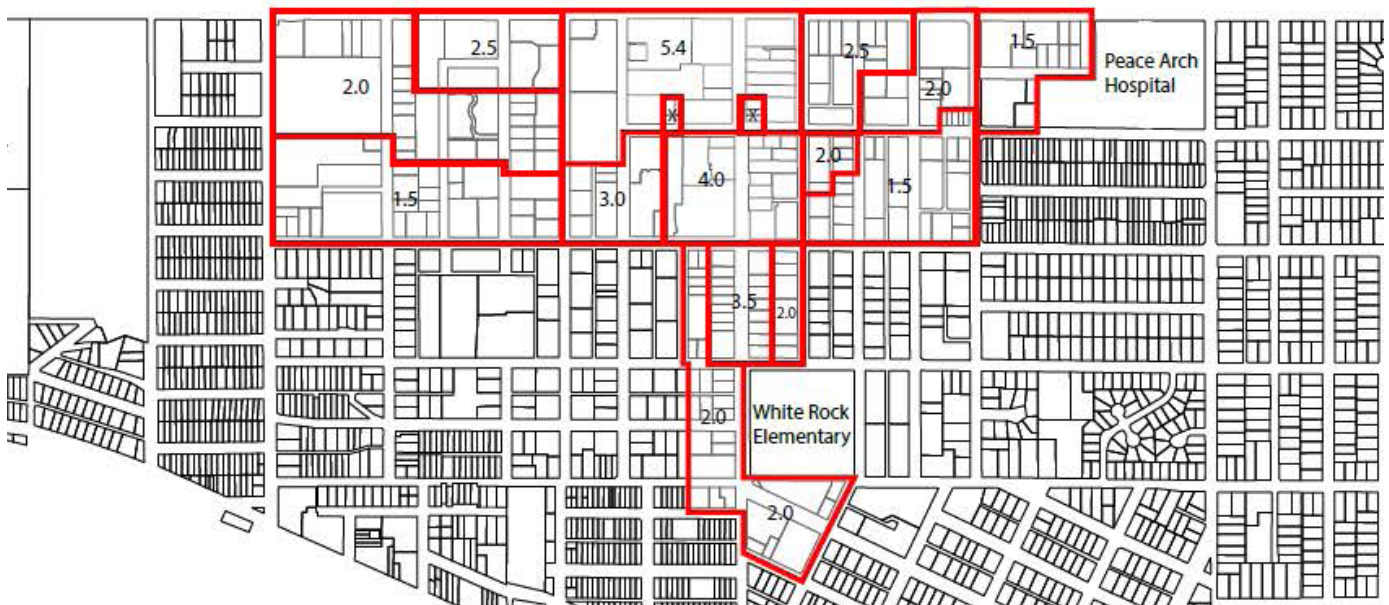


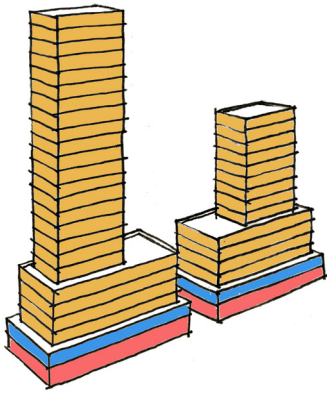
Figure 9 Maximum FAR in the Town Centre, Town Centre Transition, and Lower Town Centre Areas (\* indicates 2.0 FAR)



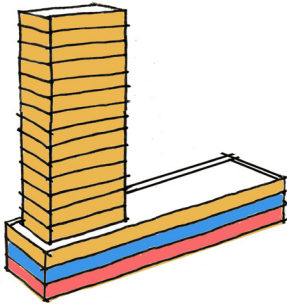
Figure 10 Conceptual Height Transitions in the Town Centre, Town Centre Transition, and Lower Town Centre Areas

# Objectives and Policies

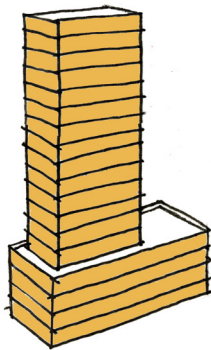
The objectives and policies in this section are organized by the following Land Use Designations.



Town Centre mixed-use



Town Centre mixed-use



Town Centre residential

## Town Centre

The Town Centre is the centre for cultural, civic, economic, and public life in the City. It is characterized by a diverse mix of uses, and it is focus for the majority of future growth over the life of this Plan.

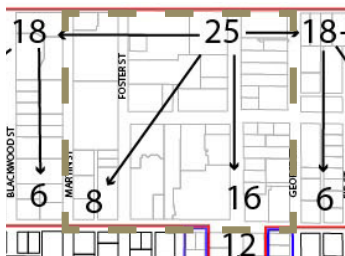
**Objective 8.1 - To enable a concentrated mix of multi-unit residential and commercial uses to strengthen the heart of the city, reinforcing it as a neighbourhood, city-wide, and regional destination, and to provide sensitive transitions between the Town Centre and adjacent areas.**

**Policy 8.1.1 Uses and Building Types –**Allow mixed-use (commercial/residential/ civic), multi-unit residential, and civic uses in primarily mid-rise and high-rise buildings.

**Policy 8.1.2 Density and Height –** Concentrate the highest densities and heights in the area bounded by North Bluff Road, Johnston Road, Russell Avenue, and George Street. Maximum allowable densities (FAR) are outlined in Figure 9 and guidelines for height transitions are illustrated in Figure 10.

**Policy 8.1.3 Retail Streets –** Strengthen existing retail streets by requiring continuous street-fronting commercial uses on Johnston Road. Street-fronting commercial uses are encouraged on North Bluff Road and on Thrift and Russell Avenues adjacent to Johnston Road, and will be considered on George Street. Small scale commercial uses may be appropriate in other areas of the Town Centre.

**Policy 8.1.4 Urban Design –** Enhance the built and public realms through policies identified in Section 9 and guidelines in the Town Centre Development Permit Area in Part D.



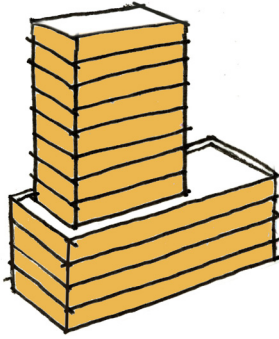
Conceptual Height Transition in Town Centre



Gross FAR in Town Centre (\* indicates 2.0 FAR)



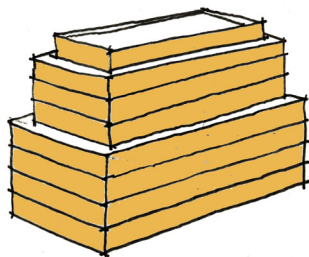
## Town Centre Transition



Along North Bluff Road and adjacent to the Town Centre

The Town Centre Transition area is residential in character, with densities and heights that support the Town Centre and provide transitions to neighbouring low to mid rise residential areas.

**Objective 8.2** - To enable a concentration of multi-unit residential uses to provide easy access to and to strengthen the commercial uses in the Town Centre and the transit corridor on North Bluff Road, and to provide a transition to surrounding low- to mid-rise residential areas.



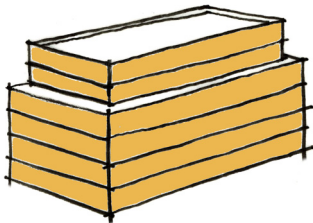
Transitioning south of North Bluff Road, and east and west

**Policy 8.2.1** Uses and Building Types – Allow multi-unit residential uses, with mixed-use (commercial/residential) on George Street and adjacent to the hospital. Building types range from low-rise to high-rise.

**Policy 8.2.2** Density and Height – Concentrate the highest heights and densities adjacent to the Town Centre along North Bluff Road. Maximum allowable densities (FAR) are outlined in Figure 9 and policy 8.2.3, and guidelines for height transitions are illustrated in Figure 10.

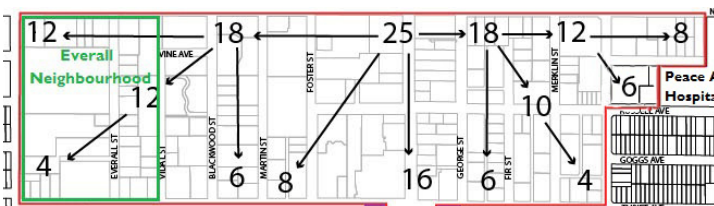
**Policy 8.2.3** Rental Housing – Allow a 40% increase to maximum FARs where at least half of this additional floor area is dedicated to and secured as residential rental units.

**Policy 8.2.4** Urban Design – Enhance the built and public realms through guidelines included in the Multi-Family Development Permit Area in Part D. Focus on the establishment of a greenway between the Town Centre and Centennial Park, as per Sections 13 and 15.



Adjacent to Urban Neighbourhood areas at Thrift Avenue

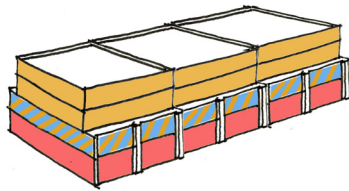
**Policy 8.2.5** Everall Neighbourhood – Allow height increases to accommodate allowable densities while protecting mature, healthy, high-value trees in the area bounded by North Bluff Road, Thrift Avenue, Oxford Street, and Vidal Street.



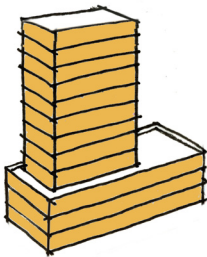
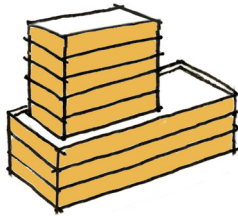
Conceptual Height Transition in Town Centre Transition



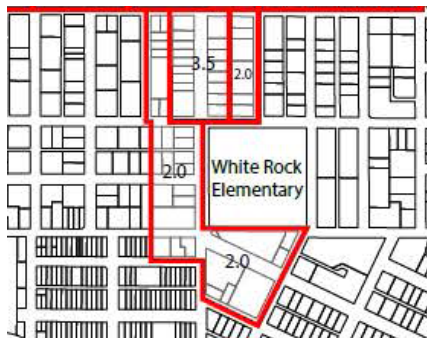
Gross FAR in Town Centre Transition



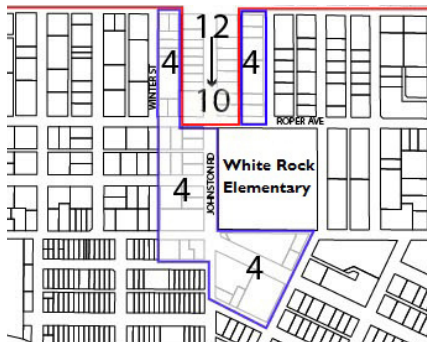
Primary form: mixed-use low rise buildings



From the Town Centre, transition from 12 - 10 Storeys along Johnston Road between Thrift and Roper



Gross FAR in Lower Town Centre



Conceptual Height Transition in Lower Town Centre

## Lower Town Centre

The Lower Town Centre has a village-like character, and provides a physical and visual connection to the waterfront. While it is comprised of a diverse mix of uses, it is smaller in scale than the Town Centre.

**Objective 8.3 - To enable a mix of multi-unit residential and commercial uses, to strengthen the heart of the city and relationship to the waterfront while maintaining a village character. To reinforce the low-rise, pedestrian-scale of the area while providing for modest residential intensification to support local businesses and public transit.**

**Policy 8.3.1 Uses and Building Types – Allow multi-unit residential uses and mixed-uses (commercial/residential) in primarily mid-rise and low-rise buildings.**

**Policy 8.3.2 Density and Height – Concentrate the highest heights and densities adjacent along Johnston Road between Thrift and Roper Avenues. Maximum allowable densities (FAR) are outlined in Figure 9 and guidelines for height transitions are illustrated in Figure 10.**

**Policy 8.3.3 Retail Streets – Strengthen existing retail streets by requiring street-fronting commercial uses on Johnston Road, and on Pacific Avenue from Johnston Road to Fir Street.**

**Policy 8.3.4 Urban Design – Enhance the built and public realms through guidelines included in the Lower Town Centre Development Permit Area in Part D.**

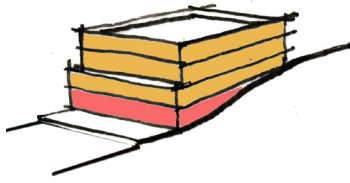
**Policy 8.3.5 Edges – Explore opportunities to create a welcoming edge along Johnston Road adjacent to White Rock Elementary School.**

**Policy 8.3.6 Views – Strengthen the village and seaside character of the Lower Town Centre by optimizing views to the water from the public realm, and as per the Lower Town Centre Development Permit Area guidelines in Part D.**

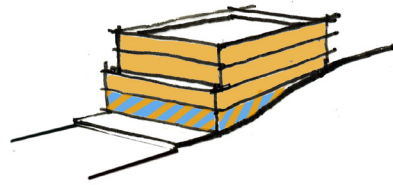
## Waterfront Village

The Waterfront Village has a seaside village character, with small scale mixed use buildings, as well as small scale multi-unit residential buildings that can readily accommodate future commercial uses as demand grows.

**Objective 8.4 - To enable a mix of multi-unit residential and commercial uses that establishes a seaside village character and supports local businesses and public transit.**



Mixed-use



Flex-residential

**Policy 8.4.1 Uses and Building Types – Allow multi-unit residential uses and mixed-uses (commercial/residential) in low-rise buildings.**

**Policy 8.4.2 Density and Height – Allow a density of up to 2.0 FAR, in buildings up to four storeys in height.**

**Policy 8.4.3 Retail Areas – Strengthen existing retail areas by requiring street-fronting commercial uses on Marine Drive between Oxford Street and Foster Streets, and between Balsam Street and Maple Street. Allow street-fronting commercial uses elsewhere on Marine Drive. Mixed-use buildings that do not front onto streets other than Marine Drive are not permitted.**

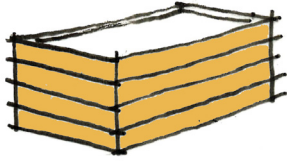
**Policy 8.4.4 Urban Design – Enhance the built and public realms through policies identified in Section 10 and guidelines in the Waterfront Development Permit Area in Part D.**

**Policy 8.4.5 Flexible Housing – Require the ground floor of new residential buildings fronting on Marine Drive outside of existing retail areas to be designed as flex spaces for potential future use as retail or office space.**

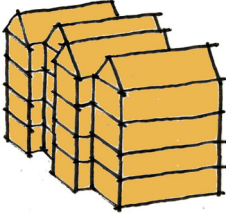
**Policy 8.4.6 Access – Strengthen access to the waterfront through strategies identified in Sections 10 and 13.**



## Urban Neighbourhood



Low-rise residential



Townhouse

The Urban Neighbourhood areas build on the existing character of apartment areas, protecting existing stock while providing opportunities for more low-scale multi-unit residences within walking distance of the Town Centre.

**Objective 8.5 - To enable a mix of multi-unit residential uses that support existing affordable housing stock, strengthen nearby commercial uses, and provide further transition from the Town Centre, Lower Town Centre, and Town Centre Transition areas.**

**Policy 8.5.1 Uses and Building Types – Allow multi-unit residential uses in townhouses and low-rise buildings.**

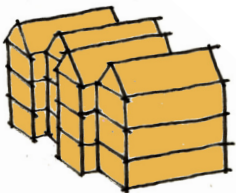
**Policy 8.5.2 Density and Height – Allow a density of up to 1.5 FAR in buildings up to four storeys in height.**

**Policy 8.5.3 Urban Design – Enhance the public and built realms as outlined in the Multi-Family Development Permit Area guidelines in Part D.**

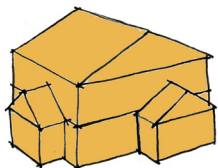
**Policy 8.5.4 Connectivity – Maintain a fine-grained block structure in the Urban Neighbourhood area, and establish direct and continuous walking connections, particularly leading to and from the Town Centre and Lower Town Centre areas.**

**Policy 8.5.5 Design and Context – Encourage designs that respond to the form of adjacent development, particularly when abutting Mature Neighbourhood areas.**

## North Bluff East



Ground-oriented townhouse



Single family home

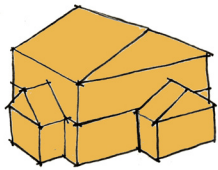
The North Bluff East area strengthens the transit corridor along North Bluff and provides gentle transitions to low-rise residential neighbourhoods to the south. This area is characterized by low-scale multi-unit and single-detached homes.

**Objective 8.6 - To enable multi-unit residential units that support the transit corridor on North Bluff Road.**

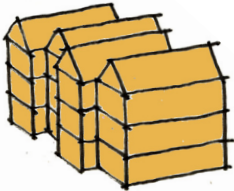
**Policy 8.6.1 Uses and Building Types – Allow multi-unit residential uses in townhouses, as well as duplexes, triplexes, and single family homes.**

**Policy 8.6.2 Density and Height – Allow a density of up to 1.0 FAR for townhouses, in buildings up to three storeys in height. Density and height maximums for duplexes, triplexes, and single family homes shall be as required in the City's Zoning Bylaw.**

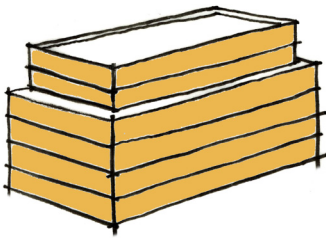
**Policy 8.6.3 Urban Design – Enhance the public and built realms as outlined in the Multi-Family Development Permit Area guidelines in Part D.**



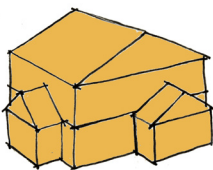
Single family home



Townhouse



Low-rise residential



Single family home

### **East Side Large Lot Infill**

The East Side Large Lot Infill area is characterized by a diverse mix of homes, ranging from single-detached houses to low-rise apartments, that respond to both surrounding Mature Neighbourhoods and the activities and scale of the Peace Arch Hospital area.

**Objective 8.7 - To enable a mix of residential forms and choices in the area east of the Peace Arch Hospital – as well as select commercial uses to support the Hospital – that are compatible with adjacent Mature Neighbourhood areas and supportive of transit along North Bluff Road.**

**Policy 8.7.1 Uses and Building Types – Allow multi-unit residential uses in townhouses and low-rise buildings, mixed-use buildings (commercial/office/residential), and single family homes.**

**Policy 8.7.2 Density and Height – Allow mixed-use buildings on Finlay Street between Russell Avenue and North Bluff Road with a maximum density of 2.5 FAR in buildings of up to six storeys in height. Allow ground-oriented townhouses on Maple Street between Russell Avenue and North Bluff Road and townhouses and low-rise apartments on North Bluff Road, with a density of 1.5 FAR in buildings of up to three storeys. Density and height maximums for single family homes shall be as required in the City’s Zoning Bylaw.**

**Policy 8.7.3 Urban Design – Enhance the public and built realms as outlined in the East Side Large Lot Infill Development Permit Area guidelines in Part D.**

### **Mature Neighbourhood**

Mature Neighbourhoods are comprised largely of White Rock’s existing single family housing stock. These areas will continue to be characterized by low-scale residential uses while accommodating gentle infill.

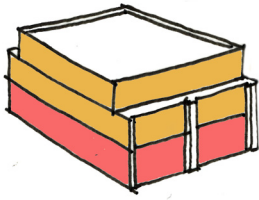
**Objective 8.8 - To enable single-detached and gentle infill opportunities, to protect the character of existing mature single family neighbourhoods while supporting housing choice and affordability.**

**Policy 8.8.1 Uses and Building Types – Allow single family homes, duplexes, and triplexes. Allow secondary suites in single-detached houses.**

**Policy 8.8.2 Density and Height – Allow density and height maximums for duplexes, triplexes, and single family homes as outlined in the City’s Zoning Bylaw.**

**Policy 8.8.3 Urban Design – Enhance the public and built realms, and maintain the existing residential character of established neighbourhoods with gentle infill (duplexes and triplexes), as per the Mature Neighborhood Infill Development Permit Area guidelines in Part D.**

## Neighbourhood Commercial



Mixed-use

Neighbourhood Commercial areas are small-scale retail nodes within largely residential areas, providing amenities and locally-oriented commercial services in established neighbourhoods.

