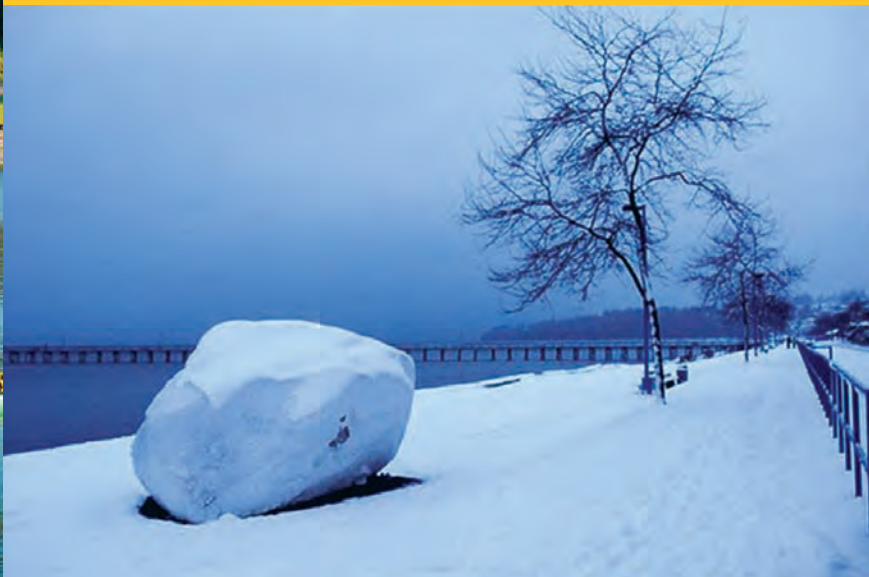




WHITE ROCK COMMUNITY PLAN



OFFICIAL COMMUNITY PLAN | September 2008



The Corporation of the **City of White Rock**

Record of Amendments to White Rock Official Community Plan, 2008, No. 1837
Table of OCP Amendments – Updated to December 2013

Please note: This is not legal document. We have combined this bylaw with the following amendments purely for your convenience. You should consult certified copies of the original bylaw for all interpretations and applications.

Bylaw No.	Date Adopted (yr-mm-dd)	Project No. / Property Address	Purpose of Amendment
1837	2008-09-15	OCP Plan 2008, Bylaw No. 1837	Replaced OCP Plan 2001, Bylaw No. 1638.
1852	2008-09-15	OCP Amendment No. 1	Thirty (30) various map and text amendments.
1862	2009-03-09	OCP Amendment No. 2 – North Bluff Areas	Remove long-term high density policies for North Bluff Areas (map & text amendments)
1892	2009-10-05	OCP Amendment No. 3 – Tree Preservation, Infill Policies and West Coast Design	Include new policies to give more priority to tree retention, establish DP guidelines for trees and RAR's, plus policies and DP guidelines for West Coast/Seaside Village.
1873	2010-03-01	OCP Amendment No. 4 – Town Centre Area	To recognize previously approved developments, and to amend maximum allowable heights and densities in the Town Centre Area.
1874	2010-10-04	OCP Amendment No. 5 – East Side Residential Infill Policies	To include policies and development permit guidelines for the east side residential infill area.
1887	2010-10-04	OCP Amendment No. 6 – Everall Neighbourhood Study	To include specific policies for the Everall Neighbourhood Study Area.
1916	2011-02-07	OCP Amendment No. 7 – Climate Action Plan and Integrated Stormwater Management Plan	To include policies and development permit guidelines for the Climate Action Plan and Integrated Stormwater Management Plan.
1945	2011-10-24	OCP Amendment No. 8 – White Rock Muffler Site	To include two residential properties to the commercial designation (map only).
1957	2012-02-20	OCP Amendment No. 9 – Triplexes	To include policies for triplexes as a text amendment.
1980	2013-04-15	OCP Amendment No. 12 – Town Centre Urban Design Plan	To incorporate the Town Centre Urban Design Plan into the OCP – policies and DP guidelines.
1991	2013-04-15	OCP Amendment No. 13 – Housekeeping Amendment	Text and amp amendments for consistency with new Zoning Bylaw No. 2000.
1987	2013-06-10	OCP Amendment No. 11 – for 14022 North Bluff Road	Commercial to Residential map designation change.
2014	2013-11-04	OCP Amendment No. 14 – for 1467 – 1519 Vidal street	Multi-Unit Residential (High Density) map change.
2035	2013-11-04	OCP Amendment No. 15 – 15031 Victoria Avenue	Map change to Detached or Attached Residential (Low Density).
1966	2013-12-16	OCP Amendment No. 10 – Regional Context Statement	To update the OCP policies to include a new Regional Context Statement for the 2011 Regional Growth Strategy.

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1.0 Introduction

1.1 Plan Organization

This Plan is organized into 11 sections. Section 1 sets the stage, providing an overview of the Plan, establishing the context, identifying the community's vision and guiding principles and describing the public participation process. It also describes how the Official Community Plan (OCP) conforms to provincial legislation and includes the Regional Context Statement. Section 2 includes baseline information about White Rock and projects future growth. Sections 3 to 10 provide policy direction in the areas of land use; environment; housing; economic development; transportation and infrastructure; waterfront, parks and open spaces; community services; and heritage, arts & culture. Section 11 provides direction for implementation and plan monitoring.

1.2 Overview

An Official Community Plan (OCP) is a general statement of objectives and policies respecting the physical and social development of a community. While an OCP does not obligate a Council to undertake specific actions or projects, once an OCP is adopted, all bylaws enacted and public works undertaken must be consistent with the goals, objectives and policies outlined in the policy document. The OCP provides the base from which future land use decisions are made regarding new development proposals, rezonings, subdivisions, capital works, as well as other municipal decisions and community initiatives.

In October 2006, the City of White Rock began to update its existing OCP, which was first adopted in 2001 and amended in 2004 (Bylaw No. 1638). This update ensures OCP policies reflect the current reality and the community's vision of the future. The OCP has been updated to ensure it is a clear and readily understandable document such that it can be used on a daily basis by Council, staff and the public, ultimately informing planning and land use management decisions. The update has provided more direction to policy implementation, paving the way to turn policy into action.

OCP policies support longer-term objectives in Metro Vancouver's Regional Growth Strategy titled "Metro Vancouver 2040: Shaping our Future", as described in *Section 1.8, Regional Context Statement*.

Map 1.1, Georgia-Basin Puget Sound Area



Source: Environment Canada, 2007

1.3 Context

White Rock is situated north of the Canada/US border. This close proximity means that White Rock has the benefit of economic opportunities (e.g. cross-border shopping, foreign investment, tourism), as well as shared jurisdictions and responsibilities (e.g. Semiahmoo Bay). White Rock is part of the region consisting of Canada's Georgia Basin and the US Puget Sound as illustrated in *Map 1.1, Georgia-Basin Puget Sound Area*.

White Rock is a member of Metro Vancouver. Metro Vancouver is comprised of 21 municipalities and one electoral area. As depicted in *Map 1.2, Metro Vancouver Municipalities and Areas*, White Rock is located in the southern part of Metro Vancouver. It is bounded to the north, east and west by the City of Surrey, with Semiahmoo Bay to the south. White Rock has a total land area of 5.2 km² representing less than 1% of the Metro Vancouver land area. Similarly, the population of White Rock in 2006, at almost 19,000, is less than 1% of that in Metro Vancouver.

Map 1.2, Metro Vancouver Municipalities and Areas



Source: Metro Vancouver (formerly Greater Vancouver Regional District)

White Rock's geographic proximity to Surrey has many impacts on the community. South Surrey has experienced rapid growth over the past two decades. It is forecast to grow at a much faster rate than the City of White Rock over the next 20 years. This growth has fundamentally changed the character of the peninsula in terms of the local economy, land use and transportation. White Rock must plan for the challenges and opportunities posed by these changes if it is to remain a desirable community in which to live and work. This will require a collaborative effort with Surrey to address matters along the White Rock/Surrey boundary.

The Semiahmoo First Nation occupies a 133 ha reserve that borders White Rock and Surrey, along Semiahmoo Bay. White Rock endeavors to work closely with the Semiahmoo First Nation to address mutual concerns.

1.4 Community Vision

The community envisions White Rock in the year 2028 as follows:

By enhancing its exceptional setting with careful planning, White Rock is a unique and livable beachfront community that has become a leader in balancing its environmental, economic, social and cultural values for a healthy, livable future. Residents have been very involved in ensuring that the city retains its heritage and character as it becomes a more complex community of complementary areas. While the vibrant waterfront with its mixed uses remains White Rock's soul, the thriving town centre that borders Surrey is its heart, appreciated by residents and visitors for its range of shops, services and great public spaces. Residential neighbourhoods, some of which continue to redevelop, are safe and walkable. They contain a diversity of housing suitable for people of all ages, lifestyles and incomes; quiet, local roads; accessible parks and green spaces as well as a well-connected bike and pedestrian network. White Rock proves that exceptional natural and cultural resources can be successfully combined to provide the kind of recreational and tourism opportunities that contribute to a high quality of life anyone may enjoy.

1.5 Community Principles

The OCP is founded upon guiding principles that provide overall direction for policies within the Plan. These principles are organized under the following four key themes, which are interconnected and have equal importance.

A Complete Community

A complete community has a wide range of opportunities to meet the needs of all citizens, present and future. Complete communities provide a range of housing, employment and transportation options, public and community services, and support a variety of cultural and recreational opportunities for all of its citizens. To this end, the City will provide for:

- diverse local employment opportunities for its residents
- a variety of housing types to meet the affordability and lifestyle needs of residents
- policies and regulations to support mixed-use developments in strategic areas (e.g. Town Centre, North Bluff Areas)
- accessible and well-distributed public services
- desirable neighbourhood image and character
- a supportive environment for culture, heritage and the arts
- alternative forms of travel in order to reduce vehicular traffic
- infrastructure to an acceptable standard

A Green Community

A green community is one in which the local government, other agencies, citizens and businesses conduct their affairs in an environmentally responsible manner, contributing to the overall environmental quality of the community. To this end, White Rock will:

- apply a triple bottom line approach to decision-making on land use, infrastructure, transportation, and development proposals
- preserve and enhance ecological systems
- encourage stewardship activities
- provide leadership in promoting and implementing environmentally sound practices

A Community of Economic Opportunity

A community of economic opportunity has a healthy local economy. To this end, the City will:

- work with the business community to support a healthy business climate
- adapt to changing circumstances to improve viability of existing businesses and opportunities for new businesses

An Involved Community

An involved community is informed and participates in a wide range of community issues, working toward the overall improvement of White Rock. Residents and businesses should be heard by Council on decisions that affect them. Citizens should be involved in local area planning issues that affect their neighbourhoods. To this end, White Rock will:

- provide opportunities for involvement of residents and businesses in its civic processes
- foster community pride initiatives



1.6 Public Participation Process

According to s. 879 (1) of the *Local Government Act*, one or more opportunities must be provided for consultation with persons, organizations and authorities the local government considers to be affected by an OCP. Recognizing the importance of public participation as part of the OCP development process, the City provided multiple opportunities for community engagement, using a variety of public participation techniques.

OCP Task Force

Council appointed an OCP Task Force to oversee the OCP Update process and shape diverse interests into an overall community plan. The Task Force was responsible for gathering and disseminating data, providing local knowledge and specialized expertise, identifying issues, assessing priorities, reviewing progress, setting objectives and providing an understanding of various constraints and opportunities.



Open Houses

The City held three series of open houses over the course of the process. They were timed to kick off the project and share initial background information, then share information and receive feedback on the first and second draft OCPs.

Telephone Survey

A ten-minute random telephone survey (sample size = 300) was conducted early in the process to get community perspectives on key issues.

City Website

The City posted a webpage specific to the OCP Update process to share information with the public related to upcoming opportunities to participate in the planning process, as well as draft documents, meeting minutes, etc.



Public Hearing

A public hearing was conducted as part of the formal OCP bylaw adoption.

1.7 Conformance with Provincial Requirements

This document addresses the content requirements of the *Local Government Act* as specified in s. 877. Specifically, the OCP includes the requisite statements and map designations for the planning area, respecting the following key items:

- the approximate location, amount, type and density of residential development required to meet anticipated housing needs over a period of at least five years
- the approximate location, amount and type of present and proposed commercial, institutional, recreational and public utility uses
- restrictions on the use of land that is subject to hazardous conditions or that is environmentally sensitive to development
- the approximate location and phasing of any major road, sewer and water systems
- the approximate location and type of present and proposed public facilities, including schools, parks, and waste treatment and disposal sites
- other matters that may, in respect of any plan, be required or authorized by the minister

This document includes housing policies of the local government respecting affordable housing, rental housing and special needs housing, as required by section 877 of the *Local Government Act*. It has also been developed to be consistent with the *Agricultural Land Reserve Act* and the requirements of the Agricultural Land Commission.

1.8 Regional Context Statement

Background and Overview

Metro Vancouver's new Regional Growth Strategy (Metro Vancouver 2040 – Shaping Our Future) was adopted on July 29, 2011. The Regional Growth Strategy (RGS) looks out to 2040 and provides a framework on how to accommodate the over 1 million people and 600,000 new jobs expected for the Metro Vancouver area by 2040.

The five goals of the strategy address how to manage this growth in a way that enhances the livability and sustainability of the region. It targets two-thirds of growth in urban centres and other transit-accessible locations, protects industrial lands, and provides guidance for transit infrastructure investment.

Consistency with Regional Plan

Section 878(1)(b) of the *Local Government Act* requires that an official community plan (OCP) include a regional context statement that is: consistent with the rest of the community plan; consistent with the social, economic and environmental objectives; consistent with the population and employment projections; and, consistent with the needs of the projected population in relation to housing, transportation, services, parks and natural areas, and economic development, in the OCP, in a regional context.

The five key goals of the Regional Growth Strategy (RGS) are:

- 1) to create a compact urban area;
- 2) to support a sustainable economy;
- 3) to protect the environment and respond to climate change impacts;
- 4) to develop complete communities; and
- 5) to support sustainable transportation.

Map 1.3 is provided at the end of this section to illustrate the RGS land use designations applicable to the City of White Rock. The following provides a summary of how the White Rock OCP is consistent with and furthers the goals and objectives of the Regional Growth Strategy.

1) Create a Compact Urban Area

This regional goal requires that Metro Vancouver's growth is concentrated in compact communities with access to a range of housing choices and close to employment, amenities and services. This is achieved in the White Rock OCP by way of the following goals and policies:

- a) As noted in sub-section 3.4, the overall land use goal is “to accommodate future population growth and change through appropriate land use designations and strategies that are consistent with community and regional goals and objectives, including compact urban form and more complete communities”. There are more specific policies for the redevelopment of the Town Centre area for high density, mixed commercial/residential uses, and for the gradation or transition of densities for the other designations ranging from Commercial, to Multi-Unit Residential (medium density), to Multi-Unit Residential (low density), and to Detached or Attached Residential (low density);
- b) As noted in sub-section 5.2, particularly sub-sections 5.2.6 and 5.2.11, housing policies are included “to support regional growth objectives”, which seek a diversity of housing types, tenures and costs, and also include residential infill housing that is compatible with existing neighbourhood areas.

With reference to the specific strategies:

- 1.1 All of the land area of the City of White Rock is fully located inside of the RGS Urban Containment Boundaries (see Map 1.3). With the exception of the foreshore area and the Centennial Park lands and ravine area, all of the remainder of the City is also designated General Urban in the RGS (see Map 1.3). Section 2 of the City's OCP provides an outline and projection of population, dwelling unit and employment growth. White Rock is a fully developed community and new growth can only be accommodated through infill and redevelopment, making aggressive population projections difficult to achieve. The City will endeavor to achieve the population, dwelling and employment projections in the RGS. However, recent information provided by the 2011 Census of Canada has identified that it is more likely that the population, dwelling and employment figures will be closer to those provided in the following table, which has been extrapolated from the City's OCP projections and recent Census information, as follows:

	2006	2011	2021	2031	2041
Population	18,750	19,350	20,500	22,000	23,500
Dwellings	9,400	10,300	11,000	12,000	13,000
Employment	7,000	7,300	7,800	8,400	9,300

- 1.2 The City's Town Centre Mixed Use designation as described in section 3.2 of the OCP is consistent with the Semiahmoo Municipal Town Centre designation in the RGS and supports the redevelopment of high density mixed-use (commercial and residential) in the Town Centre, with the majority of the population growth to occur in the Town Centre. OCP sub-sections 3.4.1 to 3.4.4 and 3.4.20 to 3.4.22 are directly related to RGS 1.2. The Town Centre Area is identified in the OCP on Schedule A – Land Use Plan as the “Town Centre Mixed Use” designation, which is also shown on Map 1.3. The 2011 Town Centre Urban Design Plan adopted into the OCP calls for development of a future central bus loop/layover area. There are no Frequent Transit Development Areas or Local Centres existing or proposed for White Rock. The transportation policies in Section 7.0 of the OCP encourage safe and efficient transit, cycling and walking, specifically sub-sections 7.2.24 to 7.2.35. Table 4 Housing Types in Section 5.1 of the OCP identifies the “housing type”, “typical zoning” and “typical density” associated with the various land use designation in the OCP.

White Rock is already one of the most compact communities in the Metro Vancouver Region with less than 1% of Metro Vancouver's land area, and less than 1% of Metro Vancouver's population. At 3,773.5 persons per square kilometer (as per the 2011 Census), White Rock is the 4th most compact community behind the cities of Vancouver, North Vancouver and New Westminster. It is 4.7 times the density than the average for the Metro Vancouver region. The City of White Rock is surrounded on three sides by the

City of Surrey and on the fourth side by Semiahmoo Bay with no vacant lands for future development. Future growth (100%) can only be accommodated by infill and redevelopment, which is already significantly higher than the 70% projected for the Metro Vancouver region. The majority of new population and housing growth will be directed to the Town Centre Area and adjacent areas permitting multi-unit residential housing as noted in section 5.1 of the OCP.

The table provided at the end of RCS 1.1 above speaks to the requirements of RGS Strategy 1.1 as well as to strategy 1.2.6 a) of the RGS. Section 3.1, sub-sections 3.4.10 to 3.4.17, and section 5.1, speak to the requirements of RGS 1.2.6 b) i) to iv). There are no Frequent Transit Development Areas in White Rock therefore 1.2.6 c) of the RGS is not applicable. With regard to the requirements of 1.2.6 d) of the RGS, items i) to v), and 1.2.6 e) and f), the General Urban Areas designation is identified on Map 1.3. OCP Schedule A – Land Use Map in the OCP provides for a range of densities transitioning out from the Town Centre Area, and the OCP policies in sections 5.1 and 5.2 speak to the requirements for the RGS. Otherwise, there are no non-residential major trip-generating uses, no Mixed Employment areas, and no Industrial lands in the City of White Rock.

- 1.3 There are no Rural areas in the City of White Rock and no lands in the Agricultural Land Reserve, therefore the requirements of RGS strategy 1.3, specifically 1.3.3 a) to c) are not applicable.

2) Support a Sustainable Economy

This regional goal requires that the land base and transportation systems required to nurture a healthy business sector are protected, including regional employment and economic growth. This is achieved by way of goals and policies:

- a) To “maximize White Rock’s economic development potential with a view to strengthening the local economy, creating more local jobs, achieving a more balanced tax base and generating more tourism activity”, which includes supporting business development and local tourism while achieving greater land use efficiencies in the Town Centre Area as a means to maximize development opportunities (OCP sub-section 6.2).

With reference to the specific strategies:

- 2.1 Regarding regional requirements to promote land development patterns that support a diverse regional economy and employment close to where people live, White Rock policies and plans include a mixed-use (commercial/residential) high density Town Centre Area, then fans out to medium then low density residential areas, as noted in sections 3.1 and 5.1 of the OCP. It also includes waterfront commercial areas as well as recreational areas and amenities to serve local tourism. Economic development policies are outlined in section 6 of the OCP. In response to the requirements of RGS 2.1.4 a) to d), White Rock’s Town Centre Area will be the focal point for the development of any future office space. Recent market research studies have however identified that there is very limited market for new office space. There are no opportunities for major commercial development outside of the Town Centre Area due to land constraints, and there are no Frequent Transit Development Areas, Industrial lands or Mixed Employment Areas in white Rock. The goals and policies in section 7.2 of the OCP speak to the requirements of RGS 2.1.4 d).
- 2.2 Regarding the requirements of RGS 2.2.4 a) to e) and specific requirements to protect the supply of industrial lands, there are no industrial lands in the City of White Rock, and no opportunity to designate such. Further, there are no Mixed Employment Areas or large format retail use areas.
- 2.3 Regarding requirements to protect the supply of agricultural lands, there are no agricultural lands in the City of White Rock, and no opportunity to designate such. As such, the requirements of RGS 2.3.6 a) and b) are not applicable.

3) Protect the Environment and Respond to Climate Change Impacts

This regional goal calls for a connected network of habitats to be maintained for a wide variety of plant species, the protection of natural areas to provide residents and visitors with diverse recreational opportunities, strategies to assist meeting greenhouse gas emission targets, and to prepare for and mitigate risks from climate change and natural hazards. This is achieved by way of the goals and policies:

- a) for the preservation, protection and enhancement of the City's natural environment (OCP sub-section 4.2); and
- b) for the waterfront, parks and open space areas to be sensitively managed to ensure the protection and enhancement of their value as locally and regionally significant economic, environmental, social, cultural and recreational resources (OCP sub-section 8.2).

With reference to the specific strategies:

- 3.1 Regarding requirements to protect conservation and recreation lands, the OCP includes specific goals and objectives for environmental responsibility for protecting Semiahmoo Bay and green spaces as exceptional natural resources that provide top recreational and tourism opportunities and contribute to quality of life, as outlined in sub-sections 4.2.1 to 4.2.22 of the OCP. These policies include protecting water resources, healthy mature trees, and watercourses and associated riparian areas as outlined in sub-sections 4.2.16 to 4.2.18 and sub-sections 8.2.1 to 8.2.4 of the OCP i.e. to satisfy the requirements of RGS 3.1.4 b). The OCP also includes a series of map schedules for the identification of open space or recreation areas, for conservation and recreation programming, and for the establishment of environmental development permit areas, as noted in Map Schedules A and F i.e. which are consistent with the RGS Conservation and Recreation designation along the City's foreshore area. The Conservation and Recreation Area designations are shown on Map 1.3 and serve to address the requirements of RGS 3.1.4 a).
- 3.2 Regarding requirements to protect and enhance natural features and their connectivity, the OCP includes residential infill policies which require the retention of special site features, significant stands of trees and landscaping, and view corridors. It also seeks to provide accessibility or pedestrian connection to adjacent pedestrian networks and natural areas (OCP sub-section 5.2.11). Map 1.3 identifies the Conservation and Recreation Area designations, within which the City's ocean side promenade is located to connect to the Metro Vancouver Regional Recreation Greenway Network, as per RGS 3.2.5. Otherwise, the City's OCP policies, sub-sections 4.2.1 to 4.2.24, speak to the requirements of RGS 3.2.6 and 3.2.7.
- 3.3 Regarding land use and transportation infrastructure to reduce energy consumption and greenhouse gas emissions, and improve air quality, the OCP includes policies intended to accommodate the majority of future growth within the Town Centre and increasing connectivity and access to public spaces (section 3.1). Other policies support sustainable growth through high performance green buildings (OCP sub-section 5.2.9) and seek to retain mature trees and provide for succession planting of the tree canopy (OCP sub-section 4.2.22, and sub-sections 8.2.1 to 8.2.4).
- 3.4 Regarding land use and transportation infrastructure that improves the ability to withstand climate change impacts and natural hazard risks, the City has adopted a Community Climate Action Plan and incorporated it into the OCP (sub-section 4.2.23). The City has also adopted development permit guidelines for floodplain areas, for watercourses, and for ravine lands to minimize natural hazard risk for new developments (OCP Appendix A).

4) Developing Complete Communities

This regional goal calls for the distribution of a diverse range of housing choices suitable for residents at any stage of their life, the distribution of employment and access to amenities and services for complete communities designed to support walking, cycling and transit. This is achieved by way of goals and policies:

- a) To accommodate future population growth through appropriate land use designations and strategies that are consistent with community and regional goals and objectives, including compact urban form and more complete communities (OCP section 3.4);
- b) To encourage a range of housing options to support the short and long term housing needs of people from various age groups, incomes, abilities and interests (OCP section 5.2);
- c) To provide a safe, efficient multi-modal transportation network that meets the present and future needs of residents and visitors (OCP section 7.2);
- d) To foster community social sustainability (OCP section 9.2); and
- e) To protect natural and built heritage, preserve artifact and archival collections, enhance the arts community, and celebrate White Rock's diverse history and culture (OCP section 10.2).

With reference to the specific strategies:

- 4.1 Regarding requirements to provide diverse and affordable housing choices, the OCP includes a range of residential densities (sections 3.1 and 5.1), includes provision for increasing densities for affordable or special needs housing (section 3.1), supports aging in place, affordable and special needs housing opportunities, and proposals to construct new rental housing as well as preserve existing rental housing (OCP section 5.1). These policies speak to the majority of the requirements in RGS 4.1.7. Regarding the requirements of RGS 4.18., the City has completed an Affordable Housing Strategy. Opportunities for implementation of a Housing Action Plan, however, are limited and the City will be seeking ways to better align this requirement of the RGS in the future as the City works through further recommendations of the Affordable Housing Strategy, which is still in process.
- 4.2 Regarding requirements to develop healthy and complete communities with access to a range of services and amenities (RGS 4.2.4), the OCP includes goals and policies to: support compact, mixed use, transit, cycling and walking oriented communities (OCP sections 3.1, 5.1 and 7.1); locates community, art, cultural, recreational, institutional, medical/health, social service, education facilities and public spaces and other place making amenities for increased social interaction and community engagement throughout areas of the City (OCP sub-sections 3.4.10 to 3.4.21, and 9.2.1 to 9.2.9); and to work closely with service providers for the safety and well-being of citizens, to foster community identity and pride, and to provide facilities for the health and wellness of citizens (OCP sub-sections 9.2.1 to 9.2.9). The City supports green roofs and roof top gardens, which are implemented through the development permit (DP) requirements in Appendix A of the OCP. There is limited opportunity for supporting food production. However, the City does support a farmers market in the Town Centre Area adjacent to the White Rock Community Centre (OCP sub-section 9.2.7). Due to land area limitations, there are no opportunities for the development of "new communities", and there are no Local Centres, Special Employment Areas or Frequent Transit Development Areas. The Peace Arch Hospital is located in White Rock, is designated Institutional (OCP Schedule A – Land Use Map), and is adjacent to the Regional Major Road Network (OCP Schedule E – Roadway Classification and Street Network Map).

5) Support Sustainable Transportation Choices

This goal calls for compact, transit-oriented urban form to support a range of sustainable transportation choices in order to expand the opportunities for transit, for multi-occupancy vehicles, for cycling and for walking, to encourage active life-styles and to reduce energy use, greenhouse gas emissions, household expenditure on transportation, and to improve air quality. This is achieved by way of goals and policies:

- a) For appropriate land use designations and compact urban areas, in particular, for the redevelopment of the town centre mixed use designation area for high density mixed commercial/residential uses (OCP sections 3.2 and 3.4); and
- b) To provide for a safe and efficient multi-modal transportation network that meets the present and future needs of residents and visitors (OCP section 7.2). In this regard, the City has

prepared a Strategic Transportation Plan that provides specific direction for White Rock's unique circumstances, with further alternatives for more sustainable transportation, parking and waterfront access."