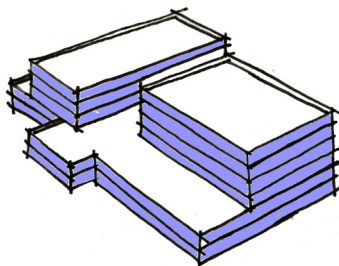
**Objective 8.9 - To enable limited, small-scale, neighbourhood-serving commercial uses that provides services and amenities in largely residential areas.**

**Policy 8.9.1 Uses and Building Types – Allow commercial uses and mixed-uses (commercial/residential) in low-rise buildings.**

**Policy 8.9.2 Density and Height – Allow a density of up to 1.0 FAR in buildings up to three storeys in height.**

**Policy 8.9.3 Urban Design – Enhance the built and public realms as outlined in the Neighbourhood Commercial Development Permit Area guidelines in Part D.**

## Institutional and Utility



Institutional

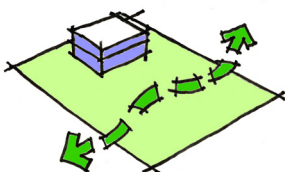
These uses are public or semi-public in character, providing needed services to the community.

**Objective 8.10 - To enable institutional and civic facilities such as schools, hospitals, major complex care facilities, civic buildings and facilities, and major utility buildings and facilities.**

**Policy 8.10.1 Uses and Building Types – Allow institutional and utility uses, and mixed-use (institutional, residential, and accessory commercial) in primarily mid-rise and low-rise buildings.**

**Policy 8.10.2 Density and Height – Determine the scale and height of buildings based on compatibility with surrounding development.**

## Open Space and Recreation Area



Park with accessory building

Open spaces and recreation areas are diverse in character, scale, and programmatic qualities, providing recreational amenities and habitat protection throughout the city.

**Objective 8.11 - To enable both passive and active recreation, habitat protection, and natural area preservation.**

**Policy 8.11.1 Uses – Provide for recreation areas and protected areas.**



## **General**

**Objective 8.12 - To utilize land use efficiently and in a manner that provides social, economic, and ecological benefits across the city.**

Policy 8.12.1 Community Amenity Contribution – Require community amenity contributions in accordance with the City’s Density Bonus / Amenity Contribution Policy.

Policy 8.12.2 Home-Based Businesses – Enable home-based businesses in neighbourhoods throughout the City.

Policy 8.12.3 Child Care – Encourage childcare uses in areas with higher concentrations of housing, including in multi-family and mixed-use areas.

Policy 8.12.4 Vacant and Under-Utilized Lands – Encourage the redevelopment of vacant lands and parking lots, particularly those on retail streets.

**Objective 8.13 - To ensure development applications are reviewed and processed in a consistent manner.**

Policy 8.13.1 Maximum Densities – Apply maximum allowable FARs to all new development applications, but not to previously approved developments where the existing zoning allows density beyond the maximum FAR contemplated in this Plan, buildings under construction, or existing buildings. An amendment to this Plan is required to allow an FAR above the maximum contemplated in this Plan.

Policy 8.13.2 Blended Density – Calculate allowable FAR for sites that straddle FAR boundaries in Figure 9 by taking a weighted average.

Policy 8.13.3 Land Dedications and Density – Calculate allowable FAR prior to any land dedications that may be required with new developments.

Policy 8.13.4 Maximum Heights – Use the height transition concept outlined in Figure 10 as a guideline when reviewing new development applications, and encourage moderate variations within the general transition. An amendment to this Plan is not required to allow heights above the maximum contemplated in this Plan.

Policy 8.13.5 Lot Consolidation – Encourage lot consolidations where smaller sites do not allow for functional development at the allowable FARs.

Policy 8.13.6 Permitted Uses – Require the uses in new developments to be consistent with the uses specifically permitted in the applicable land use designation. An amendment to this Plan is required to change the land use designation that is applicable to a given site as outlined in Schedule A.

# 9.0 Town Centre

**Goal:** The City of White Rock promotes and develops the Town Centre as a distinctive, lively, and pedestrian-focused growth area.



## Overview

The Town Centre is currently the hub of commercial, economic, and civic life, and includes the greatest intensities of residential uses in White Rock. Buildings are diverse, ranging from single-story commercial uses to 20 storey mixed use buildings.

The Town Centre straddles Johnston Road, which is the “high street” of White Rock and provides the stage for much of the city’s public life. The continuous small-scale storefronts frame the public realm and create a vibrant village-like setting. Johnston Road extends northward into Surrey, providing a strong link between the two municipalities. To the south below Russell Avenue, Johnston street begins to slope toward the waterfront, bringing it into view for pedestrians. East-west streets are also diverse in character, with a range of buildings heights, setbacks, and uses.

Building on the growth management and land use policies for the Town Centre, the policies in this section further articulate a long-term vision for the Town Centre as the heart of the community. In addition to supporting the greatest concentration of homes, jobs, shops, and amenities, Town Centre policies and Development Permit Guidelines encourage the creation of delightful public places for socializing, dining, resting, people-watching, shopping, taking in the view, and more.

## Objectives and Policies

**Objective 9.1 - To attract office and employment generating uses that reinforce the Town Centre as the primary employment hub.**

Policy 9.1.1 Office and Employment Hub – Enhance the Town Centre as the primary employment hub and business centre by encouraging the development of office, event, and hotel space, along with other employment generating uses.

**Objective 9.2 - To enable the establishment of civic and community uses, as well as other important destinations, reinforcing the Town Centre as a centre for cultural, civic, and public life in the city.**

Policy 9.2.1 Civic and Cultural Heart – Establish the Town Centre as the cultural and civic heart of White Rock by creating public space at the corner of Johnston Road and Russell Avenue and in the block bounded by North Bluff Road, Russell Avenue, Johnston Road, and Foster Street. Cluster civic, social, cultural, and retail uses around these spaces.

Policy 9.2.2 City Hall - Explore the possibility of relocating City Hall to the Town Centre, establishing a new civic centre with other potential civic facilities.

Policy 9.2.3 Grocery Store – Support the ongoing presence of a full service grocery store in the Town Centre.

Policy 9.2.4 High Street Character – Strengthen the high street character of the Town Centre and deliver predictable, high quality development in the Town Centre as per the Town Centre Development Permit Area guidelines in Part D. Undertake public realm improvements with new sidewalks, street trees, landscaping, street furniture, and improved pedestrian crossings, and coordinate with Surrey when appropriate.



**Objective 9.3 - To strengthen the permeability of the Town Centre, and the integration of open spaces and connections for walking and cycling.**

**Policy 9.3.1** Connectivity – Improve pedestrian connectivity throughout the Town Centre by breaking up blocks with pedestrian pathways. Establish a greenway connection that extends Russell Avenue westwards to Martin Street and then on to Centennial Park.

**Policy 9.3.2** Open Spaces – Enhance the network of parks and public open spaces by:

- a. Providing a northern extension of Bryant Park across Russell Avenue, and creating a new neighbourhood park and playground at the centre of the residential precinct in the block bounded by North Bluff Road, Russell Avenue, Johnston Road, and Foster Street;
- b. Establishing a civic plaza at Johnston Road and Russell Avenue;
- c. Establishing a green buffer on North Bluff Road, which could include a setback between Foster and George Streets with a double row of street trees with enhanced pedestrian facilities and physically separated cycling facilities; and
- d. Create a gateway plaza or other open space at North Bluff Road and Johnston Road.

**Objective 9.4 - To efficiently and strategically utilize land and development to enhance the character and quality of the Town Centre.**

**Policy 9.4.1** Parking – Consolidate surface parking areas into new developments and restrict future surface parking.

**Policy 9.4.2** Town Centre Community Amenity Contribution – Through redevelopment, contribute to the creation of appropriate public amenities that are consistent with the City's Community Amenity Contribution Policy, this Section, and the Town Centre Development Permit Area guidelines in Part D.

**Policy 9.4.3** Density Transfer – Allow the transfer of density from small lots to adjacent lots or lots located across City streets and laneways.

**Objective 9.5 - To advance sustainable urbanism in the Town Centre.**

**Policy 9.5.1** Sustainability – Conserve water and energy, and reduce greenhouse gas emissions as per the Town Centre Development Permit Area guidelines in Part D.





## 10.0 Waterfront

**Goal:** The City of White Rock enhances and promotes its beautiful Waterfront and historic pier as a memory-making destination where people can shop, dine, gather, play, and connect with nature.



## Overview

The Waterfront is a cherished community amenity and defining feature of White Rock, establishing it as a seaside community and regional destination and connecting residents and visitors to the natural setting. It was the waterfront and its views that attracted the first cottage developments in the city, and continues to shape the community's identity.

The City's steep topography provides clear waterfront views from many areas of White Rock, but also creates a physical barrier for many pedestrians and those with mobility challenges. The promenade and sidewalks along Marine Drive – along with restaurants and other shops – provide key waterfront connections and exceptional pedestrian experiences.

Building on the growth management and land use policies for the Waterfront Village area, the policies in this section further articulate directions for the Waterfront, seeking to strengthen existing character and connection to and from the Waterfront.

## Objectives and Policies

**Objective 10.1 - To improve comfortable and convenient access to the Waterfront.**

Policy 10.1.1 Getting to the Waterfront – Promote accessible movement of people to the Waterfront by:

- a. Connecting Johnston Road from the Five Corners area to the waterfront, using community amenity contributions to fund a people movement system as outlined in Section 13;
- b. Improving access to the beach for persons with mobility impairments;
- c. Enhancing north-south pathways and staircases, or 'Hill Walks,' and providing amenities such as rest areas to improve the accessibility and desirability of these connecting spaces;
- d. Creating visual cues and other wayfinding mechanisms to direct pedestrians toward connecting spaces; and
- e. Prioritizing public realm enhancements to the 'high and medium priority' sidewalks that are identified in the White Rock Strategic Transportation Plan.

**Objective 10.2 - To improve the comfort, safety, and delight of pedestrian spaces at the Waterfront.**

Policy 10.2.1 Pedestrian Spaces – Strengthen and expand pedestrian spaces on Marine Drive and the waterfront by:

- a. Protecting the pedestrian-scale and unique character of Marine Drive, and enhancing the pedestrian realm as per the Waterfront Development Permit Area guidelines in Part D; and
- b. Providing pavement markings and painted crosswalks that direct pedestrians through parking lots.

Policy 10.2.2 Parking – Identify strategies to reduce surface parking, including through the development of parking structures, in order to provide seasonal programming and more continuous pedestrian access at the waterfront without compromising business vitality.

Policy 10.2.3 Rail Line – Continue to explore opportunities to relocate the Burlington Northern Santa Fe rail line away from the waterfront, in order to address safety issues and concerns about the increase in rail traffic.



**Objective 10.3 - To ensure efficient access, circulation, and parking at the Waterfront.**

Policy 10.3.1 Access and Circulation – Improve vehicle access and circulation along the Waterfront, without compromising pedestrian movement.

Policy 10.3.2 Parking Management – Manage the parking supply and demand in the Waterfront area, with signage improvements and the provision of a new parking facility at Victoria Avenue and Vidal Street. Consider converting surface parking spaces into public spaces where parking can be provided elsewhere.

**Objective 10.4 - To preserve and maintain the natural scenic beauty and oceanside village character of the Waterfront, strengthening it as a year-round destination and amenity.**

Policy 10.4.1 Form and Character – Continue to preserve the unique and historic form and character of the built environment on Marine Drive through the Waterfront Development Permit Area guidelines in Part D.

Policy 10.4.2 Pier and Marine Activities – Promote the pier and promenade, and complimentary marine activities, which form an integral part of White Rock's Waterfront.

Policy 10.4.3 Public Realm – Develop public realm design guidelines to enhance the image of Marine Drive, including directions for street lighting and furniture, landscaping, sidewalks, right-of-ways, signage, open spaces, and transit amenities.

Policy 10.4.4 Tourism – Allow for temporary commercial activity south of Marine Drive as part of City-sanctioned special events and on-going leisure services programming.





## 11.0 Housing

**Goal:** The City of White Rock has a mix of housing choices that are appropriate and affordable for residents at various stages of their lives.



## Overview

White Rock currently has a mix of residential uses that characterize different areas of the city. While single family homes in the Mature Neighbourhood area account for the large majority of land area in White Rock, the greatest proportion of housing starts in the last decade have been apartments.

White Rock experiences housing affordability challenges along with the rest of the Lower Mainland, in which housing costs are well beyond a price-to-income ratio that justifies the price of housing. Regionally, 33.5% of households spent greater than 30% of their income on housing in 2011. In White Rock, this value was slightly lower at 31.4%.

Supporting new Affordable Rental developments and Secure Market Rental units will help improve housing affordability in the City. Affordable Rental developments are those in which 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. Secure Market Rental units are designated for rental purposes only and protected with a covenant, lease agreement, or housing agreement registered against title for the life of the building.

The policies in this section support elements of existing housing patterns, while expanding housing choice for a broader range of individuals, households, and income levels. Policies in this section also treat housing as a strategic asset that can be used to leverage other outcomes. For example, concentrating housing near transit and in mixed use areas supports transportation choice, reduces congestion, supports local businesses, promotes healthy lifestyles, and addresses many of the other goals of this OCP.

## Objectives and Policies

**Objective 11.1 - To expand housing choices for existing and future residents, and increase 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:**

- a. 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;
- b. 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; and
- c. Establishing outdoor amenity space requirements for multi-unit residential developments.

**Policy 11.1.2 Age-Friendly Housing for People with Disabilities – Incorporate age-friendly measures that respond to the needs of older individuals and people with disabilities by:**

- a. Developing design criteria for accessible units and establishing a minimum number of units required to be accessible in new developments; and
- b. Reducing parking requirements for dwelling units that are secured by a housing agreement for occupancy by persons with disabilities.

**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.**



- Policy 11.1.4 Secondary Suites – Explore opportunities to allow additional secondary suites to increase rental housing stock and improve housing affordability for homeowners, where relevant requirements such as parking and BC Building Code issues are addressed, including:
- a. Considering secondary suites in duplexes and triplexes;
  - b. Considering two secondary suites in single-detached houses; and
  - c. Reviewing and updating parking requirements for secondary suites.

**Objective 11.2 - To support rental housing and a range of non-market housing options and needs along the housing spectrum.**

Policy 11.2.1 New Non-Market and Rental Housing – Support new affordable and rental housing, especially in transit-accessible locations, by:

- a. Considering establishment of an Affordable Housing Reserve Fund, supported by a portion of cash-in-lieu community amenity contributions, to be used to provide Development Cost Charge credits to affordable rental housing developments;
- b. Waiving community amenity contributions for affordable rental housing developments and considering reductions for developments that include secure market rental units;
- c. Supporting rezonings for affordable rental housing with a density of up to 2.5 FAR and a maximum of six storeys in the areas identified in Figure 11;
- d. Considering making City-owned land available to non-profit organizations for use in affordable housing developments;
- e. Supporting the addition of ancillary rental housing on institutional sites, such as places of worship, where additional development can be accommodated;
- f. Requiring a minimum one-to-one replacement of the existing rental dwelling units when an existing rental building is proposed for redevelopment, with the average unit size of the replacement units at least 80% that of the units being replaced; and/or
- g. Reviewing parking requirements to determine the extent to which they can be relaxed for non-market and rental housing within walking distance (i.e. 400-800 metres of real travel distance) of frequent transit service and/or commercial areas.

Policy 11.2.2 Existing Rental Housing – Retaining low-rise rental building stock in the Urban Neighbourhood areas south of Thrift Avenue to preserve affordable and rental housing. Support redevelopment of rental projects with an additional 0.3 FSR and an additional 20 units per acre beyond the maximums allowed under current zoning.

Policy 11.2.3 Tenant Relocation – Establish a tenant relocation policy to support those affected by redevelopment of existing rental housing. Plans for relocating existing residents will be the responsibility of the developer.



Figure 11 Potential Affordable Rental Housing Sites





## 12.0 Environmental Management

**Goal:** The City of White Rock preserves and protects natural areas, features, and habitat, and encourages the responsible use of resources through sustainable development.





## Overview

White Rock is part of the Georgia Basin and Puget Sound ecosystem, with residents of this region sharing an airshed, a flyway for migratory birds, and habitat for anadromous fish. Further, Semiahmoo Bay has been designated as the Boundary Bay Wildlife Management Area (WMA) by the Ministry of Forests, Lands, and Natural Resource Operations, in order to conserve and manage wildlife habitat. There are also important considerations for tsunami preparedness and climate change adaptation.

White Rock has sensitive environmental features, including the foreshore, bluffs, and ravines. These ecological areas provide services and intrinsic value to humans, as well as habitat to other species. A mature tree canopy forms part of White Rock's ecological network and natural beauty.

The policies in this section seek to protect the ecosystems of which all people are a part and depend upon, and which shape much of White Rock's identity and natural beauty. The policies in this section recognize that human and environmental health are inextricably linked, providing direction for water, air, and soil quality. This section also provides direction on conservation of water and energy, and the reduction of greenhouse gas emissions, in tandem with Development Permit Area guidelines in Part D.

## Objectives and Policies

### Objective 12.1 - To protect the ecological integrity of watercourses and Semiahmoo Bay.

Policy 12.1.1 Aquatic Environment Protection – Protect and enhance the aquatic environment of Semiahmoo Bay.

Policy 12.1.2 Riparian Buffers – Protect and enhance riparian areas and buffers adjacent to watercourses, as per the Development Permit Area guidelines in Part D.

Policy 12.1.3 Watershed Management – Approve only uses, programming, and infrastructure adjacent to the waterfront that are compatible with the Boundary Bay WMA's management objective of providing priority to fish, wildlife, and foreshore habitats.

Policy 12.1.4 Shoreline – Continue supporting shoreline restoration measures, and the protection of the foreshore from erosion.

Policy 12.1.5 Rainwater Run-Off – Manage the quality and quantity of rainwater runoff by:

- a. Requiring that stormwater be addressed on-site, including through integrated stormwater management practices and other green infrastructure measures;
- b. Protecting and enhancing the quality of water entering Semiahmoo Bay by reducing the amount of rainwater flowing over impervious surfaces and collecting pollutants, in accordance with the City's Integrated Stormwater Management Plan and the Development Permit Guidelines contained in Part D; and
- c. Applying Fisheries and Oceans Canada and the Ministry of Environment's Land Development Guidelines for the Protection of Aquatic Habitat or other relevant guidelines to new developments where sedimentation, runoff, and erosion are potential concerns, and review streamside development applications in accordance with the Riparian Areas Development Permit Area in Part D.

Policy 12.1.6 Marine Food Sources – Explore opportunities to protect marine food sources, including fish and shellfish stocks.

Policy 12.1.7 Partnerships – Partner with other governments and agencies to ensure environmentally responsible stewardship of Semiahmoo Bay, and to raise awareness among residents, business owners, and visitors regarding the environmental sensitivity of the Bay. Support cross-border initiatives to promote the environmental well-being of the Georgia Basin area.

**Objective 12.2 - To protect and expand habitat and natural areas in the city.**

Policy 12.2.1 Natural Landforms – Protect ecologically sensitive areas and retain natural landforms in White Rock, including bluffs and ravines.

Policy 12.2.2 Tree Preservation – Preserve and protect mature, healthy trees throughout the City, by adopting and adhering to an Urban Forest Management Plan and requiring development projects to be designed with the intent of preserving and protecting mature, healthy trees.

Policy 12.2.3 Native Plant Species – Use native plant materials and naturescape principles for landscaping initiatives on City-owned lands with a view toward supporting biodiversity.

Policy 12.2.4 Ecological Greenways – Enhance and restore ecological links between existing natural areas, increasing connections between isolated habitats.

**Objective 12.3 - To protect environmental and human health.**

Policy 12.3.1 Air Quality – Participate in initiatives to support Metro Vancouver’s Regional Air Quality Management Plan, and follow Regional Growth Strategy policies related to reducing transportation-related pollution by helping shift to more active travel modes and transit use.

Policy 12.3.2 Public Stewardship – Support and encourage community stewardship programs that preserve and enhance natural areas. The City will also support and participate in environmental education initiatives.

Policy 12.3.3 Coordination with Other Governments – Cooperate with senior government agencies, including the Department of Fisheries and Oceans and the Ministry of the Environment, as well as Metro Vancouver, nearby municipalities, and Semiahmoo First Nation, to protect the environment. Consider the Regional Growth Strategy Conservation and Recreation areas in decision-making.

**Objective 12.4 - To mitigate risk of natural disasters and climate change.**

Policy 12.4.1 Risk Assessment – Conduct an assessment of municipal infrastructure to determine the level of risk and impact from rising sea levels, more frequent and larger storms, or other natural disasters, and ensure future development implements adaptation measures.

Policy 12.4.2 Flood Damage Protection – Require that new buildings within the floodplain areas shown in Schedule D are adequately flood-proofed to a standard established by the City and Provincial Government.

**Objective 12.5 - To conserve energy and reduce greenhouse gas emissions.**

Policy 12.5.1 Greenhouse Gas Emissions Reduction Targets – Undertake a study to establish updated greenhouse gas emissions targets, including city-wide targets as well as targets for buildings, transportation, and solid waste. Until such targets are updated, reduce greenhouse gas emissions in accordance with the recommendations of the City of White Rock Community Climate Action Plan:

- a. 10% below 2007 levels by 2020; and
- b. 50% below 2007 levels by 2050.

Policy 12.5.2 Development Permit Areas – Implement DPA guidelines in Part D relating to energy conservation and greenhouse gas emissions reductions through landscaping, siting of buildings and other structures, form and exterior design of buildings and other structures, specific features in development, and machinery, equipment, and systems external to buildings and other structures.

Policy 12.5.3 Green Building Strategy – Develop a strategy to enhance the environmental and human health performance of buildings.

Policy 12.5.4 Energy Step Code – Adopt the Province’s new Energy Step Code as means to move toward net-zero energy ready buildings.

Policy 12.5.5 On-Site Energy Generation – Support the use of on-site renewable energy generation systems to supply electricity, heating, and cooling to buildings and other structures.

Policy 12.5.6 District Energy – Explore opportunities to implement a district energy system to distribute thermal energy to consumers in the Town Centre and other areas with supportive residential densities, potentially in collaboration with Surrey where appropriate. Consider supplying the district energy system with renewable energy resources.

Policy 12.5.7 Electric Vehicles – Require one electric vehicle charging station for every 10 parking spaces in new multi-unit residential and mixed use buildings. Provide rough-ins for an additional one electric vehicle charging station for every 10 parking spaces, for future use as electric vehicle use increases.





### 13.0 Transportation + Mobility

**Goal:** *The City of White Rock facilitates the movement of people by providing an inclusive, interconnected transportation network.*



## Overview

Population densities and land use mixes in White Rock are generally supportive of transit and active modes of transportation. Fine-grained street grids and mixes of uses create short travel distances between destinations, making White Rock highly connected and providing a strong foundation for walkability. Barriers to walkability in White Rock include steep topography (which is also an issue for cycling), discontinuous sidewalks, and lack of pedestrian amenities in some areas.

Transportation policies in this OCP are consistent with the City's Strategic Transportation Plan, with a mode hierarchy in which transportation investments, new space allocation, and public realm improvements are made based on the following order of priorities: walking (including accessibility devices), cycling, transit, goods movement and commercial vehicles, and personal vehicles. This Section addresses transportation systems and highlights that streets are for much more than movement. Streets are for resting, socializing, shopping, playing, and generally participating in public life.

## Objectives and Policies

**Objective 13.1 - To improve the safety, comfort, convenience, and enjoyment of walking in White Rock, encouraging it as the first choice for short trips.**

**Policy 13.1.1 Connectivity** – Reduce travel distances by planning uses close together and creating more direct connections to destinations. Strengthen compact and mixed-use areas and support a fine-grained pedestrian network in which multiple routes exist between destinations. Establish greenways throughout the City, including an east-west greenway connecting the Town Centre to Centennial Park.

**Policy 13.1.2 Sidewalk Design** – Increase comfort and enjoyment of sidewalks and pedestrian pathways by improving the design of streets as they are replaced or upgraded. Potential improvements include:

- a. Expanding sidewalk coverage to achieve continuous sidewalks, prioritizing high pedestrian activity areas, as per the Strategic Transportation Plan;
- b. Encouraging a sufficient sidewalk width, including a minimum clear walking width of 1.5 metres in predominantly residential areas, 1.8 metres on major roads, and 2.5 metres in commercial areas;
- c. Using different coloured or textured materials for pathways and raised sidewalks in parking areas;
- d. Minimizing the number and width of driveways that cross sidewalks;
- e. Planting street trees and ensuring significant mature tree canopies along streets are protected and enhanced over time;
- f. Using landscaping, bike lanes, and/or street parking to separate sidewalks from vehicle lanes; and
- g. Testing and adapting innovative street approaches, such as shared streets and pedestrian streets, to the White Rock context.

**Policy 13.1.3 Pedestrian Street Crossings** – Improve the safety and accessibility of pedestrian crossings, giving priority to measures outlined in the White Rock Strategic Transportation Plan, by:

- a. Providing accessible curb letdowns that align between the sidewalk and street at intersections;
- b. Narrowing crossing distances by adjusting or extending curbs at intersections, and providing bus bulges;
- c. Maximizing crosswalk visibility through lighting, pavement markings, curb extensions, and clear sight lines; and
- d. Providing enhanced and accessible pedestrian signals.

**Policy 13.1.4 Rail Crossings** – Explore opportunities to upgrade and improve safety of rail crossings.

- Policy 13.1.5 Engaging and Comfortable Streets – Design the public realm and buildings to create streets that are interesting, engaging, dynamic, comfortable, and inviting, as per the Form and Character Development Permit Area Guidelines in Part D.
- Policy 13.1.6 Treatments for Hills – Implement measures to mitigate some of the impact that hills and steep slopes have on pedestrians by providing places to rest, additional stair treatments, and railings along the sides of buildings.
- Policy 13.1.7 Walkways and Stairs – Improve connectivity to the Waterfront by enhancing walkways and stairways, particularly those on or extending from Johnston Road, Centre Street, Cypress Street, and Foster Street, with public art, benches, lighting, community gardens, play areas, landscaping, and flower beds.
- Policy 13.1.8 Public Open Space – Provide parklets, plazas, and other gathering spaces in areas of high pedestrian activity to provide inviting spaces for people to linger and gather, providing further incentives to choose walking as a mode of travel and enhancing the public life of streets.
- Policy 13.1.9 Public Seating – Provide opportunities for rest, with seating at regular intervals on sidewalks and other pedestrian paths. Strategically locate seating in areas that are pleasant for people-watching or are adjacent to ravines, parks, and other green and natural areas.
- Policy 13.1.10 Wayfinding – Develop an expanded wayfinding system that will help guide pedestrians to key activity areas and other destinations.

**Objective 13.2 - To improve the safety, comfort, convenience, and enjoyment of cycling within and through White Rock.**

- Policy 13.2.1 Bicycle Network – Enhance the bicycle network to improve connectivity and provide more cycling options throughout the city by:
  - a. Providing more north-south bicycle routes, in particular to connect the Town Centre and Waterfront;
  - b. Providing ramps for bicycles at key stairways in areas of steep topography and where there are no through streets, including Johnston Road, Centre Street, Dolphin Street, Cypress Street, and Bay Street;
  - c. Providing high quality bicycle facilities along North Bluff Road;
  - d. Connecting existing gaps in the network, including extending the off-street facilities on Stayte Road south to Marine Drive and extending the shared use land on Bergstrom Road; and
  - e. Implementing bicycle route improvements as part of major street capital projects and as other opportunities arise.
- Policy 13.2.2 Bicycle Facilities – Enhance the comfort of bicycle facilities for all ages and abilities by implementing different approaches and degrees of separation from motor traffic according to context and as outlined in the White Rock Strategic Transportation Plan. These include off-street pathways, cycle tracks, bicycle lanes, and neighbourhood bikeways.
- Policy 13.2.3 Conflict Zones – Highlight potential conflict zones, such as intersections and driveways, through coloured markings and dashed bicycle lane markings, and consider inclusion of bicycle signal crossings.
- Policy 13.2.4 Bicycle Parking – Provide abundant, weather-protected, secure, and conveniently located bicycle parking in all new multi-family developments, and at key employment and visitor destinations, schools, Peace Arch Hospital, and transit stops with regional connections where space is available. Provide short-term bicycle parking in commercial areas, the community and civic centre, at the waterfront, and in parks.



Policy 13.2.5 End-of-Trip Facilities – Encourage end-of-trip facilities including showers and clothing lockers in major employment developments and new civic facilities.

**Objective 13.3 - To utilize land use and design tools, and to work with transit service providers, to improve the frequency, comfort, and convenience of transit use.**

Policy 13.3.1 Enhance Transit System – Work with TransLink to make transit more attractive and convenient by:

- a. Enhancing local service frequencies;
- b. Enhancing local circulator service;
- c. Improving local service periods of operation;
- d. Ensuring a universally accessible transit system;
- e. Improving the White Rock centre exchange;
- f. Enhancing the transit customer experience; and
- g. Supporting regional transit improvements.

Policy 13.3.2 Transit Stops – Improve infrastructure around bus stops by ensuring there are sidewalks leading to the bus stop, crosswalks near bus stops, and accessible curb letdowns.

Policy 13.3.3 Transit Shelters – Provide seating, lighting, and customer information at all bus stops along high frequency corridors, such as Johnston Road, Pacific Avenue, Columbia Avenue, eastern Marine Drive, Stayte Road, and North Bluff Road.

Policy 13.3.4 Bus Exchange – Support the development of a new bus exchange in the Semiahmoo Town Centre.

Policy 13.3.5 Hillside Connector – Continue exploring the feasibility of a fixed transit link or “people mover” between the Waterfront and Town Centre that does not involve a conventional bus, but may include a covered/enhanced escalator or funicular.

Policy 13.3.6 Transit Focus in the Town Centre - Identify the Town Centre as a key regional and local transit service ‘anchor point’, to ensure additional frequent and local transit route and infrastructure investments are directed to this area and recognize the Town Centre’s role as a high-density, mixed-use growth focus area in White Rock and the Semiahmoo Peninsula.

**Objective 13.4 - To enable the efficient delivery of goods to local businesses in White Rock.**

Policy 13.4.1 Deliveries – Establish delivery times during off-peak hours in areas where there is congestion with goods delivery.

Policy 13.4.2 Truck Routes – Maintain existing dedicated Truck Routes in White Rock’s Street and Traffic Bylaw.

Policy 13.4.3 Rail Line – Continue to explore opportunities to relocate the Burlington Northern Santa Fe rail line away from the waterfront, in order to address safety issues and concerns about the increase in rail traffic.

**Objective 13.5 - To enable the safe movement of vehicles, effectively manage parking, and encourage greener solutions for personal vehicle use.**

- Policy 13.5.1 Network and Improvements – Implement improvements to streets and intersections, as per the Strategic Transportation Plan.
- Policy 13.5.2 Traffic Calming – Implement traffic calming to reduce vehicle speeds and discourage short-cutting through residential streets and lanes.
- Policy 13.5.3 Wayfinding – Direct visitors to destinations with wayfinding signage to reduce impacts of visitor traffic. Enhance highway signage exposure along Highway 99 to increase awareness of White Rock services, attractions, accommodation, and other amenities.
- Policy 13.5.4 Electric Vehicles – Explore opportunities to install public charging stations in the Town Centre and along the Waterfront, and provide designated stalls for electric vehicles.
- Policy 13.5.5 Parking Supply – Manage parking supply by reviewing parking standards for new developments to ensure oversupply does not occur, and consider reducing requirements in denser areas. Review parking standards for Mature Neighbourhoods to determine an appropriate approach for secondary suites and other gentle forms of infill.





## 14.0 Economic Development

**Goal:** The City of White Rock attracts a diversified economy by supporting local businesses, creating a desirable place to visit, work, shop, and invest.





## Overview

Economic development is a vital to quality of life and many other community goals. As retail is so fundamental to the economic prosperity of White Rock, attracting tourists and other visitors to sustain local businesses has long been a community priority.

The policies in this section seek to support White Rock as a place to not only live and play, but also to work, shop, and conduct business. They provide direction on strategies and partnerships to enhance overall economic prosperity, and to differentiate White Rock from other communities.

## Objectives and Policies

**Objective 14.1 - To promote the city as a place to move to and reside in over the long term.**

Policy 14.1.1 Attractive Community – Promote White Rock as a community that provides:

- a. A mix of high quality housing choices, including diverse forms and tenures that accommodate workers of differing incomes, abilities, stages of life, and lifestyles;
- b. Distinct mixed-use precincts and local and boutique retail opportunities;
- c. Leisure-supportive spaces and tourism areas;
- d. Arts, heritage, and cultural events and activities; and
- e. A wide range of community services.

**Objective 14.2 - To coordinate efforts in support of tourism development in White Rock.**

Policy 14.2.1 Tourism Economy – Work with Tourism White Rock and other stakeholders to enhance the value of the tourism economy.

Policy 14.2.2 Destinations – Work with the Business Improvement Association to improve and promote retail and amenity areas, including along Marine Drive and Johnston Road, by focusing on the city as a “full day destination” and on the waterfront as a “year round destination”. Explore the possibility of expanding programming on the waterfront., and actively promote the development of new hotel space and related uses in this area.

Policy 14.2.3 Year-Round Activities – Encourage year-round tourist-oriented and community activities such as outdoor markets and street festivals, particularly at the waterfront.

**Objective 14.3 - To leverage partnerships that will assist in business development.**

Policy 14.3.1 Business-Friendliness – Encourage the involvement of the business community in the improvement and promotion of White Rock as a place to do business.

Policy 14.3.2 Mutual Benefits – Work with the City of Surrey, the City of Blaine, and the Semiahmoo First Nation to promote economic development opportunities.

Policy 14.3.3 P3 Opportunities – Be receptive to public-private partnership opportunities

Policy 14.3.4 Expanded Business Sector – Work with local businesses to explore ways to encourage an expanded business sector, including both retail and office uses, through initiatives such as branding, partnerships, incentives, and “buy local” campaigns.

**Objective 14.4 - To utilize land use and marketing measures to promote local jobs, support local businesses, and increase the tax base.**

Policy 14.4.1 Commercial Land – Foster a mix of employment opportunities by protecting the commercial land base from conversion to non-employment uses, and by allowing home occupations.

Policy 14.4.2 Retail Niche – Protect and further develop a specialized small-scale market niche that capitalizes on White Rock’s seaside location and village character.

Policy 14.4.3 Film Industry – Capitalize on Metro Vancouver’s identity as “North Hollywood” by marketing White Rock as a prime destination for the film industry.





## 15.0 Parks + Recreation

**Goal:** The City of White Rock provides a diverse range of recreational facilities and open space, offering a wide variety of programs for residents of all ages and abilities.





## Overview

If buildings are the backdrop to public life, then open spaces are the stage. Open spaces foster public life, provide passive and active recreation opportunities, and establish connections to healthy ecosystems and a holistic food system. White Rock is home to approximately 31 hectares of park land, as well as several indoor and outdoor recreation facilities and a community garden. Some Hill Walks, while not considered to be parks, provide amenities like playgrounds. Policies in this section are consistent with the Parks and Recreation Master Plan, with an approach to open space that celebrates unique local community character, values the natural environment, promotes active transportation, and contributes to economic vitality by improving the desirability and livability of White Rock.

## Objectives and Policies

**Objective 15.1 - To meet community open space needs, and improve parks, plazas, and lookout areas.**

**Policy 15.1.1 Park and Open Space Distribution** – Provide new park space in areas identified as being deficient and in areas projected for future population growth, such as the Town Centre, in order to ensure that existing and planned parks can meet the needs of residents.

**Policy 15.1.2 Park Acquisition** – Acquire park space through dedication or statutory rights-of-way with development projects where it fits within the broader open space network as outlined in this Plan and the Parks and Recreation Master Plan.

**Policy 15.1.3 Town Centre** – Utilize the open space network, including park space, greenways, plazas, and sidewalks, to increase the pedestrian permeability of the Town Centre and to provide open space access for residents and visitors. Establish a plaza or park in the block bounded by North Bluff Road, Russell Avenue, Johnston Road, and Foster Street.

**Policy 15.1.4 Civic Plaza** – Establish a Town Square at Russell Avenue and Johnston Road, to strengthen a community focal point in the heart of the Town Centre.

**Policy 15.1.5 Open Space Diversity** – Better utilize a greater diversity of public open spaces, including through small improvements such as seating areas along sidewalks, on trails, in ravines, and in other open space areas.

**Policy 15.1.6 Co-Location** – Cluster parks and open space, where possible, near areas of active and passive recreation use, including indoor and outdoor recreation facilities and retail and restaurant areas.

**Policy 15.1.7 Street Allowances** – Retain unopened or unimproved street allowances that can be upgraded for walkways, viewing areas, landscaped parks, and natural areas.

**Policy 15.1.8 Creative Partnerships** – Build partnerships and explore joint use opportunities with the School District at public schools, including White Rock Elementary and Peace Arch Elementary.

**Objective 15.2 - To establish multi-use greenways and expand the City's tree canopy along streets.**

**Policy 15.2.1 Multi-Use Pathways** – Connect neighbourhoods to one another and to the Town Centre, Lower Town Centre, and Waterfront through multi-use pathways and other trails.

- Policy 15.2.2 East-West Green Spine – Prioritize an east-west greenway that will connect the Town Centre to Centennial Park.
- Policy 15.2.3 Green Edge – Encourage the establishment of an engaging green edge in the Lower Town Centre, along Johnston Road adjacent to White Rock Elementary, by incorporating seating, planting, and other programmatic elements.
- Policy 15.2.4 Tree Canopy – Increase the amount of space available for trees by minimizing front driveways or eliminating them on properties where laneways are present in the Urban and Mature Neighbourhoods, to allow for the retention and expansion of the tree canopy.
- Policy 15.2.5 Space for Trees – Strategically manage new building setbacks in multi-family and mixed-use areas to create sufficient space for trees while maintaining an intimate, urban relationship with the street.

**Objective 15.3 - To protect the riparian, foreshore, and aquatic habitat and biodiversity in the operation of City parks and open spaces.**

- Policy 15.3.1 Ecosystem Impacts – Plan, design, develop, and maintain parks and open space in a manner that minimizes impacts on local riparian, foreshore, and aquatic ecosystems.
- Policy 15.3.2 Stewardship Education – Encourage initiatives and consider an interpretive centre in the waterfront area that relate to the stewardship of local wildlife and ecology.

**Objective 15.4 - To improve access to fresh, local food, and to provide community gardening in public spaces.**

- Policy 15.4.1 Community Gardens – Support the establishment of community gardens and other forms of urban agriculture in public parks.





## 16.0 Infrastructure

**Goal:** The City of White Rock is a safe and resilient community with responsive, high-quality, and well-maintained infrastructure that meets the needs of the community.





## Overview

Infrastructure addresses fundamental community needs that support human health, but also influences resource consumption and environmental integrity. The City maintains roads and sidewalks, and manages the storm and sanitary sewer systems. The City also provides water services to residents and businesses. Plans are in place for two new water treatment facilities as part of overall water infrastructure upgrades to treat for arsenic and manganese.

The policies in this section seek to protect the ecosystems of which all people are a part and depend upon – and which shape much of White Rock's identity and natural beauty – while also responsibly managing City assets and delivering essential services that are vital to the quality of life for residents.

## Objectives and Policies

**Objective 16.1 - To achieve appropriate levels of services and infrastructure improvements to accommodate growth and support human health.**

Policy 16.1.1 Phased Improvements – Undertake a logical, sequential, and phased program of water, sanitary, and storm sewer infrastructure improvement and replacement. Balance expenditures and system requirements to maintain current levels of service.

Policy 16.1.2 Consistency with Plans – Develop new Water, Stormwater, and Sanitary Sewer Management Plans, and manage infrastructure and related services in an efficient manner consistent with these Management Plans.

Policy 16.1.3 Drinking Water – Ensure drinking water supply and distribution is managed to safeguard public health, protect the environment, and provide an adequate supply for a growing population. Monitor demand and implement conservation strategies, and protect groundwater and the aquifer from contamination. Improve water quality through reduction of point and non-point source pollution, and through watershed planning in partnership with neighbouring and regional jurisdictions.