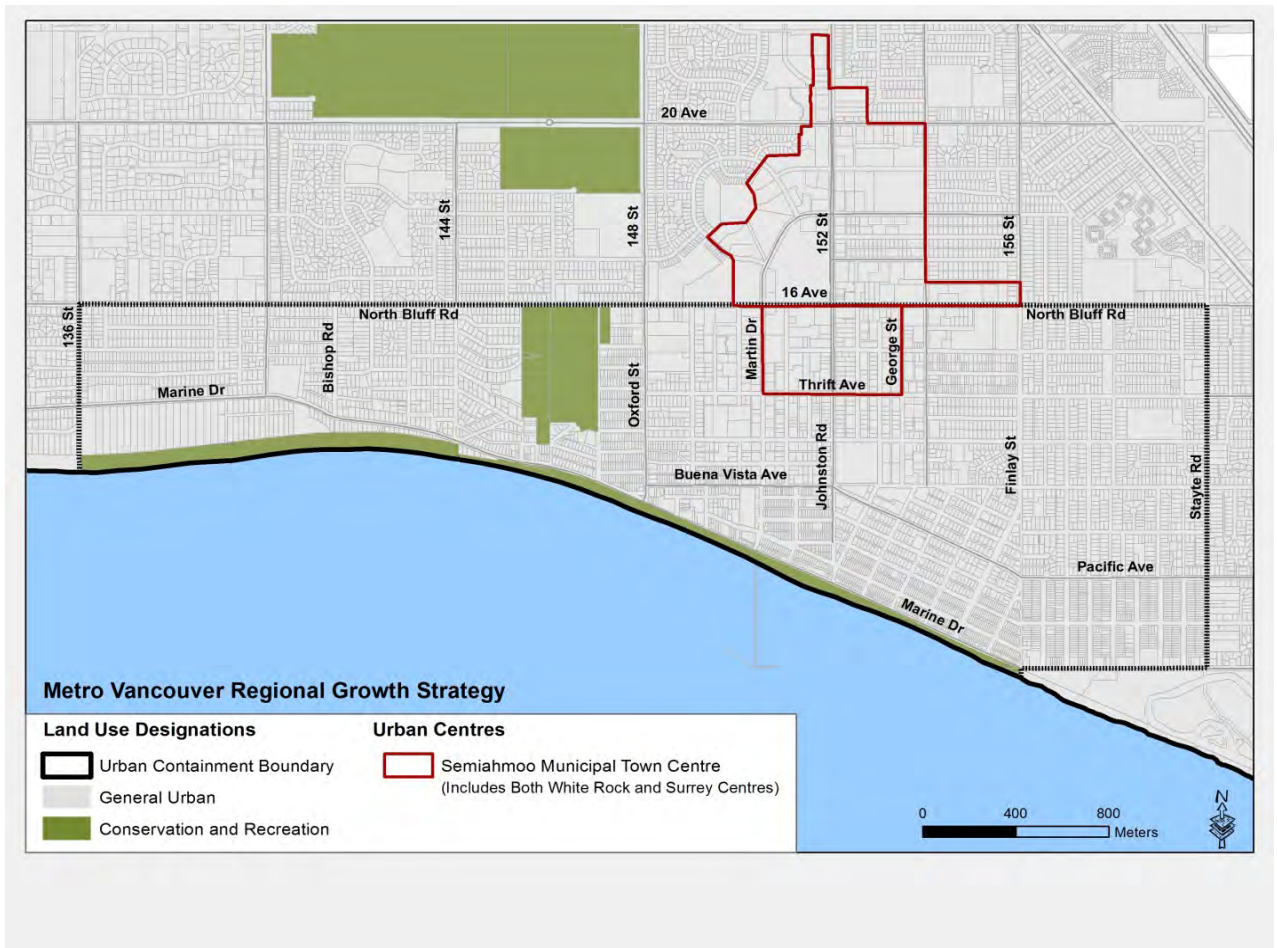
With reference to the specific strategies:

- 5.1 Regarding requirements to coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking (RGS 5.1.6 a) to c)), the OCP policies: support participation in regional transportation planning (OCP sub-sections 7.2.19 and 7.2.20); seek to ensure efficient access, circulation and parking in the waterfront business areas (OCP sub-sections 7.2.21 to 7.2.23); seek to increase local transit ridership and improve the level of service (OCP sub-sections 7.2.24 to 7.2.26); and, seek to encourage walking and cycling modes for community and environmental health (OCP sub-sections 7.2.27 to 7.2.35).
- 5.2 Regarding requirements to coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods and services (RGS 5.2.3 a) to d)), the City's OCP includes policies and a map schedule for the roadway classification and street network within the urban area (Map Schedule E); otherwise there are no Frequent Transit Development Areas, Industrial lands, Mixed Employment Areas, Agricultural lands, airports or international border crossings within White Rock (RGS 5.2.3 a)). City OCP policies also seek to achieve growth while attaining greater land use efficiencies, seeking opportunities for public space, supporting transit, achieving environmental objectives and supporting local businesses (OCP sub-sections 3.4.20 and 3.4.21). City policies also include an overall goal to provide a safe, efficient multi-modal transportation network that meets the present and future needs of residents and visitors (sub-sections 7.2.1 to 7.2.36). Opportunities to support transportation system management strategies including management of traffic flow using transit priority measures, coordinated traffic signalization and lane management are addressed through the City's Strategic Transportation Plan (OCP sub-sections 7.2.13 and 7.2.26). The BNSF railway passes through White Rock and is still an operating/functioning railway which provides an access barrier to Semiahmoo Bay. Otherwise, there are no available access points to navigable waterways to protect in White Rock in order to reserve the potential for goods movement.

Conclusions:

The current City of White Rock OCP was adopted in September of 2008 and the City is still proceeding with the completion of detailed area reviews and policy changes. Work to date has included the preparation of new development permit guidelines for the protection of the natural environment, for protection of development from hazardous conditions, and for new city-wide form and character guidelines. Other completed work to date has included new residential infill policies, new policies to implement the integrated stormwater and climate action plans, the completion and adoption of a new Town Centre Urban Design Plan, plus adoption of a new zoning bylaw to increase heights and densities in the Town Centre Area plus implement the OCP policies. Further review has commenced for the Lower Town Centre Area (Johnston Road Study Area), and for the North Bluff Areas east and west of the Town Centre. Upon completion of these reviews, the City will be initiating a program to review the OCP in its entirety, anticipated to commence in 2015. At that time, the City will be reviewing the population, housing and employment projections to extend those projections to 2041 consistent with the Regional Growth Study, plus further revising the Regional Context Statement as necessary. In this regard, the 2008 OCP policies were prepared prior to adoption of the Regional Growth Strategy (RGS) and, although these policies are not in conflict with the RGS, it is acknowledged that they are not perfectly aligned with the RGS, and the City will be seeking to further improve on that alignment when the OCP is reviewed in its entirety.

Map 1.3 Metro Vancouver Regional Growth Strategy



Bylaw 1966, 2012 – Amended Regional Growth Strategy – December 16/13

2.0 Community Snapshot

2.1 Population and Employment

Historic Population

Table 1, Historic Population identifies White Rock's population from 1921 (200) to the most recent census count in 2006 (18,755).

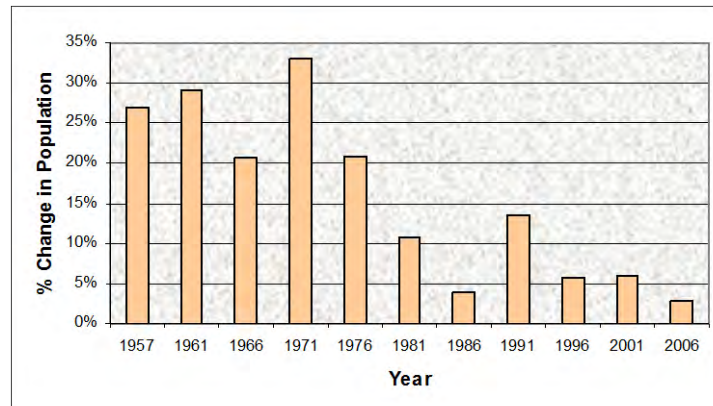
Figure 1, % Population Change per Census Period (1957 – 2006) shows the greatest % change in population occurred pre-1976. For example, between census years 1966 and 1971 there was approximately a 33% change in population. By contrast, between census years 2001 and 2006, the city experienced approximately 3% growth.

Table 1, Historic Population

Year	Population
1921	200
1931	500
1941	1,600
1951	3,941
1961	6,453
1971	10,350
1981	13,842
1991	16,314
2001	18,250
2006	18,755

Source: Statistics Canada and BC Stats

Figure 1, % Population Change per Census Period (1957 – 2006)



Source: Statistics Canada and BC Stats

Bylaw 1862, 2009 – Amended “Potential Population”, 2nd paragraph, 2nd last sentence – March 9/09

Potential Population

The potential population is calculated on the basis that, on average approximately 100 residential units are built in White Rock per year. Assuming 1.9 persons per private household, 190 residents are added to the population on an annual basis.

Based on current trends, White Rock’s 2031 population could be 23,505, as illustrated in *Figure 2, Potential Population*. This growth represents a 25% increase over the 2006 population. Given that

White Rock has next to no

undeveloped land, most new development will be accommodated in the Town Centre, through redevelopment, and to a lesser extent, through infill in established residential communities. As development occurs over time, the capacity of White Rock to absorb the potential population will have to be reviewed.

Historic Employment

As illustrated in *Table 2, Historic Jobs to Employed Labour Force (LF) Ratio*, White Rock’s employed labour force increased from 7,025 to 8,695 between 1991 and 2001 representing a change of approximately 24%¹. During the same time period, the number of jobs decreased from 6,155 to 6,070, representing an approximate change of -1%. Therefore, while the employed labour force grew, the number of jobs decreased. This is demonstrated in the jobs to employed labour force ratio which decreased from 0.88 in 1991 to 0.70 in 2001.

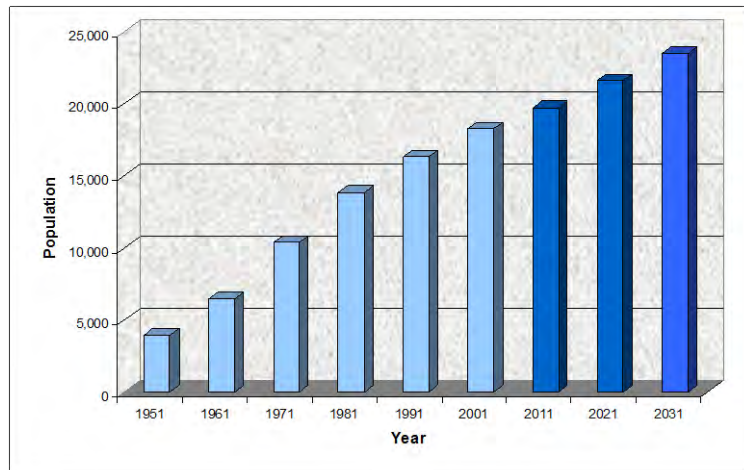
Table 2, Historic Jobs to Employed Labour Force (LF) Ratio

Location	1991			2001		
	LF	Jobs	Jobs to LF	LF	Jobs	Jobs to LF
White Rock	7,025	6,155	0.88	8,695	6,070	0.70
Metro Vancouver Total	814,045	811,435	1.00	995,320	1,007,105	1.01

Source: Metro Vancouver (data from Statistics Canada 1991 and 2001 Census)

In both 1991 and 2001 White Rock’s jobs to employed labour force ratio was below that of Metro Vancouver (1.00 and 1.01 respectively). However, White Rock’s 2001 jobs to employed labour force ratio was comparable to nearby Surrey (0.69).

Figure 2, Potential Population



Source: Statistics Canada, 2006; Stantec projection

¹ At the time of adoption 2006 labour force data had been released but the number of jobs was not available.

Projected Employment

Assuming the same rates of change as were observed for employed labour force and jobs between 1991 and 2001, White Rock is projected to have an employed labour force of 10,782 and 6,007 jobs in 2011. This would result in a projected 2011 jobs to employed labour force ratio of 0.56 – a further decrease from the jobs to employed labour force ratios in 1991 and 2001.

Given that White Rock is close to build out, it is expected that any new job creation that might occur would be located in the Town Centre, existing commercial areas, along the waterfront area and in home-based businesses.

2.2 Demographics

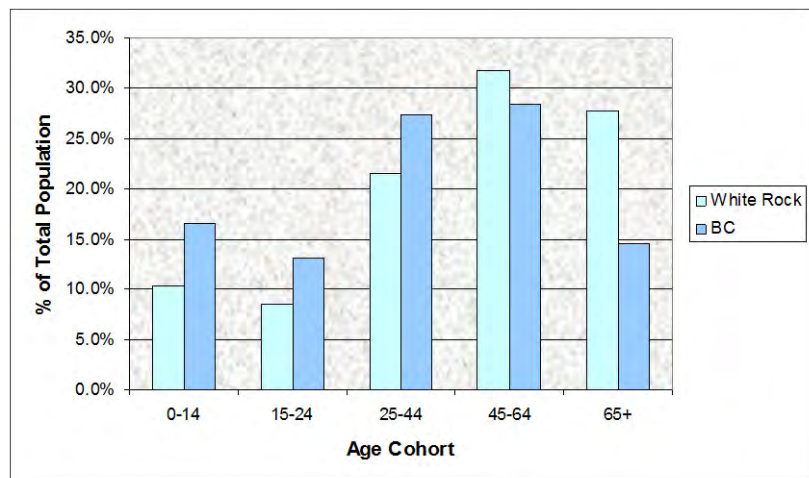
Age Composition

Historically, population growth has occurred in the 45 and older age groups, and to a lesser extent in the young adult population (25 – 34). However, between 2001 and 2006, the fastest growing age group was 15 - 24, which increased in size by 8.9%. During this same time period, the 65+ age group decreased (-9.2%) for the third consecutive census in the City's history. Despite this noted decrease in the senior citizen population, White Rock continues to be very much a seniors-oriented community.

As illustrated in *Figure 3, Age Composition in White Rock and BC*, 27.8% of White Rock's population was made up of persons aged 65+ compared to 14.6% of the province. The percentage of White Rock's population aged 45-64 is 31.8%. This is also greater than the percentage of province-wide population in this same age group at 28.4%.

A review of BC municipalities with 5,000+ people indicates that White Rock has fallen from the second oldest municipality to the ninth oldest municipality since 2001. The median age in White Rock is 51.3, whereas the oldest municipality, Qualicum Beach, has a median age of 60.9. By contrast, the mean average age in the province is 40.8.

Figure 3, Age Composition in White Rock and BC



Source: Statistics Canada, 2006

Household Structure

As illustrated in *Figure 4, Household Characteristics in White Rock and BC*, 14% of households in White Rock contain a couple with children. This is below the average in BC which totals 26%. White Rock and the province are on par in terms of households containing a couple without children (30%). However, White Rock has a significantly greater percentage of one-person households (45%) as compared to the province (28%).

The 2006 census indicates the average number of persons per private household in White Rock to be 1.9. This is significantly lower than in BC, which had a 2.5 average number of persons per private household in 2006.

Labour Force, Jobs and Income

In 2001 White Rock's unemployment rate was 4.9%. By 2006, the community's unemployment had decreased to 4.6%. During this same period, BC's unemployment rate decreased from 8.5% to 6.0%.

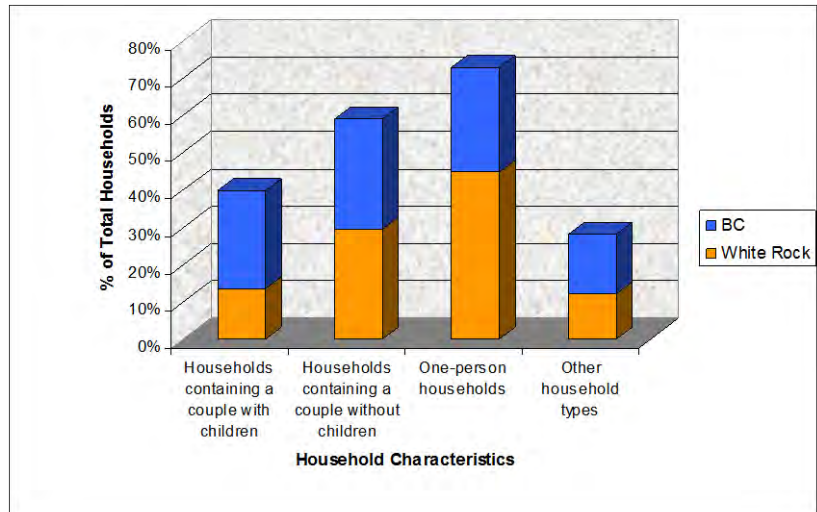
Employment statistics indicate that in 1991 there were 6,155 jobs in the community. Ten years later, in 2001, there was a 1% decrease in the number of jobs with a total of 6,070.

As illustrated in *Figure 5, Median Income in White Rock, Metro Vancouver and BC*, White Rock's median income in 2005 (\$30,197) exceeded that of Metro Vancouver and BC by 20.6% and 21.4% respectively.

Housing Profile

Housing Type: According to the 2006 census, single detached houses comprise 28.2% of White Rock's private occupied dwellings and 71.8% are multi-unit housing. It is estimated that the City has 800 secondary suites.

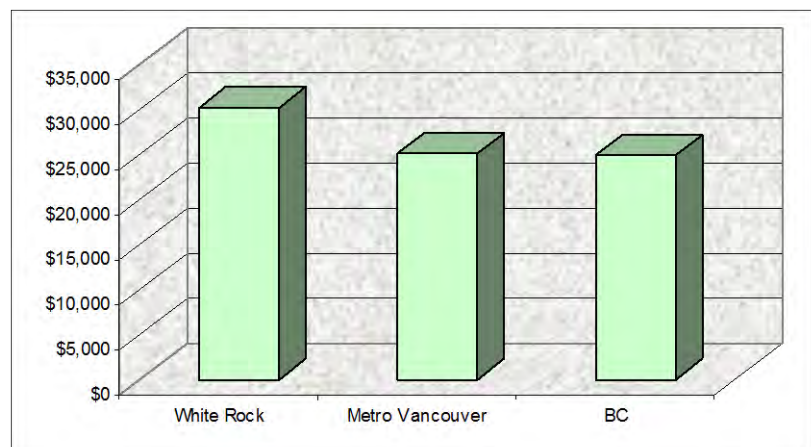
Figure 4, Household Characteristics in White Rock and BC



Source: Statistics Canada, 2006

Note: 'Other household types' includes multiple-family households, lone-parent family households and non-family households other than one-person households.

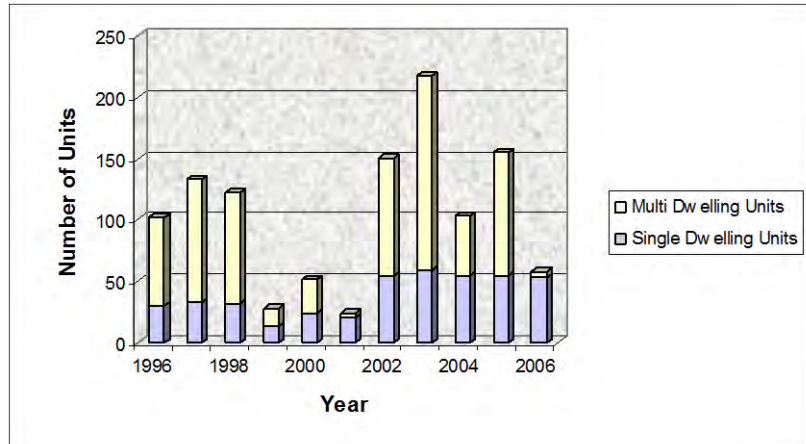
Figure 5, Median Income in White Rock, Metro Vancouver and BC



Source: Statistics Canada, 2006

According to 2006 census data, there were 10,192 private dwellings in White Rock. Between 1996 and 2006, multi dwelling units have for the most part, outpaced the number of single dwelling units, as illustrated in *Figure 6, Number of New Residential Units*. This confirms a move toward higher density residential development. Development in the Town Centre reinforces this trend as it will increase density in a traditionally low density area, accommodating up to 1,400 higher density units.

Figure 6, Number of New Residential Units



Source: City of White Rock, 2006

Housing Tenure: Nearly two thirds (66.3%) of the total private households in White Rock are in owner-occupied dwellings. Conversely, just over one-third (33.7%) live in rented dwellings.

2.3 Development Trends

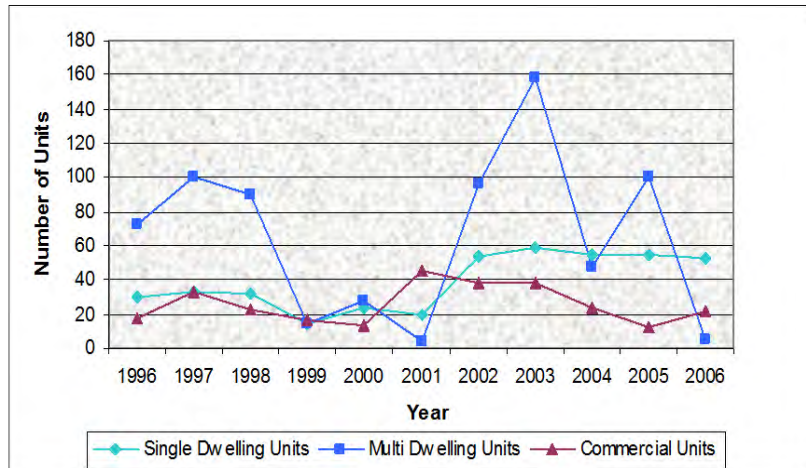
Historic Trends

As illustrated in *Figure 7, Number of New Residential and Commercial Units*, between 1996 and 2006 residential development has generally outpaced commercial development.

Between 2001 and 2006, single dwelling unit development averaged 49 dwellings per year. Multi dwelling unit development has had more trend variability, with the greatest peaks occurring in 1997, 2003 and 2005.

Commercial development was at its highest in 2001, and since that time, has generally trended downward, with a gain seen in 2006.

Figure 7, Number of New Residential and Commercial Units



Source: City of White Rock, 2006

Future Trends

Due to restrictions on land availability, future residential development will mostly take the form of multiple dwellings, including townhouses and apartments. The bulk of this activity will occur in the Town Centre and North Bluff Areas. Timing for this development will, of course, depend on market conditions.

Looking ahead, commercial development is anticipated to increase, due in large part to the considerable development opportunities that are available within the Town Centre and the demand generated from new residential development in this area.

It is not expected that employment capacity will grow faster than the labour force because White Rock is fairly built out. The jobs to employed labour force ratio is expected to stay the same, with some potential for a moderate increase. Change would likely occur through development in the Town Centre, redevelopment of existing commercial areas, development opportunities in the waterfront area, and home-based businesses.

Bylaw 1862, 2009 – Amended “Estimated Residential Demand”, first paragraph, last sentence – March 9/09

Estimated Residential Demand

Based on current trends, the 2011 population could reach 19,705 people. Given 1.9 persons per private dwelling (as per the 2006 Census), it is estimated that 10,371 private dwellings will be required by 2011. This assumes that all of the population will be housed in private households. Given this estimate, 179 additional private dwellings would be required by 2011. By 2031, 12,371 private dwellings will be required, meaning 2,179 additional private dwellings should be built. As noted, the majority of growth is expected to occur in the Town Centre, with lesser amounts dispersed throughout the City.

Bylaw 1862, 2009 – Amended “Estimated Residential Demand”, 2nd paragraph, last sentence – March 9/09

The number of persons/dwelling might show some variation from the 1.9 persons/ dwelling (based on the 2006 census) used to calculate estimated number of private dwellings required by 2011 and 2031. This variation, should it occur, would be attributed to a demographic (e.g. young and single, older and living alone) that would more likely be attracted to living in the Town Centre as compared to a low density residential area. For illustrative purposes, *Table 3, Estimated Residential Demand*, identifies the estimated number of private dwelling units that would be required based on 1.9 and 1.5 persons per private dwelling². As the number of persons per private dwelling decreases, the projected need for new private dwellings increases.

Table 3, Estimated Residential Demand

	2011		2031	
Population forecast	19,705	19,705	23,505	23,505
Persons per household	1.9	1.5	1.9	1.5
Number of projected private dwellings units required	10,371	13,137	12,371	15,670
Existing number of private dwelling units in 2006	10,192	10,192	10,192	10,192
Projected number of new private dwelling units required	179	2,945	2,179	5,478

² 1.9 is the overall average persons per private dwelling, 1.5 is the average persons per private dwelling in predominantly multi-unit residential areas according to the 2006 Census.

Bylaw 1862, 2009 – Amended “Estimated Residential Demand”, last paragraph – March 9/09

There is enough capacity to meet projected residential demand in 2011. Projected demand to the year 2031 will need to be accommodated through the Town Centre, and incremental redevelopment and infill activity in areas outside of the Town Centre.

3.0 Land Use

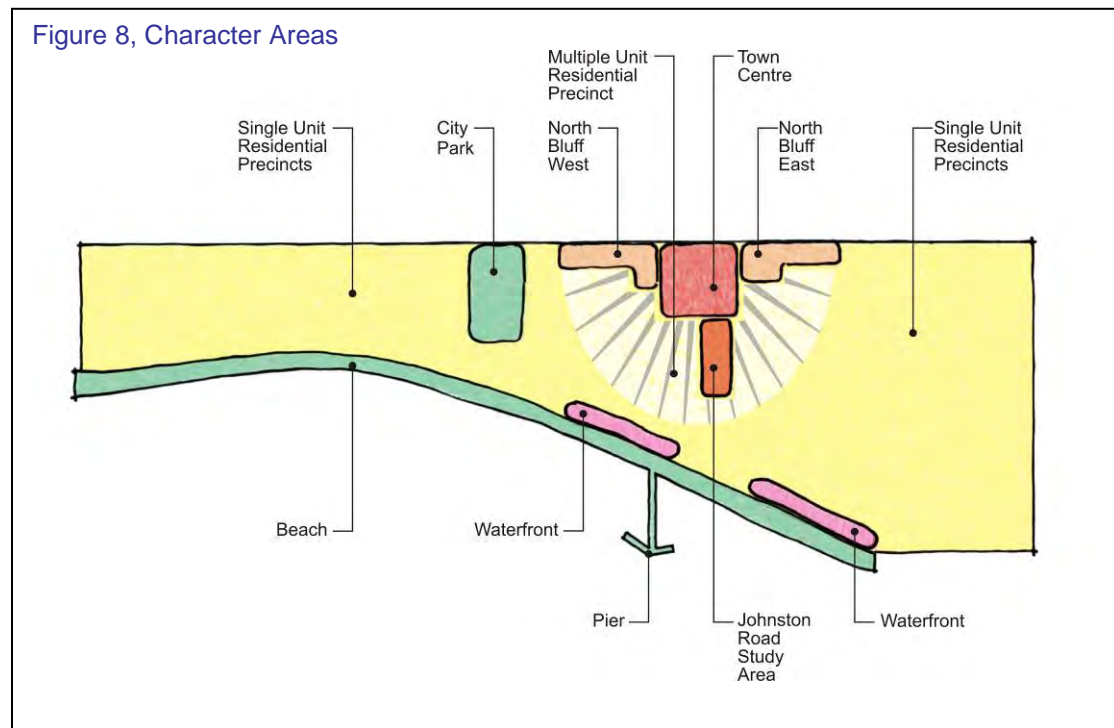
3.1 Overview

White Rock is a seaside community with a distinct character. Built form has respected the natural beauty of the area, as evidenced by a lively promenade area and spectacular ocean views. Commercial land use in the Town Centre contributes to sense of place, with local shops and a pedestrian orientation. The Town Centre is anticipated to have the highest densities in White Rock. Densities are anticipated to decrease as development moves away from the Town Centre where most services/amenities are located. Mixed-use development will evolve in the form of residential towers with street level retail. The number of people expected to live, work and shop in the Town Centre will reinforce its role as a vibrant focal point for the community. Incremental change is allowing areas such as the South of Hospital lands area to evolve over time, contributing to greater housing choice throughout White Rock.

Clearly, land use decisions have broad implications for community livability. These decisions are guided by land use designations which provide a framework for what land uses can be supported in the future. The OCP designates the land uses appropriate for different areas. The designations are general in nature, with more specific details regarding form, character, and density in the *Zoning Bylaw* and Development Permit Area Guidelines. The City may continue to zone previously approved developments that do not meet the general policies for use, building height or density, rather than render them non-conforming.

Bylaw 1873, 2010 – Added Sentence to recognize previously approved developments – March 1/10

Figure 8, Character Areas shows the overall conceptual structure of White Rock.



3.2 Land Use Designations

The following describes the land use designations in the OCP, as depicted in *Schedule A, Land Use Plan*.

Detached or Attached Residential (Low Density)

This designation includes one-unit residential lots, and small lot areas which include, but are not limited to, Hillside area and South of Hospital Lands area. Also included are duplex, semi-detached, or other low-density detached house forms.

Multi-Unit Residential (Low Density)

This designation includes low-density multi-unit forms such as townhouses and garden apartments. The defining characteristic of this designation is that it is ground-oriented and typically strata-titled. This designation provides a transition between the Detached or Attached Residential (Low Density) and Multi-Unit (Medium Density) designations. Typical zoning for Multi-Unit Residential (Low Density) provides further direction with regard to typical FAR (Section 5, Table 4).

Multi-Unit Residential (Medium Density)

This designation includes multi-unit strata-titled buildings, typically three to four storeys in height. It is characteristic of the Apartment Area and the West Beach and East Beach residential areas. Typical zoning for Multi-Unit Residential (Medium Density) provides further direction with regard to typical FAR (Section 5, Table 4).

Multi-Unit Residential (High Density)

This designation includes multi-unit strata-titled buildings typically more than four (4) stories in height. It is characteristic of the Apartment Area adjacent to North Bluff Road where existing apartment complexes were previously approved in excess of four (4) stories building height. Typical zoning for Multi-Unit Residential (High Density) is outlined in Section 5, Table 4.

Above Paragraph Included – Bylaw 1991. 2012 – adopted April 15/13

Commercial

This designation includes commercial activity (from neighbourhood commercial to larger scale commercial), tourism, and employment. Medical and/or hospital related uses may be considered in the area around Vine Avenue, Hospital Street and North Bluff Road to a recommended maximum height of 50.2 m in conjunction with a comprehensive mixed use project.

Open Space and Recreation Areas

This designation includes parks, both active and passive, and natural areas.

Institutional and Utility

This designation includes institutional and civic facilities such as schools, hospitals, major complex care facilities, civic buildings and facilities, and major utility buildings and facilities.

Town Centre Mixed Use

This designation includes high density, mixed use (primarily residential and commercial) redevelopment specific to the Town Centre area. Building heights and densities should vary and show transition as generally outlined in the August 2011 Town Centre Urban Design Plan. Other considerations include the main components from the Town Centre Urban Design Plan, including the "Illustrative Plans", "Key Ideas", "Key Policy/Strategic Ideas", and the recommendations and locational considerations for "Public Transit" and "Public Art". Future redevelopment of street-fronting retail/commercial uses should be focused on Johnston Road and the immediately adjacent cross-street areas of North Bluff Road, Russell Avenue and Thrift Avenue. General design of redevelopment projects, built form, and public realm should be consistent with the 2011 Town Centre Design Guidelines. Section 4.3 Land Use in the August 2011 Town Centre Urban Design Plan is however regarded as very conceptual in nature. Council may therefore consider alternatives to the land use plan affecting the Civic Area and Park/Open Space Areas at Johnston Road and Russell Avenue without amendment to the Plan.

*Above Paragraph Amended – Bylaw 1873, 2010 – adopted March 1/10
Above Paragraph Amended – Bylaw 1980. 2012 – adopted April 15/13*

Johnston Road Study Area

The existing designation, currently commercial, requires the completion of a special study to be undertaken as part of a neighbourhood planning process that involves consultation with the community. The study should examine boundary issues, uses, heights [up to 10.7 m (35 ft)], densities, appropriate transitions and interfaces with adjacent development, development permit guidelines, etc. with a view to achieving revitalization of the Johnston Road area. The study will form part of this plan and be recognized as such. The underlying commercial designation will apply to this area until such time as the study is complete.

Special Needs and Assisted Living

Community care facilities for special needs and/or assisted living accommodations, other than major complex care facilities, are permitted in the residential designations corresponding to the size and density of the facility. Day care facilities for no more than 8 persons in care and residences for special needs or assisted living for no more than 10 persons not more than 6 of whom are persons in care, are permitted in the Detached or Attached Residential (Low Density) designation, multi-unit care facilities of a low density nature and corresponding with the P-3 Community Care Facility (Low Density) zone are permitted in the Multi-Unit Residential (Low Density) designation, and multi-unit care facilities of a medium density nature and corresponding with the P-4 Community Care Facility (Medium Density) zone are permitted in the Multi-Unit Residential (Medium Density) designation.

Above Paragraph Amended – Bylaw No. 1991 – April 15/13

Deleted “North Bluff Areas” – Bylaw No. 1862 – March 9/09

3.3 Development Permit Areas

The designation of development permit areas, as permitted through *the Local Government Act*, is also a means to exercise form and character control over certain types of development. The following Development Permit Areas are designated in this Plan:

1. Town Centre
2. Hospital Street
3. Apartment Area
4. Lower Town Centre
5. Neighbourhood Commercial
6. Stayte Road Centre
7. Waterfront Business Area (East & West Beach)
8. Waterfront Apartment Area
9. East Side – Large Lot Infill Redevelopment Area

Amended to include #9 East Side –Large Lot Infill Redevelopment Area – Bylaw 1874, 2010 – Oct 4/10

Schedule D, Development Permit Areas, illustrates the Development Permit Areas in White Rock and *Appendix A: Development Permit Guidelines* includes the development permit area guidelines. Also included, on a separate map schedule, is *Schedule H, Environmental Development Permit Areas*. Associated development permit area guidelines are included at the end of *Appendix A: Development Permit Guidelines* under the sub-heading *Environmental Development Permit Guidelines*.

Above Paragraph Amended – Bylaw 1892, 2009 – Oct 5/09

3.4 Goals and Policies

The following land use goals and policies are founded on the principles detailed in *Section 1.4 Community Vision* and *Section 1.5 Community Principles*. They support White Rock's vision of a balanced community with a healthy land use mix. This future vision also includes a vibrant Town Centre as a focal point for the community. It includes places to live, work, shop, play and rest; ultimately making a significant contribution to the livability of White Rock.

Overall Goal

To accommodate future population growth and change through appropriate land use designations and strategies that are consistent with community and regional goals and objectives including compact urban form and more complete communities.

Land Use Composition

To designate an adequate supply of land to accommodate future growth for residential, commercial, industrial, institutional and recreational uses.

- 3.4.1 The City will monitor its land use composition relative to its needs to ensure an appropriate supply of land uses.
- 3.4.2 Consistent with the policy direction in the Regional Growth Strategy, the City will work to achieve compact and complete communities that promote increased population and employment densities in centres and corridors.
- 3.4.3 The City recognizes the Town Centre is designated a Municipal Town Centre in the Regional Growth Strategy and, accordingly, will encourage high density residential growth, mixed use development and the provision of business and community facilities.

3.4.2 and 3.4.3 amended by Bylaw 1966, 2012 – December 16/13

- 3.4.4 The City will require a community amenity provision for all developments with a building height over three stories in height or a density greater than 1.75 times the lot area in accordance with the City's Density Bonus / Amenity Contribution Policy and as generally outlined in policy 3.4.17 below. The City will also require a community amenity provision for all developments outside of the Town Centre Area with a building height over three stories in height or a density greater than 1.1 times the lot area that requires rezoning, in accordance with the City's Density Bonus / Amenity Contribution Policy. Appropriate public amenities for developments outside of the Town Centre shall be as outlined in the City's Density Bonus / Amenity Contribution Policy, generally outlined as follows:

- The provision and improvement of publicly accessible open space, including a public square and/or pedestrian routes, either through dedication, easement, statutory right-of-way or covenant
- The improvement of existing publicly accessible open space and/or pedestrian routes
- Underground publicly accessible parking
- Outdoor public art subject to the review and advice of the City's Public Art Advisory Committee
- A "lookout" or public observation area
- Special needs or non-market affordable housing

Above Paragraph Amended – Bylaw 1980, 2012 – adopted April 15/13

To work with local residents, business owners and land owners to find mutually acceptable solutions to land use issues.

- 3.4.5 The City will be receptive to concerns of local precinct representatives and address issues on a case-by-case basis.
- 3.4.6 The City will initiate a process for the identification of potential development areas in the City on a neighbourhood basis in a planning process similar to that utilized in the South of Hospital Lands. The process for the identification of potential development areas is to be approved by Council.
- 3.4.7 The City will undertake a special study of the Johnston Road corridor, south of the Town Centre, with a view to determining what elements (e.g. uses, densities, heights, and design features) will contribute to the positive revitalization of this area. The study will form part of this Plan and be recognized as such.
- 3.4.8 The City will encourage the preservation of significant stands of trees and the creation of open spaces by considering alternative building forms and density transfer/bonus through mechanisms such as the City's Density Bonus Policy.

To use the unopened street allowances in a manner that contributes to White Rock's unique sense of place

- 3.4.9 Unopened or unimproved street allowances will be retained by the City as recommended in the Parks master Plan, to be upgraded for walkways, viewing areas, landscaped parks or natural areas (cross reference policy 8.2.21).

Above Paragraph Amended – Bylaw No. 1991 – April 15/13

Town Centre

To create a vibrant Town Centre that is a focal point for the community.

- 3.4.10 The City will support special events, programs and attractions in the Town Centre square and area to ensure a valued and vibrant place.
- 3.4.11 The City will support pedestrian-oriented mixed-use (residential/commercial) development in the Town Centre through building orientation, setbacks, building entrance locations, landscaping and other design features that provide human scale.
- 3.4.12 The City will encourage street level retail in the Town Centre to provide for a vibrant streetscape that offers shopping opportunities. The redevelopment of street-fronting retail/commercial uses should be focused on Johnston Road and the immediately adjacent cross-street areas of North Bluff Road and Russell Avenue.

Above Paragraph Amended – Bylaw 1980, 2012 – April 15/13

- 3.4.13 The City will encourage the use of outdoor space to allow a use or activity taking place in a building to be extended onto the sidewalk area without obstructing the pedestrian flow. Potential uses could include outdoor restaurant seating areas, areas for displays, and areas for sale of retail goods.

To ensure that development in the Town Centre enhances the local neighborhood and broader community of White Rock and surrounding areas, and can be accommodated by existing or proposed City services.

- 3.4.14 As part of the development approval process, all applicants for future significant development in the Town Centre will be required to submit a study detailing the impact of the proposed development on storm and sanitary sewers, roads and traffic circulation, employment opportunities, public transit, water systems, public facilities, parks and open spaces, view corridors, lighting (sun/shade), wind and the natural environment. Applicants will also be required to demonstrate how their proposal is consistent with the 2011 Town Centre Urban Design Plan and the 2011 Town Centre Design Guidelines.
- 3.4.15 White Rock will consult with the City of Surrey regarding Town Centre planning activities as appropriate.

Above Paragraphs 3.4.14 and 3.4.15 Amended – Bylaw 1980, 2012 – April/13

To accommodate a range of building types, foster community livability and provide an orderly context for future development in the Town Centre.

- 3.4.16 The City will implement its development permit area guidelines for the Town Centre, as outlined in *Appendix A, Development Permit Guidelines* and *Schedule D, Development Permit Areas*, to ensure that built form and character, together with landscaping, positively contribute to the aesthetic quality and livability of the Town Centre.
- 3.4.17 Redevelopment within the Town Centre shall contribute to the creation of appropriate public amenities in accordance with the 2011 Town Centre Urban Design Plan, the 2011 Town Centre Design Guidelines, and the city's Density Bonus/Amenity Contribution Policy, which includes the following items:
- A building or space within a building for civic uses
 - The provision and improvement of publicly accessible open space, including a public square, and/or pedestrian routes, either through dedication, easement, statutory right-of-way or covenant

- The improvement of existing publicly accessible open space and/or pedestrian routes
- Underground publicly accessible parking
- Outdoor public art located as recommended in the 2011 Town Centre Urban Design Plan
- A lookout or public observation area in the Town Centre Area and located as recommended in the 2011 Town Centre Urban Design Plan
- A transit station, “bus loop” and/or transit shelters
- Special needs or non-market affordable housing

To deliver predictable, high quality development in the Town Centre.

- 3.4.18 The City will consider the 2011 Town Centre Design Guidelines in its review of development applications for the Town Centre.
- 3.4.19 The City will consider the 2011 Town Centre Design Guidelines in the preparation of capital works programs and improvements in the Town Centre.

To achieve growth while attaining greater land use efficiencies, seeking opportunities for public space, supporting transit, achieving environmental objectives and supporting local businesses and services in the Town Centre.

- 3.4.20 The City will encourage the redevelopment of vacant lands and under-utilized sites (e.g. parking lots) (cross reference Policy 6.2.18).
- 3.4.21 The City will continue to promote mixed-use development (commercial/residential) in the Town Centre, and residential development in the areas adjacent to it, including the North Bluff Areas (East and West).

To facilitate traffic circulation and parking without negatively impacting surrounding areas and detracting from the visual quality of the Town Centre.

- 3.4.22 Within the Town Centre, the City will require the provision of underground parking, use of lanes or statutory rights-of-way for vehicle access, and consider the pooling of parking requirements for mixed use developments.

Above Paragraphs 3.4.17 to 3.4.22 Amended – Bylaw 1980, 2012 – April 15/13

4.0 Environment

4.1 Overview

Responsible decision-making means thinking about sustainable ways the City can develop within its boundaries, such as pursuing Smart Growth principles and Green Building Strategies. It also means thinking beyond borders and considering widespread environmental impacts that occur locally, regionally and internationally; noting both short- and long-term implications. Given White Rock's location in Metro Vancouver, and more specifically on the Semiahmoo peninsula and Semiahmoo Bay, the City's actions may have local, regional or international environmental impacts.



Local

The public consultation component of the OCP update underscored that White Rock residents place a high value on the identification and protection of environmental features and areas that require special recognition and management.

Residents also value the protection of Semiahmoo Bay. To conserve and manage wildlife habitat, Semiahmoo Bay has been designated as the Boundary Bay Wildlife Management Area (WMA). According to the *Wildlife Act*, a person may not use land or resources in a wildlife management area without the written permission of the regional manager for the Province's recreational fisheries and wildlife programs.

Regional

Metro Vancouver policies and initiatives directly impact local planning activities in White Rock. For example, the Regional Strategy identifies a portion of Semiahmoo Bay and the Centennial Park properties and ravine lands as Conservation and Recreation Areas. It also includes a Regional Recreation Greenway Network along the entire waterfront area within the City.

Above paragraph amended by Bylaw 1966, 2012 –December 16/13

International

White Rock is part of the Georgia Basin and Puget Sound ecosystem. Residents of this region share an airshed, a flyway for migratory birds, watershed water quality impacts, habitat for anadromous fish and concerns over urban growth pressures. The ecosystem has a population of approximately 7 million, with some projections forecasting an increase to over 9 million by the year 2020. To protect the ecosystem, a Joint Statement of Cooperation on the Georgia Basin and Puget Sound Ecosystem (SoC) was signed by Environment Canada and the United States Environmental Protection Agency in 2000. The SoC serves to:

- publicly confirm the commitment of the two federal levels of government
- recognize the special role and interests of Georgia Basin – Puget Sound First Nations and Tribes
- acknowledge and support the efforts in the region related to ecosystem management
- establish a formal Canada-US mechanism at the regional level to act on the challenges of sustainability

The SoC also commits Environment Canada and the United States Environmental Protection Agency to develop annual action plans and report to the public on progress.

Careful planning and thoughtful decision-making in all aspects of the City's operations and activities will play a critical role in creating an environmentally sound community. The City will be guided by the policy direction provided in this OCP, but also, upon adoption White Rock's *Environmental Strategic Plan*. Partnerships between the City and other orders of government and stakeholder agencies will be important aspects of planning and realizing a sustainable future. Active citizen engagement in stewardship, education and promotion activities will also play a crucial role.

The following provides broad policy direction. The intention is to provide more detailed environmental policies in the *Environmental Strategic Plan*.

4.2 Goals and Policies

The following goals and policies for the environment are founded on the principles detailed in *Section 1.4 Community Vision* and *Section 1.5 Community Principles*. They contribute to a community that shows leadership by conducting its affairs in an environmentally responsible manner to preserve and enhance the ecological systems that sustain life. The goals and policies support White Rock's vision of protecting Semiahmoo Bay and green spaces as exceptional natural resources that provide top recreational and tourism opportunities and contribute to quality of life.

Overall Goal

To ensure the preservation, protection and enhancement of the City's natural environment. The goal is also to:

- protect water resources (e.g. surface water, ground water, streams and Semiahmoo Bay), including water quality and quantity
- care for fish and wildlife habitat
- provide a range of open, natural and recreational areas
- protect natural heritage, significant natural areas and features and aesthetic resources
- support growth management, transportation alternatives and the efficient use of land
- protect resources to support economic vitality
- preserve and protect mature, healthy trees in the community, including those trees in the identified Significant Stands of Trees and Ravine Land Areas
- preserve and protect watercourses and associated riparian areas in accordance with the Riparian Area Regulations

Last 2 bullets Added Above – Bylaw 1892, 2009 – Oct 5/09

Goals and Policies

To develop environmental policy direction for White Rock and cooperate with stakeholders.

- 4.2.1 The City will develop the *Environmental Strategic Plan* and review it on a regular basis.
- 4.2.2 The City will cooperate with senior government agencies (DFO and MOE), other municipalities and Metro Vancouver initiatives in White Rock and Semiahmoo Bay to protect the environment.
- 4.2.3 The City will consider the Regional Growth Strategy Conservation and Recreation areas in decision-making.

Section 4.2.3 amended by Bylaw 1966, 2012 – December 16/13

To preserve and manage local watercourses and Semiahmoo Bay.

- 4.2.4 The City will partner with other governments and agencies to ensure environmentally responsible stewardship of Semiahmoo Bay.
- 4.2.5 Planning and works undertaken by the City, or approved by the City, shall be in accordance with the City's Area Designation Agreement with the Fraser River Estuary Management Program (FREMP) and *Schedule F, Fraser River Estuary Management Program Area Designations*. This schedule highlights area designations which identify primary foreshore uses that have been agreed to by authorities as part of FREMP's Area Designation Process. It identifies that the western foreshore area of White Rock has a primary designation of 'Conservation' (primary use is the maintenance and enhancement of continued biological activity) and the eastern foreshore area has a primary designation of 'Recreation/Park' (primary use is for public open space and recreation) with a sub-designation qualifier of 'Conservation'.
- 4.2.6 The City will protect and enhance the aquatic environment of Semiahmoo Bay and watercourses.
- 4.2.7 The City will approve or support land uses only if they are compatible with the Boundary Bay WMA's management objective of providing priority to fish, wildlife and foreshore habitats.
- 4.2.8 The City will work in collaboration with other agencies and stewardship groups to raise awareness among residents, business owners and visitors regarding the environmental sensitivity of the Bay.
- 4.2.9 The City will support cross-border initiatives to promote the sustainability and environmental well-being of the Georgia Basin area.
- 4.2.10 The City will provide and protect riparian buffers adjacent to watercourses.

FREMP is a program that coordinates environmental management and decision-making in the Fraser River estuary among different orders of government (federal, provincial, regional and port authority). Other stakeholders involved include municipalities, First Nations and other interests. FREMP also integrates the various policies and programs affecting the river.

To manage the quality and quantity of stormwater to help protect and enhance aquatic habitats

- 4.2.11 The City will review new developments and capital infrastructure projects to assess stormwater runoff impacts and recommend mitigative strategies where appropriate.
- 4.2.12 The City will promote designs and practices that reduce the impacts of stormwater runoff.
- 4.2.13 The City will continue working with Metro Vancouver toward the development of a regional integrated stormwater management plan with a view to managing the volume of water flowing into Semiahmoo Bay and improving the water quality standards for such discharges (cross reference Policy 7.2.5).
- 4.2.14 The City will apply Fisheries and Oceans Canada and the Ministry of Environment's Land Development Guidelines for the Protection of Aquatic Habitat or other relevant guidelines to all new developments where sedimentation, runoff and erosion are potential concerns, and review streamside development applications in accordance with the Riparian Areas Regulation pursuant to the *Fish Protection Act* and in accordance with *Appendix B, Riparian Areas*.

Native plants are those which have originated and naturally occur in an identified region. They have adapted to the local ecosystem and are involved with continuous exchanges of genetic material to their surroundings. This process is slow and has enabled plant species and animals that depend on them to survive for over a billion years.

The term 'naturescape' references the Naturescape British Columbia program which is designed to restore, preserve and enhance wildlife in urban and rural landscapes.

To support the use of native plant materials.

- 4.2.15 The City will encourage the use of native plant materials and the use of naturescape principles for all landscaping initiatives on City owned properties and all other development with a view to

increasing biodiversity. All development proposals subject to Development Permit Area provisions (*Appendix A, Schedule D*) will be required to demonstrate how they have incorporated naturescape principles in their proposed landscaping.

To protect natural habitat and reduce the environmental impact of development.

4.2.16 The City will respect the FREMP habitat classification for the Semiahmoo Bay shoreline as Red Coded (High Productivity) Habitat.

4.2.17 The City will develop a Green Building Strategy (GBS) that will involve development application procedures, zoning bylaws, and development permits to enhance the environmental and human health performance of all buildings over three storeys or greater than 600 m² in building area. The City will consider for inclusion in the GBS:

- (a) That the City will assess all civic and major development projects to determine environmental impact, with the objective of no net loss of habitat, through balancing habitat losses with habitat replacement and/or compensation. Proposed major development projects within areas, identified in *Schedule G, Environmentally Sensitive and Hazardous Areas*, will be referred to the Environment Committee for comment. A 'major development project' refers to residential development of three or more units, or commercial development over 200m².
- (b) Until the Green Building Strategy (GBS) is complete, all major development projects will be assessed as to their environmental impact, with the objective of no net loss of habitat, through balancing habitat losses with habitat replacement and/or compensation. For the purposes of this section, "major development" refers to all residential development of three or more units, or commercial developments over 200 m². Projects within environmentally sensitive areas may be referred to the Environment Committee for comment.
- (c) A sustainability checklist including *Smart Growth* principles to assess the strengths and weaknesses of proposed new development. Possible evaluation criteria include:
 - presence of green building attributes
 - proximity to existing infrastructure
 - degree to which it contributes to a range of housing options in the community
 - protection of open space and environmentally sensitive areas
 - degree to which it contributes to a mix of land uses in the community
 - efficiency of land use (e.g. compact design)
 - accessibility and/or contribution to mobility choices in the community
 - ability to foster social interaction
 - ability to contribute to the unique character of White Rock
 - ability to manage waste and energy resources responsibly

Red coded habitats include productive and diverse habitat features that support critical fish and wildlife functions onsite or as part of a more regional context and/or areas where habitat compensation has been previously constructed to offset habitat losses. Development is restrictive but may occur provided that mitigation is applied through site location and/or design to avoid impacts on habitat features and functions of the area. Habitat compensation is typically not an option, but may be considered in the interest of public health and safety.

4.2.18 The City will ensure that the land south of Marine Drive, situated between the parking lot at the foot of the pier and Totem Plaza/Lion's Lookout Park, (otherwise known as 'the hump') is to be maintained in its natural state.

To contribute to the improvement of Metro Vancouver's air quality

4.2.19 The City will participate in initiatives in support of Metro Vancouver's Regional Air Quality Management Plan, and Regional Growth Strategy policies related to increasing transportation choice.

Section 4.2.19 amended by Bylaw 1966, 2012 –December 16/13

- To increase the level of environmental stewardship, public participation and awareness**
- 4.2.20 The City will support and encourage community stewardship programs that preserve and enhance natural areas. The City will also support and participate in environmental education initiatives.³

- To protect new buildings from flood damage**
- 4.2.21 New buildings within the areas shown in *Schedule G, Environmentally Sensitive and Hazardous Areas* must be adequately floodproofed to a standard established by the City and the Provincial Government.

- To Preserve and Protect Mature, Healthy Trees**
- 4.2.22 The City will seek to preserve and protect mature, healthy trees throughout the City, including the identified Ravine Lands and lands with Significant Stands of Trees, by requiring the preservation of mature, healthy trees as a primary objective on redevelopment sites, and by establishing the identified Ravine Lands and lands with Significant Stands of Trees as designated development permit areas. The intent is to ensure that mature, healthy trees are not cut or damaged to accommodate development projects; rather, that development projects are encouraged to design their projects with the specific intent of preserving and protecting healthy and mature trees on the development site.

Above sub-section 4.2.22 Included – Bylaw 1892, 2009 – Oct 5/09

- To Implement Objectives for the *Community Climate Action Plan***
- 4.2.23 The City will seek to promote energy efficiency and greenhouse gas (GHG) reduction including setting greenhouse gas emission reduction targets, by encouraging: energy efficient planning and design; the maximization of energy in new buildings; improved opportunities for alternative transportation and mobility; the reduction of emissions associated with vehicular traffic; the implementation of alternative technologies; and, pursuing broader sustainability objectives within the context of climate action. In accordance with the recommendations of the 2010 *City of White Rock Community Climate Action Plan*, the City will seek to reduce greenhouse gas (GHG) emissions:
- 10% below 2007 levels by 2020; and
 - 50% below 2007 levels by 2050.

- To Implement Objectives for the *Integrated Stormwater Management Plan***
- 4.2.24 The City will seek “to keep clean water clean” by reducing the amount of rainwater flowing over impervious surfaces and collecting pollutants before it enters Semiahmoo Bay, in accordance with the 2010 *City of White Rock Integrated Stormwater Management Plan*.

Above sub-sections 4.2.23 & 4.2.24 Included – Bylaw 1916, 2010 – Feb 7/11

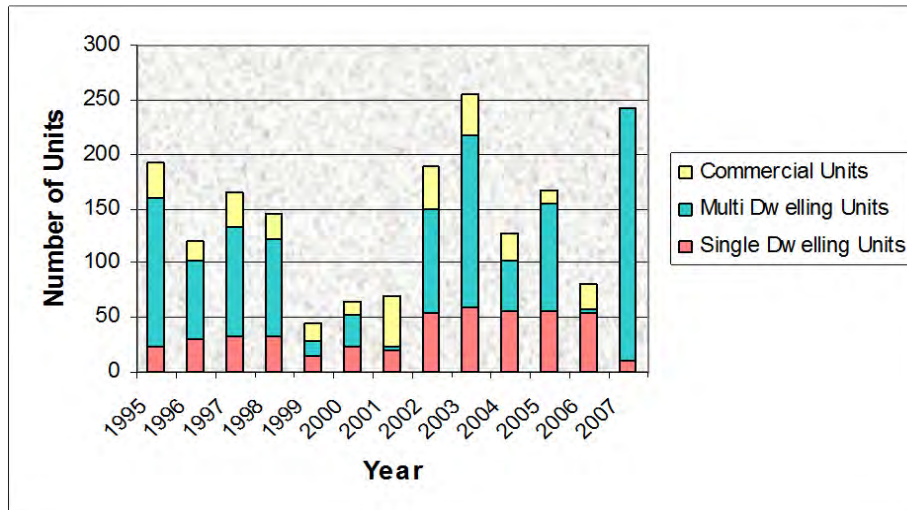
³ For the purposes of this Plan, ‘natural areas’ refers to areas where the basic management philosophy is non-intervention, with the exception of management required to address hazardous conditions.

5.0 Housing

5.1 Overview

The existing development pattern in White Rock is predominantly residential. Recent permits suggest a continuance of this trend, as illustrated in *Figure 9, Building Permits (1995 – 2007)*. There is diversity of housing type, ranging from high to low density, owner-occupied to rental, market and non-market, etc. There is opportunity to increase this diversity. Seizing this opportunity will be critical to attracting and retaining residents of varied ages, incomes, abilities and interests, while also providing a greater means to accommodate workforce needs, including the service sector; ultimately helping to build the local economy.

Figure 9, Building Permits (1995 – 2007)



Source: City of White Rock, 2007

The following provides an overview of housing type, tenure, affordability and special needs housing in White Rock.

Bylaw 1862, 2009 – Amended “Housing Type”, 3rd paragraph, 1st sentence – March 9/09

Housing Type

Single detached housing is the largest land use. The character of single detached housing is varied, from the low density, expansive estate lots of Marine Drive to the compact lots of the Hillside. The mix of housing types is as follows:

- 28.2% of the housing stock is made up of one-unit homes
- 71.8% of the housing stock is comprised of multi-unit housing
- An estimated 800 secondary suites (City of White Rock, 2007)



A significant proportion of White Rock's housing stock is comprised of multi-unit housing, the predominant form of which is the three-storey apartment.

White Rock's limited land base requires that land be used efficiently through higher densities. Higher density residential development could take the form of small lot residential development, town homes and apartments.

This Plan provides for higher density residential and mixed-use (commercial/residential) buildings in the Town Centre Mixed Use designation area, with a mix of building heights and densities, as illustrated in the August 2011 Town Centre Urban Design Plan. Key ideas include, but are not limited to:



- Concentrating residential intensification in the northern and eastern parts of the study area with densities and heights reducing towards the western and southern edges;
- Orienting and spacing the taller buildings to minimize view blockage, shadowing and privacy overlook;
- Encouraging a range of housing types and forms;
- Creating more park space and "green connections" throughout the Town Centre;
- Reducing the large block sizes by introducing a finer-grained street grid, lane network and mid-block pedestrian routes;
- Creating a more walkable Town Centre by pedestrianizing some streets/lanes and introducing new pedestrian routes; limiting future street fronting retail and commercial uses to Johnston Road and along a short portion of North Bluff Road, Russell and Thrift Avenues, with continuous weather protection on the retail streets;
- Consolidating existing surface parking areas into new developments and restricting future surface parking.

Above Paragraph Amended– Bylaw 1980, 2013 – April 15/13

Coupled with greater density must be the necessary physical and social amenities to support continued livability and different housing types. This will also have the benefit of providing greater housing choice, including more affordable and special needs housing for first time home buyers and persons on fixed incomes such as seniors.

Table 4, Housing Type, illustrates the relationship between different house types and zoning, density and ground orientation.

Table 4, Housing Type

Housing Type	Typical Zoning ¹	Typical Density (units/ac)	Ground Orientation
1-unit	RS-1, RS-4, RE-1, RE-2, RE-3	6 - 11	high
3-unit, 2-unit, or 1-unit compact lot	RS-2, RS-3, RI-1, RI-2, RT-1, RT-2, CR-5	11 - 18	high
Multi-unit, low density	RM-1, CD	12 - 24	high / medium
Multi-unit, medium density	RM-2, RM-4, CR-2, CR-3, CR-4, CD	25 - 50	medium / low
Multi-unit, high density	RM-3, CR-1,CD	51 - 120	low

¹ CD zones may be applied in any designation as per Section 2.1.4 of Zoning Bylaw No. 2000

Above Table 4 Housing Type amended– Bylaw 1957, 2011 – Feb 20/12
Above Table 4 Housing Type amended – Bylaw No. 1991, 2012 – April 15/13

Housing Tenure

The majority of White Rock residents (about 66%) own their own home; the remainder rent. City statistics show White Rock currently has 80 rental apartment buildings with about 1,700 units. Since no purpose-built rental housing has been developed in White Rock in some time, new rentals are being absorbed through secondary rentals and secondary suites. According to CMHC's Housing Market Outlook (Spring 2007), new purpose-built rental construction will continue to be scarce in Metro Vancouver, with investor condominiums providing much needed rental supply i.e. secondary rentals. In 2006, only 3% of all starts in the Vancouver Census Metropolitan Area (CMA) were rental units. Rental vacancy rates are expected to remain low.

According to the 2006 census data, 6,170 dwelling units (65% of the total number in White Rock) were constructed before 1986. This is significant since the older age of the housing stock increases the potential risk for redevelopment – meaning that any older rental properties may be replaced by owner occupied housing.

Housing Affordability

CMHC defines affordable housing as that which consumes 30% or less of gross monthly household income. Currently in White Rock there are 2,385 households (30% to 99% of household income on gross rent/owner's major payments)/3,065 households (30% or more of household income on gross rent/owner's major payments) including families, people with disabilities and special needs and seniors that are spending greater than this amount⁴. This signals the continued need for the City to collaborate with other orders of government to seek affordable housing solutions.

In 2006, the average value of an owned dwelling in White Rock was \$466,010. This was approximately 11% higher than the provincial average (\$418,703) and approximately 12% lower than the regional average (\$520,937). According to CMHC's Housing Market Outlook, in October 2006, the average rent for a one- and two-bedroom unit in the Vancouver CMA was \$816 and \$1,045 respectively. The average rents for one- and two-bedroom units are forecast to increase by 4% in 2007 and 3% in 2008. Of the households considered to be in core housing need in White Rock, 1,160 (30% to 99% of gross monthly household income)/1,555 (30% or more of household income on gross rent) are renters and 1,225 (30% to 99% of household income on gross rent) are owners.

Vacancy rates factor into the discussion about affordability, generally low vacancy drives prices upward. In October 2006, the Vancouver CMA vacancy rate was 0.7%. This is forecast to increase to 1.0% and 1.3% in 2007 and 2008 respectively.

Special Needs Housing

Special needs housing is aimed at meeting the particular needs, in terms of cost, size and type, for individuals and groups who may experience particular difficulties in finding accommodation. Such housing can include accommodation with an element of care, adapted for the elderly, people with physical disabilities and students.

Given White Rock demographics, there is a significant demand for a wide variety of special needs housing, including but not limited to, housing for older persons. Providing special needs housing provides residents with the option of being able to continue living in White Rock despite changes in personal circumstances.

Residential Infill Housing

Residential Infill is defined as the introduction of new housing into existing neighbourhoods. An infill project can take the form of a single family dwelling, residential conversion, attached, or a

⁴ These households are not identified as being in core housing need although the numbers provided serve as a good proxy. CMHC is scheduled to release data on core housing need in the latter half of 2008.

multiple family dwelling form of housing. It can also occur in a variety of locations, including small vacant lots, lots which have previously been divided off through subdivision, on underdeveloped sites or transitional sites between different land uses, on large irregular sites, or sites with difficult topographical constraints.

To ensure compatibility with existing neighbourhoods, all development proposals for rezoning, development permit and subdivision shall consider the goals and policies of sub-section 5.2.11 below.