**Objective 16.2 - To protect or enhance ecological health through the delivery of infrastructure services.**

Policy 16.2.1 Solid Waste – Support ongoing initiatives that will provide for the effective and responsible solid waste management of recyclables, compostables, and garbage through programs, services, policies, and guidelines. Require all new multi-unit residential, commercial, and institutional development to include space for waste-stream separation.

Policy 16.2.2 Fish Habitat and Riparian Areas – Plan new sanitary and storm sewer services in a manner that will prevent or minimize design and operation impacts to fish habitat by avoiding alignments with fish habitat areas including watercourse crossings and riparian areas.

Policy 16.2.3 Watershed Planning – Take an integrated watershed planning approach for the comprehensive management of surface water, stormwater, and ground water resources that promotes healthy aquatic ecosystems, resilience to climate change, and the maintenance of hydraulic systems. Support cross-border initiatives to promote the ecological well-being of the Georgia Basin areas.

Policy 16.2.4 Stormwater Management – Take an integrated stormwater management approach that:

- a. Reduces base flows and the frequency and magnitude of peak flows;
- b. Minimizes impervious surfaces in new developments;
- c. Includes strategies to mitigate stormwater runoff impacts for all developments;
- d. Includes low impact biofiltration systems on select streets and public parking lots, and uses enhanced stormwater treatments;
- e. Incorporates stormwater features that form part of the broader open space and habitat network; and
- f. Improves the quality of water flowing into Semiahmoo Bay.

Policy 16.2.5 Green Infrastructure – Encourage the use of green infrastructure, including bioswales, permeable pavement, rain gardens, soil cells, green roofs, and green walls, and the planting of street trees to assist in the management of stormwater. Consider adopting additional policies from Metro Vancouver’s ‘Connecting the Dots.’

**Objective 16.3 - To enhance the public realm and address the location of utilities and services within streets.**

Policy 16.3.1 Road Standards – Establish road standards for a hierarchy of streets that identify widths for sidewalks and overall right-of-ways, and location of infrastructure services.

Policy 16.3.2 Undergrounding of Utilities – Move overhead utility cables underground, making them less susceptible to outages during storm events and creating more space in the public realm for pedestrians and trees.



## 17.0 Arts, Culture + Heritage

**Goal:** *The City of White Rock promotes and celebrates its thriving local arts, culture, and heritage to its fullest potential.*





## Overview

Culture is what residents of a community share in common and how they celebrate their differences. The culture of a community is an important part of a 'place', setting it apart from other communities. Semiahmoo First Nation, a Coast Salish sub-group, are the traditional occupants of the area and are still actively involved in preserving the history and cultural activities of the Salish people. Semiahmoo First Nation run the Spirit Stage Bandshell, where a variety of cultural events and performances occur.

White Rock is home to an array of artists and creative sector workers. In addition to city and community-run facilities that offer spaces for cultural programming and events, several non-profit and privately run businesses serve the cultural and creative needs of the community, ranging from visual and performance arts, to music and film.

The policies in this section seek to reinforce a unique sense of place through tangible and intangible cultural qualities – including art and artistic expression, and the celebration of heritage – to create a sense of identity and meaning and foster community pride. Cultural policies also strive to contribute to economic vitality, since culture is what makes places like White Rock special and interesting and an inviting place to live, do business, visit, and invest.

## Objectives and Policies

### Objective 17.1 - To protect and reinforce White Rock's heritage.

Policy 17.1.1 Historic Streetscapes – Protect the unique historic character of the commercial streetscape on Marine Drive by ensuring strong compatibility of all new development, as per the Development Permit Guidelines in Part D.

Policy 17.1.2 Artifacts and Archival Collections – Work with the White Rock Museum and Archives to ensure the long term preservation of its artifact and archival collections.

### Objective 17.2 - To support and reinforce cultural inclusivity, cultural involvement, and the arts and artistic expression in White Rock.

Policy 17.2.1 Cultural Inclusiveness – Ensure cultural resources and activities are inclusive and respond to the cultural needs and aspirations of diverse populations through culturally relevant programs, services, and facilities. Encourage cultural expression – through events, public art, and other means – that reflect diverse populations and community needs and interests.

Policy 17.2.2 Partnerships – Explore opportunities to work with Semiahmoo First Nation and the City of Surrey.

Policy 17.2.3 Public Art and Artistic Expression – Provide appropriate spaces for and encourage the installation of formal and informal public art and artistic expression in buildings, streets, parks, and other areas of the public realm, giving preference to local artists.

Policy 17.2.4 Art Spaces – Explore the feasibility of a multi-use civic facility that includes a Public Art Gallery, and consider including space for arts and cultural activities in future Municipal building projects where possible.

- Policy 17.2.5 Artistic Connections – Strengthen connections between the Town Centre and the Waterfront through artistic interventions, such as sculpture gardens and an arts walk, and incorporate artistic expression in new functional street furnishings.
- Policy 17.2.6 Arts and Culture Infrastructure – Consider directing community amenity contributions for space for arts, culture, and heritage programs and activities through major private developments.
- Policy 17.2.7 Creative Economy – Promote culture-led economic development by considering offering tax incentives to buildings owners who rent to arts and culture businesses or organizations, and working with Tourism White Rock to better establish White Rock as a cultural destination.
- Policy 17.2.8 Johnston Road – Promote Johnston Road as an arts and culture corridor or district that could possibly expand into 152nd Street in Surrey.
- Policy 17.2.9 Promenade – Support the development of a conceptual design for a permanent and designated space for an Artists Walk Program on the promenade, which could include colourful shelters for artists to display their work.
- Policy 17.2.10 Programming and Events – Support diverse arts programs, artistic opportunities, cultural festivals, and other events that celebrate and contribute to White Rock’s cultural identity.





## 18.0 Quality of Life

**Goal:** The City of White Rock provides an environment where all residents can realize their potential in living healthy, happy, and well-balanced lives.





## Overview

Quality of life is complex, and it is shaped by all of the policy realms in this OCP, ranging from housing and transportation, to parks and the natural environment, to food security and local food production. As noted in other policy sections, White Rock is home to many amenities and natural and cultural assets that contribute to a high quality of life for residents. Implementation of this OCP will maintain and enhance the quality of life for residents and visitors into the future.

A direct link between the City of White Rock and the quality of life and health of residents is through the provision of essential community services and access to these services. Community services foster community health, safety, and overall well-being. The policies in this section embrace these aspirations, and seek to influence community identity and pride, which in turn help make White Rock a desirable place to live.

## Objectives and Policies

**Objective 18.1 - To support the effective delivery of essential community and emergency services.**

Policy 18.1.1 Community Services – Continue support and coordination with and between local community service providers, including Sources Community Resource Centres, to optimize programs available to the residents of White Rock.

Policy 18.1.2 Police and Fire Services – Continue to support and coordinate with the White Rock Fire Department and White Rock RCMP, and continue to provide a high level of police and fire services to citizens.

Policy 18.1.3 Schools – Work cooperatively with School District 36 to ensure school facilities meet the needs of White Rock residents, to coordinate parks and recreation programs, to provide safe access to schools, and to partner for resource sharing where feasible.

Policy 18.1.4 Emergency Response – Continue monitoring and updating the White Rock Emergency Response Plan as needed, and coordinate with Surrey where appropriate.

Policy 18.1.5 Health Care Facilities and Services – Continue to support the expansion of the Peace Arch Hospital and associated health care facilities and services.

**Objective 18.2 - To strengthen identity and pride of place in White Rock.**

Policy 18.2.1 Community Events – Continue hosting and supporting initiatives and special events that foster civic identity and pride, including the Tour de White Rock bicycle road race and the Sea Festival.

Policy 18.2.2 Business Partnership – Encourage and partner with the business community in the improvement and promotion of the city as a place to visit and do business.

**Objective 18.3 - To meet the diverse needs of the community and provide access to civic facilities, spaces, and programs.**

Policy 18.3.1 Civic Facilities – Provide and enhance recreation opportunities and wellness services to meet the diverse needs of the community through programs delivered at civic facilities and spaces.

Policy 18.3.2 Parks and Other Civic Spaces – Work toward improving access to open space so that all residents live within a 5-minute (400 metre) walk of a park, green space, or other civic space.

Policy 18.3.3 Universal Design – Encourage the incorporation of universal design principles in new buildings, civic facilities, parks, and public realm upgrades.

**Objective 18.4 - To improve food security and enhance access to all facets of the local food system, from production and processing to sales and nutrient recovery.**

Policy 18.4.1 Food Systems – Continue to support and work toward the goals in Metro Vancouver’s Regional Food System Action Plan.

Policy 18.4.2 Food Production – Support the establishment of urban agriculture in White Rock by:

- a. Encouraging and establishing non-commercial community and demonstration gardens where feasible and appropriate in parks, rights-of-way, boulevards, vacant lots, and private developments;
- b. Encouraging the provision of private allotment gardens in new developments;
- c. Encouraging the establishment of small-scale commercial urban food gardens, including the associated sale of the food products;
- d. Encouraging and establishing an informal edible landscaping, with fruit and seed-bearing species, in both public and private lands; and
- e. Considering supporting additional urban agricultural activities such as keeping chickens.

Policy 18.4.3 Food Processing – Support the establishment of community processing facilities such as community kitchens, as well as private sector processing facilities.

Policy 18.4.4 Food Sales – Continue support for a Farmers’ Market, and encourage additional grocery store space in the Town Centre.

Policy 18.4.5 Nutrient Recovery – Support the appropriate disposal, recovery, and re-use of organic material.









# Part C Implementation

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## **19.0 Plan Administration and Alignment**

### **19.1 Consistency with Other Plans**

The City of White Rock has many plans and strategies in place that provide direction for planning and development, engineering, parks and recreation, environmental management, economic development, and more. Most of these plans and strategies already generally align with this OCP, while in other instances there may be gaps in strategic direction. In all cases, updates or creation of new plans or strategies must consider and align with this OCP.

#### **19.1.1 Required Plan Updates**

There are a number of plans and bylaws that have direct impact on the growth and development of the city that should be updated following adoption of the OCP as part of this implementation strategy. The following is a list of plans and bylaws that require a critical review and update to align with the vision and policies of this OCP:

- Zoning Bylaw
- Drainage Master Plan
- Water Master Plan
- Sanitary Sewer Master Plan

### **19.2 Alignment with Financial Decision-Making**

One of the most effective implementation tools in the administration of this Plan is through the municipal budget. The City will incorporate a budget that takes a holistic approach to city-building that is driven by the Vision, Guiding Principles, Goals, and Objectives in this OCP.

Strategies and decision-making relating to community amenity contributions and density bonusing provisions must directly align with the vision, principles, goals, and objectives of this OCP. Likewise, development cost charges and capital budgeting approaches will continue moving the City toward a full cost accounting approach, in which different types and locations of growth will better address real costs and value creation.

### **19.3 Development Proposals and OCP Amendments**

All development proposals submitted to the City will be required to comprehensively and credibly identify how the proposal facilitates or inhibits the realization of the vision, principles, goals, and objectives of this OCP. Such analysis cannot be selective in the referencing of elements of this OCP, but must be comprehensive in its consideration of the OCP in its totality.

Each application for OCP amendments must clearly demonstrate how the proposal conforms with and will help realize the OCP's vision, principles, goals, and objectives. City staff will provide its own review of proposal alignment with the OCP, ensuring that such reviews do not become formulaic, but rather are candid and critical in their contextual and project-specific consideration.

Development proposals that require OCP amendments will be reviewed by City staff and an initial information report on the proposed OCP amendment will be prepared for Council. Following receipt of the information report, Council may refuse the application for OCP amendment or direct City staff to continue processing the application.



# 20.0 Monitoring, Evaluation, and Actions

## 20.1 Monitoring and Evaluating Success

Ensuring the successful implementation of the OCP not only requires updates to plans and strategies, but also requires ongoing monitoring and evaluation. Staff and Council should be equipped with the information needed to respond to the evolving context of the community, and to determine whether the OCP vision and goals are being achieved. Monitoring should be kept relatively simple and measurable.

## 20.2 Actions

It is not possible to list all of the actions likely to be undertaken by the City through the life of this OCP. However, the list below identifies priority action items and anticipated time frames. An annual review will outline progress that is being made.

<b>Short Term (1-2 Years)</b>
Develop a new Zoning Bylaw (Policies 11.1.2, 11.2.1, 13.5.5, 15.2.5)
Develop a new Urban Forest Management Plan (Policies 6.2.2, 12.2.2, 15.2.4)
Develop new GHG emission reduction targets (Policy 12.5.1)
Adopt the Province’s Energy Step Code (Policy 12.5.4)
Develop a new Water Management Plan (Policy 16.1.2)
Develop a new Stormwater Management Plan (Policies 16.1.2, 16.2.4)
Develop a new Sanitary Sewer Management Plan (Policy 16.1.2)
Develop road standards (Policy 16.3.1)
<b>Medium Term (3-4 Years)</b>
Develop an expanded wayfinding system (Policies 10.1.1, 10.2.1, 10.3.2, 13.1.10, 13.5.3)
Implement a people movement system between the Waterfront and the Town Centre (Policies 10.1.1, 13.3.5)
Develop public realm design guidelines for Marine Drive (Policy 10.4.3)
Establish outdoor amenity space requirements for multi-unit developments (Policy 11.1.1)
Develop design criteria and establish minimum unit counts for accessible units in new developments (Policy 11.1.2)
Establish an Affordable Housing Reserve Fund (Policy 11.2.1)
Develop a Tenant Relocation Policy (Policy 11.2.3)
Assess municipal infrastructure to determine the level of risk associated with sea level rise (Policy 12.4.1)
Develop a Green Building Strategy (Policy 12.5.3)
<b>Long Term (5+ Years)</b>
Relocate the rail line away from the Waterfront (Policies 10.2.3, 13.4.3)
Conduct a feasibility study for a multi-use recreation facility that includes public art space (Policy 17.2.4)
<b>Ongoing</b>
Construct parking structures to provide additional capacity away from the surface lots on the Waterfront (Policies 10.2.2, 10.3.2)
Monitor the net increase in total secured market rental units and affordable rental units (Policy 11.2.1)
Monitor the area of additional public space in the City (Policies 9.2.1, 9.3.1, 9.3.2, 13.1.1, 13.1.8, 15.1.1/2/3/4/5, 15.2.2, 18.3.2)
Monitor significant improvements to the pedestrian realm (Policies 13.1.1/2/3/4/6/7/8/9, 17.2.3/5/6/8/9)
Monitor significant improvements to the cycling network (Policies 13.2.1/2/3/4/5)
Monitor significant improvements to transit infrastructure (Policy 13.3.1/2/3)



## 21.0 Development Approvals Information

### 21.1 Authority and Purpose

Section 485 of the *Local Government Act* authorizes a local government to specify circumstances in which Development Approval Information may be required within its Official Community Plan. Development Approval Information can include studies and technical information that allow the City to evaluate a development and any potential impacts the development may have on the surrounding neighbourhood and the City as a whole. This information can also be used to ensure that a new development meets the intent of the objectives and policies in the Official Community Plan and meets other City Bylaws. Development approval information may be required for Official Community Plan Amendment, Rezoning, Subdivision, Development Permit, and/or Temporary Use Permit applications.

### 21.2 Required Information

The types of plans and studies that may be required with a development application in the City of White Rock include, but are not limited to, the following:

- Plans indicating proposed land uses, landscaping, and open spaces
- Plans of rental buildings that are proposed for removal to accommodate redevelopment
- Traffic impact assessment that addresses vehicular traffic, transit, cycle and pedestrian routes, garbage and loading, and parking
- Engineering studies identifying infrastructure impacts, requirements, and potential upgrades
- Geotechnical assessment
- Hydrological assessment addressing drainage patterns and stormwater management
- Environmental assessment and mitigation plans
- Health Impact Assessment to determine potential health impacts of proposed developments
- Tree report that addresses tree management associated with the proposed development
- Studies on potential impacts on public facilities and community services
- Assessment of impacts on neighbouring properties and public lands, including view analyses, street profiles, shadow studies, wind studies, and noise studies
- Assessment of economic costs and benefits, including tax impacts, and public infrastructure costs, and potentially a market analysis to demonstrate demand for the development
- Studies required to address other issues that may be identified by White Rock City Council

Reports are to be prepared by an appropriately qualified registered professional.

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*Part D* Development Permit  
Area Guidelines

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## 22.0 Development Permit Areas (Form/Character/Sustainability)

Guidelines for these designated Development Permit Areas (DPAs) are intended to protect and enhance the quality of the natural and built environment and to enhance the character of White Rock's history and setting.

### 22.1 Overview / Authority

The *Local Government Act* authorizes local governments to designate areas in the Official Community Plan for several purposes including the establishment of objectives for the form and character of commercial, industrial, multi-family residential, or intensive residential development, and to achieve objectives for energy and water conservation and the reduction of greenhouse gas emissions. The City designates the following Development Permit Areas to achieve these objectives, pursuant to the sections of the *Local Government Act* listed in brackets:

- Town Centre [Section 488(1)(d),(h),(i), and (j)]
- Lower Town Centre [Section 488(1)(d),(h),(i), and (j)]
- Waterfront [Section 488(1)(d),(h),(i), and (j)]
- Multi-Family [Section 488(1)(e),(f),(h),(i), and (j)]
- Neighbourhood Commercial [Section 488(1)(f),(h),(i), and (j)]
- East Side Large Lot Infill [Section 488(1)(e),(h),(i), and (j)]
- Mature Neighbourhood Infill [Section 488(1)(e),(h),(i), and (j)]

The properties subject to the above Development Permit Areas are identified in Schedule B. Single family infill subdivisions, created through rezoning and subdivision, where the lot width is less than 12.1 metres (40 feet) are defined as "intensive residential redevelopment" pursuant to Section 488(1)(e). Further, all lands zoned to permit and proposed to be developed for assisted living use are defined as "intensive residential development" and designated as Development Permit Area pursuant to Section 488(1)(e), and the Multi-Family DPA guidelines will apply to such developments. The DPA that applies to a given site may need to be revised with development applications that include amendments to the land use designations included in this Plan. This will ensure the appropriate guidelines are being applied to each new proposed development, as different types and scales of development are contemplated and regulated in each DPA as outlined in the following list:

- Town Centre - large-scale mixed-use and apartment
- Lower Town Centre - moderate-scale mixed-use and apartment
- Waterfront - small-scale mixed-use and apartment
- Multi-Family - mixed-use, apartment, townhouse, and intensive assisted living use (varying scales)
- Neighbourhood Commercial - small-scale commercial and mixed-use buildings
- East Side Large Lot Infill - mixed-use, apartment, townhouse, and intensive single family infill (varying scales)
- Mature Neighbourhood Infill - duplexes, triplexes, and intensive single family infill

The following Sections include guidelines for the form, character, and sustainability measures for new development. Conditions of development and exemptions are also outlined. The guidelines will be used by the Planning Department and the Advisory Design Panel in evaluating development applications.