Above sub-section for Residential Infill Housing Included – Bylaw 1892, 2009 – Oct 5/09

East Side – Large Lot Infill Redevelopment Area

Previous large lot infill redevelopment has taken place in the “South of Hospital Lands Study Area” between Thrift and Russell Avenues and Best and Finlay Streets, where large single family lots were redeveloped to narrower lots for single family homes with secondary suites. The City recognizes that the pressure for large lot infill redevelopment in the adjacent neighbourhoods to the east of this area will grow as land values continue to rise disproportionately with improvement values. Increasing densities by way of infill redevelopment, however, can have significant impact on the character of an area, on traffic and on-street parking as well as service capacities, including water supply, storm drainage and sanitary sewers. As a result, the City is only willing to consider requests for rezoning where the redevelopment can take place in a planned manner and proceed in logical phases. Narrow lot subdivisions with individual accesses are not considered appropriate where directly accessing North Bluff Road, unless access can be provided from an internal laneway. Multi-unit residential (low density) developments in the form of apartments and townhouses may be considered adjacent to North Bluff Road in accordance with the policies outlined in Appendix C.

Above sub-section for East Side – Large Lot Infill Redevelopment Area Included – Bylaw 1874, 2010 – Oct 4/10

Everall Neighbourhood Area

The geographic extent of the Everall Neighbourhood Area is shown on Map 5.1. This area includes a mix of land use designations, including the Multi-Unit Residential (Low Density), Multi-Unit Residential (Medium Density), and Institutional and Utility designations. It is primarily a residential area with a mix of older apartments and older single family homes, plus a large extended care senior’s facility. This area also includes many mature stands of trees that are important assets that are valued by the neighbourhood residents.

This area has been under recent pressure for redevelopment, particularly on many of the large older single family properties. This redevelopment pressure has been attributed to a combination of land use policies to permit multi-unit residential and declining older single family homes with low improvement values. Redevelopment proposals in this area shall consider the goals and policies of subsection 5.2.13 below.

Above sub-section for Everall Neighbourhood Area Included – Bylaw 1887, 2010 – Oct 4/10

5.2 Goals and Policies

The following housing goals and policies are founded on the community vision and principles detailed in *Section 1.4, Community Vision* and *Section 1.5 Community Principles*. They support White Rock’s vision of a community with diverse housing options for a range of housing needs, whether they are influenced by income, lifestyle, and/or age. They also support the character, livability and sustainability of the community.

Overall Goal

To encourage a range of housing options to support the short- and long-term housing needs of people from various age groups, incomes, abilities and interests; ultimately contributing to a more complete community and helping to build the local economy.

Goals and Policies

To protect the integrity of existing residential areas.

- 5.2.1 White Rock will promote the compatible transition between multi-unit and ground oriented low-density residential uses.

To provide affordable and special needs housing opportunities in the community.

- 5.2.2 White Rock will work with stakeholders, including other levels of government, to encourage the provision of affordable housing. Housing options, in particular those related to seniors and special needs groups, will be investigated.
- 5.2.3 Through the community amenity provision requirement, White Rock will encourage the development of affordable and special needs housing, in collaboration with other levels of government.
- 5.2.4 White Rock will monitor housing production and work with other levels of government and non-profit organizations so that adequate capacity is retained for non-market housing to meet the needs of the community.

To be supportive of proposals to construct new rental housing units and to preserve the existing supply of rental housing.

- 5.2.5 The City will support the provision of new rental housing in the community, and any proposed conversion of existing rental housing stock must consider rental vacancy rates and be approved by Council.

To support regional growth objectives.

- 5.2.6 The City will be supportive of regional growth objectives that seek, through partnerships, a diversity of housing types, tenures and costs.
- 5.2.7 The City will recognize the reality of growth pressures in Metro Vancouver and the impact on White Rock by developing growth management strategies through policy direction and regulations designed to maintain livability over the long-term.

To provide guidance in support of responsible development that contributes to the aesthetic quality and livability of White Rock.

- 5.2.8 The City will apply its Town Centre Design Guidelines to new residential (and commercial) development in the Town Centre.

Aging in Place is a diverse range of programs that address impediments (e.g. changing healthcare needs, loss of mobility), seeking to retain senior citizens as integral and productive members of their communities. Aging in Place initiatives increase the personal dignity and functional independence of older adults by providing appropriate neighbourhood based health and housing alternatives (Ball, M. Scott, year unknown).

To ensure that future growth is more sustainable, as provided through high performance green buildings.

- 5.2.9 White Rock will encourage new residential development to incorporate elements of green building design.

To recognize the needs of White Rock's aging population and provide appropriate housing options.

- 5.2.10 The City will support an aging in place built environment in all new single and multi-unit housing developments.

An example of an aging in place built environment is FlexHousing™. It is a concept in housing that incorporates, at the design and construction stage, the ability to make future changes easily and with minimum expense, to meet the evolving needs of its occupants. The intention is to allow homeowners to occupy a dwelling for longer periods of time, perhaps over their entire lifetimes, while adapting to changing circumstances and meeting a wide range of needs.

To ensure that residential infill housing is compatible with existing neighbourhood areas

- 5.2.11 On all development proposals for rezoning, development permit and subdivision, the City will consider the following:
- The density of the project in relation to overall densities, and the transition of those densities in the surrounding area;
 - The design and character of the project in relation to the overall character of the surrounding area;
 - The retention of special site features, significant stands of trees, mature landscaping, and view corridors;
 - The delineation of open space, landscaping and edge treatment at site boundaries, providing transitional buffers as required from existing housing in an area;
 - Whether the development would be fulfilling a desired housing need in the community;
 - Whether the development serves to revitalize or assist with desired renewal of the area for which it is proposed;
 - Whether opportunities exist to provide accessibility or pedestrian connection to adjacent pedestrian networks and natural areas; and,
 - The servicing capacity and design standards for the area.

Multiple lot proposals for redevelopment are preferred in order to address servicing and infrastructure considerations. However, single lot proposals may be considered when the proposal is consistent with the existing or emerging lot configuration in the surrounding neighbourhood area. Further, Council may consider options to facilitate the re-subdivision of existing large lots with at least double the minimum lot area, i.e. by development variance permit or by rezoning for existing lots that have sufficient lot area but either insufficient lot width or lot depth.

*Above sub-section for Residential Infill Housing Included – Bylaw 1892, 2009 – Oct 5/09
Above Paragraph Amended – Bylaw No. 1991, 2012 – April 15/13*

To ensure that redevelopment in the East Side – Large Lot Infill Redevelopment Area is in accordance with the approved policies

- 5.2.12 Redevelopment in the East Side – Large Lot Infill Redevelopment Area shall be in accordance with the policies identified in Appendix C, and the development permit guidelines outlined in Appendix A.

Above sub-section for East Side – Large Lot Infill Redevelopment Area included – Bylaw 1874, 2010 – Oct 4/10

To ensure that redevelopment in the Everall Neighbourhood Area are consistent with the goals and policies for the area

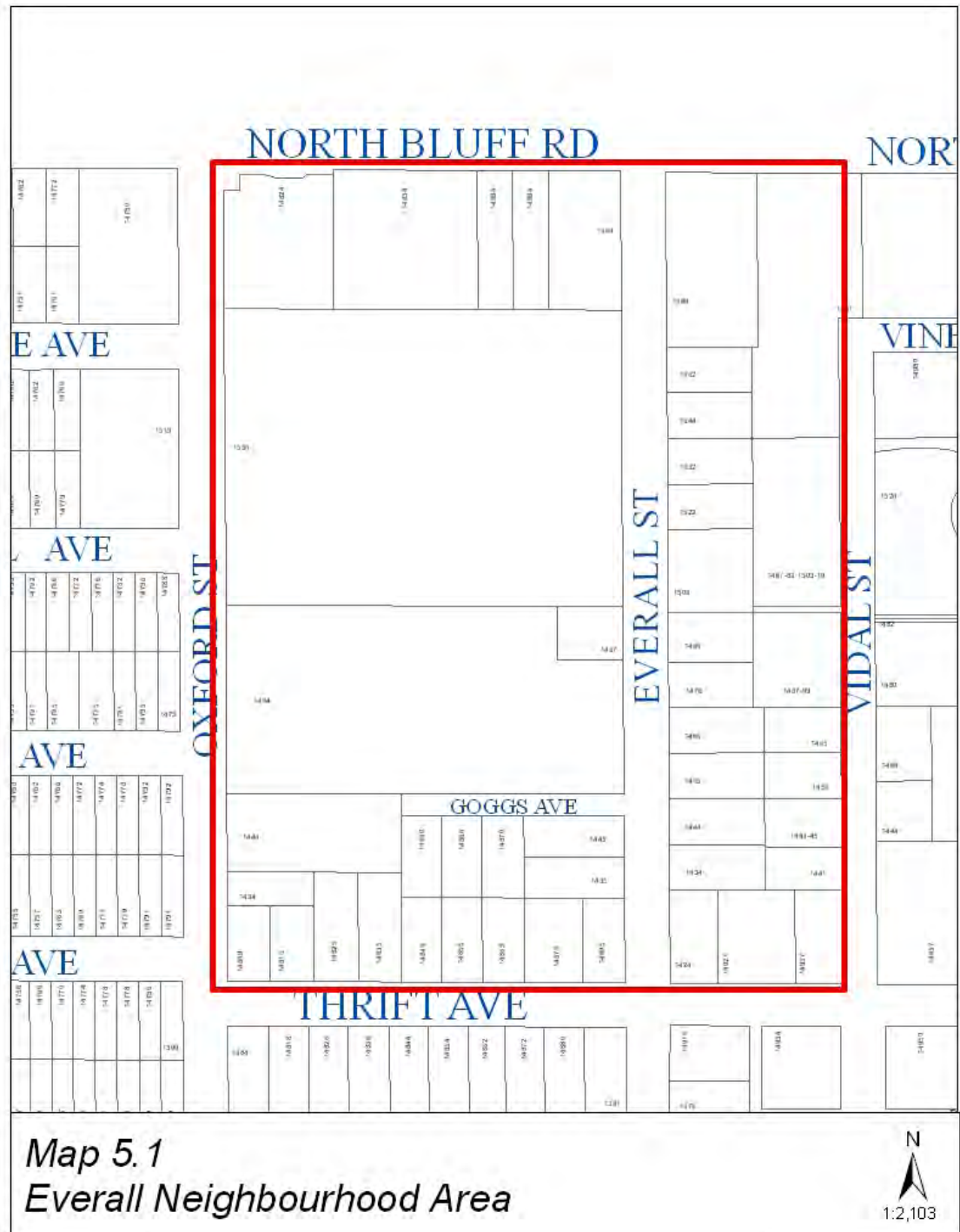
- 5.2.13 Redevelopment proposals in the Everall Neighbourhood Area shall be site-specifically zoned to ensure that permitted densities are a function of the specific characteristics of the site, the efforts and opportunities to preserve existing mature trees, and how proposals fit into the overall character of the area. Other zone provisions such as building heights, lot coverage requirements and property line setbacks will also be a function of the merits of each site, with the overall objective of retaining as many mature trees as possible. Succession planning for trees will also be an important consideration, to seek a balance between preserving existing mature trees and the planting of new trees. Over time, new trees will mature and replace the older trees, thereby ensuring the continuity of the tree canopy.

Above sub-section and below map for Everall Neighbourhood Area included – Bylaw 1887, 2010 – Oct 4/10

To provide direction for the location of Triplexes within the City

- 5.2.14 On all development proposals for rezoning to RT-2 (Three Unit Residential), the City will consider the following types of properties:
- Existing RT-1 zoned properties with a minimum area of 743 square metres in accordance with the policies for residential infill housing outlined in subsection 5.2.11;
 - Existing “stand alone” lot properties located in the low and medium density Multi-Unit Residential areas as designated in Schedule A – Land Use Plan that have limited opportunity for consolidation with adjacent properties; and
 - Properties located in the East Side Large Lot Infill Redevelopment Area (Development Permit Area 9).

Above sub-section for location of triplexes included – Bylaw 1957, 2012 – Feb 20, 2012



6.0 Economic Development

6.1 Overview

The City adopted its *Five Year Economic Development Plan* in 2003. The plan provides policy direction to guide economic development activities through to 2008. Plans have identified White Rock can not duplicate the large-scale business developments in neighbouring jurisdictions, but there is an opportunity to develop a specialized market niche that capitalizes on the community's seaside location, village character, and proximity to the Canada/U.S. border.



These opportunities are accentuated by development in neighbouring South Surrey, combined with the 2010 Olympic Games. Clearly, White Rock needs to identify and put into action economic development strategies. One of the outcomes of such efforts will be additional commercial activity. This is important since White Rock has one of the lowest ratios of residential to commercial tax bases in Metro Vancouver.

The following policies do not replace those contained in the *Five Year Economic Development Plan* or subsequent documents. Rather, the intention is to present a broad policy framework for the more detailed economic development plan.

6.2 Goals and Policies

Purpose Statement

The following economic development goals and policies are founded on the principles detailed in *Section 1.4 Community Vision* and *Section 1.5 Community Principles*. They support White Rock's vision of a community where commercial activity has expanded and a diverse local economy prevails. They also support tourism development and other business development activities to provide for a more sustainable community.

Overall Goal

To maximize White Rock's economic development potential with a view to strengthening the local economy, creating more local jobs, achieving a more balanced tax base and generating more tourism activity.

Goals and Policies

To ensure that economic development policy continues to be relevant to the current and short-term reality and vision of White Rock, and is implemented over the short- to medium-term.

- 6.2.1 The City will review the *Five Year Economic Development Plan* every five years to ensure that it remains current in providing strategic direction to help realize the general economic goals and policies of the OCP.
- 6.2.2 The City will initiate and participate in an economic development plan workshop to monitor progress in implementing the *Five Year Economic Development Plan* and to establish implementation priorities, responsibilities and timelines.

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

- 6.2.3 The City will promote White Rock as a community providing:
- a mix of high quality residential options, including high and low density development to accommodate workers of differing incomes, abilities and stages of life (cross reference Overall Goal in Section 5.2)
 - precinct areas and boutique shopping opportunities
 - leisure-supportive spaces (e.g. rest and play areas) and tourism areas (e.g. the waterfront and Town Centre)
 - arts, heritage and cultural events and activities
 - a wide range of community services

To protect employment lands and promote commercial (office and retail) sector growth as a means of providing local jobs, growing the non-residential tax base and supporting local business.

- 6.2.4 The City will foster a mix of employment opportunities by protecting its commercial land base from conversion to non-employment uses and allow home occupations.
- 6.2.5 The City will explore ways to encourage an expanded business sector, including both retail and office uses, through initiatives such as branding, partnerships, and incentives.
- 6.2.6 The City will encourage a “shop-at-home” campaign by local businesses.
- 6.2.7 The City will continue to maintain Johnston Road as the main shopping and service street within the community by encouraging pedestrian friendly development that supports commercial and service activity. The Johnston Road Study will support this policy through its objective of revitalizing Johnston Road (cross reference Policy 3.4.7).

To achieve a coordinated effort in support of tourism development in White Rock.

- 6.2.8 The City, in collaboration with the White Rock Tourism Advisory Board and other stakeholders, will implement its *Tourism Implementation Plan* to enhance the value of its tourism economy.
- 6.2.9 Foster the involvement of the business community, including the Business Improvement Association (BIA), in the improvement and promotion of White Rock as a place to visit.
- 6.2.10 The City will work with the White Rock Tourism Advisory Board and other stakeholders to promote tourist accommodations such as bed & breakfasts.

To leverage partnerships that will assist business development.

- 6.2.11 The City will foster the involvement of the business community, including the White Rock BIA, in the improvement and promotion of White Rock as a place to do business.
- 6.2.12 The City will work with the White Rock Tourism Advisory Board and other stakeholders to promote tourist accommodations such as bed & breakfasts.
- 6.2.13 The City will work with the City of Blaine to promote economic development opportunities of benefit to both communities.
- 6.2.14 The City is receptive to public-private partnerships (P3) opportunities.

To improve the commercial viability of Marine Drive.

- 6.2.15 The City will develop and support tourism initiatives on Marine Drive that are consistent with the community vision to attract and keep visitors on the waterfront and in consideration of the environmental value of Semiahmoo Bay.
- 6.2.16 The City will encourage retail services and other commercial uses as the predominant use along Marine Drive at the street level in concert with the *Five Year Economic Development Plan*.

To achieve a greater balance between well established summertime activities and events and off-season/shoulder-season activities to help support local businesses year-round.

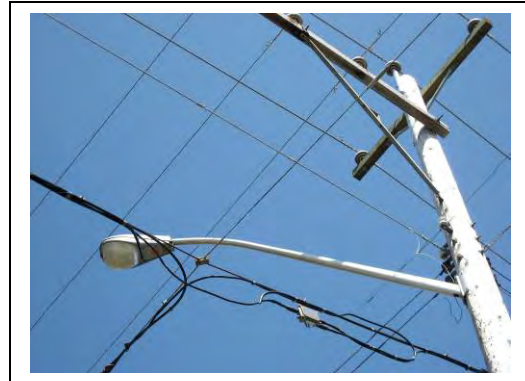
- 6.2.17 The City will work with local partners to encourage year-round tourist-oriented and community activities, such as outdoor markets and street festivals.

-
- To achieve greater land use efficiency, and in turn, maximize economic development opportunities, in the Town Centre.**
- 6.2.18 The City will encourage the redevelopment of existing vacant lands and underutilized sites (e.g. parking lots) in the Town Centre (cross reference Policy 3.4.20).
- 6.2.19 The City will pursue higher densities in the Town Centre to provide more housing choice, improve the ratio of residential to commercial development and use land efficiently.
- To capitalize on Metro Vancouver's identity as 'North Hollywood'.**
- 6.2.20 The City will market White Rock as a prime destination for the film industry.

7.0 Transportation & Infrastructure

7.1 Overview

There are important connections between transportation and land use, the environment, economic development and community health. Focusing residential growth in established neighbourhoods and in proximity to transit and commercial areas should reduce the need for cars. To supplement this strategy for greatest effect, transportation infrastructure that accommodates biking and walking, is well connected and provides physical accessibility, needs to be included. Decreasing automobile dependency has multiple benefits including reducing emissions that contribute to climate change and air pollution, reducing capital investment in roadways, and fostering an active community for improved health and wellness.



In addition to meeting local needs, the City needs to work with the Greater Vancouver Transportation Authority (GVTA) to effectively foster White Rock's role as a regional tourist destination and respond to impacts of growth in adjacent high growth areas.

Key transportation priorities include, connecting the Town Centre and waterfront commercial areas, providing effective access to the waterfront and managing the impact of growth. A transportation strategy must ensure the efficient movement of people and goods, be mindful of sustainability objectives, and strive to enhance the livability of White Rock.

Infrastructure, including sanitary and storm sewer, are critical City-provided services. The City's water services are provided by EPCOR Water Services Ltd. The state of infrastructure impacts human and environmental health, as well as real property. Ongoing maintenance of existing infrastructure, in a strategic and prioritized way, is integral to its longevity.

The following goals and policies provide broad direction regarding transportation and infrastructure. The *Strategic Transportation Plan* provides more detailed policy direction.

7.2 Goals and Policies

The following transportation and infrastructure goals and policies are founded on the principles detailed in *Section 1.4 Community Vision* and *Section 1.5 Community Principles*. They support White Rock's vision of a community that is designed for safe and convenient walking, cycling and transit modes. Through goals and policies which support public realm design such as distinctive road design, boulevard treatments and beautification features, transportation and infrastructure contribute to White Rock's aesthetic charm. The vision of White Rock as a community with special places such as the promenade and green spaces is supported by transportation and infrastructure policies related to efficient access, circulation and parking in the waterfront area and a potential cross-town greenway corridor.

Overall Goal

To provide community services for sanitary and storm sewer. To provide a safe, efficient multi-modal transportation network that meets the present and future needs of residents and visitors.

Goals and Policies

To achieve appropriate levels of services and infrastructure improvements to accommodate growth.

7.2.1 The City will undertake a logical, sequential and phased program of sanitary and storm sewer infrastructure improvement and replacement, balancing expenditures to system requirements to maintain current levels of service.

7.2.2 The City will work with EPCOR Water Services Ltd. to undertake a logical, sequential and phased program of water service.

7.2.3 The City seeks a reduction in the visual impact of overhead wiring through the installation of wiring underground and/or the relocation of overhead wiring. The City will encourage opportunities to reduce the need for overhead wiring.

7.2.4 The City will review its *Strategic Transportation Plan* every five years to ensure that it remains current in providing strategic direction to help realize the general transportation and infrastructure goals and policies of the OCP.



To prevent adverse impacts on health, property and the environment.

7.2.5 The City will continue working with Metro Vancouver toward the development of a regional integrated stormwater management plan with a view to managing the volume of water flowing into Semiahmoo Bay and improving the water quality standards for such discharges (cross reference Policy 4.2.13).

7.2.6 The City will require the preparation of integrated stormwater management plans for watersheds prior to the approval of major new developments. Such a plan should address anticipated impacts on the aquatic environment, including: reductions in base flows, adverse impacts on water quality, and increased frequency and magnitude of peak flows, in addition to the traditional issues of drainage and flood management.

7.2.7 The City will plan new sanitary and storm sewer services in a manner that will prevent or minimize design and operational impacts to fish habitat by avoiding alignments within fish habitat areas including watercourse crossings and riparian areas.

7.2.8 The City will encourage implementation of mitigation measures to address impacts on the aquatic environment due to stormwater runoff.

7.2.9 The City will require all new development to address stormwater management on-site.

To ensure that infrastructure improvements are consistent with, and supportive of, the environmental goals of this Plan and the *Strategic Transportation Plan*.

7.2.10 Design and construction of new roads and infrastructure services will investigate environmental considerations, such as reducing impervious surfaces, providing adequate drainage and appropriate landscaping.

7.2.11 The City will provide for pedestrian and bicycle movement and access to transit in the planning, design and construction of roads with a view to encouraging more sustainable modes of transport.

7.2.12 The City will review parking policies and requirements in consideration of reducing parking supply in areas well-served by transit.

To achieve safe and efficient flow that minimizes traffic impacts.

7.2.13 The City will implement a new road classification system, consistent with *Schedule E, Roadway Classification & Street Network* and the *Strategic Transportation Plan* to identify two types of

collector roads that more accurately reflect existing form and function, and to support the City's Traffic Calming Policy.

7.2.14 The City will require proponents of major new commercial and multi-family residential development proposals to complete a traffic impact assessment.

7.2.15 The City will develop and implement a city-wide way finding signage strategy to direct visitors and reduce traffic impacts.

7.2.16 The City will implement traffic calming and minor roadway improvements to improve neighbourhood livability, operations and safety.

To provide value to White Rock's public realm.

7.2.17 The City will consider distinctive road design (e.g. roundabouts), boulevard treatments and beautification features (e.g. plantings, paving) at key locations, such as gateways to the community, neighbourhood entrances, commercial centres, tourist areas and the waterfront area.

7.2.18 The City will plan, design, develop and maintain infrastructure to preserve the potential for a cross-town greenway corridor along Blackburn Avenue and Malabar Avenue in the west end of White Rock, and along Thrift Avenue through the Town Centre and east end of the city.



To participate in regional transportation planning.

7.2.19 The City will ensure White Rock's road network supports the regional Major Road Network (MRN).

7.2.20 The City will ensure that roadway connections and use of alternate routes to Surrey are developed in consideration of both municipalities' needs.

To ensure efficient access, circulation and parking in the waterfront area.

7.2.21 The City will collaborate with stakeholders, including the White Rock BIA, to improve access and circulation along the waterfront (cross reference Policy 8.2.10).

7.2.22 The City will manage parking supply and demand in the waterfront area, including signage improvements and consideration of alternative transportation modes (cross reference Policy 8.2.11).

7.2.23 In consultation with GVTA and local stakeholders, the City will investigate alternatives to provide additional parking supply for the waterfront to support it as a key regional destination, including a new parking facility, which is integrated with other transportation modes (cross reference Policy 8.2.12).

To increase local transit ridership and improve the level of service for residents and visitors.

7.2.24 The City will promote transit as an environmentally friendly, cost-effective way to contribute to environmental and human health.

7.2.25 The City will enhance transit passenger amenities at bus stops.

7.2.26 The City will work cooperatively with the GVTA, to improve local transit service frequencies and expand regional services as recommended in the *Strategic Transportation Plan*.

To encourage walking and cycling transportation modes for community and environmental health.

- 7.2.27 The City will expand sidewalk coverage, enhance sidewalk standards and improve pedestrian crossings throughout the community to provide safe, high quality, interconnected walking environments.
- 7.2.28 The City will give priority to providing new sidewalks and trails in areas that link major parks, open spaces, public institutions (e.g. schools, hospital) and key areas including the Town Centre and waterfront areas.
- 7.2.29 The City will apply CPTED principles in the design of new pedestrian linkages (whether through sidewalks or trails) between parks, schools and other community facilities.
- 7.2.30 The City will adopt design standards to provide a barrier-free pedestrian network.
- 7.2.31 The City will expand the city's bicycle pathway network, including an enhanced connection between the Town Centre and the waterfront.
- 7.2.32 The City will enhance bicycle parking and support in key amenity and commercial areas according to the *Strategic Transportation Plan*.
- 7.2.33 The City will encourage new multi-family and large office/commercial development to provide secure bicycle parking facilities within buildings and include ratios for short-term bicycle parking in front of buildings.
- 7.2.34 The City will work cooperatively with the Surrey to plan and implement inter-municipal bicycle route connections.
- 7.2.35 The City will provide ample, secure, easy-to-use bicycle parking at existing and new civic buildings and facilities.

CPTED (Crime Prevention Through Environmental Design) is a pro-active strategy that is intended to prevent crime and nuisance activity through design. The strategy is used by planners, architects, police services, security professionals and users of space.

To remove barriers to job location, reduce travel demand and support the growth of a modern economy.

- 7.2.36 The City will provide facilities for underground telecommunications infrastructure through its road reconstruction program, where possible.

To improve the functioning of the City's stormwater collection and conveyance system.

- 7.2.37 The City will seek to improve the functioning of the City's stormwater collection and conveyance system, where possible, in accordance with the recommendations of the 2010 *City of White Rock Integrated Stormwater Management Plan*.

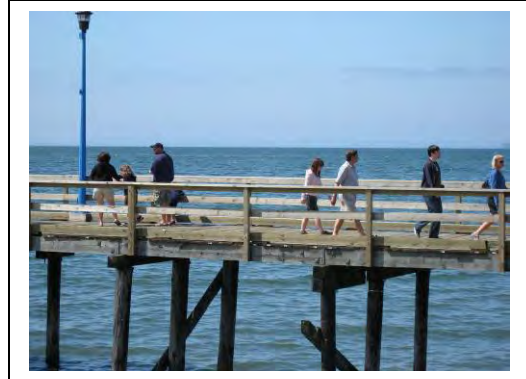
Above sub-section 7.2.37 included – Bylaw 1916, 2010 – February 7/11

8.0 Waterfront, Parks & Open Space

8.1 Overview

The waterfront, parks and open spaces have important environmental, economic, social, cultural and heritage functions. These vital areas serve not only local neighbourhoods, but also the broader region.

The waterfront, including the promenade, pier and historic railway station is a defining feature of the community that contributes to White Rock's role as a regional tourist destination. Semiahmoo Bay has a strong environmental value, as evidenced by its relative biodiversity that is in excess of 'moderate' and in some areas 'very high'⁵. These ecological values should be considered in land use decisions.



White Rock's parks and open spaces, as illustrated in *Figure 10, Existing Parks, Open Spaces and Trails*, are the 'outdoor rooms' for festivals, active recreation, passive contemplation and enjoying nature. They foster a sense of community pride and belonging, and attract tourism. Green spaces contribute to a healthier urban environment by providing habitat, retaining and filtering storm water, cleaning the air of certain pollutants and providing aesthetic benefits where people live, work and play. A complete community will have parks and open spaces that are physically accessible and in proximity to residential neighbourhoods.

Metro Vancouver's policies and initiatives directly impact parks and open space planning activities in White Rock. The LRSP designates the Green Zone, as illustrated in *Schedule C, Green Zone*, which defines the limit to urban expansion and commits municipalities in the region, including White Rock, to protect the lands within it.

The following policies provide broad policy direction in support of the waterfront, parks and open spaces in White Rock. More detailed policies are provided within the *Parks Master Plan* and the *Leisure Services Master Plan*.

8.2 Goals and Policies

The following waterfront, parks and open spaces goals and policies are founded on the principles outlined in *Section 1.4 Community Vision* and *Section 1.5 Community Principles*. They support White Rock's vision of a community that has a spectacular and unique sense of place – a beautiful city - that is attributed to special places, safe neighbourhoods, a seaside location and aesthetic charm. The goals and policies contribute to environmental protection, thus supporting the community's strong commitment to environmental protection.

Overall Goal

The waterfront, parks and open spaces will be sensitively managed to ensure their protection and enhance their value as locally and regionally significant economic, environmental, social, cultural and recreational resources.

Goals and Policies

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

⁵ This information is sourced from the *Assessment of Regional Biodiversity and Development of a Spatial Framework for Biodiversity Conservation in the Greater Vancouver Region* which was produced in April 2006 by AXYS Environmental Consulting Ltd. for Metro Vancouver.

8.2.1 The City will plan, design, develop and maintain parks and open space in a manner that minimizes impacts to local riparian, foreshore and aquatic ecosystems.

8.2.2 The City's *Environmental Strategic Plan*, upon adoption, will provide policy direction regarding appropriate recreation and special events on the waterfront that have no adverse environmental impact on beach areas and Semiahmoo Bay.

8.2.3 The City will encourage initiatives and consider an interpretive centre in the waterfront area that relate to the stewardship of local wildlife and ecology.

8.2.4 The City will work with other governments and agencies to ensure environmentally responsible stewardship of Semiahmoo Bay, including cross-border initiatives in accordance with the *Joint Statement of Cooperation on the Georgia Basin and Puget Sound Ecosystem*.



To preserve and maintain the natural scenic beauty and oceanside village character of the waterfront.

8.2.5 The City will continue to preserve the unique and historic form and character of the built environment on the waterfront through development permit areas.

8.2.6 The City acknowledges the value of the existing pier and complementary marine activities as an integral part of White Rock's waterfront.

8.2.7 The City will develop waterfront public realm design guidelines including guidelines for street lighting and furniture, landscaping, sidewalks, right-of-ways, signage, open spaces and transit passenger amenities to enhance the image of Marine Drive.

8.2.8 The City will consider the impact of new development on public views through the development approval process to retain waterfront and ocean vistas. The *Tree Management Bylaw* will be adhered to such that the protection of views does not adversely impact tree retention.



8.2.9 The city will permit permanent tourist-related commercial activities associated with the White Rock Museum and the White Rock Visitor Information Centre, and temporary commercial activity south of Marine Drive as part of City-sanctioned special events and on-going leisure services programming. The City may further permit temporary or seasonal commercial activities:

- i) for non-motorized water sports at specified locations;
- ii) for private fitness related activities at specified locations; and
- iii) for food and beverage commercial activities in specified locations adjacent to the promenade, limited to business operations with a valid business license in the east or west beach waterfront business areas.

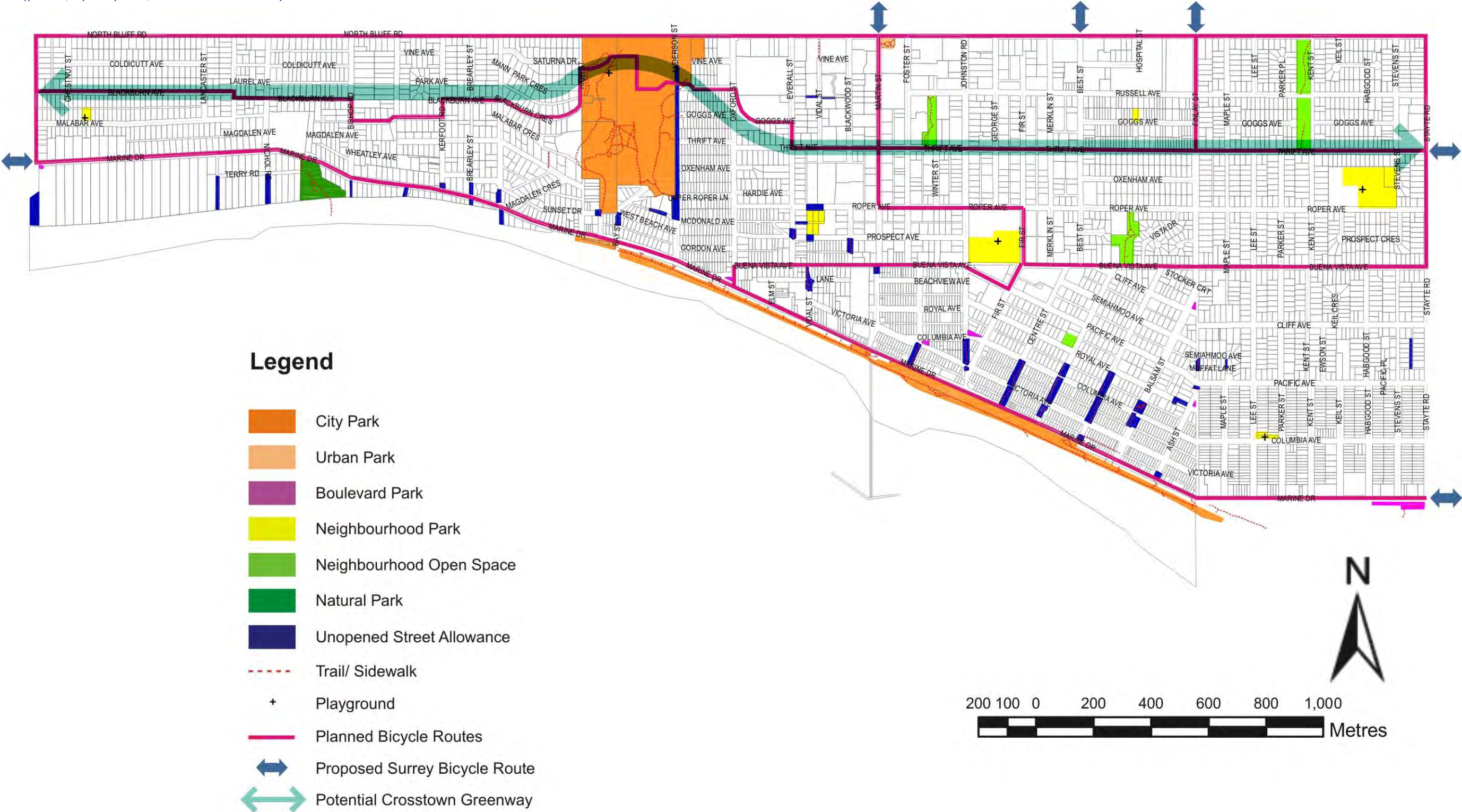
Above Paragraph Amended – Bylaw No. 1991. 2012 – April 15/13

To ensure efficient access, circulation and parking in the waterfront area.

8.2.10 The City will collaborate with stakeholders, including the White Rock BIA, to improve access and circulation along the waterfront (cross reference Policy 7.2.21).

8.2.11 The City will manage parking supply and demand in the waterfront area, including signage improvements and consideration of alternative transportation modes (cross reference Policy 7.2.22).

Figure 10, Existing Parks, Open Spaces, Trails and Planned Bicycle Routes



Source: Strategic Transportation Plan, 2006

8.2.12 In consultation with GVTA and local stakeholders, the City will investigate alternatives to provide additional parking supply for the waterfront to support it as a key regional destination, including a new parking facility, which is integrated with other transportation modes (cross reference Policy 7.2.23).

8.2.13 The City will investigate alternative modes of transportation access to the waterfront.

To ensure existing and planned parks and recreation facilities can meet the capacity and type of needs of the resident population.

8.2.14 The City will prepare a *Parks Master Plan* to evaluate the function, capacity and condition of existing parks and open space facilities, including criteria for ongoing monitoring of performance.

8.2.15 The City will pursue park and open space acquisitions in keeping with the parkland acquisition strategies contained in the *Parks Master Plan* and undertake improvements in accordance with the *Parks Master Plan* including ensuring additional park space is able to meet population demand through redevelopment – particularly in the Town Centre.

To ensure public safety and security in parks and open space areas.

8.2.16 The City will continue to undertake an annual safety audit of parks and open spaces throughout the city.

8.2.17 The City will consider Crime Prevention through Environmental Design (CPTED) principles for manicured landscapes in parks and open spaces, and ensure staff is adequately trained in this approach.

To establish a central town square that is the focal point of activity in the Town Centre.

8.2.18 The City will support the development of the town square within the Town Centre and encourage community events and activities in this location such that it becomes an animated place of value.

To develop an interconnected network of green and open spaces that provides alternative transportation infrastructure to link neighbourhoods, the Town Centre, and the waterfront.

8.2.19 The City will ensure the provision of an interconnected, pedestrian-friendly open space network that links the City's neighbourhoods, the Town Centre and the waterfront as detailed in the *Parks Master Plan*.

8.2.20 The City will enhance and extend the "green cross" of street landscaping and parks extending north-south in line with Bryant Park, and east-west along Russell Avenue⁶.

8.2.21 Unopened or unimproved street allowances will be retained by the City as recommended in the Parks Master Plan, to be upgraded for walkways, viewing areas, landscaped parks or natural areas (cross reference policy 3.4.9).



Above Paragraph Amended – Bylaw No. 1991 – April 15/13

⁶ The 'green cross' is identified in the *White Rock Town Centre Report*, prepared by AWA/Spaxman Consulting Ltd., July 1995.

-
- The City will work with other levels of government and stakeholders to maintain and enhance parks and open space amenities.**
- 8.2.22 The City will work cooperatively with the Semiahmoo First Nation to support Semiahmoo Park.
- 8.2.23 The City will support and work with Metro Vancouver to implement a greenway sector plan as part of an overall *Regional Greenways Vision*.

9.0 Community Services

9.1 Overview

This section focuses on the provision of services that foster the social development and well-being of the community, which impact the overall quality of life in White Rock. The City does not directly provide emergency, school or waste treatment services, however it works closely with these service providers in information-sharing, planning and coordinating roles. The City can directly undertake initiatives to foster community identity and pride, which contribute to social sustainability. These types of initiatives include leisure services programming to create recreation and wellness opportunities, community beautification projects, maintenance and initiatives to enhance public safety and hosting special events.

Further details regarding broad policies in this Plan are provided in part, through the *Leisure Services Master Plan*.



Figure 11, City Facilities identifies the location of facilities that are owned by the City.

9.2 Goals and Policies

The following community services goals and policies are founded on the principles detailed in *Section 1.4 Community Vision* and *Section 1.5 Community Principles*. They support the vision of a community that provides for all incomes, lifestyles and ages, which add to the city's character and sustainability. They provide for a range of accessible facilities and programs that contribute to the quality of life of citizens.

Overall Goal

To foster community social sustainability.

Goals and Policies

To work closely with service providers for the safety and well-being of White Rock citizens.

- 9.2.1 The City will continue to support and coordinate with and between local community service providers, including Peace Arch Community Services, to optimize the programs available to White Rock residents.
- 9.2.2 The City will continue to support and coordinate with the White Rock Fire Department and White Rock RCMP which provide a high level of police and fire services to citizens.
- 9.2.3 The City will work cooperatively with School District 36 to plan school facilities that 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.



To foster community identity and pride.

- 9.2.4 The City will continue to host and/or support a variety of initiatives and special events that foster civic identity and pride, including the Tour de White Rock bicycle road race and the Spirit of the Sea Festival.
- 9.2.5 The City will encourage and partner with the business community in the improvement and promotion of the city as a place to visit and do business.

-
- 9.2.6 The City will support civic beautification projects, heritage initiatives and events that celebrate the local environment and culture.

To provide facilities and programs for health and wellness of citizens to enable individuals to reach their full potential.

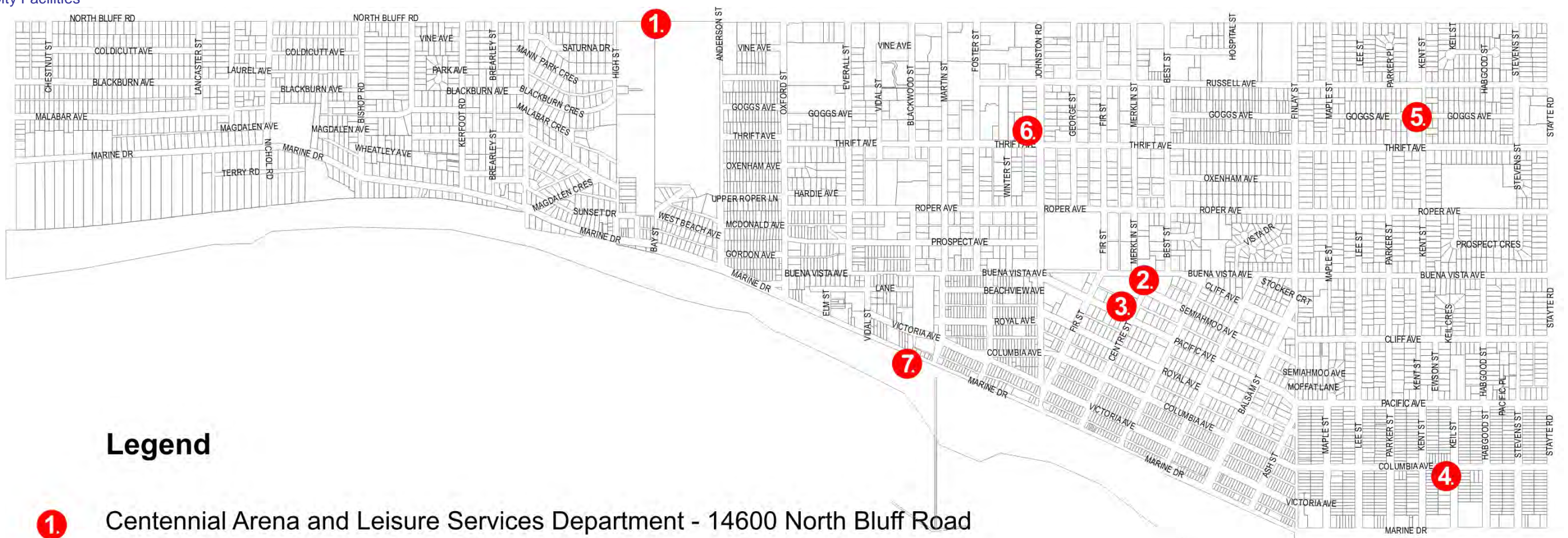
- 9.2.7 The City will provide and enhance recreation opportunities and wellness services to meet the diverse needs of the community through programs delivered at the following civic facilities:
- White Rock promenade and beach
 - White Rock Library
 - Centennial Arena
 - Kent Street Activity Centre
 - White Rock Museum
 - city sports fields & parks
 - White Rock Community Centre
 - schools
 - curling rink
 - Centre for Health Improvement

- 9.2.8 The City will continue to monitor and refine the *White Rock Emergency Response Plan*, and communicate the plan with White Rock residents.

To support the Town Centre as a focal point for the community.

- 9.2.9 The City will strive to increase civic functions within the Town Centre.

Figure 11, City Facilities



Legend

- 1.** Centennial Arena and Leisure Services Department - 14600 North Bluff Road
- 2.** City Hall, Library - 15322 Buena Vista Avenue
- 3.** Firehall - 15315 Pacific Avenue
- 4.** Operations Department and Public Works Yard - 877 Keil Street
- 5.** Leisure Services Department / Kent Street Activity Centre - 1475 Kent Street
- 6.** White Rock Community Centre
- 7.** White Rock Museum & Archives- 14970 Marine Drive

10.0 Heritage, Arts & Culture

10.1 Overview

Heritage, whether in the form of historical features, structures, sites, landscapes, artifacts or archival material provides a connection to the past and allows perspective when considering new choices. There is an opportunity for White Rock to improve its involvement in heritage conservation and appreciation, recognizing the importance of heritage due to its impact on sense of place, community identity, economic development, environment and culture.

The presence of visual and performing arts, through for example, community events like the jazz and film series and public art installations has contributed to the richness of the community. High attendance at arts and cultural events in community venues such as open spaces, schools, and places of worship suggests the City must encourage creative alternatives for promoting participation in local arts while, at the same time, support conventional arts venues such as concert halls, theatres, museums and art galleries.

Canada is celebrated as a culturally diverse community and White Rock is no exception. The Semiahmoo First Nation, located on a reserve just south of White Rock at the Canada/U.S. border, has a long history. It is one of the smallest First Nations in Metro Vancouver. The City strives to maintain a sound working relationship with the Semiahmoo First Nation. White Rock should also seize the opportunity to celebrate other cultures in White Rock.



10.2 Goals and Policies

The goals and policies for heritage, arts and culture are based on the principles detailed in *Section 1.4 Community Vision* and *Section 1.5 Community Principles*. They support enhancing the character of White Rock that attracts residents and tourists because it is a spectacular and unique place. They are the foundation for action to nurture heritage, arts and culture and foster community pride, which create a vibrant and thriving community.

Overall Goal

To protect natural and built heritage, preserve artifact and archival collections, enhance the arts community and celebrate White Rock's diverse history and culture.

Goals and Policies

To protect White Rock's heritage.

- 10.2.1 The City will develop an inventory of its historically and culturally significant sites.
- 10.2.2 The City will work with the White Rock Museum & Archives to ensure the long term preservation of its artifact and archival collections.
- 10.2.3 The City will work with developers and property owners to preserve heritage resources.
- 10.2.4 The City will apply and enforce the *White Rock Heritage Building (Railway Station) By-law*, 1979, No. 735; the *White Rock Heritage Structure (Pier) By-law*, 1982, No. 854; and the *White Rock Heritage Structure (White Rock) By-law*, 1982, No. 855.

- To support, enhance and promote art in White Rock.**
- 10.2.5 The City will collaborate with stakeholders, including the Community Arts Council of White Rock & District, to promote White Rock as a community rich in the visual and performing arts
 - 10.2.6 The City will work closely with the arts community, including neighbouring Surrey, to develop the profile and growth of the arts.
 - 10.2.7 The City will support community events intended to promote art in White Rock.
 - 10.2.8 The City will continue to support public art as a valued community amenity.



- To celebrate and promote White Rock's culture, to strengthen civic identity and pride and attract tourism for the benefit of the local economy.**
- 10.2.9 The City will plan to celebrate and further develop White Rock's cultural identity.
 - 10.2.10 The City will work with the Semiahmoo First Nation to identify mutual objectives, address opportunities and areas of mutual concern and develop cooperative strategies.
 - 10.2.11 The City will consider hosting an event to celebrate the diversity of cultures of residents in White Rock.

11.0 Implementation & Monitoring

11.1 Implementation

The OCP serves as the guiding framework for decision-making. To a large extent, implementation will occur through existing City programs and activities. Regulatory bylaws such as the *Zoning Bylaw* are traditionally the most applicable and powerful tools for implementing OCP policy. Given the scope of the OCP, new programs and activities will need to be considered, including how the City works with other agencies, governments and its citizens.

To be effective, an OCP should include an implementation strategy to achieve its vision, goals and objectives. This section contains an Action Plan, provided in *Table 11.1* that identifies programs, development activities and other strategic efforts. Since a community cannot afford to do everything all at once, the policies for matters of greatest concern, from social, cultural, environmental and economic perspectives, should be assigned priority. As such, a timeframe for implementing actions is identified as short-term (1-2 years), medium-term (3-4 years), long-term (5+ years), or on an ongoing basis.

The Action Plan also identifies the City departments that will take the lead implementation role. Since implementation depends on the cooperation and commitment of the community as a whole, including Council, staff, other government departments, community organizations and citizens, the lead department may need to coordinate or partner with other departments and/or stakeholders to accomplish the action.

11.2 Targets, Monitoring and Reporting

Monitoring progress on implementation will help the City to gauge its success in achieving the community vision. Target setting and monitoring will occur through individual programs and departments, as appropriate. Setting specific targets or monitoring measures is beyond the scope of this policy document.

Monitoring should be kept relatively simple, understandable to the general public, enable timely reporting and be consistent with regional, provincial and/or federal practices as they evolve. There will be countless actions taken by the City in cooperation with citizens and other organizations to achieve the community vision. It is not possible to list all of the actions likely to be undertaken through the life of the OCP. However, the Action Plan in *Table 11.1* contains key action items and anticipated time frames to implement policies contained within the OCP.

To complete the policy cycle, review by the City on progress towards implementation involves reporting back to and involving the community. A reporting process coupled with ongoing community consultation will ensure that it reflects the needs of the community over time. The City will therefore prepare, at regular intervals, a 'report card' on progress on achieving OCP objectives. This process will occur annually. Major plan reviews should continue to occur at five-year intervals.

11.3 Goals and Policies

The following goals and policies for implementation and monitoring are based on those detailed in *Section 1.4 Community Vision* and *Section 1.5 Community Principles*. They support White Rock's vision of citizens that care deeply about their beautiful city and demonstrate community pride through active involvement in civic processes. They will ensure that public input processes provide opportunities for input from all citizens and groups.

Overall Goal

To ensure the OCP is an effective guide for civic decision-making such that municipal day-to-day operations, programs and activities achieve the community vision, while keeping the public involved.

Goals and Policies

To ensure that the OCP is current and responsive to community priorities.

- 11.3.1 The City will prepare an annual report card based on the Action Plan, and undertake major plan reviews at five year intervals.

- To ensure civic decision-making and administration supports the OCP policies.**
- 11.3.2 All implementation projects will be assessed to identify broad priorities based on the matters of greatest concern from social, cultural, economic and environmental perspectives.
- 11.3.3 The City's reporting process, including reports to Council, will describe the relevance to the OCP.
- To ensure public involvement in the City's initiatives in the implementation of this OCP.**
- 11.3.4 White Rock will improve communication and public information services to citizens.
- 11.3.5 The City will include a public participation strategy for each new planning initiative that provides appropriate notification and methods for public participation.
- 11.3.6 Consistent with the requirements of the *Local Government Act*, the City will consult with the community as part of future OCP update processes.

Table 11.1 White Rock OCP Action Plan for Implementation

DS Development Services
 LS Leisure Services
 MO Municipal Operations
 F Fire

Policy	Key Action Item	Time Frame				Lead Role
		Short (1-2 yrs)	Medium (3-4 yrs)	Long (5+ years)	Ongoing	
3.4.1	Monitor land use composition relative to needs to ensure an appropriate supply of land uses.				X	DS
3.4.4	Review the Density Bonus Policy on a regular basis.	X				DS
3.4.6	Initiate a process for the identification of potential development areas in the City.	X				DS
3.4.7	Conduct a special revitalization study of the Johnston Road corridor south of the Town Centre	X				DS
3.4.15	Consult with the City of Surrey regarding Town Centre planning activities.				X	DS
3.4.19	Develop joint White Rock-Surrey urban design guidelines.	X				DS
4.2.1	Develop the <i>Environmental Strategic Plan</i> and review it regularly.	X			X	MO
4.2.6	Protect and enhance the aquatic environment of Semiahmoo Bay and watercourses.				X	All
4.2.8	Collaborate with other agencies and stewardship groups to raise awareness about the environmental sensitivity of the Bay.				X	All

Policy	Key Action Item	Time Frame				Lead Role
		Short (1-2 yrs)	Medium (3-4 yrs)	Long (5+ years)	Ongoing	
4.2.10	Provide and protect riparian buffers adjacent to watercourses.				X	DS, MO
4.2.13, 7.2.5	Continue working with Metro Vancouver to develop a regional integrated stormwater management plan.				X	MO
4.2.17	Develop a Green Building Strategy (GBS).	X			X	DS
4.2.17	Develop a sustainability checklist.	X				DS
4.2.18	Maintain the land south of Marine Drive, situated between the parking lot at the foot of the pier and Totem Plaza/Lion's Lookout Park, in its natural state.				X	MO
5.2.2	Work with stakeholders to encourage the provision of affordable housing. Investigate affordable and special needs housing options, particularly for seniors and special needs groups.				X	DS
5.2.4	Monitor housing production and work with other levels of government and non-profit organizations so that adequate capacity is retained for non-market housing.				X	DS
5.2.7	Develop growth management strategies through policy direction and regulations designed to maintain livability over the long-term.	X				DS
5.2.8	Apply the Town Centre Design Guidelines to new residential (and commercial) development in the Town Centre.				X	DS
5.2.9	Encourage new residential development to incorporate elements of green building design.				X	DS
5.2.10	Consider opportunities for aging in place as part of development review for all new single and multi-unit housing developments.		X			DS
6.2.1	Review the <i>Five Year Economic Development Plan</i> every five years.			X		DS

Policy	Key Action Item	Time Frame				Lead Role
		Short (1-2 yrs)	Medium (3-4 yrs)	Long (5+ years)	Ongoing	
6.2.2	Initiate and participate in an economic development plan workshop.	X		X		DS
6.2.4	Protect the commercial land base from conversion to non-employment uses and allow home occupations.				X	DS
6.2.5	Explore ways to encourage an expanded business sector.		X			DS
6.2.6	Encourage a “shop-at-home” campaign.	X				DS
6.2.7	Encourage pedestrian friendly development that supports commercial and service activity along Johnston Road.				X	DS
6.2.8	Implement the <i>Tourism Implementation Plan</i> .				X	DS
6.2.10, 6.2.12	Work with the White Rock Tourism Advisory Board and other stakeholders to promote B&Bs.	X			X	DS
6.2.13	Promote mutually beneficial economic development opportunities with the City of Blaine.				X	DS
6.2.15	Develop and support tourism initiatives on Marine Drive.	X			X	All
6.2.16	Encourage retail/commercial at street level along Marine Drive.				X	DS
3.4.20, 6.2.18	Encourage the redevelopment of existing vacant lands and underutilized sites in the Town Centre.				X	DS
6.2.20	Market White Rock as a prime destination for the film industry.	X			X	DS
7.2.1, 7.2.2	Develop a phased program of infrastructure improvement and replacement.				X	MO
7.2.3	Encourage a reduction in overhead wiring.				X	MO
7.2.4	Review the <i>Strategic Transportation Plan</i> every five years.			X		MO
4.2.13, 7.2.5	Continue working with Metro Vancouver on a regional integrated stormwater management plan.	X			X	MO

Policy	Key Action Item	Time Frame				Lead Role
		Short (1-2 yrs)	Medium (3-4 yrs)	Long (5+ years)	Ongoing	
7.2.10	Investigate environmental considerations in the design and construction of new roads and infrastructure.				X	MO
7.2.12	Review parking policies and requirements in areas well-served by transit.				X	DS
7.2.13	Implement a new road classification system, consistent with the <i>Strategic Transportation Plan</i> .	X				MO
7.2.15	Develop and implement a city-wide road way finding signage strategy.		X			MO
7.2.16	Implement traffic calming and minor roadway improvements.	X	X			MO
7.2.18	Plan, design, develop and maintain infrastructure to preserve the potential for a cross-town greenway corridor along Blackburn Avenue and Malabar Avenue in the west end of White Rock, and along Thrift Avenue through the Town Centre and east end of the city.				X	MO
7.2.21, 8.2.10	Improve access and circulation along the waterfront.				X	MO
7.2.22, 8.2.11	Manage parking supply and demand in the waterfront area, including signage improvements and consideration of alternative transportation modes.	X				MO
7.2.23, 8.2.12	Investigate alternatives to provide additional parking supply for the waterfront.	X				MO
7.2.25	Enhance transit passenger amenities at bus stops.		X			MO
7.2.26	Work cooperatively to improve local transit service frequencies and expand regional services.				X	MO
7.2.27	Expand sidewalk coverage, enhance sidewalk standards and improve pedestrian crossings.	X				MO
7.2.30	Adopt design standards to provide a barrier-free pedestrian network.	X				MO

Policy	Key Action Item	Time Frame				Lead Role
		Short (1-2 yrs)	Medium (3-4 yrs)	Long (5+ years)	Ongoing	
7.2.31	Expand the city's bicycle pathway network, including an enhanced connection between the Town Centre and the waterfront.		X			MO
7.2.32	Enhance bicycle parking and support in key amenity and commercial areas.		X			MO
7.2.34	Work cooperatively with the City of Surrey to plan and implement inter-municipal bicycle route connections.	X	X			MO
7.2.35	Provide bicycle parking at existing and new civic buildings and facilities.				X	MO
8.2.3	Encourage initiatives in the waterfront area that relate to the stewardship of local wildlife and ecology, including an interpretive centre.				X	DS
8.2.4	Work with other governments and agencies to ensure environmentally responsible stewardship of Semiahmoo Bay.				X	All
8.2.7	Develop waterfront public realm design guidelines.		X			DS
8.2.13	Investigate alternative modes of transportation to provide access to the waterfront.	X				MO
8.2.14	Prepare a <i>Parks Master Plan</i> .	X				MO
8.2.15	Pursue park and open space acquisitions and undertake improvements, including ensuring additional park space is able to meet population demand through redevelopment – particularly in the Town Centre.				X	MO
8.2.16	Continue to undertake an annual safety audit of parks and open spaces.				X	MO
8.2.17	Consider CPTED principles for manicured landscapes in parks and open spaces. Ensure staff is adequately trained in CPTED principles.	X			X	MO
8.2.18	Support the development of the town square and encourage community events and activities in this location.	X	X			DS, LS

Policy	Key Action Item	Time Frame				Lead Role
		Short (1-2 yrs)	Medium (3-4 yrs)	Long (5+ years)	Ongoing	
8.2.19	Ensure the provision of an interconnected, pedestrian-friendly open space network linking neighbourhoods, Town Centre and waterfront.				X	DS
8.2.20	Enhance and extend the "green cross" of street landscaping and parks extending north-south in line with Bryant Park, and east-west along Russell Avenue.		X			MO
8.2.22	Work cooperatively with the Semiahmoo First Nation to support Semiahmoo Park.				X	All
8.2.23	Work with Metro Vancouver to implement a greenway sector plan as part of an overall <i>Regional Greenways Vision</i> .	X	X			MO
9.2.4	Host and/or support initiatives and special events that foster civic identity and pride.				X	LS
9.2.7	Provide and enhance recreation opportunities and wellness services through programs delivered at civic facilities.				X	LS
9.2.8	Monitor and refine the <i>White Rock Emergency Response Plan</i> , determine the most appropriate communication approach and communicate the plan with White Rock residents.	X			X	F
9.2.9	Strive to increase civic functions within the Town Centre.				X	LS
10.2.1	Develop an inventory of historically and culturally significant sites.	X				DS
10.2.9, 10.2.11	Identify ways (e.g. hosting an event) to celebrate and further develop White Rock's cultural identity.	X				LS

Appendix A – Development Permit Guidelines

Development Permit Guidelines Applicable to All Areas

DP Area 1 Town Centre

DP Area 2 Hospital Street

DP Area 3 Apartment Area

DP Area 4 Lower Town Centre

DP Area 5 Neighbourhood Commercial

DP Area 6 Stayte Road Centre

DP Area 7 Waterfront Business Area (East & West Beach)

DP Area 8 Waterfront Apartment Area

DP Area 9 East Side – Large Lot Infill Redevelopment Area

DEVELOPMENT PERMIT AREA GUIDELINES

Guidelines for designated Development Permit Areas are intended to protect and enhance the quality of the natural and built environment and to promote a 'West Coast or Sea Side Village' building vernacular reflective of White Rock's history and setting. This architectural style can, and has been, interpreted in many different forms with the primary intent to "be designed with nature to blend with the environment". Typical design elements include sloped roofs, large exposed wood beams or rafters and large windows.

Development Permit Areas are identified on *Schedule D, Development Permit Areas* and *Schedule H, Environmental Development Permit Areas*. This section describes the conditions that must be met prior to a Development Permit being issued. Some guidelines apply to all areas, while some guidelines are specific to a certain Development Permit Area.

In addition, all parcels of land within the City which are zoned RT-1 (Two Unit Family Residential) and RT-2 (Three Unit Family Residential) and permitting a two-unit or three unit residential use respectively, are herein defined as "intensive residential development" and designated as Development Permit Areas pursuant to Section 919.1(1)(e) of the *Local Government Act*. Further, all lands zoned to permit and proposed to be developed for Special Needs Housing, including "personal care use" and "assisted living/multiple-unit residential use" are also defined as "intensive residential development" and designated as Development Permit Areas pursuant to Section 919.1(1)(e) of the *Local Government Act*. The Development Permit Area Guidelines Applicable to All Areas, supplemented by the City's *Duplex Design Guidelines (April 1997)* for RT-1 zoned lands, also apply. The Development Permit Guidelines Applicable to All Areas, supplemented by the City's *Duplex Design Guidelines (April 1997)* also apply to the RT-2 zoned lands. Narrow Lot subdivisions and townhouse redevelopment in the East Side Large Lot Infill Redevelopment Area are also defined as "intensive residential development" and designated as Development Permit Areas pursuant to Section 919.1 (1)(e) of the *Local Government Act*.