### 22.2 Development Permit Exemptions

The following are exempt from the development permit application approval process:

- Proposals where the intended use is wholly limited to institutional, utility, and/or civic uses
- Interior alterations and/or renovations with no changes to the exterior appearance or design
- Building envelope remediation, so long as there are no changes to exterior appearances or design
- In-kind replacements of missing, worn, or damaged exterior materials, so long as there are no changes to the exterior design or appearance
- Alterations to a façade that result in only minor changes to the form and character of the building
- Applications for individual signs only

## 22.3 Town Centre Development Permit Area

The objectives of this Development Permit Area are to:

- Reinforce Town Centre as the cultural, commercial, and civic heart of White Rock
- 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 and water and reduce GHGs
- Enhance the character of the built environment and public realm in the City of White Rock

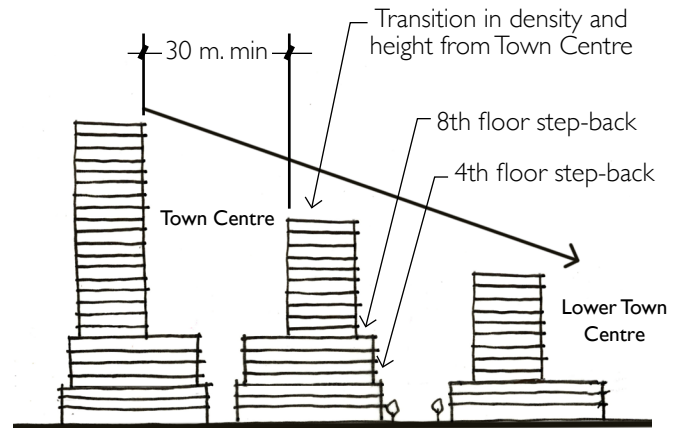
*The Heart of our City*





## 22.3.1 Buildings

- Ensure buildings are compatible with or complementary to adjacent developments in terms of height, density, and design. The tallest and densest developments are to be located at the intersection of Johnston and North Bluff Roads, with heights and densities decreasing to the south and west as outlined in Figures 8 and 9. Vary heights, rooflines, and massing to minimize impacts to views and solar exposure enjoyed by adjacent buildings and open spaces.
- Set buildings back from the property line at least 3 metres, with a further stepping above the second or third floor in mixed use areas and above the fourth floor in residential areas. Consider an additional step back above the seventh floor. Tower portions of all buildings should be slim and be set back a minimum of 3 metres from the edge of the podium level to minimize view impacts and shading, and to facilitate a minimum separation of 30 metres between towers.
- Create visual interest with architectural details. Incorporate windows, doors, bay windows, porches, setbacks, and vary colours, massing, and materials. Non-street facing elevations shall be treated with the same architectural details as the street facing elevations.
- Ensure main entrances of residential and mixed-use buildings are level with the sidewalk. Entrances shall be clearly identifiable, and weather protection with overhangs and awnings shall be provided over all entrances and along all commercial frontages. Residential units on the ground floor should be ground-oriented with entrances directly off of the street.
- Address all street edges on properties fronting multiple streets or public walkways. Orient buildings toward intersections or design independent frontages along both intersecting streets, and incorporate windows, doorways, landscaping, and architectural detailing along all street frontages and walkways.
- Provide articulation to break up building mass and to establish a rhythm along the street front in commercial areas. Ground-level commercial spaces should reflect traditional patterns of diverse, small-scale retail with storefronts of approximately ten metres wide. Include no more than six contiguous units fronting a given street without incorporating architectural elements.



Guidelines a and b: Decreasing heights and densities moving from the Town Centre to the Lower Town Centre, 30 metre tower separations, and stepping building forms



Guidelines d, j, and h: Ground-oriented units, entrances directly off of and level with the sidewalk, natural materials, and private outdoor space



Guidelines c, d, g and k: Windows and colour variations along the front elevation, weather protection above the entrance level with the sidewalk, and projecting signage

- g. Maximize transparency in commercial areas through extensive use of glazing at grade level, and consider use of mullions and frames to create character and visual interest. Reflective glass or other similar material on the ground floor façade of any building facing a street will not be accepted.
- h. Provide common outdoor amenity spaces for residents in mixed use and residential buildings. Shared roof decks with gardens are encouraged where appropriate. Incorporate dining and seating areas with outdoor cooking facilities, play areas for children, areas for air-drying laundry, communal vegetable gardens, and appropriate landscaping. Provide each apartment unit with a private outdoor space, such as a balcony or ground level patio, where possible. Provide ground floor units with a semi-private front patio. Incorporating green-roofs to manage stormwater, reduce urban heat island effect, and contribute to biodiversity is encouraged.
- i. Follow passive solar design principles and orient and site buildings to maximize views to the waterfront. Design roofs to maximize opportunities for solar collection in winter and control solar gain on south-facing facades by blocking high-angle sun in summer. Alternatively, provide operable shading devices or window overhangs to control summer solar gain. Maximize passive ventilation and passive cooling through building orientation.
- j. Incorporate west coast design elements with the use of natural materials, including brick, stone, concrete, exposed heavy timber, and/or steel. Vinyl siding and stucco will not be considered for cladding. Use rich natural tones which reflect the natural landscape and seascape as the dominant colours, with brighter colours used only as accents.
- k. Integrate commercial signage with the building and/or landscaping. Signage shall have a pedestrian scale and be coordinated throughout each development and compatible with signage on adjacent properties to establish a unified and attractive commercial area. The use of natural materials and projecting signs is encouraged.



Guidelines d and e: Mixed-use development addressing both street frontages, with entrances and weather protection along both streets



Guideline f: Facade articulation and narrow store fronts with entrances at regular intervals



Guideline k: Commercial projecting signs



## 22.3.2 Pedestrian Realm and Landscape

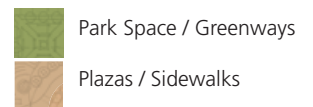
- Site new development back from the intersection of Johnston Road and North Bluff Road to create a “Gateway” to the City. Design this space as a plaza and incorporate public art and/or a Town Centre welcome feature or sign.
- Create a “Heart” in the Town Centre by setting buildings back on all four corners at the intersection of Johnston Road and Russell Avenue and building a Central Plaza or Park in the block bounded by North Bluff Road, Russell Avenue, Johnston Road, and Foster Street. Enhance these public spaces with public art and opportunities for programmed uses.
- Provide continuous commercial frontage along both sides of Johnston Road, and allow additional street-front commercial along North Bluff Road and portions of Thrift and Russell Avenues adjacent to Johnston Road. Bicycle parking adjacent to retail entrances is encouraged.
- Improve the public realm along Johnston Road in accordance with the results of the Johnston Road Upgrade. Widen sidewalks throughout the Town Centre (minimum 1.8-2.5 metres), and install ornamental street lamps and street furniture. Provide space for patios adjacent to commercial retail frontages. Curb let-downs are to be designed to accommodate wheelchair and scooter movement.
- Provide consistency with street trees, plant materials, street furniture, and other aspects of the public realm to create cohesive streetscapes. Incorporate public art in both the public and private realm that is reflective of the local landscape and heritage.
- Site buildings to create outdoor public spaces and through-block walking connections, as these spaces create opportunities for a variety of pedestrian-oriented activities and uses. Special attention should be paid to establishing linear park connections from Russell Avenue north and Johnston Road west to the Central Plaza/Park, and west from the intersection at Russell Avenue and Foster Street to Centennial Park.



Guideline a: Setting buildings back from the corner of North Bluff Road and Johnston Road creates a plaza with public art and a gateway feature or sign



Guidelines b and f: Building siting creates a fine-grained network of pathways, parks, and open spaces



- g. Use light coloured reflective paving materials such as white asphalt or concrete for paths, driveways, and parking areas to reduce heat absorption and urban heat island effect. Ensure all areas not covered by buildings, structures, roads, and parking areas are landscaped. Use landscaping to establish transitions from public to private areas.
- h. Increase the quantity, density, and diversity of trees planted in the Town Centre, with both deciduous and coniferous tree species. Ensure all trees are planted with sufficient soil volume, using soil cells where appropriate, and incorporate diverse native shrub layers below trees to intercept stormwater. Landscape design should employ CPTED safety principles.
- i. Select trees that will maximize passive solar gain, natural ventilation, and natural cooling, and increase the entry of natural light into buildings. Maximize the use of drought tolerant and native species requiring minimal irrigation. Use lawn alternatives such as groundcovers or sedums to limit watering requirements and increase biodiversity. The planting of hedges directly adjacent to sidewalks is discouraged, unless they are screening a garbage/recycling area.
- j. 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.
- k. Provide sufficient on-site illumination for pedestrian/vehicle safety and good exposure for retail uses. Light facades and highlight building entrances, and avoid "light spill" onto adjacent properties. The use of lighting systems that are powered by renewable energy, such as solar-power, are encouraged.

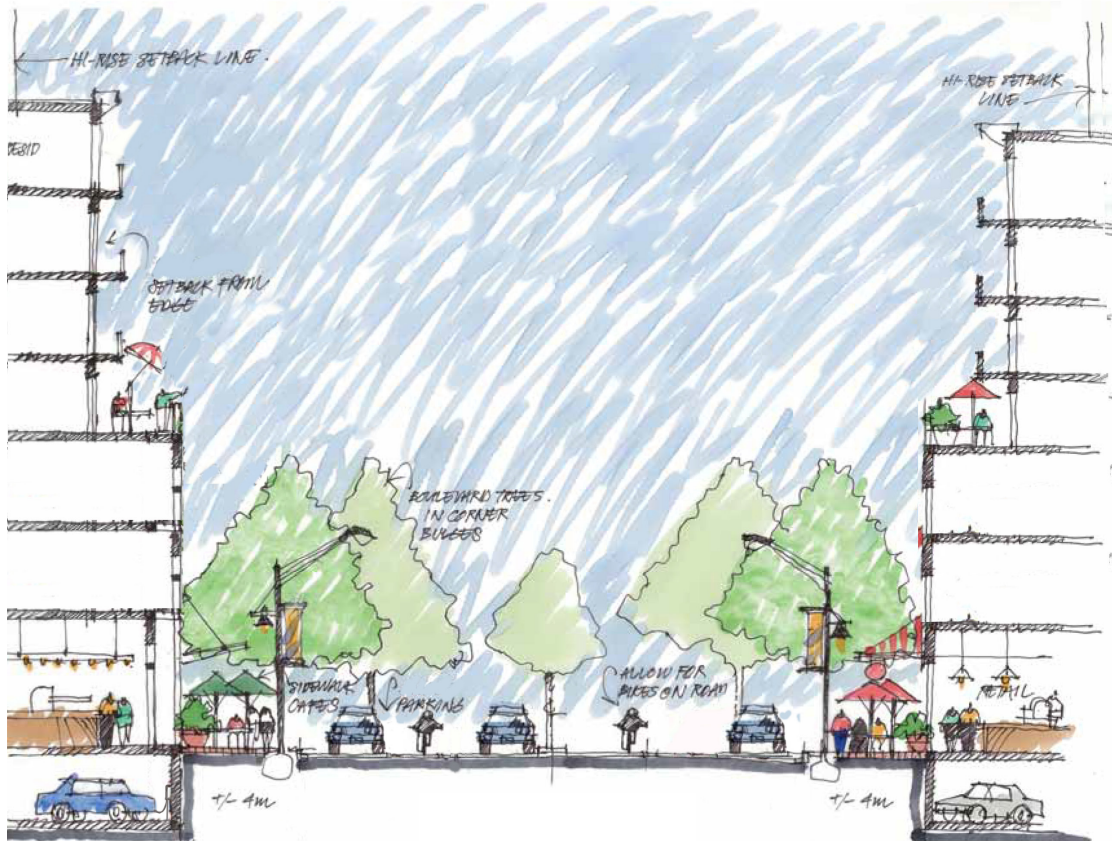


Guideline c: Street-level commercial development focused along Johnston Road, with residential development focused at the west side of the Town Centre



Guidelines f, h, and i: Through-block pedestrian connections provide a variety of pedestrian routes, public spaces create opportunities to gather, and trees provide shade





Section showing mixed-use building step-backs, parking, and pedestrian realm along Johnston Road.



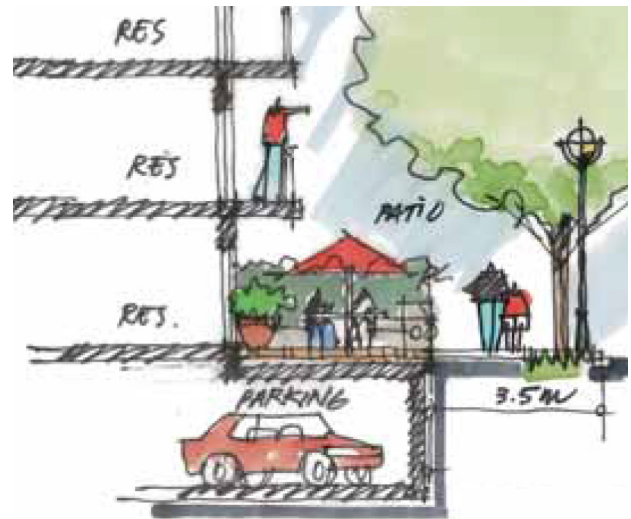
Section showing residential step-backs, parking, pedestrian realm and use of street fronting outdoor amenity spaces.

### 22.3.3 Parking and Functional Elements

- a. Locate parkade entrances at the rear or side of buildings where possible, separate from pedestrian entrances. If a parkade entrance faces a street, it shall be subordinate to the pedestrian entrance in terms of size, prominence on the streetscape, location, and design emphasis. The use of landscaping to screen and soften the appearance of the parkade entrance is encouraged. Access ramps must be designed with appropriate sight lines and incorporate security features.
- b. Provide all off-street parking below grade or enclosed within a building, with the exception of some visitor parking spaces and short-term commercial parking spaces. Bicycle and scooter parking shall be provided for residents within parkades, with temporary bicycle parking available near building entrances. Ensure buildings are accessible from parkades for those with mobility impairments.
- c. Provide sufficient space for garbage, recycling, and composting within parkades. These areas are to be located so that they are convenient for users and accessible for waste/recycling/compost collection and removal. Loading areas must also be incorporated within buildings wherever possible.
- d. Locate mechanical equipment to minimize exposure to the street and nearby buildings. Screening of rooftop mechanical equipment must be integrated into the overall architectural form of the building, and be designed to dampen noise where required.



Guideline a: Parkade entrance softened by landscaping



Guideline b: Below grade, off-street parking



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## 22.4 Lower Town Centre Development Permit Area

The objectives of this Development Permit Area are to:

- Reinforce the Lower Town Centre as a destination for locally-oriented shops and culture
- 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 and water and reduce GHGs
- Promote views to the water



*Local Life and Culture*



## 22.4.1 Buildings

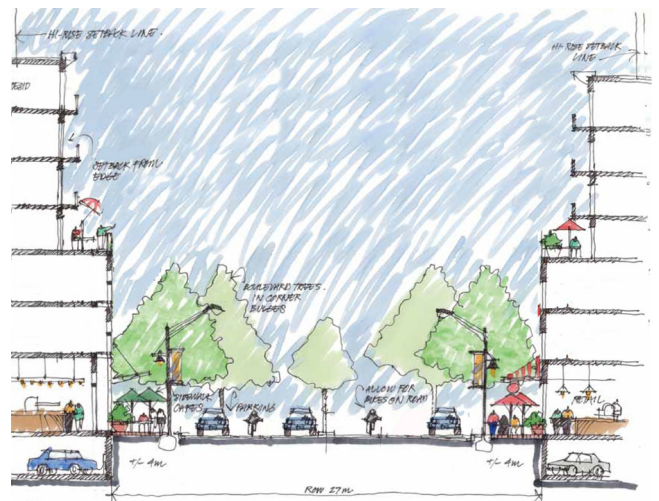
- a. Ensure buildings are compatible with or complementary to adjacent developments in terms of height, density, and design, with height transitions as outlined in Figure 9. Vary heights, rooflines, and massing to minimize impacts to views and solar exposure enjoyed by adjacent buildings and open spaces.
- b. Set buildings back from the property line at least 3 metres to provide enough space for front patios next to the sidewalk in mixed-use areas and landscaped front gardens in residential areas. A further setback above the second or third floor along Johnston Road is also required. Tower portions of all buildings should be slim and be set back a minimum of 3 metres from the edge of the podium level to minimize view impacts and shading, and to facilitate a minimum separation of 30 metres between towers.
- c. Create visual interest and comfort for pedestrians along all elevations with architectural details. Incorporate windows, doors, bay windows, porches, setbacks, and vary colours, massing, and materials. Non-street facing elevations shall be treated with the same architectural details as the street facing elevations.
- d. Ensure main entrances of residential and mixed-use buildings are level with the sidewalk. Entrances shall be clearly identifiable, and weather protection with overhangs and awnings shall be provided over all entrances and along all commercial frontages. Residential units on the ground floor should be ground-oriented with entrances directly off of the street.
- e. Address all street edges on properties fronting multiple streets or public walkways. Orient buildings toward intersections or design independent frontages along both intersecting streets, and incorporate windows, doorways, landscaping, and architectural detailing along all street frontages and walkways.
- f. Provide articulation to break up building mass and to establish a rhythm along the street front in commercial areas. Ground-level commercial spaces should reflect traditional patterns of diverse, small-scale retail with storefronts of approximately ten metres wide. Include no more than six contiguous units fronting a given street without incorporating architectural elements.



Guideline a and e: Addressing both street frontages and stepping down and back to create a smoother transition to the adjacent, lower density residential area



Guidelines d and e: Mixed-use development addressing both street frontages, with entrances and weather protection along both streets

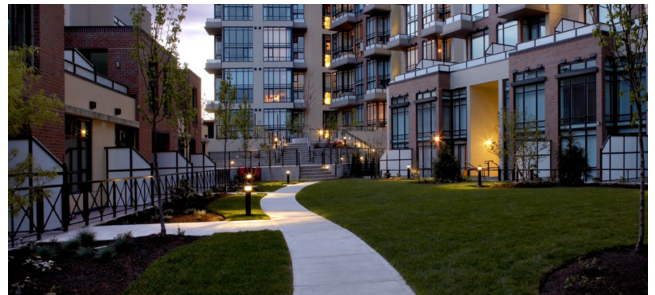


Guidelines a, b and h: Buildings are set back from the property line to allow for patio spaces at the sidewalk, with additional stepping above to create outdoor spaces and lessen view and shading impacts

- g. Maximize transparency in commercial areas through extensive use of glazing at grade level, and consider use of mullions and frames to create character and visual interest. Reflective glass or other similar material on the ground floor façade of any building facing a street will not be accepted.
- h. Provide common outdoor amenity spaces for residents in mixed use and residential buildings. Shared roof decks with gardens are encouraged where appropriate. Incorporate dining and seating areas with outdoor cooking facilities, play areas for children, areas for air-drying laundry, communal vegetable gardens, and appropriate landscaping. Provide each apartment unit with a private outdoor space, such as a balcony or ground level patio, where possible. Provide ground floor units with a semi-private front patio. Incorporating green-roofs to manage stormwater, reduce urban heat island effect, and contribute to biodiversity is encouraged.
- i. Follow passive solar design principles and orient and site buildings to maximize views to the waterfront. Design roofs to maximize opportunities for solar collection in winter and control solar gain on south-facing facades by blocking high-angle sun in summer. Alternatively, provide operable shading devices or window overhangs to control summer solar gain. Maximize passive ventilation and passive cooling through building orientation.
- j. Incorporate west coast design elements with the use of natural materials, including brick, stone, concrete, exposed heavy timber, and/or steel. Vinyl siding and stucco will not be considered for cladding. Use rich natural tones which reflect the natural landscape and seascape as the dominant colours, with brighter colours used only as accents.
- k. Integrate commercial signage with the building and/or landscaping. Signage shall have a pedestrian scale and be coordinated throughout each development and compatible with signage on adjacent properties to establish a unified and attractive commercial area. The use of natural materials and projecting signs is encouraged.



Guideline f: Facade articulation and narrow store fronts with entrances at regular intervals



Guidelines c and h: Creating visual interest with varied massing, windows, and landscaped areas, and common outdoor space for residents



Guideline g and k: Transparency, mullions and frames, and projecting signs create visual interest at the pedestrian scale. Image: La Citta Vita



## 22.4.2 Public Realm and Landscape

- a. Provide continuous commercial frontage along Johnston Road and Pacific Avenue. Bicycle parking adjacent to retail entrances is encouraged.
- b. Improve the public realm with widened sidewalks throughout the Lower Town Centre (minimum 1.8-2.5 metres). Install ornamental street lamps and street furniture and provide space for patios adjacent to commercial frontages. Curb let-downs are to be designed to accommodate wheelchair and scooter movement.
- c. Provide consistency with street trees, plant materials, street furniture, and other aspects of the public realm to create cohesive streetscapes. Incorporate public art in both the public and private realm that is reflective of the local landscape and heritage.
- d. Site buildings to create outdoor public spaces and through-block walking connections, creating opportunities for a variety of pedestrian-oriented activities and uses. Special attention should be paid to establishing destination or gathering space at Five Corners. Enhance these public spaces with public art and opportunities for programmed uses.
- e. Use light coloured reflective paving materials such as white asphalt or concrete for paths, driveways, and parking areas to reduce heat absorption and urban heat island effect. Ensure all areas not covered by buildings, structures, roads, and parking areas are landscaped. Use landscaping to establish transitions from public to private areas.
- f. Increase the quantity, density, and diversity of trees planted in the Lower Town Centre, with both deciduous and coniferous tree species. Ensure all trees are planted with sufficient soil volume, using soil cells where appropriate, and incorporate diverse native shrub layers below trees to intercept stormwater. Landscape design should employ CPTED principles.