*Above Paragraph's Revised – Bylaw 1874, 2010 – Oct 4/10
and Bylaw 1957, 2012 – Feb.20/12*

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

- Minor renovations or alterations where the renovation or alteration concerns less than 20% of the façade of an existing building, and no other alterations;
- Renovations, alterations and/or additions to an existing building that increase the value of the improvements by less than 30%;
- An addition (attached or detached), exclusive of other renovations, alterations or demolitions, and consisting of less than 55 square metres (592 square feet) floor area; and/or
- Applications for signs only.

Above Paragraph's Revised – Bylaw 1892, 2009 – Oct 5/09

Development Permit Guidelines Applicable to All Areas

The following guidelines are applicable to all Development Permit Areas:

1. Form and Character

- a) Building design should take into consideration the surrounding physical environment and the character, scale and form of other nearby buildings. The preservation of mature, healthy trees shall be a primary objective prior to the establishment of the building envelope area.

1a) Above Revised – Bylaw 1892, 2009 – Oct 5/09

- b) Orient and design buildings to reduce shadow impact on outdoor spaces and to permit penetration of natural light into interior spaces.
- c) Provide weather protection above building entrances, where possible.
- d) Functional elements, such as mechanical equipment and roof penetrations, shall be located to minimize exposure to the street, nearby buildings or where rises in elevation provide views to rooftops. Mechanical equipment shall be screened or integrated with the roof form in a manner

- consistent with the overall architecture of the building with a view to reducing mechanical system noise transmission. All screening must be a permanent part of the building structure.
- e) Avoid use of extensive solid walls, reflective glass or other similar material on the ground floor façade of any building facing a street. Use variation in building mass, materials, architectural detailing, or colour to provide articulation to solid walls.
 - f) Architectural elements that are exposed to precipitation (such as roofs, cornices, edges, canopies and decorative detailing) should be designed to protect the building's structure from moisture, and to direct runoff away from pathways or other used areas.
 - g) Site lighting should avoid "light spill" onto adjacent properties.
 - h) Materials should be durable and able to maintain their appearance in the local climate;
 - i) The use of green building materials is strongly encouraged;
 - j) Natural materials are preferred as the dominant cladding materials and may include: wood siding or shingles, brick, rock or stone, exposed heavy timbers, steel, slab or poured concrete. Other materials will be considered but are not recommended;
 - k) Stucco is not recommended as a cladding material and will only be considered where natural colours are used and where strong wooden elements or materials with a wooden appearance, such as fibre cement siding are also used;
 - l) Existing stucco storefronts are encouraged to undertake façade improvements to reflect the desired west coast village vernacular. Improvements can include: the addition of paint, decorative natural wood elements, awnings, etc.
 - m) Rich natural tones which reflect the natural landscape and seascape should be the predominant colours used with brighter colours used only as accents;
 - n) Extensive use of windows / glass is encouraged;
 - o) Green roofs, roof decks or roof gardens are encouraged provided that they can be accommodated within the permitted maximum height requirements of the City's Zoning Bylaw;
 - p) Sloped or pitched roof forms are recommended;
 - q) Flat roofs are not recommended but may be considered where careful attention is given to soffit design, edge treatments, and where a green roof or rooftop deck or garden are proposed;
 - r) Generous roof overhangs are encouraged for weather protection and to add articulation to the building mass;
 - s) Recommended roofing materials include: cedar shingles, shakes, clay or concrete tiles, slate shingles and asphalt shingles;
 - t) Built up roofing (e.g. tar and gravel), corrugated asbestos cement sheet, sheet metal shingle and glass fibre roofing panels are discouraged;
 - u) Articulated fenestration and the layering of materials are encouraged to create texture.

Items 1 h) to 1 u) Above Included – Bylaw 1892, 2009 – Oct 5/09

2. Access, Circulation, Parking and Safety

- a) Consider joint or shared access between adjacent developments.
- b) All surface parking areas shall contain planting which:
 - buffers parking from adjacent streets and defines the edge where no building edge exists;
 - highlights pedestrian routes through; and
 - provides visual relief from large expanses of paving and parked cars.
- c) Locate and design curb let-downs to accommodate wheelchair/ scooter movement.

- d) Pedestrian entrances shall be separate from vehicular access points and shall be designed with sufficient lighting, glazing and located so as to maximize safety. Avoid hidden areas or alcoves.
- e) Provide easily identifiable access and exit points; either use colour or graphic schemes to differentiate between parking levels. Public and private parking shall be clearly identified through a system of numbering and signage.
- f) Uses near access and egress points shall include design elements that reduce conflict between uses
- g) Consider electronic security devices or monitoring systems to supplement safe design principles.
- h) Provide bicycle parking facilities at grade close to building entrances and underground storage areas within buildings near elevators.
- i) Scooter parking should be provided for multi-unit residential developments, and should be provided in a secure area within the parking garage.
- j) Incorporate Crime Prevention through Environmental Design (CPTED) principles in the design and layout of buildings, landscaping and parking areas, and the provision of lighting and security features.
- k) Garage entrances shall be subordinate to the pedestrian entrance in terms of size, prominence on the streetscape, location and design emphasis. This may be achieved sometimes through:
 - the relative importance of the garage entrance reduced by enhancing the pedestrian entrance;
 - locating the garage entry on the side of the façade where it will draw less attention than if it is centered on the façade;
 - recessing the portion of the façade where the garage entry is located to help conceal it;
 - extending portions of the structure over the garage entry to help conceal it;
 - emphasizing other elements of the façade to reduce the visual prominence of the garage entry;
 - use of screening and landscaping to soften the appearance of the garage from the street; and
 - locating the garage entry where the topography of the site can help conceal it.
- l) Ramps to additional levels are to be contained within the structure and screened from view.
- m) Access and egress points shall have consistent sidewalk texture, colours and material for that point of intersecting with the streetscape.
- n) If rooftop parking is provided, additional landscaping shall be required.

3. Landscaping

- a) Applicants will be required to submit a site assessment report by a certified arborist to identify all mature, healthy trees, with the objective of preserving as many mature, healthy trees as possible and incorporating them into the overall landscape plan.

Item 3 a) Above Included – Bylaw 1892, 2009 – Oct 5/09

- b) Maximize the amount of landscaped areas on the site and minimize hard impervious surfaces.
- c) Identify, preserve and incorporate stands of healthy, non-hazardous mature trees into the overall landscape design.
- d) Consider maximizing use of native species and species requiring minimal irrigation.
- e) Select trees that will not adversely impact sunlight penetration to open spaces when mature, or create significant blockage of views.
- f) Introduce a variety of plant materials, including deciduous and coniferous trees, shrubs and ground covers in yards and outdoor open spaces. Emphasize use of native and drought resistant

- species suitable to the site growing conditions.
- g) Landscaping shall enhance the appearance of the development and screen parking, loading areas, garbage / recycling containers, mechanical equipment and transformers from adjacent residential development and roads. Garbage / recycling containers are to be fully enclosed in a building and conveniently located for users. All areas not covered by buildings, structures, roads and parking areas shall be landscaped. A landscaping plan shall be submitted as part of a development permit process and shall be prepared by a registered BC Landscape Architect.
 - h) Stone or natural appearing retaining walls are preferred to interlocking block or plain concrete walls;
 - i) Native species and drought-resistant species are recommended;
 - j) Naturescape principles should be incorporated into the overall landscape design;
 - k) The incorporation of public art is encouraged in both the public and private realm which is reflective of the local landscape and heritage.

Items 3 h) to k) Above Included – Bylaw 1892, 2009 – Oct 5/09

- l) New developments are required to address stormwater management on-site, and encouraged to use low-impact best management practices (BMPs) to provide treatment, where possible.

Item 3 l) Above Included – Bylaw 1916, 2010 – Feb 7/11

4. Signage

- a) Canopies and awning should respect the desired west coast village vernacular and the general character of canopies on surrounding buildings;
- b) Signage should reflect the desired west coast village vernacular through the use of natural materials.

Items 4 a) and b) Above Included – Bylaw 1892, 2009 – Oct 5/09

5. Design of Recycle Amenities

- a) All commercial, multi-unit residential and care facilities shall include requirements for recycling amenities consistent with the Metro Vancouver July 2011 "Guide for Builders" to provide sufficient space and facilities for recycling programs that are accessible to both occupants and collection service agencies.

Development Permit Area 1 - Town Centre

Designated as a Development Permit Area pursuant to Sections 919.1 (1) (d) and (f) of the *Local Government Act*.

This area comprises the commercial heart of the community, focused along Johnston Road and North Bluff Road. Mixed-use development and higher density residential uses are also found here. The objective of this Development Permit Area is to encourage the formation of a liveable Town Centre and a desirable commercial and residential mix. In addition to the *Development Permit Guidelines Applicable to All Areas* and the City's *Town Centre Design Guidelines (October 2001)*, these guidelines apply:

1. Form and Character

- a) New development shall be designed to reflect the principles, objectives and key ideas in the City of White Rock Town Centre Urban Design Plan, August 2011, and the "built form" and "public realm" guidelines in the City of White Rock Town Centre Design Guidelines, September, 2011.

Above Paragraph Amended– Bylaw 1980, 2013 – April 15/13

- b) All elevations of buildings shall have architectural details to provide visual interest and reduce the massing of the building. These include changes in roofline height, varied paint treatments, functional windows (i.e. to provide transparency) on the store entrance level and/or above, and articulation in the building envelope. Roof lines, height, building mass, form, architectural character and outdoor spaces should complement adjacent buildings and spaces.
- c) Buildings should be designed to provide a minimum two storeys fronting the street and set back any portion of the building beyond three storeys in order to provide for pedestrian scale and sunlight onto the street.
- d) Design buildings to create outdoor urban spaces where appropriate, or in coordination with adjacent buildings to accommodate a variety of pedestrian oriented activities and uses. The design of these spaces should have regard for safety, wind protection, and sunlight penetration.
- e) Designs should favour a smaller floor plate in taller buildings to decrease site coverage, provide more grade-level open space, and increase view opportunities between buildings.
- f) In mixed use developments, design buildings and outdoor spaces to enhance visual privacy and reduce transmission of sound between different uses.
- g) Maintain or provide a consistent grade between the sidewalk and building entrances.
- h) The main entrance of the building should be clearly identified by the architecture of the building and include such elements as pedestrian awnings to provide protection from the weather. Overhead weather protection should be provided along pedestrian routes.
- i) No blank walls should face onto streets, pedestrian routes, or publicly accessible landscaped open spaces.
- j) All buildings shall incorporate high quality exterior design elements such as:
- a variety of setbacks and building 'fronts' that reflect the pedestrian-scale of the Town Centre. Large walls will have a variety of architectural detailing, setbacks and widths;
 - a mix of façade treatments, cornice and roof lines;
 - a mix of building surface treatments for each façade, and;
 - a mix of accent colours and materials.
- k) All exposed base supports for structures that include signage, building appurtenances and other site elements shall be architecturally integrated into the overall site design. Unadorned concrete and metal is not permitted.
- l) Higher buildings shall integrate with adjacent low-rise developments using similar materials, proportions and elements, where applicable and use design elements from the lower facades (ground to third floors) to increase visual interest and help integrate the design.
- m) Any building setbacks from the front lot line shall be integrated with the public sidewalk space. As such, a combination of hard and soft landscaping is encouraged.
- n) Each podium of a podium style high rise shall be required to have rooftop landscaping and rooftop access for tenants and include no more than 6 contiguous units fronting a given street without incorporating architectural elements to break up the massing of buildings facing the street.

- o) Development shall provide a walkable 'pedestrian-scale' Town Centre.
- p) Roof forms should incorporate elements which create visual interest.
- q) Eating and drinking patios are encouraged on the public sidewalk adjacent to a properly zoned business subject to operator interest and conditions of a valid Sidewalk Patio License.

2. Safety

- a) There should be sufficient on-site illumination for pedestrian/vehicle safety and good exposure for retail uses. Illumination, however should not detract from the residential uses in the development. Where lamp standards and fixtures are exposed, the aesthetic quality of these elements must ensure an overall positive image.

3. Access, Circulation, and Parking

- a) All off-street parking shall be below grade or enclosed within a building, with the exception of some visitor parking spaces.
- b) Locate vehicular access points so as to avoid pedestrian conflicts.
- c) Ensure building access from parking areas and the street that is accessible to those with mobility impairments.
- d) Consider internal connections between adjacent parking facilities, subject to appropriate legal, management and security issues.
- e) Separate residential from non-residential parking in any mixed-use development. Common access from the street or lane is encouraged.
- f) Access shall be provided throughout the development for those persons that require functional assistance (this includes mobility, visually, and hearing impaired, as well as those who have reduced strength or dexterity), with parking spaces made available as close as possible to the stores' entrance.
- g) Servicing and loading areas shall be limited to the rear.

4. Landscaping

- a) Provide street trees, landscaping, ornamental street lamps, street furniture and decorative street calming elements where appropriate.
- b) Surface treatment of outdoor pedestrian routes on both public and private land should be consistent throughout the Town Centre.
- c) Garbage containers must be located so they are not visible from surrounding residential and commercial development and roadways and fully enclosed (i.e. roofed) within a screened closure, or alternatively located within a building. Such enclosures shall be architecturally detailed to complement the development.

5. Signage

- a) All signage should have a pedestrian scale and be architecturally integrated with the building(s) and / or landscaping. Sign design should also be coordinated throughout the development to establish a unified and attractive commercial area. All signage shall comply with the City of White Rock's *Sign Bylaw, 1986, No. 1042*, as amended, unless otherwise varied in a Development Permit.
- b) Projecting signs are encouraged.
- c) All applications for new commercial developments and major renovations to existing commercial developments must include a comprehensive sign plan. The comprehensive sign plan must specify the proposed size, type of illumination, height, design, location, and number of signs which must generally conform to the regulations of the City of White Rock's *Sign Bylaw, 1986, No. 1042*, as amended.
- d) A comprehensive sign plan for multi-tenant complexes must propose a minimum of three consistent design elements (i.e. sign type or design, colour, illumination, location, height).
- e) A comprehensive sign plan should work towards enhancing the character of the area and maintaining architectural integrity of the subject and adjacent buildings.

Development Permit Area 2 – Hospital Street

Designated as a Development Permit Area pursuant to Section 919.1 (1) (f) of the *Local Government Act*.

This area comprises areas near Hospital Street, Vine Avenue, and North Bluff Road. Primarily higher density residential uses are found here including medical and/or hospital related uses. New development should contribute to the improvement of the visual image of the area. In addition to the *Development Permit Guidelines Applicable to All Areas*, these guidelines apply:

1. Form and Character

- a) The size and scale of buildings should relate to adjacent development and provide a transition between the Town Centre and Apartment Areas. New development shall be designed to consider the compatibility with surrounding land uses, buildings and the physical environment.
- b) Roof lines, height, building mass, form, architectural character and outdoor spaces should complement adjacent buildings and spaces.
- c) Designs should favour a smaller floor plate in taller buildings to decrease site coverage, provide more grade-level open space, and increase view opportunities between buildings. Podium style mid-rises are encouraged as the predominant mid-rise building form.
- d) In mixed use developments, design buildings and outdoor spaces to enhance visual privacy and reduce transmission of sound between different uses.
- e) Maintain or provide a consistent grade between the sidewalk and building entrances.
- f) Overhead weather protection should be provided at building entrances.
- g) No blank walls should face onto streets, pedestrian routes, or publicly accessible landscaped open spaces.
- h) Building materials should reflect the existing or planned character of the area, and the use of a variety of materials is encouraged in order to provide articulation and visually interesting design.
- i) Residential and commercial entrances should create visual interest. Commercial developments should provide entrances that are of a pedestrian scale, create façade articulation and provide visual interest and weather protection.
- j) New developments should employ a limited number of finishing materials common to the area to create a cohesive and characteristic image.
- k) Roof treatments that create visual interest and identity should be provided.
- l) New commercial development should provide windows at grade level that are of a pedestrian scale, which, by their use of mullions and frames will create character and visual interest.
- m) New development should take advantage of any potential views and ensure that existing views enjoyed by adjacent buildings are not unduly compromised by incompatible siting, massing, and orientation of new buildings.
- n) Ensure that elevations are designed to reflect a similar character to that of any facing or adjacent front yards.
- o) Generally, buildings should be designed to appear to have limited frontage lengths and variations in façade treatment among different buildings.
- p) The ground level treatment of development should enhance pedestrian interest through design, detailing and landscaping while maintaining necessary privacy and security for residents.
- q) Continuous weather protection should be provided along commercial frontages.

Item 1 p) Above Deleted and Renumbered – Bylaw 1892, 2009 – Oct 5/09

2. Access, Circulation, and Parking

- a) All off-street parking should be below grade or enclosed within a building, with the exception of some visitor parking spaces.

- b) Locate vehicular access points so as to avoid pedestrian conflicts.
- c) Ensure building access from parking areas and the street that is accessible to those with mobility impairments.
- d) Separate residential from non-residential parking in any mixed-use development. Common access from the street or lane is encouraged.
- e) Servicing and loading areas shall be limited to the rear.

3. Landscaping

- a) Provide street trees, landscaping, ornamental street lamps, street furniture and decorative street calming elements where appropriate.
- b) Garbage containers must be located so they are not visible from surrounding residential and commercial development and roadways and fully enclosed (i.e. roofed) within a screened closure, or alternatively located within a building. Such enclosures shall be architecturally detailed to complement the development

4. Signage

- a) All applications for new commercial developments and major renovations to existing commercial developments must include a comprehensive sign plan. The comprehensive sign plan must specify the proposed size, type of illumination, height, design, location, and number of signs which must generally conform to the regulations of the City of White Rock's *Sign Bylaw, 1986, No. 1042*, as amended.
- b) A comprehensive sign plan for multi-tenant complexes must propose a minimum of three consistent design elements (i.e. sign type or design, colour, illumination, location, height).
- c) A comprehensive sign plan should work towards enhancing the character of the area and maintaining architectural integrity of the subject and adjacent buildings.

Development Permit Area 3 – Apartment Area

Designated as a Development Permit Area pursuant to Section 919.1 (1)(f) of the *Local Government Act*.

This area contains the largest concentration of multi-unit housing in the City. Development in this area is to be designed in a manner that is consistent with the historic pattern of development. In addition, this area contains sites that may provide opportunities for alternative housing forms that help to meet the housing needs of the community.

In addition to the *Development Permit Guidelines Applicable to All Areas*, these guidelines apply:

1. Form and Character

- a) Buildings located along the periphery of the Town Centre or near low density residential areas should incorporate transitional design elements, such as massing, materials and landscaping that are consistent with the area's character. Multiple-family housing which faces single family areas must be designed with a similar form and scale to the single family houses on the opposite side of the street (i.e. units with individual, exterior entrances, and building form and height and materials which are typical of single family housing).
- b) All multi-unit developments should front or appear to front on public roads and provide attractive, safe and identifiable entrances. Each housing unit that is adjacent to a public street must face its front door towards the public road allowance. In the case of multi-family housing, ground-oriented access is preferred.
- c) The design and siting of buildings and individual units should take advantage of special on site characteristics and provide the maximum number of units with good sun exposure and vistas.
- d) Covered entranceways should be provided.
- e) Building materials and colours should be consistent with nearby buildings, contribute to a unified streetscape and, contribute to the improvement of the image of the area.
- f) Development should use windows that create visual interest and residential character.
- g) The size, scale and function of buildings shall complement existing development in the neighbourhood.
- h) The architectural style of buildings should reflect their planned use. Building architecture should be detailed and articulated to be interesting when viewed at close range by pedestrians.

Item 1 h) Above Revised – Bylaw 1892, 2009 – Oct 5/09

- i) Break up the front elevation(s) through the use of projections or recessions (e.g. bay windows or porches on the front).
- j) Avoid blank walls (breakup walls with windows, doors, setbacks or variation in colours and materials).
- k) In townhouse and rowhouse development, residential units should be oriented such that their front entries have direct access to the street sidewalk. Garage doors must be recessed and scaled back so as not to dominate the streetscape. Provide for individuality from site to site consistent with the overall pedestrian-friendly and walkable community character by the creative treatment of street entrances, building setbacks, building articulation, exterior materials, windows, trim works, porches, dormers and rooflines.
- l) Buildings sited on corners shall address both street edges, shall express a visually stimulating 'landmark' architecture and be massed to define the intersection.
- m) Street facing facades of apartment buildings shall be designed for a pedestrian scale with the first storey architecturally differentiated from upper floors.
- n) All elevations of buildings shall have architectural details to provide visual interest. The non-street facing elevations shall be treated with the same architectural details as the street facing elevations.

2. Access, Circulation and Parking

- a) Ensure building access that is accessible to those with mobility impairments.
- b) Access to parking should be located so as to avoid or minimize pedestrian conflicts, and shall be provided from a laneway or secondary street where available.
- c) Access ramps should be designed with appropriate sight lines and incorporate security features.
- d) All off-street parking should be below grade or enclosed within a building, with the exception of some visitor parking spaces.

3. Landscaping

- a) Provide street trees, and street furniture where appropriate. Each multi-unit development should provide an outdoor amenity space on the site.
- b) On-site landscape design should consider the landscaping of adjacent properties, and contribute to the creation of a well-defined streetscape, and privacy for residents. Landscape design should employ CPTED safety principles.
- c) Pedestrian walkways should be provided on the site, where appropriate.
- d) Retaining walls should be minimal in height, and screened by landscaping where appropriate.
- e) The front yard setback of multiple-family residential buildings should feature primarily soft landscape elements such as lawn, shrubs, and flowerbeds.
- f) Garbage containers must be located so they are not visible from surrounding residential and commercial development and roadways and fully enclosed (i.e. roofed) within a screened closure, or alternatively located within a building. Such enclosures shall be architecturally detailed to complement the development
- g) Significant existing trees should be retained in any redevelopment and new landscaping should complement and enhance landscaping on adjacent properties.
- h) Buildings structures and paved areas shall be sited so as to preserve native vegetation on steeper slopes, minimize cutting into slopes, and avoid the use of retaining walls over 1.5m in height wherever possible.

Development Permit Area 4 - Lower Town Centre

Designated as a Development Permit Area pursuant to Sections 919.1 (1) (d) and (f) of the *Local Government Act*.

Above Sentence Revised – Bylaw 1892, 2009 – Oct 5/09

This area is an extension of the Johnston Road commercial corridor that extends from South Surrey through the Town Centre. New infill development should contribute to the vibrancy of the area and reinforce its pedestrian-oriented character. In addition to the *Development Permit Guidelines Applicable to All Areas*, these guidelines apply:

1. Form and Character

- a) Buildings should be sited to provide for a continuous façade with weather protection for pedestrians.
- b) Setbacks should be used for the creation of varied settings for buildings and for complementary enhancement of the streetscape.
- c) Street front retail spaces should be designed at a scale appropriate to a pedestrian oriented environment.
- d) A flanking wall facing a street or public space shall be finished to the same standard as the front of the building and contain substantial fenestration at the street level for visual interest.
- e) Building materials and colours should be consistent with nearby buildings, contribute to a unified streetscape and contribute to the improvement of the image of the area. The use of a variety of materials is encouraged in order to provide articulation and visually interesting design.

2. Access, Circulation, and Parking

- a) Ensure building access that is accessible to those with mobility impairments.
- b) Off street parking should be located under or at the rear of buildings, if accessible from a lane. Underground parking is encouraged.
- c) Locate vehicular access points so as to avoid or minimize pedestrian conflicts.

3. Landscaping

- a) Provide street trees, landscaping, ornamental street lamps, and street furniture where appropriate.

4. Signage

- a) All applications for new commercial developments and major renovations to existing commercial developments must include a comprehensive sign plan. The comprehensive sign plan must specify the proposed size, type of illumination, height, design, location, and number of signs which must generally conform to the regulations of the City of White Rock's *Sign Bylaw, 1986, No. 1042*, as amended.
- b) A comprehensive sign plan for multi-tenant complexes must propose a minimum of three consistent design elements (i.e. sign type or design, colour, illumination, location, height).
- c) A comprehensive sign plan should work towards enhancing the character of the area and maintaining architectural integrity of the subject and adjacent buildings.

Development Permit Area 5 – Neighbourhood Commercial

Designated as a Development Permit Area pursuant to Section 919.1 (1)(f) of the *Local Government Act*.

This area pertains to neighbourhood commercial land uses. In addition to the *Development Permit Guidelines Applicable to All Areas*, these guidelines apply:

1. Form and Character

- a) Street front retail spaces should be designed at a scale appropriate to a pedestrian oriented environment.
- b) Developments in each commercial node shall be coordinated in terms of architectural design, landscaping, fencing and signage. The height, massing and siting of buildings and design of signage and other elements should contribute to creating a sense of gateway into the neighbourhood.
- c) The architectural and landscape design should be appropriate for the local context.
- d) The architectural design and exterior finish of commercial buildings should be compatible with and/or complementary to adjacent residential developments.
- e) Functional elements, such as mechanical equipment and roof penetrations, shall be located to minimize exposure to the street. Mechanical equipment shall be screened or integrated with the roof form in a manner consistent with the overall architecture of the building.
- f) There should be sufficient on-site illumination for pedestrian/vehicle safety and good exposure for retail uses. Illumination should not, however, encroach onto adjacent residential properties.
- g) While commercial uses will accommodate automobile uses, enhancing the pedestrian environment through safe pedestrian movement, and outdoor seating or other public amenity should be a priority.

2. Access, Circulation, and Parking

- a) Facilities for cyclists should be considered for all developments.
- b) Locate vehicular access points so as to avoid or minimize pedestrian conflicts.

3. Landscaping

- a) Landscaping should be designed to present a pleasing image and to soften the transition from adjacent land uses to the development.
- b) Landscaping should reinforce design continuity with neighbouring properties and the streetscape by providing consistency in street trees, plant materials and other landscaping elements.
- c) Landscaping shall be required to enhance the appearance of the development and to screen parking, loading areas and garbage containers from abutting residential development and adjacent roads. Garbage containers are encouraged to be fully enclosed in a building. All areas not covered by buildings, structures, roads and parking areas shall be landscaped. Landscaping shall be provided in the parking areas to enhance the appearance of the development.

4. Signage

- a) All commercial signage is to be architecturally integrated with the building(s) and/or landscaping. Sign design should also be coordinated and compatible with signage on adjacent properties to establish a unified and attractive commercial area.

Development Permit Area 6 - Stayte Road Centre

Designated as a Development Permit Area pursuant to Section 919.1 (1)(f) of the *Local Government Act*.

This block has historically included commercial uses fronting on Stayte Road, together with residential uses, and is situated in the middle of a low density residential area. Development in this area should be compatible with this context.

In addition to the *Development Permit Guidelines Applicable to All Areas*, these guidelines apply:

1. Form and Character

a) Building massing should provide for two storey elevations and pitched roofs along the north, south and west boundaries of the block.

b) Building materials that are compatible with lower density residences, such as wood, stucco and brick, should be used for exterior finishes. Materials such as reflective glass, metal roofs or cladding would not be considered compatible at this location.

For Residential Developments the following applies:

c) Buildings located near low density residential areas should incorporate transitional design elements, such as massing, materials and landscaping that are consistent with the area's character. Multiple-family housing which faces single family areas must be designed with a similar form and scale to the single family houses on the opposite side of the street (i.e. units with individual, exterior entrances, and building form and height and materials which are typical of single family housing).

d) All multi-unit developments should front or appear to front on public roads and provide attractive, safe and identifiable entrances. Each housing unit that is adjacent to a public street must face its front door towards the public road allowance. In the case of multi-family housing, ground-oriented access is preferred.

e) The design and siting of buildings and individual units should take advantage of special on site characteristics and provide the maximum number of units with good sun exposure and vistas.

f) Covered entranceways should be provided.

g) Significant existing trees should be retained in any redevelopment and new landscaping should complement and enhance landscaping on adjacent properties.

h) Development should use windows that create visual interest and residential character.

i) The size, scale and function of buildings shall complement existing development in the neighbourhood.

j) The architectural style of buildings should reflect their planned use. Building architecture should be detailed and articulated to be interesting when viewed at close range by pedestrians.

Item 1 j) Above Revised – Bylaw 1892, 2009 – Oct 5/09

k) Break up the front elevation(s) through the use of projections or recessions (e.g. bay windows or porches on the front).

l) Avoid blank walls (breakup walls with windows, doors, setbacks or variation in colours and materials).

m) In townhouse or rowhouse developments, residential units should be oriented such that their front entries have direct access to the street sidewalk. Garage doors must be recessed and scaled back so as not to dominate the streetscape. Provide for individuality from site to site consistent with the overall pedestrian-friendly and walkable community character through the creative treatment of street entrances, building setbacks, building articulation, exterior materials, windows, trim works, porches, dormers and rooflines.

n) Buildings sited on corners shall address both street edges, shall express a visually stimulating 'landmark' architecture and be massed to define the intersection.

o) All elevations of buildings shall have architectural details to provide visual interest. The non-street

facing elevations shall be treated with the same architectural details as the street facing elevations.

For Commercial Developments the following applies:

- p) All commercial signage is to be architecturally integrated with the building(s) and/or landscaping. Sign design should also be coordinated and compatible with signage on adjacent properties to establish a unified and attractive commercial area.
- q) Street front retail spaces should be designed at a scale appropriate to a pedestrian oriented environment.
- r) Developments in each commercial node shall be coordinated in terms of architectural design, landscaping, fencing and signage. The height, massing and siting of buildings and design of signage and other elements should contribute to creating a sense of gateway into the neighbourhood.
- s) The architectural and landscape design should be appropriate for the local context.
- t) The architectural design and exterior finish of commercial buildings should be compatible with and/or complementary to adjacent residential developments.
- u) Functional elements, such as mechanical equipment and roof penetrations, shall be located to minimize exposure to the street. Mechanical equipment shall be screened or integrated with the roof form in a manner consistent with the overall architecture of the building.
- v) There should be sufficient on-site illumination for pedestrian/vehicle safety and good exposure for retail uses. Illumination should not, however, encroach onto adjacent residential properties.
- w) While commercial uses will accommodate automobile uses, enhancing the pedestrian environment through safe pedestrian movement, and outdoor seating or other public amenity should be a priority.