Guidelines b and d: Wide sidewalks and an outdoor public space with seating and dining areas



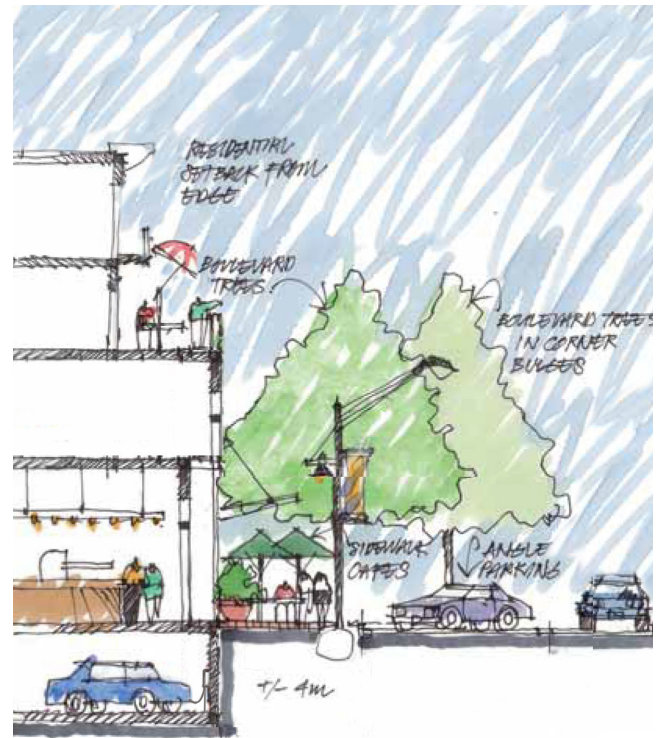
Guideline i: Duckbill lighting is used to highlight signs and building entrances in retail areas



Guideline e: Landscaping elements establish a transition from public to private spaces



- g. Select trees that will maximize passive solar gain, natural ventilation, and natural cooling, and increase the entry of natural light into buildings. Maximize the use of drought tolerant and native species requiring minimal irrigation. Use lawn alternatives such as groundcovers or sedums to limit watering requirements and increase biodiversity. The planting of hedges directly adjacent to sidewalks is discouraged, unless they are screening a garbage/recycling area.
- h. 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.
- i. Provide sufficient on-site illumination for pedestrian/vehicle safety and good exposure for retail uses. Light facades and highlight building entrances, and avoid "light spill" onto adjacent properties. The use of lighting systems that are powered by renewable energy, such as solar-power, are encouraged.



This section shows a mixed-use building step-back above the 2nd storey, and continuous street-oriented commercial frontage with weather protection over entrances. Street improvements create a cohesive streetscape with furnishings as well as patio spaces. Short term parking is provided on the street, and long term parking is provided underground.



This section shows 4-storey residential apartments. Entrances are level with the sidewalk and ground floor units are ground-oriented with semi-private patio spaces defined by low shrubs and low fences. Residential parking is provided underground. Shared rooftop amenity spaces and balconies are encouraged.



### 22.4.3 Parking and Functional Elements

- a. Locate parkade entrances at the rear or side of buildings where possible, separate from pedestrian entrances. If a parkade entrance faces a street, it shall be subordinate to the pedestrian entrance in terms of size, prominence on the streetscape, location, and design emphasis. The use of landscaping to screen and soften the appearance of the parkade entrance is encouraged. Access ramps must be designed with appropriate sight lines and incorporate security features.
- b. Provide all off-street parking below grade or enclosed within a building, with the exception of some visitor parking spaces short-term commercial parking spaces. Bicycle and scooter parking shall be provided for residents within parkades, with temporary bicycle parking available near building entrances. Ensure buildings are accessible from parkades for those with mobility impairments.
- c. Provide sufficient space for garbage, recycling, and composting within parkades. These areas are to be located so that they are convenient for users and accessible for waste/recycling/compost collection and removal. Loading areas must also be incorporated within buildings wherever possible.
- d. Locate mechanical equipment to minimize exposure to the street and nearby buildings. Screening of rooftop mechanical equipment must be integrated into the overall architectural form of the building, and be designed to dampen noise where required.



Guideline a: Parking entrances are designed to be discrete and softened by landscape.



## 22.5 Waterfront Development Permit Area

The objectives of this Development Permit Area are to:

- Reinforce the Waterfront as a seaside village unique within the region
- 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 and water and reduce GHGs
- Enhance the unique waterfront environment



*The Soul of Our Community*

PACIFIC POINT

15621 Marine Drive

Richard F. Johnson, Architect



## 22.5.1 Buildings

- a. Ensure buildings are compatible with or complementary to adjacent developments in terms of height, density, and design. Vary heights, rooflines, and massing to minimize impacts to views and solar exposure enjoyed by adjacent buildings and open spaces.
- b. Set buildings back from the property line at least 1.5-2.5 metres to provide enough space for front patios next to the sidewalk in mixed use areas and landscaped front gardens in residential areas. Provide further step back above the second floor. The ground floor in residential developments along Marine Drive shall be designed as flex-space for potential future use as retail or office space.
- c. Create visual interest and comfort for pedestrians along all elevations with architectural details. Incorporate windows, doors, bay windows, porches, setbacks, and vary colours, massing, and materials. Non-street facing elevations shall be treated with the same architectural details as the street facing elevations.
- d. Ensure main entrances of residential and mixed-use buildings are level with the sidewalk. Entrances shall be clearly identifiable, and weather protection with overhangs and awnings shall be provided over all entrances and along all commercial frontages. Residential units on the ground floor should be ground-oriented with entrances directly off of the street.
- e. Address all street edges on properties fronting multiple streets or public walkways. Orient buildings toward intersections or design independent frontages along both intersecting streets, and incorporate windows, doorways, landscaping, and architectural detailing along all street frontages and walkways.
- f. Provide articulation to break up building mass and to establish a rhythm along the street front in commercial areas. Ground-level commercial spaces should reflect traditional patterns of diverse, small-scale retail with storefronts of approximately ten metres wide. Include no more than six contiguous units fronting a given street without incorporating architectural elements.



Guidelines b and d: Patio spaces contribute to making the Waterfront a full day destination, with entrances level with the sidewalk to support a barrier free environment



Guideline b, c, and d: Vibrant accent colours help create a welcoming streetscape, with a streetside patio under awnings

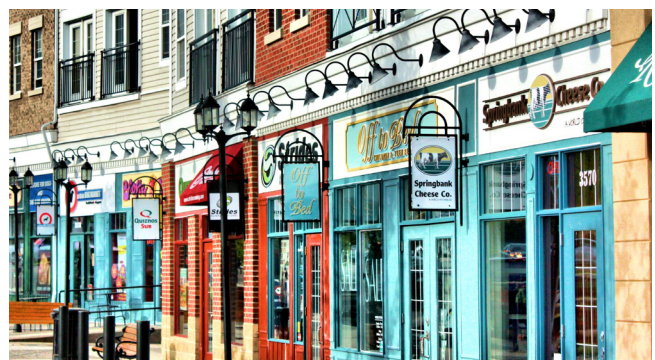


Guideline j: Natural materials with rich colours and bold patterns as accents

- g. Maximize transparency in commercial areas through extensive use of glazing at grade level, and consider use of mullions and frames to create character and visual interest. Reflective glass or other similar material on the ground floor façade of any building facing a street will not be accepted.
- h. Provide common outdoor amenity spaces for residents in mixed-use and residential buildings. Shared roof decks with views to the waterfront and other amenities are encouraged where appropriate. Incorporate dining and seating areas with outdoor cooking facilities, play areas for children, areas for air-drying laundry, communal vegetable gardens, and appropriate landscaping. Provide each apartment unit with a private outdoor space where possible. Incorporating green-roofs to manage stormwater, reduce urban heat island effect, and contribute to biodiversity is encouraged.
- i. Follow passive solar design principles and orient and site buildings to maximize views to the waterfront. Design roofs to maximize opportunities for solar collection in winter and control solar gain on south-facing facades by blocking high-angle sun in summer. Alternatively, provide operable shading devices or window overhangs to control summer solar gain. Maximize passive ventilation and passive cooling through building orientation.
- j. Incorporate west coast design elements with the use of natural materials, including brick, stone, concrete, exposed heavy timber, and/or steel. Vinyl siding and stucco will not be considered for cladding. Use rich natural tones which reflect the natural landscape and seascape as the dominant colours, with brighter colours used only as accents.
- k. Integrate commercial signage with the building and/or landscaping. Signage shall have a pedestrian scale and be coordinated throughout each development and compatible with signage on adjacent properties to establish a unified and attractive commercial area. The use of natural materials and projecting signs is encouraged.



Guideline d and k: Varied massing creates visual interest, entrances are level with the sidewalk, and signage contributes to the vibrant character of the architecture and setting

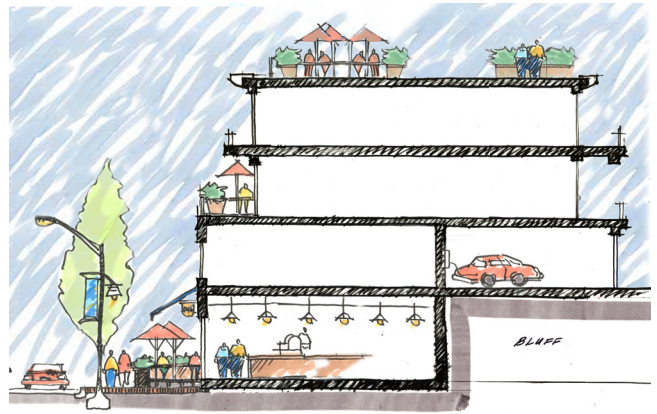


Guideline g and k: Projecting signs and windows with mullions and frames create visual interest



## 22.5.2 Public Realm and Landscape

- a. Provide continuous commercial frontage along Marine Drive between Oxford and Foster Streets and between Balsam and Maple Streets. Residential developments in other areas along Marine Drive should incorporate flex spaces at grade level that will allow for future conversion for use as retail or office space. Bicycle parking adjacent to retail entrances is encouraged.
- b. Improve the public realm with widened sidewalks along Marine Drive (minimum 1.8 metres). Install ornamental street lamps and street furniture and provide space for patios adjacent to commercial frontages. Curb let-downs are to be designed to accommodate wheelchair and scooter movement.
- c. Provide consistency with street trees, plant materials, street furniture, and other aspects of the public realm to create cohesive streetscapes. Incorporate public art in both the public and private realm that is reflective of the local landscape and heritage.
- d. Site buildings to enhance potential public spaces in unopened road ends (Hill Walks) and north-south pedestrian connections to and from the Waterfront. Enhance these public areas with public art and opportunities for programmed uses.
- e. Use light coloured reflective paving materials such as white asphalt or concrete for paths, driveways, and parking areas to reduce heat absorption and urban heat island effect. Ensure all areas not covered by buildings, structures, roads, and parking areas are landscaped. Use landscaping to establish transitions from public to private areas.
- f. Plant both deciduous and coniferous tree species, and ensure all trees are planted with sufficient soil volume using soil cells where appropriate, Incorporate diverse native shrub layers below trees to intercept stormwater. Landscape design should employ CPTED safety principles.
- g. 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.



Guidelines a and b: Commercial frontages create a destination and add to the vibrancy of Marine Drive, with widened sidewalks improving the pedestrian experience



Guidelines a and b: Continuous commercial frontage with awnings and seating areas, and widen sidewalks  
Image: La Citta Vita



Guideline c: Public art should reflect and build upon a sense of place  
Image: Bernard Spragg

- h. Select trees that will maximize passive solar gain, natural ventilation, and natural cooling, and increase the entry of natural light into buildings. Maximize the use of drought tolerant species that can withstand the seaside setting and require minimal irrigation. Avoid planting invasive species. The planting of hedges directly adjacent to sidewalks is discouraged, unless they are screening a garbage/recycling area.
- i. Provide sufficient on-site illumination for pedestrian/vehicle safety and good exposure for retail uses. Light facades and highlight building entrances, and avoid “light spill” onto adjacent properties. The use of lighting systems that are powered by renewable energy, such as solar-power, are encouraged.



Guideline h: Areas not covered by paving are landscaped, with a diverse, native, drought tolerant shrub layer

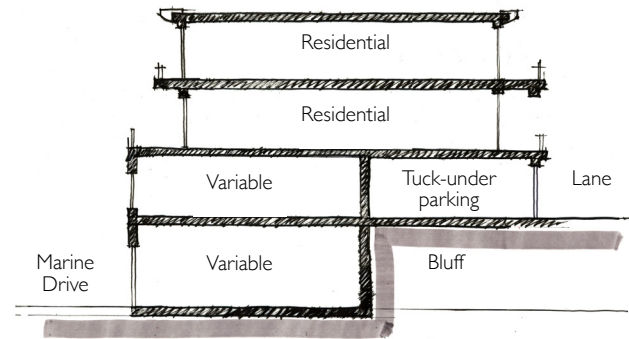


### 22.5.3 Parking and Functional Elements

- a. Locate parkade entrances at the rear or side of buildings where possible, separate from pedestrian entrances. Avoid vehicular access from Marine Drive unless no other option is available. If a parkade or garage entrance faces a street, it should be subordinate to the pedestrian entrance in terms of size, prominence on the streetscape, location, and design emphasis. The use of landscaping to screen and soften the appearance of the parkade or garage entrance is encouraged. Access ramps must be designed with appropriate sight lines and incorporate security features.
- b. Provide all off-street parking below grade or enclosed within a building, with the exception of some visitor parking spaces and short-term commercial parking spaces. Bicycle and scooter parking shall be provided for residents within parkades, with temporary bicycle parking available near building entrances. Ensure buildings are accessible from parkades for those with mobility impairments.
- c. Provide sufficient space for garbage, recycling, and composting within parkades. These areas are to be located so that they are convenient for users and accessible for waste/recycling/compost collection and removal. Loading areas must also be incorporated within buildings wherever possible.
- d. Locate mechanical equipment to minimize exposure to the street and nearby buildings. Screening of rooftop mechanical equipment must be integrated into the overall architectural form of the building, and be designed to dampen noise where required.



Guideline a: Parking entrances are designed to be discrete and softened by landscape.



Guideline a: Build into bluff to create second storey tuck-under parking where possible



## 22.6 Multi-Family Development Permit Area

The objectives of this Development Permit Area are to:

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



*Life Near the Centre*



## 22.6.1 Buildings

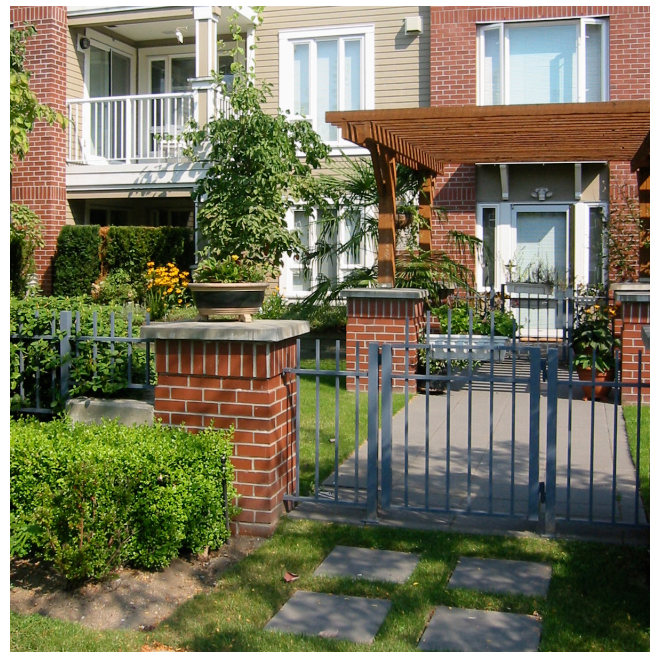
- a. Ensure buildings are compatible with or complementary to adjacent developments in terms of height, density, and design, with height transitions as outlined in Figure 9 in applicable areas. Vary heights, rooflines, and massing to minimize impacts to views and solar exposure enjoyed by adjacent buildings and open spaces.
- b. Set buildings back from the property line at least 3 metres to provide enough space for gardens and shade trees in the front yard. Include a further step back above the fourth floor and consider an additional step back above the seventh floor. Tower portions of all buildings should be slim and be set back a minimum of 6 metres from the edge of the podium level to minimize view impacts and shading and to facilitate a minimum tower separation of 30 metres.
- c. Create visual interest and comfort for pedestrians along all elevations with architectural details. Incorporate windows, doors, bay windows, porches, setbacks, and vary colours, massing, and materials. Townhouse developments are encouraged to provide for individuality from site to site and unit to unit, and to vary the front set-back between units. Non-street facing elevations shall be treated with the same architectural details as the street facing elevations.
- d. Ensure the main entrances of residential apartment buildings are level with the sidewalk to create a barrier free environment for aging in place. Townhouses may have elevated patios and entrances. Entrances shall be clearly identifiable, and weather protection with overhangs and awnings shall be provided over all entrances. Residential units on the ground floor should be ground-oriented.
- e. Address all street edges on properties fronting multiple streets or public walkways. Orient buildings toward intersections or design independent frontages along both intersecting streets, and incorporate windows, doorways, landscaping, and architectural detailing along all street frontages and walkways.



Guideline a and e: Addressing both street frontages and stepping down and back to create a smoother transition to the adjacent, lower density residential area



Guideline a and c: Materials, roof lines and front entrances create visual interest and soften transitions between multi-family development areas and single family areas



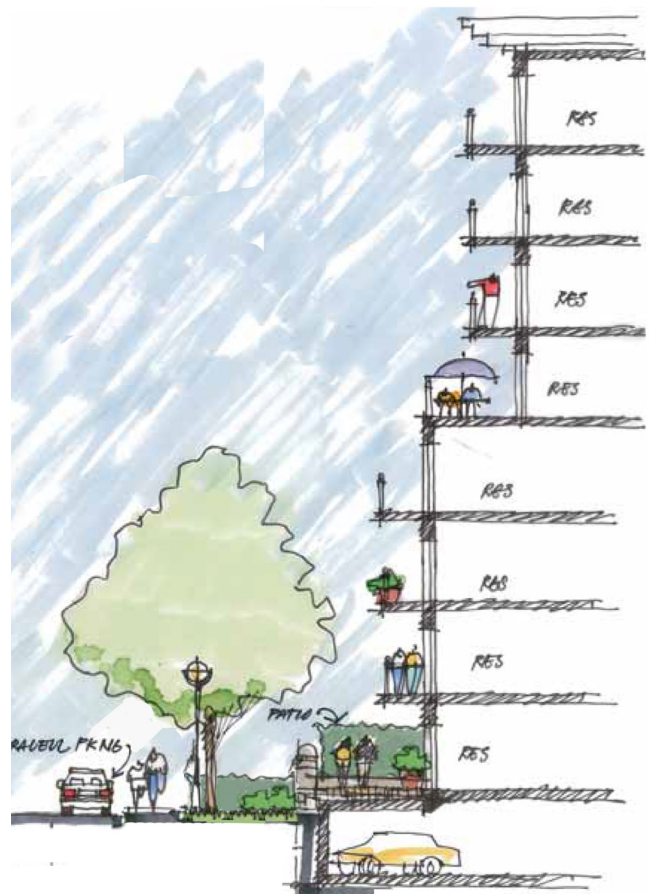
Guideline d: Ground-oriented residential units



- f. Provide articulation to break up building mass and to establish a rhythm along the street front in commercial areas. Ground-level commercial spaces should reflect traditional patterns of diverse, small-scale retail with storefronts of approximately ten metres wide. Include no more than six contiguous units fronting a given street without incorporating architectural elements.
- g. Provide shared outdoor amenity spaces for residents in mixed-use and residential buildings. Shared roof decks with gardens are encouraged where appropriate. Incorporate dining and seating areas with outdoor cooking facilities, play areas for children, areas for air-drying laundry, communal vegetable gardens, and appropriate landscaping. Provide each residential unit with a private outdoor space where possible. Incorporating green-roofs to manage stormwater, reduce urban heat island effect, and contribute to biodiversity is encouraged.
- h. Follow passive solar design principles and orient and site buildings to maximize views to the waterfront. Design roofs to maximize opportunities for solar collection in winter and control solar gain on south-facing facades by blocking high-angle sun in summer. Alternatively, provide operable shading devices or window overhangs to control summer solar gain. Maximize passive ventilation and passive cooling through building orientation.
- i. Incorporate west coast design elements with the use of natural materials, including brick, stone, concrete, exposed heavy timber, and/or steel. Vinyl siding and stucco will not be considered for cladding. Use rich natural tones which reflect the natural landscape and seascape as the dominant colours, with brighter colours used only as accents.
- j. Integrate commercial signage with the building and/or landscaping. Signage shall have a pedestrian scale and be coordinated throughout each development and compatible with signage on adjacent properties to establish a unified and attractive commercial area. The use of natural materials and projecting signs is encouraged.
- k. Blocks of side-by-side townhouses are limited to a maximum of eight contiguous units. Lot consolidation to allow for street-fronting townhouse developments are encouraged.