2. Parking

- a) Facilities for cyclists should be considered for all developments.
- b) Ensure building access that is accessible to those with mobility impairments.
- c) Access to parking should be located so as to avoid or minimize pedestrian conflicts, and shall be provided from a laneway or secondary street where available.
- d) Access ramps should be designed with appropriate sight lines and incorporate security features.

3. Landscaping

- a) Provide street trees and street furniture where appropriate. Each multi-unit development should provide an outdoor amenity space on the site.
- b) On-site landscape design should consider the landscaping of adjacent properties, and contribute to the creation of a well-defined streetscape, and privacy for residents. Landscape design should employ CPTED safety principles.
- c) Pedestrian walkways should be provided on the site, where appropriate.
- d) Retaining walls should be minimal in height, and screened by landscaping where appropriate.
- e) The front yard setback of multiple-family residential buildings should feature primarily soft landscape elements such as lawn, shrubs, and flowerbeds.
- f) Garbage containers must be located so they are not visible from surrounding residential and commercial development and roadways and fully enclosed (i.e. roofed) within a screened closure, or alternatively located within a building. Such enclosures shall be architecturally detailed to complement the development.

Development Permit Area 7 – Waterfront Business Area (East & West Beach)

Designated as a Development Permit Area pursuant to Sections 919.1 (1) (d) and (f) of the *Local Government Act*.

Above Sentence Revised – Bylaw 1892, 2009 – Oct 5/09

These distinct commercial areas comprise the waterfront's two commercial districts. The character of the area is largely defined by the historic development pattern on narrow (9m) lots. New development should reflect the area's unique setting and respect historical development patterns.

In addition to the *Development Permit Guidelines Applicable to All Areas*, these guidelines apply:

1. Form and Character

- a) Continuous weather protection shall be provided along both public sidewalks and private walkways wherever possible.
- b) Building façades should be consistent with the historic pattern of Marine Drive. Building modules of approximately 9.1 m width are suggested. These modules can be defined through architectural articulation, materials and colour, to create an image of individuality and small scale. Building details such as canopies, trim, doors and signage, should be used to create colourful accents.

Item 1 c) Deleted and Renumbered – Bylaw 1892, 2009 – Oct 5/09

- c) Sign design is encouraged to conform to established character. No back-lit plastic or acrylic signage or free-standing signage is appropriate in this area. All commercial signage is to be architecturally integrated with the building(s) and/or landscaping. Sign design should also be coordinated and compatible with signage on adjacent properties to establish a unified and attractive commercial area.
- d) Lighting of facades shall highlight the building and also pedestrian ways. Building lighting should be subdued and not exceed ambient street lighting.
- e) Buildings located at corners of streets or public walkways should incorporate windows, doorways, landscaping, or architectural detailing that presents a friendly face to the flanking street or walkway.
- f) The architectural style of buildings should reflect their planned use. Architecture should be detailed and articulated to be interesting when viewed at close range by pedestrians.

Above Item Amended – Bylaw 1892, 2009 – Oct 5/09

- g) Rooftops should be treated with a non-reflective material, and all rooftop equipment should be screened.
- h) Building foundation walls should be treated or clad with a material compatible with the rest of the building.
- i) Surfacing of internal walkways or setback areas should be consistent with the materials used on other private and public sites along Marine Drive.
- j) Full accessibility for handicapped persons should be provided wherever possible.
- k) Outdoor display and patio areas shall be enclosed by a removable structure of a design that is complementary to the building and consistent with the pattern along Marine Drive. Enclosures or patios shall incorporate landscaping or planting.
- l) Above the second-storey, all buildings must be stepped back from the property line or boundary of the public right-of-way at an angle of 30° measured from a horizontal plane at the top of the second storey building face for 10.0 m. This will create a building with a stronger pedestrian-scale and expose pedestrian areas to more sunlight.

2. Parking and Access

- a) Vehicular access shall be provided from a lane or flanking street, where such right-of-way exists

and not from Marine Drive.

- b) Surface parking areas should be screened from adjacent sites by solid fencing or landscaping.

3. Landscaping

- a) Provide street trees and street furniture where appropriate. Each multi-unit development should provide an outdoor amenity space on the site.
- b) On-site landscape design should consider the landscaping of adjacent properties, and contribute to the creation of a well-defined streetscape, and privacy for residents. Landscape design should employ CPTED safety principles.
- c) Pedestrian walkways should be provided on the site, where appropriate.
- d) Retaining walls should be minimal in height, and screened by landscaping where appropriate.
- e) The front yard setback of multiple-family residential buildings should feature primarily soft landscape elements such as lawn, shrubs, and flowerbeds.
- f) Garbage containers must be located so they are not visible from surrounding residential and commercial development and roadways and fully enclosed (i.e. roofed) within a screened closure, or alternatively located within a building. Such enclosures shall be architecturally detailed to complement the development.

Development Permit Area 8 – Waterfront Apartment Area

Designated as a Development Permit Area pursuant to Section 919.1 (1)(f) of the *Local Government Act*.

This area is located along the north side of Marine Drive between Maple Street and Stayte Road. As depicted in *Schedule A, Land Use Plan*, this area is primarily designated for multi-unit residential uses with limited commercial uses. The objectives of this Development Permit Area are to ensure the compatibility of development with adjoining low-density residential uses, to promote the creation of a unique waterfront environment, and to provide an attractive eastern gateway to the City.

In addition to the *Development Permit Guidelines Applicable to All Areas*, these guidelines apply:

1. Form and Character

- a) Building form and character should be compatible with the guidelines for the commercial areas of the waterfront.
- b) Upper stories of new developments should be stepped back from the first storey, or alternatively a deeper front yard setback provided.
- c) Building façades should be consistent with the historic pattern of Marine Drive. Building modules of approximately 9.1m width are suggested. These modules can be defined through architectural articulation, materials and colour, to create an image of individuality and small scale. Building details such as canopies, trim, doors and signage should be used to create colourful accents.

Items 1 d) Deleted and 1 f) Amended; Renumbered – Bylaw 1892, 2009 – Oct 5/09

- d) Buildings located at corners of other streets or public walkways should incorporate windows, doorways, landscaping, or architectural detailing that presents a friendly face to the flanking street or walkway.
- e) The architectural style of buildings should reflect their planned use. Building architecture should be detailed and articulated to be interesting when viewed at close range by pedestrians.
- f) Rooftops should be treated with a non-reflective material, and all rooftop equipment should be screened.
- g) Building foundation walls should be treated or clad with a material compatible with the rest of the building.
- For Residential Developments the following applies:**
- h) Buildings located near low density residential areas should incorporate transitional design elements, such as massing, materials and landscaping that is consistent with the area's character. Multiple-family housing which faces single family areas must be designed with a similar form and scale to the single family houses on the opposite side of the street (i.e. units with individual, exterior entrances, and building form and height and materials which are typical of single family housing).
- i) All multi-unit developments should front or appear to front on public roads and provide attractive, safe and identifiable entrances. Each housing unit that is adjacent to a public street must face its front door towards the public road allowance. In the case of multi-family housing, ground-oriented access is preferred.
- j) The design and siting of buildings and individual units should take advantage of special on site characteristics and provide the maximum number of units with good sun exposure and vistas.
- k) Covered entranceways should be provided.
- l) Significant existing trees should be retained in any redevelopment and new landscaping should complement and enhance landscaping on adjacent properties.
- m) Development should use windows that create visual interest and residential character.
- n) The size, scale and function of buildings shall complement existing development in the neighbourhood.
- o) Break up the front elevation(s) through the use of projections or recessions (e.g. bay windows or

- porches on the front).
- p) Avoid blank walls (breakup walls with windows, doors, setbacks or variation in colours and materials).
 - q) Buildings sited on corners shall address both street edges, shall express a visually stimulating 'landmark' architecture and be massed to define the intersection.
 - r) All elevations of buildings shall have architectural details to provide visual interest. The non-street facing elevations shall be treated with the same architectural details as the street facing elevations.
- For Commercial Developments the following applies:**
- s) All commercial signage is to be architecturally integrated with the building(s) and/or landscaping. Sign design should also be coordinated and compatible with signage on adjacent properties to establish a unified and attractive commercial area.
 - t) Street front retail spaces should be designed at a scale appropriate to a pedestrian oriented environment.
 - u) Functional elements, such as mechanical equipment and roof penetrations, shall be located to minimize exposure to the street. Mechanical equipment shall be screened or integrated with the roof form in a manner consistent with the overall architecture of the building.
 - v) There should be sufficient on-site illumination for pedestrian/vehicle safety and good exposure for retail uses. Illumination should not, however, encroach onto adjacent residential properties.
- 2. Parking and Access**
- a) Vehicular access shall be provided from lanes or flanking streets wherever possible, to avoid conflict with pedestrians on Marine Drive.
- 3. Landscaping**
- a) Provide street trees and street furniture where appropriate. Each multi-unit development should provide an outdoor amenity space on the site.
 - b) On-site landscape design should consider the landscaping of adjacent properties, and contribute to the creation of a well-defined streetscape, and privacy for residents. Landscape design should employ CPTED safety principles.
 - c) Pedestrian walkways should be provided on the site, where appropriate.
 - d) Retaining walls should be minimal in height, and screened by landscaping where appropriate.
 - e) The front yard setback of multiple-family residential buildings should feature primarily soft landscape elements such as lawn, shrubs, and flowerbeds.
 - f) Garbage containers must be located so they are not visible from surrounding residential and commercial development and roadways and fully enclosed (i.e. roofed) within a screened closure, or alternatively located within a building. Such enclosures shall be architecturally detailed to complement the development.

Development Permit Area 9 – East Side Large Lot Infill Redevelopment Area

Designated as a Development Permit Area pursuant to Section 919.1 (1)(e) of the *Local Government Act*.

This area is located to the east of the Peace Arch Hospital as shown on *Schedule D, Development Permit Areas*, and is an extension of the South of Hospital Lands Study Area. This area is designated Detached or Attached Residential (Low Density). As outlined in Section 3.2, the Detached or Attached Residential (Low Density) designation is primarily intended for one-unit residential lots, including small lot areas, as well as duplex, semi-detached, or other low-density detached housing forms. As further outlined, however, specific to this area, street-front townhouses can also be considered as well as multi-unit residential (low density) in the form of apartments and “stacked” townhouses immediately adjacent to North Bluff Road, subject to rezoning and in accordance with the policies and provisions of Appendix C.

In addition to the *Development Permit Guidelines Applicable to All Areas*, these guidelines apply:

1. Form and Character

- a) Proposals for narrow lot housing and street-front townhouses will only be considered when it includes an assembly of existing lots, preferably a significant portion of one side of a city block.
- b) Building design for narrow lot housing, duplex and semi-detached housing, and street-front townhouses (including façade treatment, building mass, roof design and entrance features), property line setbacks and landscaping shall compliment the scale of development, character and qualities of the desired streetscape as neo-traditional style developments.
- c) Reduced front yard setbacks, open verandahs and pitched roofs are strongly encouraged along with variations in building mass, exterior finish materials, architectural detailing, ornamental features and colour variations to provide articulation to solid walls.
- d) Development on corner sites fronting two roads shall incorporate façade treatments that address both street frontages.

2. Access, Circulation, Parking and Safety

- a) Street access is encouraged from rear yard laneways when feasible for narrow lot developments. Street-front townhouse projects will only be considered when access from rear yard laneways can be provided, or where limited to a single access only to an underground parking area. On-site parking areas for narrow lot developments shall be designed and sited to reduce the visual prominence of garage doors and exterior parking spaces as viewed from the street by locating the on-site parking spaces and related accessory buildings to the rear of the property behind the principle dwelling.
- b) Where rear yard laneway access is not feasible for narrow lot developments, joint or shared access will be required in order to minimize the width of access openings along the street frontage and extend through to the on-site parking area behind the principle dwelling.
- c) The development of corner properties shall require access from the side-street or exterior frontage and located towards the rear of the property so as not to pose an access hazard in close proximity to the intersection. No direct access will be permitted to arterial roads, unless one access/egress location can be designed by a qualified traffic specialist to serve the entire complex, with appropriate front yard setbacks to provide adequate sight lines. For duplexes and semi-detached housing located on corner lots, individual access from the separate road frontages may be considered where fronting on local roads, and the accesses can be located far enough from the intersections so as not to pose a hazard for access and egress.

3. Servicing and Infrastructure

- a) Redevelopment projects shall be appropriately serviced to ensure adequate sanitary sewer disposal and water supply, including fire flow service.
- b) Redevelopment projects shall be appropriately drained to ensure that post development conditions do not adversely impact on other areas further down from the redevelopment site, and may require proper capture, treatment and containment of upland and on-site flows through the site in accordance with the City's Integrated Storm Water Management Plan.

- c) Redevelopment projects shall be responsible for completion of all necessary road frontage improvements warranted by the development in accordance with *LGA* Section 938 requirements, including roads, curbs and gutters, sidewalks, utilities and boulevard landscaping, where applicable.

4. Landscaping

- a) The retention and protection of existing mature trees is required, wherein projects should be designed with consideration to retain and protect as many mature trees as possible.
- b) In the front yard area, landscaping should be provided to enhance the streetscape and to delineate the private yard from the public right-of-way.
- c) Side and rear yard fencing and landscaping should be provided adjacent to existing mature residential areas to serve as a buffer for those areas.

Environmental Development Permit Area Guidelines

Pursuant to Section 919.1 (1) (a) and (b) of the *Local Government Act*, the lands identified on *Schedule H, Environmental Development Permit Areas* are designated as Development Permit Areas.

These areas are identified as follows:

- i) floodplain areas
- ii) areas within the Riparian Assessment Area of an identified watercourse and associated drainage in accordance with the Riparian Areas Regulation
- iii) areas identified as Ravine Lands and lands having Significant Stands of Trees

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 to the Municipal Operations and Development Services departments, and the appropriate Federal / Provincial authorities immediately. Procedures to prevent, control or reduce flooding, erosion or other immediate threats to life, public or private property, do not require a City of White Rock development permit, 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. Hazardous trees – actions required to completely or partially remove a hazardous condition caused by a tree that presents a danger to the safety of persons or are likely to damage public or private property, as determined by a qualified environmental professional (QEP). The City of White Rock will require a tree cutting permit be applied for prior to removal in areas identified as having a significant stand of trees or as ravine lands.
- 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, but, for Riparian Assessment Areas, only when the works are completed in accordance with the assessments and recommendations of a QEP in accordance with the Riparian Areas Regulation assessments.
- 3) Re-establishment of the setback area by planting vegetation in Riparian Assessment Areas.
- 4) Removal of invasive non-native vegetation does not require a development permit provided that a streamside management plan prepared by a QEP is submitted to the City of White Rock and that replanting is provided i.e. in Riparian Assessment Areas.
- 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 re-application.

Development Permit Guidelines for Floodplain Areas:

The purpose of designating these areas as Development Permit Areas is to minimize property damage and health hazards in areas identified as having the potential for flood risk.

Development within the areas identified as 'floodplain' on *Schedule H, Environmental Development Permit Areas* shall be in accordance with the following guidelines:

1. All buildings for residential occupancy shall require the underside of the floor system for habitable space to be above the identified flood levels. All other development, including floor space ancillary to residential occupancies (such as parking areas or storage rooms), and floor space for commercial occupancies, may be permitted below to identified flood levels, provided that:
 - a. All electrical or mechanical equipment must be located above the identified flood levels unless a qualified engineer has confirmed that they may be safely located below the identified flood level; and,

- b. The applicant offers and enters into a covenant under Section 219 of the Land Title Act and agrees to save harmless the City of White Rock in the event of damage to good and materials by flood waters.
2. The requirements for development permit may be waived provided that applicants agree to construct in compliance with the recommended flood elevation requirements and the requirements of item #1 above. Otherwise, a minor development permit will be required to ensure that building foundations are designed by the qualified professional engineer. Applicants for a minor development permit in 'floodplain' areas will be required to submit the following:
 - a. A report certified by a professional engineer or geoscientist experienced in geotechnical and structural engineering indicating that the land may be used safely for the use intended. Where this report has been received, development permit requirements in sub-section 1 may be waived and a building permit issued on the condition that all construction be completed strictly in accordance with the recommendations of the report.
3. Site-specific exemptions may be considered for repairs and minor alterations to existing buildings and structures, including minor additions which increase the building footprint by less than 25% or relocate habitable areas above the calculated flood level.
4. To avoid duplication of application requirements, development permit applications may be combined where overlap occurs with other development permit requirements.

Development Permit Guidelines for Watercourses:

The purpose of designating these areas as Development Permit Areas is to ensure that the City has the information necessary to evaluate proposals and establish conditions on development in order to protect and enhance riparian areas adjacent to streams and watercourses that provide water and nutrients downstream.

Development, as defined in *Appendix B*, within the areas identified as 'watercourses and 30m strips' on *Schedule H, Environmental Development Permit Areas* shall be in accordance with the following guidelines:

1. The City will require the submission of a site assessment report prepared by a qualified environmental professional (QEP), as defined in *Appendix B* and in the Provincial Riparian Area Regulations, acting on behalf of the owner or their authorized agent. This report shall include the following:
 - a. Information on eco-system conditions;
 - b. Significant aquatic and terrestrial environment features in relation to the proposed development; and,
 - c. Design alternatives and mitigation options that have been considered for the development site.

Development in these areas will only be permitted to proceed if a QEP carries out an assessment as described above and certifies that he or she is qualified to carry out the assessment, that the assessment methods as described in the Riparian Area Regulations have been followed, and provides their professional opinion that:

- a. If the development is implemented as proposed there will be no harmful alteration, disruption or destruction of natural features, functions and conditions that support fish life processes in the riparian assessment area; or,
- b. If the streamside protection and enhancement areas identified in the report are protected from the development through measures identified in the report as necessary to protect the integrity of those areas from the effects of development, there will be no harmful alteration, disruption or destruction of natural features, functions and conditions that support fish life processes in the riparian assessment area; and,
- c. The Ministry of Water, Land and Air Protection and Fisheries and Oceans Canada have been notified and have confirmed that they have received a copy of the assessment report; and,
- d. Fisheries and Oceans Canada have confirmed that they will authorize the harmful alteration, disruption or destruction of natural features, function and conditions that

support fish life processes in the riparian assessment area that will result from the implementation of the proposed development.

2. The distance that development will be setback from a watercourse / ravine will be determined through the results of the required QEP report as outlined in sub-section 1.
3. The City will require the submission of a tree protection plan prepared by a certified arborist including a tree survey and tree protection / replacement plan. Retention of mature, healthy trees as well as native vegetation and ground cover shall be included for these areas. Planting of native vegetation within the riparian setback area should also be provided to ensure the protection, restoration and enhancement of fish habitat as well as the mitigation of drainage and erosion impacts. Prior to planting of vegetation in these areas, a vegetation management plan must be prepared to a professional standard to the acceptance of the City.
4. Adequate financial security, as determined by the City of White Rock, should be provided prior to any development occurring within these areas. The value of the financial security should be equal to the amount required to pay for the costs of re-vegetating and replacing trees in the riparian area that has been disturbed by the development, as determined by the City of White Rock, in the event that the riparian area is damaged as a consequence of a contravention of a condition contained within the development permit. To assist in determining this value, the City will require the submission of a cost estimate of the landscaping work prepared by a qualified professional.
5. In extenuating circumstances, the City may require that adequate public liability insurance be provided, with the City of White Rock as an "additional named insured" in the amount of \$2,000,000.00. A copy of the certificate must be presented to the City upon demand.
6. Certification from a professional engineer or geoscientist experienced in geotechnical engineering indicating that the land may be used safely for the use intended will be required and may necessitate the registration of a restrictive covenant pursuant to Section 219 of the Land Title Act.
7. Discharge of storm water shall not negatively impact adjacent water quality. Diverted storm water collection and discharge systems require provision of grease, oil, hydrocarbon, and sedimentation removal facilities and on-going maintenance of these facilities. Such systems shall be engineered to the satisfaction of the City. Innovative designs and techniques that are consistent with the most current Stormwater Management Plan and/or design standards that maximize groundwater recharge are encouraged.
8. Where a net benefit for fish habitat can be demonstrated, the City may consider proposals to enhance fish habitat including in-stream works or the creation of wetland areas, as part of alternative design options for development projects. Approval of these projects may be subject to approval from applicable provincial and federal government authorities.
9. The City will require the submission of a proposal for the management of sediment during construction, which shall be subject to review and approval by the City prior to commencement of any development, and must show how the adjacent watercourses and associated drainages will be protected from the affects of unmitigated construction or land clearing activities. All erosion control must be in accordance with the recommendations of the required QEP report as outlined in sub-section 1.
10. The City may require the submission of a plan detailing satisfactory building envelopes exclusive of and setback requirements or existing / proposed rights-of-way, easements and restrictive covenants. The results of this plan may necessitate the registration of a restrictive covenant pursuant to Section 219 of the Land Title Act.
11. Building profiles should follow the natural topography with as little change as possible to accommodate construction.

Development Permit Guidelines for Ravine Lands and lands with Significant Stand of Trees:

The purpose of designating these areas as 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. It is also intended to ensure that the City has the information necessary to evaluate proposals and establish conditions on development in order to preserve and protect the ravine lands and the significant stands of healthy, mature trees.

Development within the areas identified as 'ravine lands' and lands with 'significant stand of trees' on *Schedule H, Environmental Development Permit Areas* shall be in accordance with the following guidelines:

1. The City will require the submission of a tree protection plan prepared by a certified arborist, including a tree survey and tree protection / replacement plan. Retention of mature, healthy trees as well as native vegetation and ground cover shall be included for these areas.
2. Applicants will be required to submit "construction management" and "sediment control" plans to ensure protection of these areas during the construction process.
3. Where feasible, lot clustering is encouraged to preserve existing mature trees.
4. Buildings should be sited with the aim to preserve healthy, mature trees on the site. To do so, building footprint should be kept to a minimum and, if necessary, broken into smaller accessory buildings to allow greater flexibility in terms of siting. No tree cutting permits will be authorized until the building envelope area has been agreed to by way of approval of a development permit.
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 as many mature, healthy trees as possible on the site.
6. A Tree Cutting Permit, in accordance with the City's Tree Management Bylaw, will be required for any tree to be removed in this area. The City will require bonding to secure the protection of existing trees and the provision replacement trees as determined by the Parks Manager.
7. Landscaping should be selected to compliment mature, healthy trees that will remain on the site.
8. Innovative site designs which are in harmony with existing healthy, mature trees and other natural features are encouraged.
9. Building profiles should follow the natural topography of the site with as little change as possible to accommodate construction.
10. In areas identified as 'ravine lands' on *Schedule H, Environmental Development Permit Areas*, certification from a professional engineer or geoscientist experienced in geotechnical engineering indicating that the land may be used safely for the use intended will be required and may necessitate the registration of a restrictive covenant pursuant to Section 219 of the Land Title Act.
11. The City may require the submission of a plan detailing satisfactory building envelopes exclusive of and setback requirements or existing / proposed rights-of-way, easements and restrictive covenants. The results of this plan may necessitate the registration of a restrictive covenant pursuant to Section 219 of the Land Title Act.

Appendix B – Riparian Areas

RIPARIAN AREAS

The Province of British Columbia has established a Riparian Areas Regulation pursuant to the *Fish Protection Act* requiring local governments to protect riparian areas from development so natural features, functions and conditions that support fish life processes are protected. Generally, the Riparian Areas Regulation includes directives that must be met by any proposed development in a riparian assessment area.

The following definitions are excerpted from the Riparian Area Regulation. For a more comprehensive listing of definitions, refer to the regulations directly.

"development" means any of the following associated with or resulting from the local government regulation or approval of residential, commercial or industrial activities or ancillary activities:

- (a) removal, alteration, disruption or destruction of vegetation;
- (b) disturbance of soils;
- (c) construction or erection of buildings and structures;
- (d) creation of nonstructural impervious or semi-impervious surfaces;
- (e) flood protection works;
- (f) construction of roads, trails, docks, wharves and bridges;
- (g) provision and maintenance of sewer and water services;
- (h) development of drainage systems;
- (i) development of utility corridors;
- (j) subdivision as defined in section 872 of the *Local Government Act*;

"high water mark" means the visible high water mark of a stream where the presence and action of the water are so common and usual, and so long continued in all ordinary years, as to mark on the soil of the bed of the stream a character distinct from that of its banks, in vegetation, as well as in the nature of the soil itself, and includes the active floodplain.

"natural features, functions and conditions" include but are not limited to the following:

- (a) large organic debris that falls into the stream or streamside area, including logs, snags and root wads;
- (b) areas for channel migration, including active floodplains;
- (c) side channels, intermittent streams, seasonally wetted contiguous areas and floodplains;
- (d) the multicanopied forest and ground cover adjacent to streams that
 - (i) moderates water temperatures,
 - (ii) provides a source of food, nutrients and organic matter to streams,
 - (iii) establishes root matrices that stabilize soils and stream banks, thereby minimizing erosion, and
 - (iv) buffers streams from sedimentation and pollution in surface runoff;
- (e) a natural source of stream bed substrates;
- (f) permeable surfaces that permit infiltration to moderate water volume, timing and velocity and maintain sustained water flows in streams, especially during low flow periods.

"qualified environmental professional" means an applied scientist or technologist, acting alone or together with another qualified environmental professional, if

- (a) the individual is registered and in good standing in British Columbia with an appropriate professional organization constituted under an Act, acting under that association's code of ethics and subject to disciplinary action by that association,
- (b) the individual's area of expertise is recognized in the assessment methods as one that is acceptable for the purpose of providing all or part of an assessment report in respect of that development proposal, and
- (c) the individual is acting within that individual's area of expertise.

"riparian area" means a streamside protection and enhancement area.

"riparian assessment area" means

- (a) for a stream, the 30 meter strip on both sides of the stream, measured from the high water mark,

- (b) for a ravine less than 60 meters wide, a strip on both sides of the stream measured from the high water mark to a point that is 30 meters beyond the top of the ravine bank, and
- (c) for a ravine 60 meters wide or greater, a strip on both sides of the stream measured from the high water mark to a point that is 10 meters beyond the top of the ravine bank.

“stream” includes any of the following that provides fish habitat:

- (a) a watercourse, whether it usually contains water or not;
- (b) a pond, lake, river, creek or brook;
- (c) a ditch, spring or wetland that is connected by surface flow to (a) or (b).

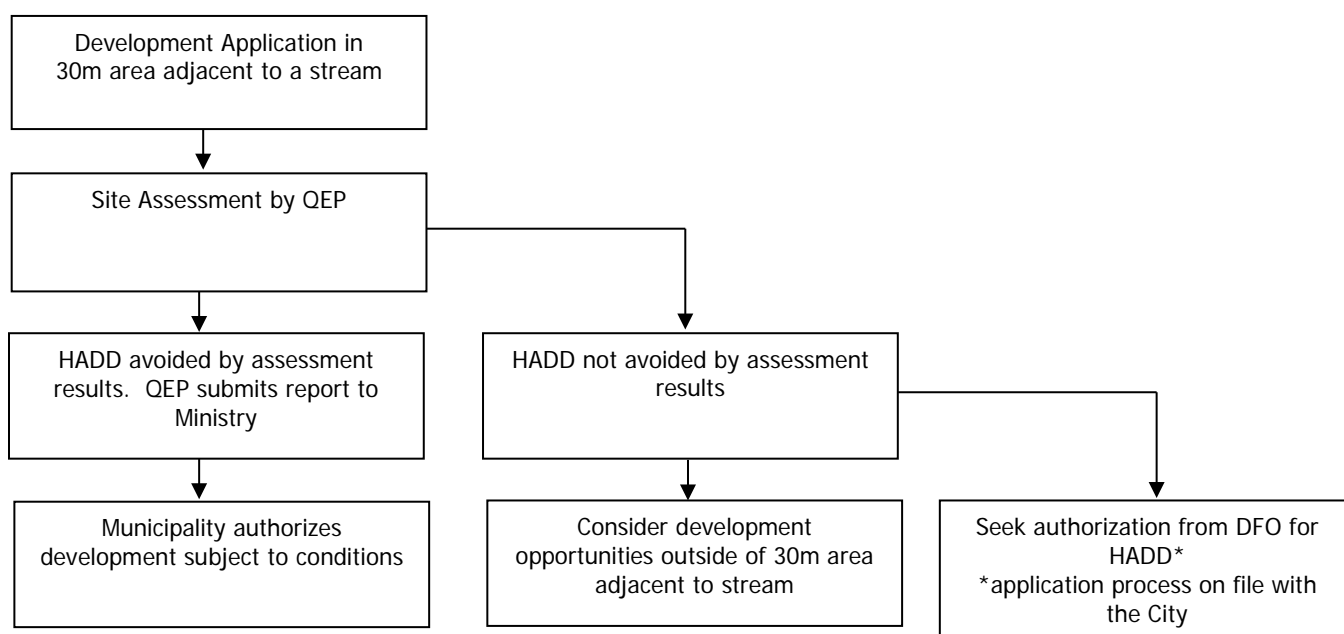
“streamside protection and enhancement area (SPEA)” means an area

- (a) adjacent to a stream that links aquatic to terrestrial ecosystems and includes both existing and potential riparian vegetation and existing and potential adjacent upland vegetation that exerts an influence on the stream, and
- (b) the size of which is determined according to this regulation on the basis of an assessment report provided by a qualified environmental professional in respect of a development proposal.

The watercourses deemed “streams” and the extent of the SPEAs are interpreted and shown in *Schedule G, Environmentally Sensitive & Hazardous Areas*. The information in *Schedule G, Environmentally Sensitive & Hazardous Areas* has been compiled from various sources and is not warranted as to its accuracy or sufficiency. The 30 metre strips that have been identified are approximate.