Guidelines c and i: Massing and natural materials are varied to break up the building front and create visual interest

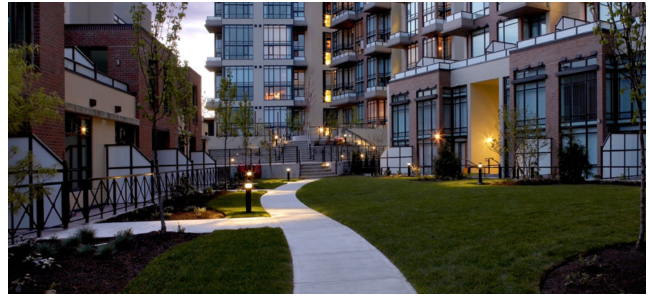


Guidelines b and g: Section showing apartment stepped apartment building form and outdoor amenity spaces



## 22.6.2 Public Realm and Landscape

- a. Improve the public realm with widened sidewalks (minimum 1.8 metres). Plant street trees and design curb let-downs to accommodate wheelchairs and scooters.
- b. Provide consistency with street trees, plant materials, street furniture, and other aspects of the public realm to create cohesive streetscapes. Incorporate public art in both the public and private realm that is reflective of the local landscape and heritage.
- c. Site buildings to create through-block walking connections. These will create opportunities for a variety of pedestrian-oriented activities and a finer-grained street grid. Special attention should be paid to establishing a linear park connection between the Town Centre and Centennial Park. Enhance these public spaces with public art and opportunities for programmed uses.
- d. Use light coloured reflective paving materials such as white asphalt or concrete for paths, driveways, and parking areas to reduce heat absorption and urban heat island effect. Ensure all areas not covered by buildings, structures, roads, and parking areas are landscaped. Use landscaping to establish transitions from public, to semi-public, to private areas.
- e. Increase the quantity, density, and diversity of trees planted. Ensure all trees are planted with sufficient soil volume, using soil cells where appropriate, and incorporate diverse native shrub layers below trees to intercept stormwater. Projects should be designed to allow for the retention of large, mature, healthy trees, and landscape design should employ CPTED safety principles.
- f. Select trees that will maximize passive solar gain, natural ventilation, and natural cooling, and increase the entry of natural light into buildings. Maximize the use of drought tolerant species that can withstand the seaside setting and require minimal irrigation. Avoid planting invasive species. The planting of hedges directly adjacent to sidewalks is discouraged, unless they are screening a garbage/recycling area.
- g. Incorporate Low Impact Development Techniques for stormwater management, where appropriate and in accordance with the City's ISWMP. This includes but is not limited to bio-swales, cisterns, and permeable paving. Narrower lanes/access roads and the use of porous asphalt are encouraged.



Guidelines c and h: A pedestrian pathway through a development, with lighting



Guideline d: Areas not covered by paving are landscaped, with a diverse, native, drought tolerant shrub layer



Guideline g: On-site, natural stormwater management  
Image: La Citta Vita.

- h. Provide sufficient on-site illumination for pedestrian/vehicle safety and good exposure for retail uses. Light facades and highlight building entrances, and avoid “light spill” onto adjacent properties. The use of lighting systems that are powered by renewable energy, such as solar-power, are encouraged.



Guideline c: Permeable pavers  
Image: Center for Watershed Protection Inc.



### 22.6.3 Parking and Functional Elements

- a. Locate parkade entrances at the rear or side of buildings where possible and separate from pedestrian entrances. Vehicular access from North Bluff Road will only be considered when alternative access is not available. If a parkade entrance faces a street, it shall be subordinate to the pedestrian entrance in terms of size, prominence on the streetscape, location, and design emphasis. The use of landscaping to screen and soften the appearance of the parkade entrance is encouraged. Access ramps must be designed with appropriate sight lines and incorporate security features.
- b. Use a single internal vehicular access for townhouse developments where possible, with a shared parkade or individual garages. Provide landscaped areas between garages in townhouse developments that have multiple direct vehicular accesses from the street.
- c. Provide all off-street parking below grade or enclosed within a building, with the exception of some visitor parking spaces and short-term commercial parking spaces. Bicycle and scooter parking shall be provided for residents within parkades, with temporary bicycle parking available near building entrances. Ensure buildings are accessible from parkades for those with mobility impairments.
- d. Provide sufficient space for garbage, recycling, and composting within parkades. These areas are to be located so that they are convenient for users and accessible for waste/recycling/compost collection and removal. Loading areas must also be incorporated within buildings wherever possible.
- e. Locate mechanical equipment to minimize exposure to the street and nearby buildings. Screening of rooftop mechanical equipment must be integrated into the overall architectural form of the building, and be designed to dampen noise where required.



Guideline a: Parking entrances are designed to be discrete and softened by landscape



## 22.7 Neighbourhood Commercial Development Permit Area

The objectives of this Development Permit Area are to:

- Encourage complete neighbourhoods with attractive, comfortable, well-connected, pedestrian-oriented environments
- Ensure the compatibility of new development with adjacent existing buildings
- Enhance quality of life
- Conserve energy and water and reduce GHGs
- Enhance the character of the built environment and public realm in the City of White Rock



Laura's COFFEE CORNER | Homest  
.....  
Savour

hours of operation  
monday to saturday  
7am to 5pm  
sundays  
8:30 am to 5pm

MAXIMUM  
30 FOODIE  
CUPANCY LOAD  
COFFEE LOVERS

Neighbourhood Hubs



## 22.7.1 Buildings

- a. Ensure buildings are compatible with or complementary to adjacent developments in terms of height, density, and design. Vary heights, rooflines, and massing to minimize impacts to views and solar exposure enjoyed by adjacent buildings and open spaces.
- b. Ensure commercial space is located in a highly visible location on the ground floor. Residential and retail entrances shall be clearly distinguished between, and weather protection shall be provided over all entrances and along all commercial frontages. Residential units on the ground floor should be ground-oriented with entrances directly off of the street.
- c. Create visual interest and comfort for pedestrians along all elevations with architectural details. Incorporate windows, doors, bay windows, porches, setbacks, and vary colours, massing, and materials. Non-street facing elevations shall be treated with the same architectural details as the street facing elevations. Ensure all main entrances are level with the sidewalk.
- d. Address all street edges on properties fronting multiple streets or public walkways. Orient buildings toward intersections or design independent frontages along both intersecting streets, and incorporate windows, doorways, landscaping, and architectural detailing along all street frontages and walkways.
- e. Optimize opportunities for creating through-block walking connections during site planning, and provide walkways, stairs, and other pedestrian pathways where possible.
- f. Maximize transparency in the commercial portion of the development through extensive use of glazing at grade level, and consider use of mullions and frames to create character and visual interest. Reflective glass or other similar material on the ground floor façade of any building facing a street will not be accepted.



Guideline b and c: Retail and residential entrances and uses are clearly distinguished through entry treatment and architectural articulation.



Guidelines b and d: Mixed-use development addressing both street frontages, with entrances and weather protection along both streets



Guidelines b, g, and i: Ground-oriented units, entrances directly off of and level with the sidewalk, natural materials, and private outdoor space

g. Provide common outdoor amenity spaces for residents where possible. Shared roof decks with gardens are encouraged where appropriate. Incorporate dining and seating areas with outdoor cooking facilities, play areas for children, areas for air-drying laundry, communal vegetable gardens, and appropriate landscaping. Provide each apartment and/or townhouse unit with a semi-private outdoor space, such as a balcony or ground level patio, where possible. Incorporating green-roofs to manage stormwater, reduce urban heat island effect, and contribute to biodiversity is encouraged.

h. Follow passive solar design principles and orient and site buildings to maximize views to the waterfront. Design roofs to maximize opportunities for solar collection in winter and control solar gain on south-facing facades by blocking high-angle sun in summer. Alternatively, provide operable shading devices or window overhangs to control summer solar gain. Maximize passive ventilation and passive cooling through building orientation.

i. Incorporate west coast design elements with the use of natural materials, including brick, stone, concrete, exposed heavy timber, and/or steel. Vinyl siding and stucco will not be considered for cladding. Use rich natural tones which reflect the natural landscape and seascape as the dominant colours, with brighter colours used only as accents.

j. Integrate commercial signage with the building and/or landscaping. Signage shall have a pedestrian scale and be coordinated throughout each development and compatible with signage on adjacent properties to establish a unified and attractive commercial area. The use of natural materials and projecting signs is encouraged.



Guideline j: Commercial projecting signs are scaled to the pedestrian and are designed to complement the architecture of the building



Guideline h: Transparency in commercial spaces  
Image: Brew Books



## 22.7.2 Public Realm and Landscape

- a. Site buildings to create a gathering or patio space on the property. These spaces will create opportunities for a variety of retail-oriented activities and local gathering spaces. Retractable awnings, pergolas, or other overhead structures for weather protection are encouraged for outdoor seating areas. Enhance these public spaces with public art and opportunities for programmed uses. Use landscaping to ensure privacy of residential units and outdoor spaces from public outdoor amenity spaces associated with the retail use.
- b. Use light coloured reflective paving materials such as white asphalt or concrete for paths, driveways, and parking areas to reduce heat absorption and urban heat island effect. Ensure all areas not covered by buildings, structures, roads, and parking areas are landscaped. Use landscaping to establish transitions from public to private areas.
- c. Ensure all trees are planted with sufficient soil volume, using soil cells where appropriate, and incorporate diverse native shrub layers below trees to intercept stormwater. Projects should be designed to allow for the retention of large, mature, healthy trees, and landscape design should employ CPTED principles.
- d. Select trees that will maximize passive solar gain, natural ventilation, and natural cooling, and increase the entry of natural light into buildings. Maximize the use of drought tolerant species that can withstand the seaside setting and require minimal irrigation. Avoid planting invasive species. The planting of hedges directly adjacent to sidewalks is discouraged, unless they are screening a garbage/recycling area.
- e. Incorporate Low Impact Development Techniques for stormwater management, where appropriate and in accordance with the City's ISWMP. This includes but is not limited to bio-swales, cisterns, and permeable paving. Narrower lanes/access roads and the use of porous asphalt are encouraged.
- f. Provide sufficient on-site illumination for pedestrian/vehicle safety and good exposure for retail uses. Light facades and highlight building entrances, and avoid "light spill" onto adjacent properties. The use of lighting systems that are powered by renewable energy, such as solar-power, are encouraged.



Guideline a: Outdoor patio seating areas defined by landscape edges and screened from adjacent residential uses



Guideline f: Lighting is used to highlight signs and building entrances while avoiding light-spill onto residential uses  
Image: Wine Country Media



Guidelines c and d: Areas not covered by paving are landscaped, with a diverse, native, drought tolerant shrub layer

### 22.7.3 Parking and Functional Elements

- a. Locate vehicular accesses at the rear or side of buildings where possible, separate from pedestrian entrances. Provide vehicular access from the lane or a single shared driveway from the street when no lane exists. If a parkade or garage entrance faces a street, it shall be subordinate to the pedestrian entrance in terms of size, prominence on the streetscape, location, and design emphasis. The use of landscaping to screen and soften the appearance of the parkade or garage entrance is encouraged. Access ramps must be designed with appropriate sight lines and incorporate security features.
- b. Provide off-street parking below grade or enclosed within a building where possible, with the exception of some visitor parking spaces short-term commercial parking spaces. Ensure buildings are accessible from parkades for those with mobility impairments.
- c. Provide sufficient space for garbage, recycling, and composting within parkades where possible. These areas are to be located so that they are convenient for users and accessible for waste/recycling/compost collection and removal. Loading areas must also be incorporated within buildings wherever possible.
- d. Locate mechanical equipment to minimize exposure to the street and nearby buildings. Screening of rooftop mechanical equipment must be integrated into the overall architectural form of the building, and be designed to dampen noise where required.



Guideline a: Parking entrances are designed to be discrete and softened by landscape



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## 22.8 East Side Large Lot Infill Development Permit Area

The objectives of this Development Permit Area are to:

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



*Living Near the Heart*



## 22.8.1 Buildings

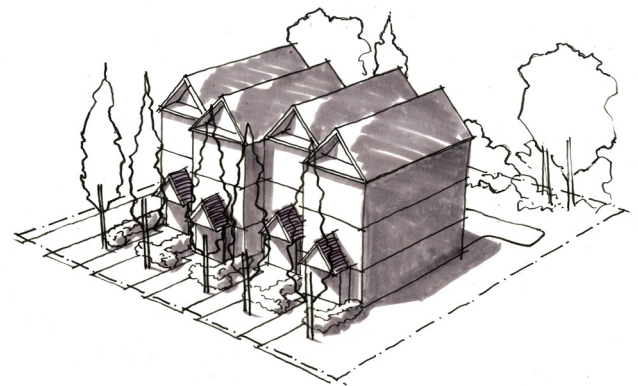
- a. Ensure buildings are compatible with or complementary to adjacent developments in terms of height, density, and design. New apartment and townhouse developments adjacent to Mature Neighbourhoods shall transition to compliment the height and scale of single family homes and create a streetscape that is reflective of a single family area.
- b. Set buildings back from the property line at least 2-3 metres to provide enough space for gardens and shade trees in the front yard. Townhouse developments are encouraged to provide for individuality from site to site and unit to unit, and to vary the front setback between units.
- c. Create visual interest along all elevations with architectural details. Incorporate windows, doors, bay windows, porches, setbacks, and vary colours, massing, and materials. Non-street facing elevations shall be treated with the same architectural details as the street facing elevations. Open verandas and peaked roofs are encouraged for townhouses and small-lot single family development. 'Mirror-image' designs for adjacent single family dwellings will not be permitted.
- d. Ensure main entrances of multi-unit residential and mixed-use buildings are level with the sidewalk. Entrances shall be clearly identifiable, and weather protection with overhangs and awnings shall be provided over all entrances and along all commercial frontages. Residential units on the ground floor of multi-unit developments should be ground-oriented with entrances directly off of the street.
- e. Address all street edges on properties fronting multiple streets or public walkways. Orient buildings toward intersections or design independent frontages along both intersecting streets, and incorporate windows, doorways, landscaping, and architectural detailing along all street frontages and walkways.
- f. Provide articulation to break up building mass and to establish a rhythm along the street front in commercial areas. Ground-level commercial spaces should reflect traditional patterns of diverse, small-scale retail with storefronts of approximately ten metres wide. Include no more than six contiguous units fronting a given street without incorporating architectural elements.



Guideline d: Main entrances are level with the sidewalk, and residential units on the ground floor are ground-oriented.



Guideline a and c: Materials, roof lines and front entrances create visual interest and soften transitions between multi-family development areas and single family areas



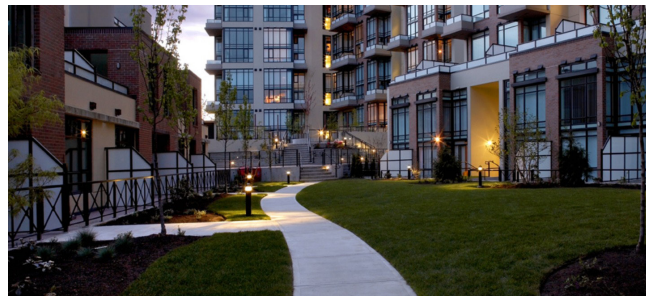
Guidelines b and c: Varied setbacks for each townhouse unit provides articulation and identifies each dwelling unit



- g. Maximize transparency in commercial portions of mixed-use developments through extensive use of glazing at grade level, and consider use of mullions and frames to create character and visual interest. Reflective glass or other similar material on the ground floor façade of any building facing a street will not be accepted.
- h. Provide common outdoor amenity spaces for residents in mixed-use and multi-unit residential buildings. Shared roof decks with views to the waterfront and other amenities are encouraged where appropriate. Incorporate dining and seating areas with outdoor cooking facilities, play areas for children, areas for air-drying laundry, communal vegetable gardens, and appropriate landscaping. Provide each apartment unit with a private outdoor space where possible. Incorporating green-roofs to manage stormwater, reduce urban heat island effect, and contribute to biodiversity is encouraged.
- i. Follow passive solar design principles and orient and site buildings to maximize views to the waterfront. Design roofs to maximize opportunities for solar collection in winter and control solar gain on south-facing facades by blocking high-angle sun in summer. Alternatively, provide operable shading devices or window overhangs to control summer solar gain. Maximize passive ventilation and passive cooling through building orientation.
- j. Incorporate west coast design elements with the use of natural materials, including brick, stone, concrete, exposed heavy timber, and/or steel. Vinyl siding and stucco will not be considered for cladding. Use rich natural tones which reflect the natural landscape and seascape as the dominant colours, with brighter colours used only as accents.
- k. Integrate commercial signage with the building and/or landscaping. Signage shall have a pedestrian scale and be coordinated throughout each development and compatible with signage on adjacent properties to establish a unified and attractive commercial area. The use of natural materials and projecting signs is encouraged.
- l. Limit blocks of side-by-side townhouses to a maximum of eight contiguous units. Lot consolidation to allow for street-fronting townhouse developments are encouraged.



Guidelines c and j Massing and natural materials are varied to break up the building front and create visual interest



Guidelines c and h: Creating visual interest with varied massing, windows, and landscaped areas, and common outdoor space for residents

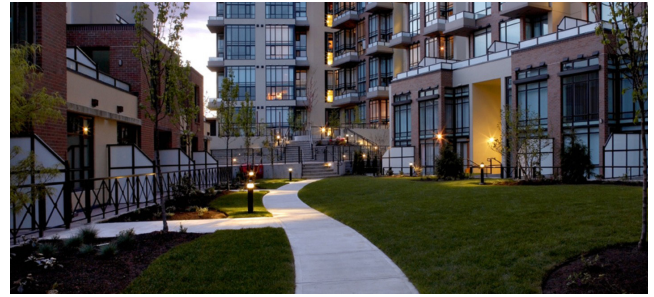


Guidelines c and l: Varied materials and colours on each townhouse provides distinct character and rhythm along the street, pitched roofs and landscape contribute to the character, and blocks of townhouses are limited to eight



## 22.8.2 Public Realm and Landscape

- a. Improve the public realm with widened sidewalks (minimum 1.8 metres). Plant street trees and design curb let-downs to accommodate wheelchairs and scooters.
- b. Site buildings to create through-block walking connections where appropriate. These will create opportunities for a variety of pedestrian-oriented activities and a finer-grained street grid.
- c. Use light coloured reflective paving materials such as white asphalt or concrete for paths, driveways, and parking areas to reduce heat absorption and urban heat island effect. Ensure all areas not covered by buildings, structures, roads, and parking areas are landscaped. Use landscaping to establish transitions from public, to semi-public, to private areas.
- d. Ensure all trees are planted with sufficient soil volume, using soil cells where appropriate, and incorporate diverse native shrub layers below trees to intercept stormwater. Projects should be designed to allow for the retention of large, mature, healthy trees, and landscape design should employ CPTED principles.
- e. Select trees that will maximize passive solar gain, natural ventilation, and natural cooling, and increase the entry of natural light into buildings. Maximize the use of drought tolerant species that can withstand the seaside setting and require minimal irrigation. Avoid planting invasive species. The planting of hedges directly adjacent to sidewalks is discouraged, unless they are screening a garbage/recycling area.
- f. 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.
- g. Provide sufficient on-site illumination for pedestrian/vehicle safety and good exposure for retail uses. Light facades and highlight building entrances, and avoid "light spill" onto adjacent properties. The use of lighting systems that are powered by renewable energy, such as solar-power, are encouraged.



Guidelines c and h: A pedestrian pathway through a development, with lighting



Guideline d: Areas not covered by paving are landscaped, with a diverse, native, drought tolerant shrub layer



Guideline g: On-site, natural stormwater management  
Image: La Citta Vita.



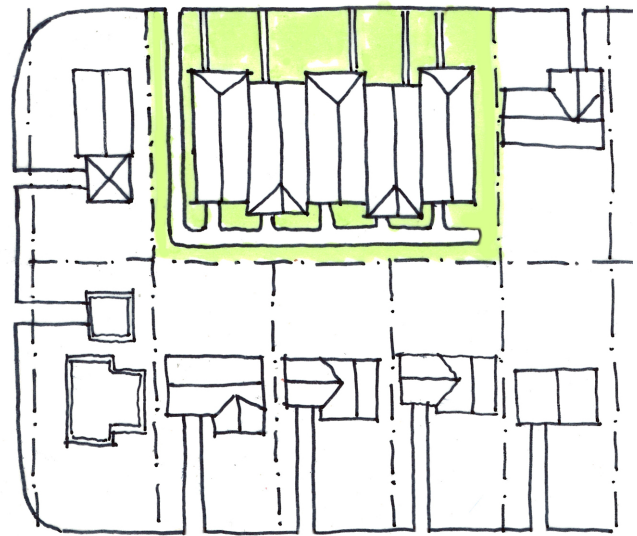
Guideline c: Permeable pavers  
Image: Center for Watershed Protection Inc.

### 22.8.3 Parking and Functional Elements

- a. Locate parkade entrances at the rear or side of buildings where possible and separate from pedestrian entrances. Vehicular access from North Bluff Road will only be considered when alternative access is not available. If a parkade entrance faces a street, it shall be subordinate to the pedestrian entrance in terms of size, prominence on the streetscape, location, and design emphasis. The use of landscaping to screen and soften the appearance of the parkade entrance is encouraged. Access ramps must be designed with appropriate sight lines and incorporate security features.
- b. Use a single internal vehicular access for townhouse developments where possible, with a shared parkade or individual garages. Provide landscaped areas between garages in townhouse developments that have multiple direct vehicular accesses from the street.
- c. Provide all off-street parking below grade or enclosed within a building, with the exception of some visitor parking spaces and short-term commercial parking spaces. Bicycle and scooter parking shall be provided for residents within parkades, with temporary bicycle parking available near building entrances. Ensure buildings are accessible from parkades for those with mobility impairments.
- d. Provide sufficient space for garbage, recycling, and composting within parkades. These areas are to be located so that they are convenient for users and accessible for waste/recycling/compost collection and removal. Loading areas must also be incorporated within buildings wherever possible.
- e. Locate mechanical equipment to minimize exposure to the street and nearby buildings. Screening of rooftop mechanical equipment must be integrated into the overall architectural form of the building, and be designed to dampen noise where required.



Guideline a: Parking entrances are designed to be discrete and softened by landscape



Guideline a: Internal vehicular access for a townhouse development, where laneway access is not available



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## 22.9 Mature Neighbourhood Infill Development Permit Area

The objectives of this Development Permit Area are to:

- Establish an attractive, comfortable, well-connected, pedestrian-oriented environment
- Ensure the compatibility of infill development (i.e. duplexes, triplexes, small-lot single family) within established neighbourhoods
- Enhance quality of life
- Conserve energy and water and reduce GHGs
- Enhance the character of the built environment and public realm in the City of White Rock



*Our Residential Neighbourhoods*



## 22.9.1 Buildings

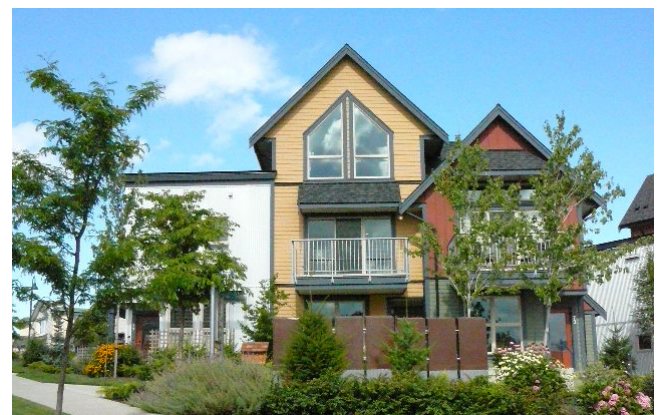
- a. Ensure buildings are compatible with or complementary to adjacent developments in terms of height, density, and design.
- b. Consider alternatives to the traditional side-by-side duplexes and triplexes, such as front/rear and top/bottom layouts. 'Mirror-image' designs will not be permitted for single family dwellings, duplexes, or triplexes. Entrances shall be clearly identifiable, and weather protection with overhangs and awnings shall be provided over all entrances.
- c. Create visual interest with architectural details that break up the mass of the building and give each dwelling unit in a duplex or triplex its own visual identity. Open verandas and peaked roofs are encouraged for duplexes, triplexes, and small-lot single family development.
- d. Use a variety cladding colours and/or materials to avoid large, uniform expanses. Different cladding colours or materials can be used to differentiate between units in a duplex or triplex.
- e. Follow passive solar design principles for the orientation and siting of buildings. Design roofs to maximize opportunities for solar collection in winter and control solar gain on south-facing facades by blocking high-angle sun in summer. Maximize passive ventilation and passive cooling through building orientation.
- f. Incorporate west coast design elements with the use of natural materials, including brick, stone, concrete, exposed heavy timber, and/or steel. Vinyl siding and stucco will not be considered for cladding. Use rich natural tones which reflect the natural landscape and seascape as the dominant colours, with brighter colours used only as accents.
- g. Ensure that garages do not dominate the front face of a building. If a garage faces a street, it shall be subordinate to the pedestrian entrance in terms of size, prominence on the streetscape, location, and design emphasis. The use of landscaping to screen and soften the appearance of a garage is encouraged.



Guidelines a, b, and c: A top/bottom duplex with front veranda and balcony has a similar mass and form to a traditional single-detached home.



Guideline a, b, and c: Up/down duplexes, with parking at the rear and share pedestrian access to reduce paved area, reflect the established streetscape by incorporating pitched roofs, front porches, and similar materials and fenestration



Guideline b and d: Varied materials provide visual interest and give each unit distinct character

## 22.9.2 Public Realm and Landscape

- a. Improve the public realm with widened sidewalks (minimum 1.8 metres). Plant street trees and design curb let-downs to accommodate wheelchairs and scooters.
- b. Site buildings to create through-block walking connections where appropriate. These will create opportunities for a variety of pedestrian-oriented activities and a finer-grained street grid.
- c. Use light coloured reflective paving materials such as white asphalt or concrete for paths and driveways to reduce heat absorption and urban heat island effect. Ensure all areas not covered by buildings, structures, and roads are landscaped. Incorporate shared pedestrian accesses where possible to minimize impervious areas.
- d. Ensure all trees are planted with sufficient soil volume, using soil cells where appropriate, and incorporate diverse native shrub layers below trees to intercept stormwater. Projects should be designed to allow for the retention of large, mature, healthy trees, and landscape design should employ CPTED principles.
- e. Select trees that will maximize passive solar gain, natural ventilation, and natural cooling, and increase the entry of natural light into buildings. Maximize the use of drought tolerant species that can withstand the seaside setting and require minimal irrigation. Avoid planting invasive species. The planting of hedges directly adjacent to sidewalks is discouraged, unless they are screening a garbage/recycling area.
- f. Use Low Impact Development Techniques for stormwater management, where appropriate, 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.



Guideline c: Areas not covered by paving are landscaped, with a diverse, native, drought tolerant shrub layer



Guideline f: On-site, natural stormwater management  
Image: La Citta Vita.



Guideline f: Permeable pavers  
Image: Center for Watershed Protection Inc.



### 22.9.3 Parking and Functional Elements

- a. Minimize paved areas with narrow, shared vehicular accesses. Separate accesses are considered for duplexes or triplexes that are located on corner lots or that have street and lane accesses.
- b. Provide sufficient space for garbage, recycling, and composting where appropriate. These areas are to be located so that they are convenient for users and accessible for waste/recycling/compost collection and removal.



Guideline a: Parking entrances are designed to be discrete and softened by landscape

## 23.0 Development Permit Areas (Environmental)

Guidelines for the following designated Development Permit Areas (DPAs) are intended to protect the natural environment, ecosystems, and biological diversity in White Rock.

### 23.1 Overview and Authority

The *Local Government Act* authorizes local governments to designate areas in the Official Community Plan for several purposes including the protection of the natural environment, its ecosystems and biological diversity. Pursuant to section 488(1)(e)(h)(i)(j) of the *Local Government Act*, the City designates the following Development Permit Areas to achieve objectives for the protection of the natural environment and its ecosystems and biological diversity:

- Environmental (Floodplain) Development Permit Area
- Environmental (Watercourse) Development Permit Area
- Environmental (Ravine Lands and Significant Trees) Development Permit Area

The properties subject to the above Environmental Development Permit Areas are identified on Schedule C. The following Sections outline the information that is required to be submitted by a property owner or applicant prior to any development on a property, including demolition, excavation, tree removal, and construction. Conditions of development and exemptions are also outlined. All definitions in the Province's *Riparian Areas Regulation* are applicable for the Environmental (Watercourses) Development Permit Area.

### 23.2 Development Permit Exemptions

The following activities occurring in an Environmental Development Permit Area shall be exempt from the development permit application process:

1. Emergencies – all actions to resolve emergency situation must be reported immediately to the Engineering and Municipal Operations and Development Services departments, as well as the appropriate Federal/Provincial authorities. A Development Permit is not required to authorize procedures to prevent, control, or reduce flooding, erosion, or other immediate threats to life or public or private property, including:
  - a. Emergency actions for flood protection, erosion protection, and clearing of obstructions;
  - b. Emergency works to prevent, repair, or replace public utilities;
  - c. Clearing of an obstruction from a culvert or drainage flow;
  - d. Repairs to safety fences;
  - e. Removal of a hazardous tree that presents a danger to the safety of persons or is likely to damage public or private property, as determined by an ISA Certified Tree Risk Assessor. A tree cutting permit will be required prior to removal.
2. Public Works & Services – the construction, repair and maintenance of works by the City or its authorized agents and contractors are exempt from the formal development approval process. However, development within Riparian Assessment Areas must be completed in accordance with a Riparian Areas Assessment.
3. Re-establishment of the Streamside Protection and Enhancement Area by planting native vegetation.
4. Removal of invasive non-native vegetation, provided that a vegetation management plan, prepared by a Qualified Environmental Professional, is provided to and approved by the City.
5. Existing approved developments, including previously approved Development Permits or variances still in effect that were approved prior to adoption of these policies. Modifications to these permits or variances may necessitate a new application.
6. Repairs and renovations to existing buildings and structures on existing foundations that involve no changes to the footprint of the building or structure.



### 23.3 Environmental (Floodplain) Development Permit Area

The purpose of this Development Permit Areas is to minimize damage in areas identified as having the potential for flood risk. To achieve this, the underside of the floor systems for habitable space in all buildings for residential occupancy shall be above the identified flood levels. All other development, including floor space ancillary to residential occupancies (such as parking areas) and floor space for commercial occupancies, may be permitted below the identified flood levels, provided that all electrical and mechanical equipment must be located above the identified flood levels. A Development Permit is not required for construction in accordance with these requirements. Development that is not consistent with these requirements is subject to the following conditions:

1. The applicants must submit stamped and sealed drawings for the building foundation from a qualified professional engineer. The foundation must be designed to prevent damage to habitable space in the event of a flood event.
2. The applicants must offer and enter into a covenant under Section 219 of the *Land Title Act* and agree to save harmless the City of White Rock in the event of damage to goods and materials by flood waters.
3. The applicants must submit a report from a qualified professional engineer indicating that the land may be used safely for the use intended, and that electrical and mechanical equipment can be safely located below the identified flood level (where applicable).
4. Exemptions may be considered on a site-by-site basis for repairs and minor alterations to existing buildings and structures, including minor additions which increase the building footprint by less than 10% or relocate habitable areas above the calculated flood level.

### 23.4 Environmental (Ravine Lands and Significant Trees) Development Permit Area

The purpose of this Development Permit Areas is to ensure the protection of healthy, mature stands of trees which are recognized for the important function they serve for the local eco-system. All development within the Environmental (Ravine Lands and Significant Trees) Development Permit Area is subject to the following conditions:

1. The applicants must submit a report from a Certified Arborist that identifies all trees on the subject property and adjacent lands that meet the minimum size requirements outlined in the City's Tree Management Bylaw. The report must indicate the species, health, structure, and size of each protected tree, and include a tree protection plan and a tree placement plan. Retention of mature, healthy trees and native vegetation and ground cover is a priority.
2. The applicants must submit an Erosion and Sediment Control Plan that shows how potential impacts to sensitive areas and nearby watercourses will be mitigated.
3. The applicants may be required to submit a geotechnical assessment, prepared by a Registered Geotechnical Engineer, in accordance with the current edition of the *Guidelines for Legislated Landslide Assessments for Proposed Residential Development in British Columbia*. Registration of a restrictive covenant pursuant to Section 219 of the *Land Title Act* may be required.
4. The applicants may be required to submit a plan detailing satisfactory building envelopes, with consideration of setback requirements and existing/proposed rights-of-way, easements, and restrictive covenants. Registration of a restrictive covenant pursuant to Section 219 of the *Land Title Act* may be required.
5. Council may, as part of a development permit, vary the property line setback or building height requirements of the Zoning Bylaw where it can be demonstrated that such variance is needed to facilitate the development proposal while attempting to satisfy the objective of preserving mature, healthy trees on the site. Innovative site designs which are in harmony with existing healthy, mature trees and other natural features are encouraged.
6. Building profiles should follow the natural topography of the site with as little change as possible to accommodate construction. Landscaping and replacement trees should be selected to compliment mature, healthy trees that will remain on the site.

## 23.5 Environmental (Watercourse) Development Permit Area

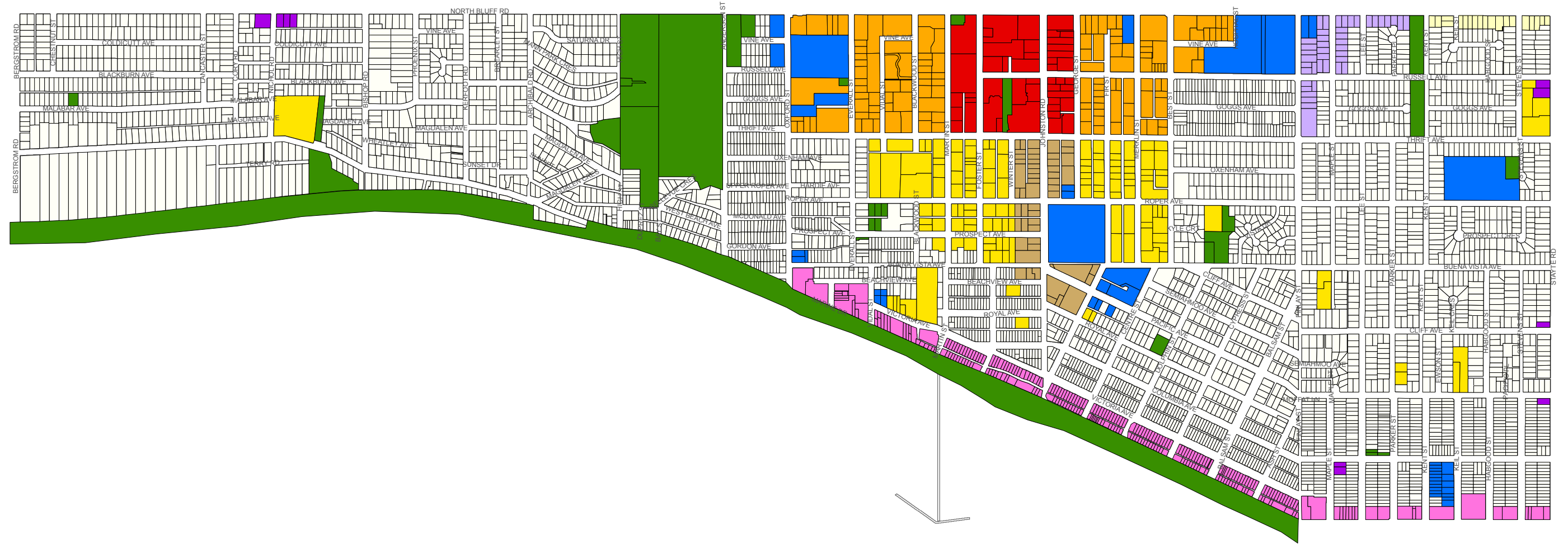
The purpose of this Development Permit Area is to protect and enhance riparian areas adjacent to streams and watercourses. All definitions in the Province's *Riparian Areas Regulation* are applicable, and all development within the Environmental (Watercourse) Development Permit Area is subject to the following conditions:

1. The applicants must submit a Riparian Areas Regulation Assessment, prepared by a Qualified Environmental Professional (QEP), as defined in the Provincial *Riparian Areas Regulation*. Confirmation that the Assessment has been received and accepted by the Ministry of Forest, Lands, and Natural Resource Operations is also required. Development must be consistent with the findings of the Riparian Areas Assessment, including but not limited to the Streamside Protection and Enhancement Area (SPEA).
2. The applicants must submit a tree assessment report, prepared by a Certified Arborist, that includes a tree protection/replacement plan. Retention of mature, healthy trees as well as native vegetation and ground cover is a priority. A vegetation management plan is required for planting proposed within a Riparian Assessment Area. Tree removal within a SPEA will only be permitted if the tree has been identified as a hazardous tree by a BC Danger Tree Assessor.
3. The applicants must submit an Erosion and Sediment Control Plan that shows how the adjacent watercourses and associated drainages will be protected during construction, in accordance with the Riparian Areas Assessment.
4. The applicants must submit a geotechnical assessment, prepared by a Registered Geotechnical Engineer, in accordance with the current edition of the *Guidelines for Legislated Landslide Assessments for Proposed Residential Development in British Columbia*. Registration of a restrictive covenant pursuant to Section 219 of the *Land Title Act* may be required.
5. The applicants may be required to provide securities to ensure that trees and vegetation are planted as required in a Development Permit, with the amount of securities equal to the estimated cost of planting the required trees and vegetation. The securities may be withheld by the City in the event that the Riparian Assessment Area is damaged due to a contravention of a Development Permit. The applicant(s) may be required to submit a cost estimate of required landscaping from a qualified professional to assist in the determination of the amount of securities required.
6. The applicants may be required to submit a post-construction report, prepared by a QEP, that confirms that all development, including but not limited to the planting of vegetation, has taken place as required in the Riparian Areas Assessment. A report from a Certified Arborist regarding the planting of required replacement trees may also be required.
7. The applicants may be required to submit a plan detailing satisfactory building envelopes, with consideration of setback requirements and existing/proposed rights-of-way, easements, and restrictive covenants. Registration of a restrictive covenant pursuant to Section 219 of the *Land Title Act* may be required.
8. The City may require that adequate public liability insurance in the amount of \$5,000,000 be provided, with the City of White Rock as an "additional named insured."

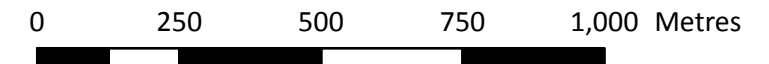


# *Appendix* Schedules and Maps

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- Town Centre
- Town Centre Transition
- Lower Town Centre
- Waterfront Village
- Urban Neighbourhood
- North Bluff East
- Mature Neighbourhood
- East Side Large Lot Infill Area
- Neighbourhood Commercial
- Institutional
- Open Space & Recreation









- Environmental (Ravine Lands and Significant Trees) Development Permit Area
- Environmental (Watercourse) Development Permit Area
- Environmental (Floodplain) Development Permit Area
  - Ocean Floodplain - 3.90m Contour Level
  - Campbell River Floodplain - 4.60m Contour Level (Includes Ocean Floodplain)
- Parcel

Data Source: City of White Rock  
 Note: Locations of Floodplains and Watercourses shown on this map are approximate