Any development applications received on lands designated in *Schedule G, Environmentally Sensitive & Hazardous Areas* must comply with the Riparian Areas Regulation. Applicants will be required to submit an assessment report that is prepared by a Qualified Environmental Professional (QEP) and complies with the Riparian Area Regulations. The assessment report must outline how harmful alteration, disruption or destruction (HADD) of riparian fish habitat will be avoided. Should it not be possible to avoid HADD, an application for authorization, including compensation, must be submitted to Fisheries and Oceans Canada. The figure below illustrates the typical application process for a development adjacent to a stream:

Application Process for Development Adjacent to a Stream



Appendix C – Small Lot Residential and Street-Front Townhouse Infill Redevelopment

SMALL LOT RESIDENTIAL AND STREET-FRONT TOWNHOUSE INFILL REDEVELOPMENT

The low density residential neighbourhoods of White Rock are primarily characterized by single family detached homes. Many narrow lot subdivisions were historically located along the hillside areas where views of the ocean were available and property values were traditionally higher. Larger lot subdivisions were located on the more level areas above the hillside areas, and many modest homes originally constructed. The larger lot areas have recently been subject to pressure for redevelopment as land values have increased significantly in relation to improvement values. In response, the City participated in the redevelopment of a one and a half block area immediately south of the Peace Arch Hospital, and infill redevelopment with single family homes with secondary suites was permitted on a lot by lot basis to re-divide the larger lots into narrow lots. A large percentage of this area has been redeveloped with a smaller portion of remaining lots yet to participate.

The pressure for similar types of redevelopment has been recently experienced south and east of this infill redevelopment area. The City completed research of the assessed values for many of these properties to find a majority of the properties in this area with improvement values less than \$100,000, and land values four to six times the value of the existing improvements, hence the emerging pressure for infill redevelopment.

Infill redevelopment, however, can have significant impact on the character and appearance of established neighbourhood areas, on traffic and on-street parking, as well as on service capacities, including water supply, storm drainage and sanitary sewers. To address these issues, the City needs to properly plan and manage the redevelopment to ensure an orderly transition.

1. South of Hospital Lands Experience

The south of hospital lands were development as single-family homes with secondary suites on 9.1m wide lots without rear access laneways, with 7.5m front and rear yard setback requirements, and 7.7m building height limitations (8.5m if built with a roof slope of 1:1); which reduced the available floor area. Many of the properties subsequently built split entry basements and sloped driveways to accommodate and 3rd (lower) level for the garages and additional floor area needed for the secondary suites. It also resulted in wider driveways to accommodate the parking needs, leaving limited opportunity for on-street parking.

The lower basement levels also resulted in, initially, requirements to pump storm drainage around the house up into a shallow storm sewer line, followed by a program to lower the storm sewer line along the full extent of the street at the half-way point of redevelopment in this area. Many tenants of the secondary suites park their vehicles on the street rather than shuffle vehicles in and out of the sloped driveways. Further, with cars parking on both sides of the street on a 9m wide local road, it only leaves room for one lane of traffic. Parking congestion on the street, safety egressing driveways, and storm drainage concerns were experienced as a result, along with the recognition that driveway access and garages tend to dominate the character of the street.

2. Options for Infill Redevelopment

To help minimize or reduce concerns as outlined above, options include:

- a) reduction of front yard setbacks with allowance for open verandahs;
- b) increased building heights to allow for 3 stories above grade plus pitched roofs;
- c) rear access laneways when feasible for narrow lot housing (single-family residential with secondary suites), and for street-front townhouse developments;
- d) joint or shared access driveways leading to rear yard garages/carports, where rear access laneways are not feasible for narrow lot housing;
- e) street-front townhouses only when rear access laneways or internal access lanes can be provided unless developed over an underground parking facility limited to one access point, i.e. where "street-

- front” townhouses are defined as row-housing on either fee-simple or strata lots and where the front of the units face the public street; and
- f) multi-unit residential in the form of 3 storey apartment units or “stacked” townhouse units may be considered for identified properties abutting North Bluff Road.
- a) **Reduction of front yard setbacks with open verandahs** – brings the houses closer to the street and sidewalks and pushes the garage and parking areas to the rear of the properties. Narrow lot housing with pitched roofs, reduced front yard setbacks and open verandahs are a characteristic of Victorian style architecture. When developed on a grid-style street pattern, this style of housing has been referred to as “neo-traditional style”, as a step back from the suburban style development to replicate neighbourhood styles of an older era. The front yard setback reduction also serves to increase the building envelope area, or to free up rear yard space for relocation of garage, carport or parking areas.
- b) **3-Storey Building Heights** – narrow lot housing with 3-storey building height and pitched roofs are also characteristic of Victorian style homes. The areas identified for infill redevelopment are above the hillside in relatively level areas. Therefore, an additional height increase of 2.3 metres (from 7.7 metres to 10.0 metres) will not adversely impact the views of adjacent properties, but will allow for garage or liveable floor area below grade.
- c) **Rear Access Laneways for Narrow Lot Housing** – provides the best opportunity to remove vehicle access, parking areas and garages from the front of the houses. It also significantly improves on-street parking as well as safety for egress by removing all of the driveway entrances from the public street. The City does recognize, however, that rear yard laneways are not always a viable option where there is insufficient depth to the lots or where property owners are unwilling to participate in the redevelopment.
- d) **Joint or Shared Access Driveways for Narrow Lot Housing** – is the next best opportunity to at least reduce the width of driveways on the public street and otherwise free-up additional space for on-street parking. When combined with requirements to located garage, carport and parking areas to the rear of the lot, it also significantly improves the appearance and character of the streetscape to ensure it is not dominated by vehicles and garages.
- e) **Street-Front Townhouses** – are essentially row housing on either fee-simple or strata lots, where properties are surveyed at the centre line of adjoining walls and the dwelling units face the public street. The development of row housing further narrows the properties by removing the spaces between the housing units. This can have even more significant adverse impact for on-street parking, safety of egress, and the dominance of the streetscape by garages and vehicles where access is not provided from rear or internal laneways, or limited to one entrance to an underground parking complex or common access area. Further, townhouse blocks should be limited to a maximum of eight units, with four to six unit blocks of townhouses the preferred standard. Blocks of more than eight townhouses will only be considered when the units are located over a common underground parking area. This is to ensure a reasonable balance between unit yield and character of the street with provision of occasional spaces between the units. Further, townhouse units should be varied for front yard setback to provide building articulation. When combined with 3-storey heights, reduced front yard setbacks, open verandahs, and variation in front yard setback for each unit, it can provide for attractive neo-traditional style developments.
- f) **Multi-Unit Residential (Low Density)** – in the form of apartment units or “stacked” townhouse units may be considered for the identified properties immediately adjacent to North Bluff Road. When considered, building heights will be limited to 3 stories with pitched or sloped roofs and a maximum 2.74 metre (9.0 foot) ceiling heights. Direct access from North Bluff Road is discouraged and will only be considered when alternative access is not available, will be limited to one access/egress point, and must be designed by a qualified traffic specialist. Apartment and “stacked” townhouse units shall require appropriate setbacks, fencing and landscaping to serve as buffers to existing mature residential areas.

3. Illustrations

The following illustrations are intended to provide an outline of lot width, lot depth, lot area, property line setbacks, and ancillary building areas for:

- a) Figure 2 – Narrow Lot Housing with Rear Lane Access;
- b) Figure 3 – Narrow Lot Housing with Shared Access, including shared access easement requirements; and
- c) Figures 4, 5, 6, 7, 8 and 9 – Street-Front Townhouses with Rear Lane Access in blocks of four, six and eight at 22 foot unit widths, and in blocks of four, six and eight units at 18 foot unit widths.

These figures are primarily intended for illustrative purposes. Specific requirements and provisions for lot areas, lot width, lot depth, building heights and property line setbacks for both principal and accessory buildings as well as joint access easement areas shall be as provided in the Zoning Bylaw.

Figure 1:

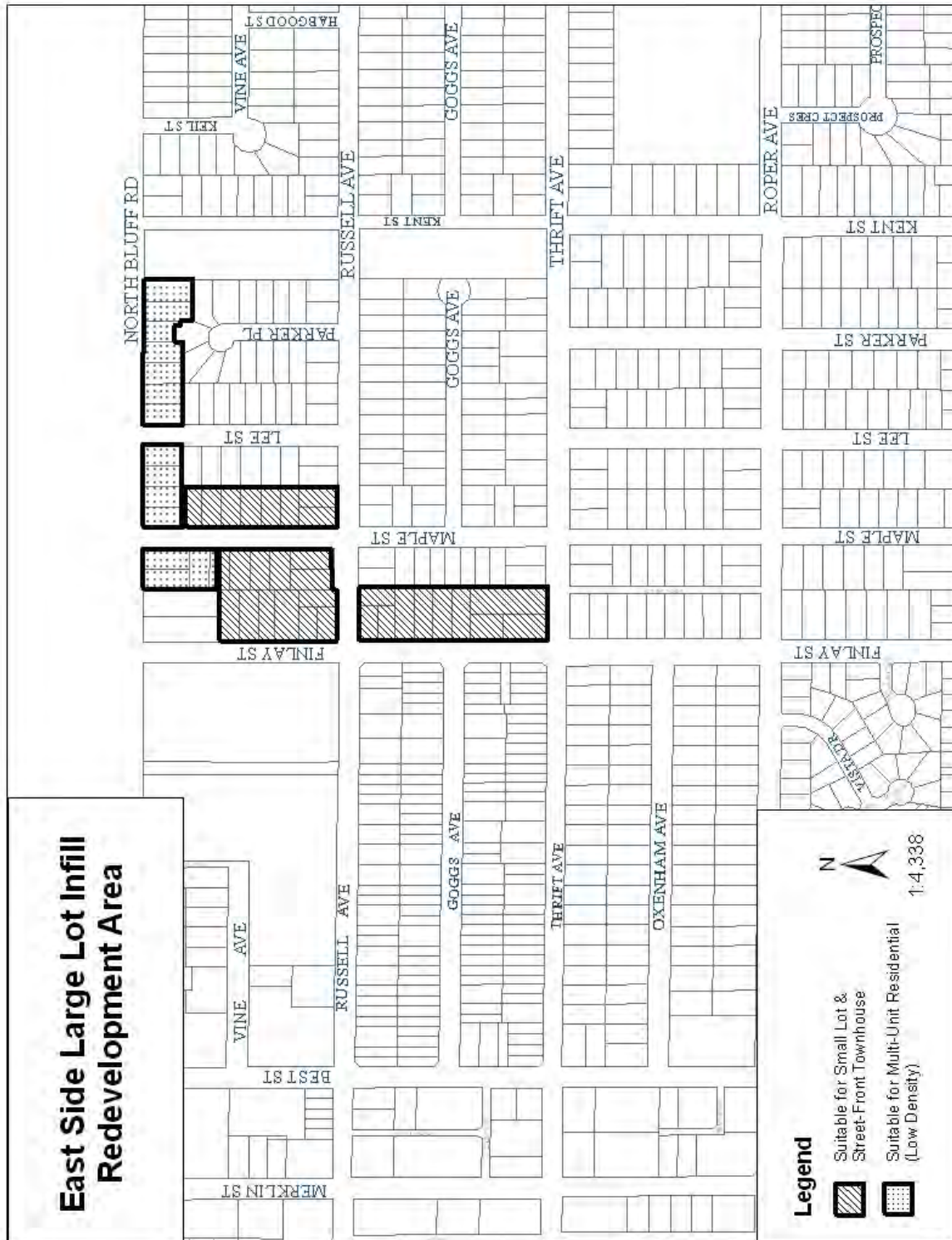


Figure 3:

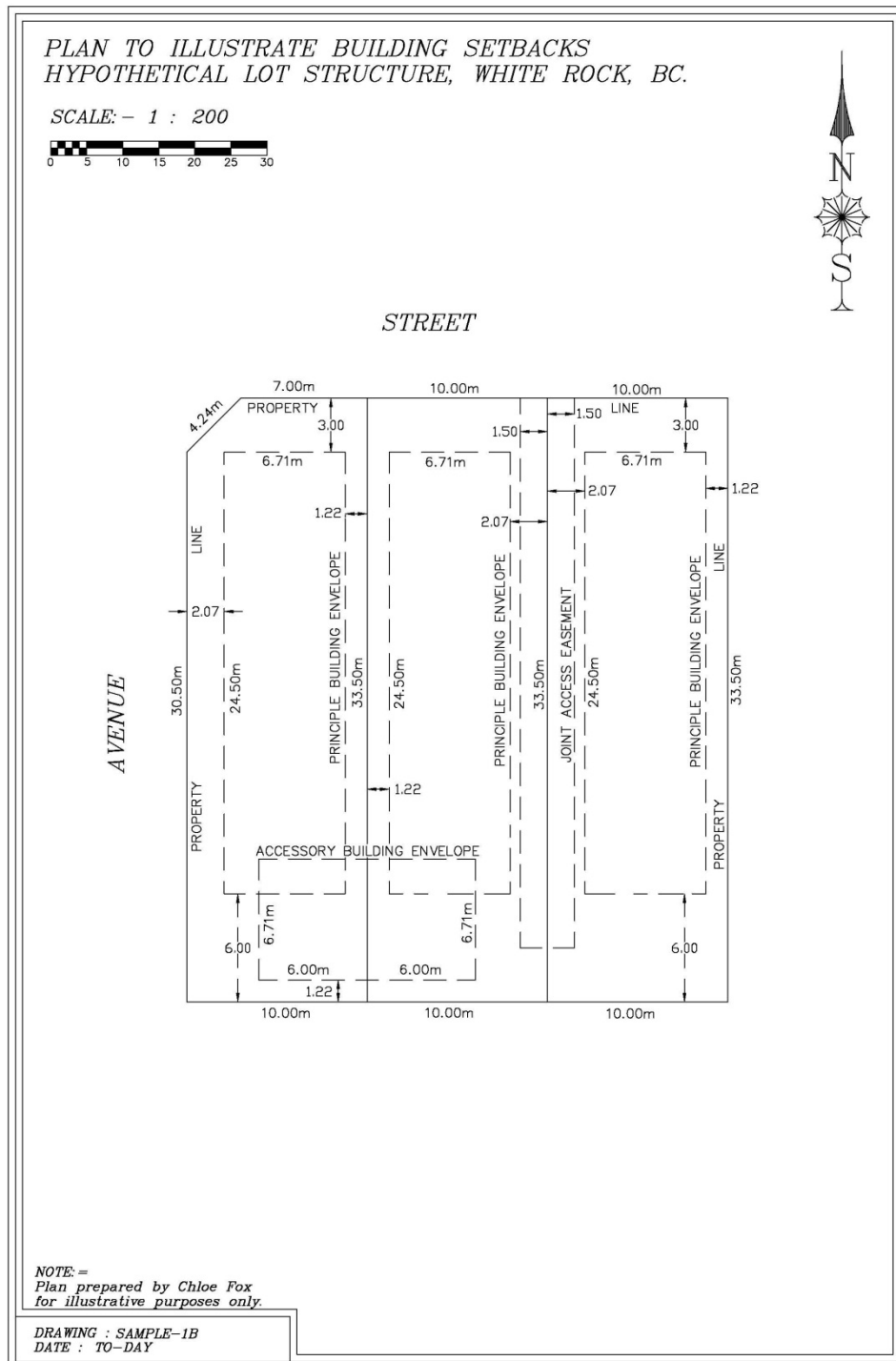


Figure 5:

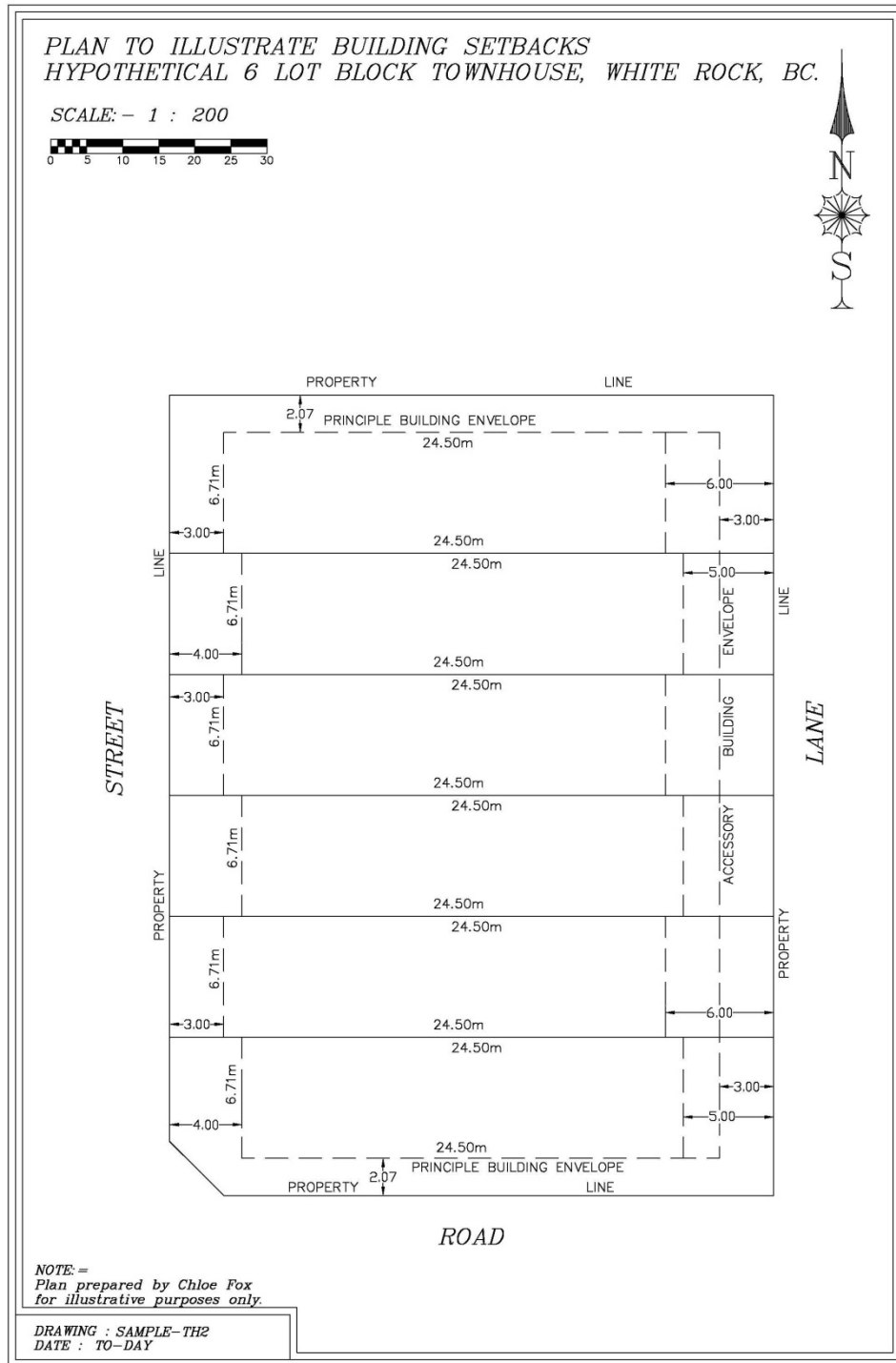


Figure 6:

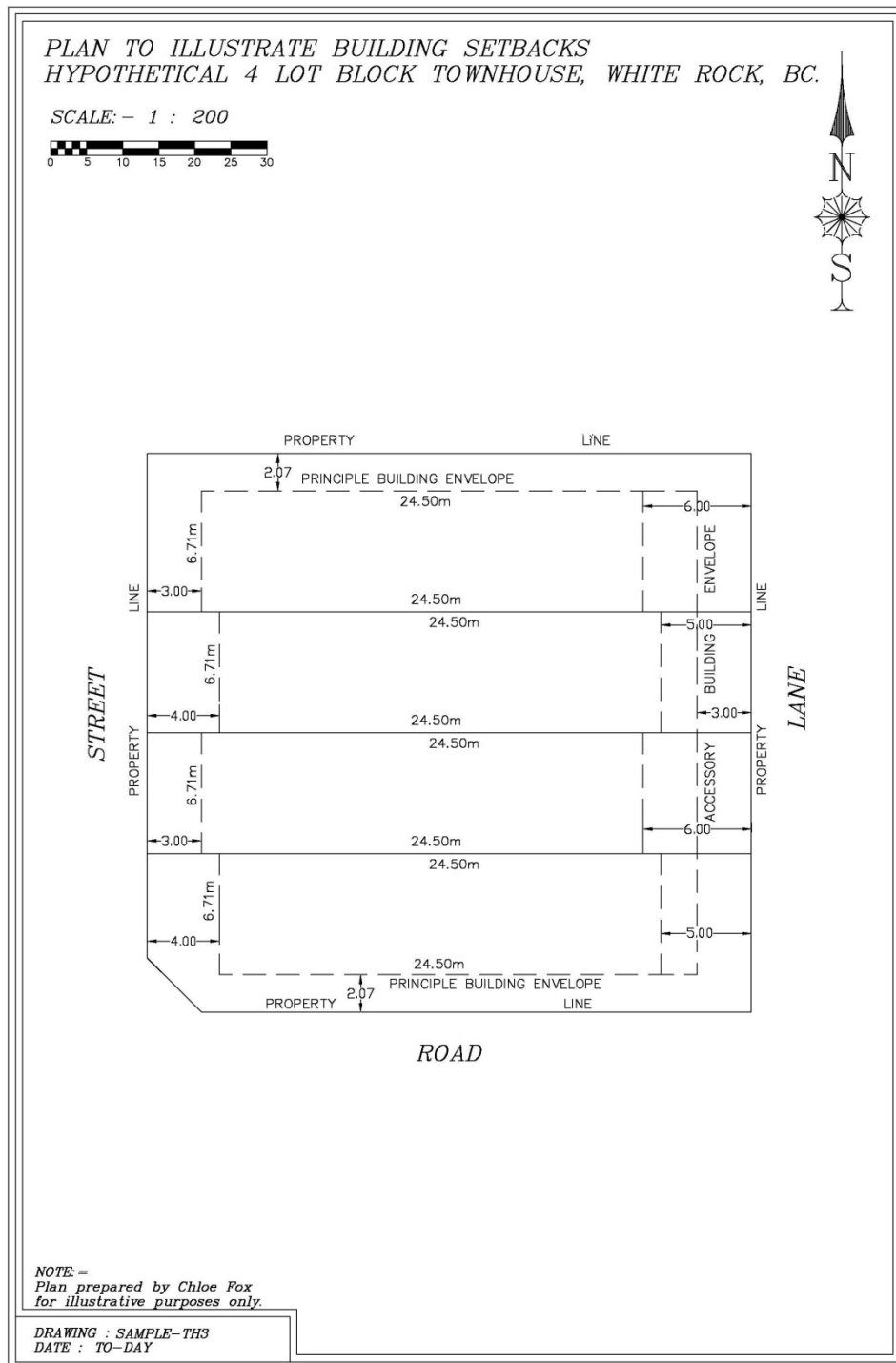


Figure 7:

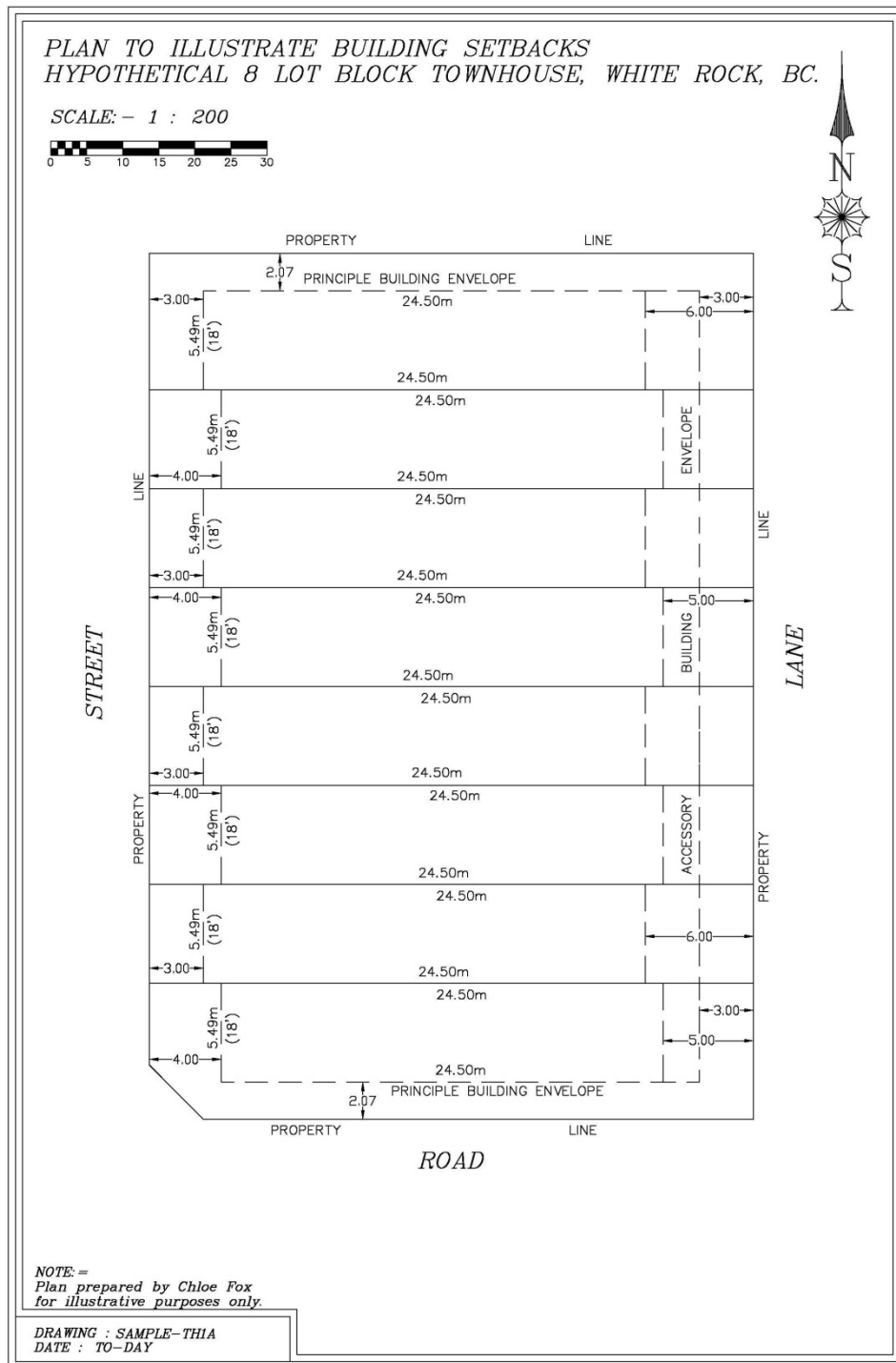


Figure 8:

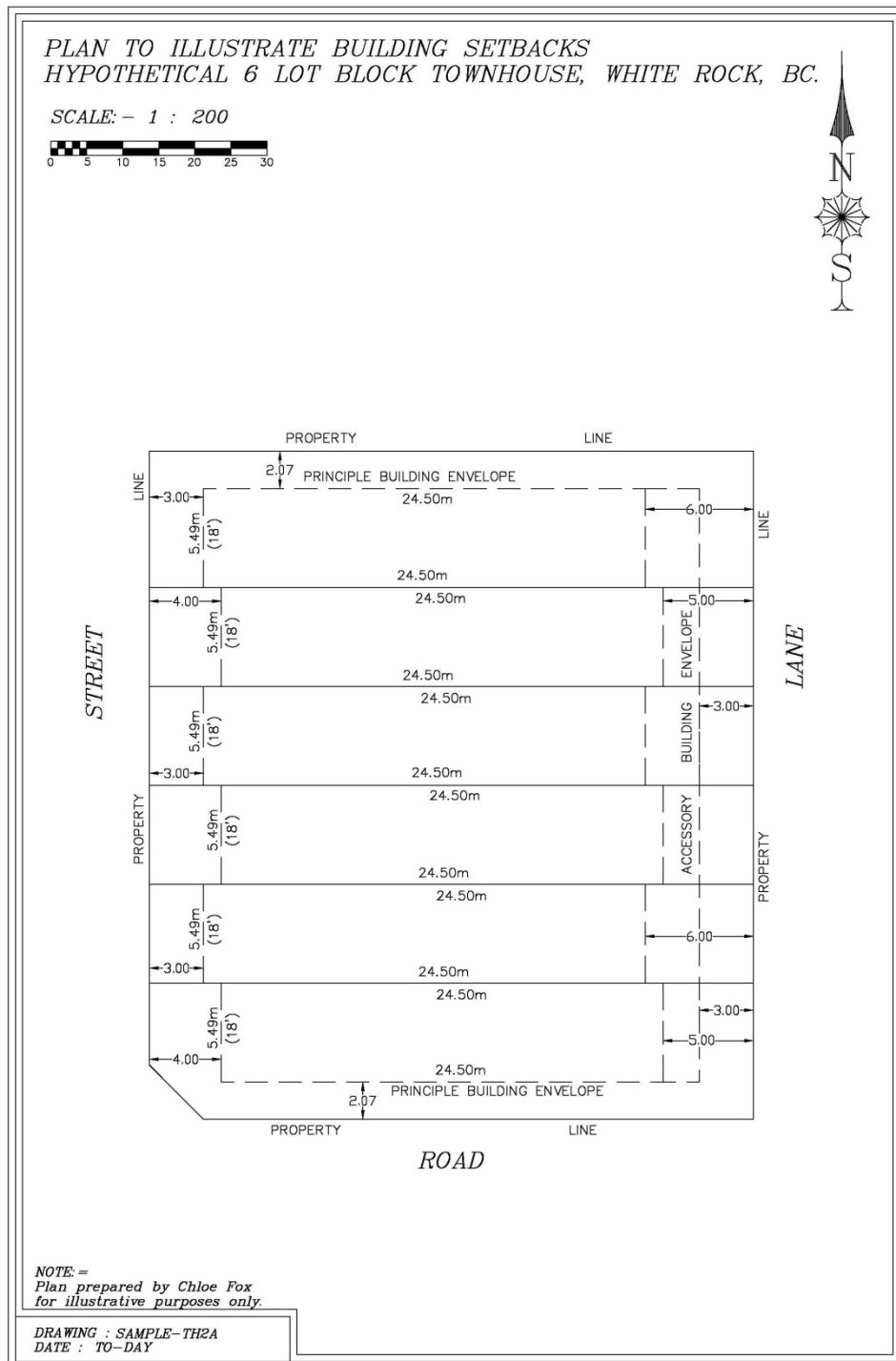
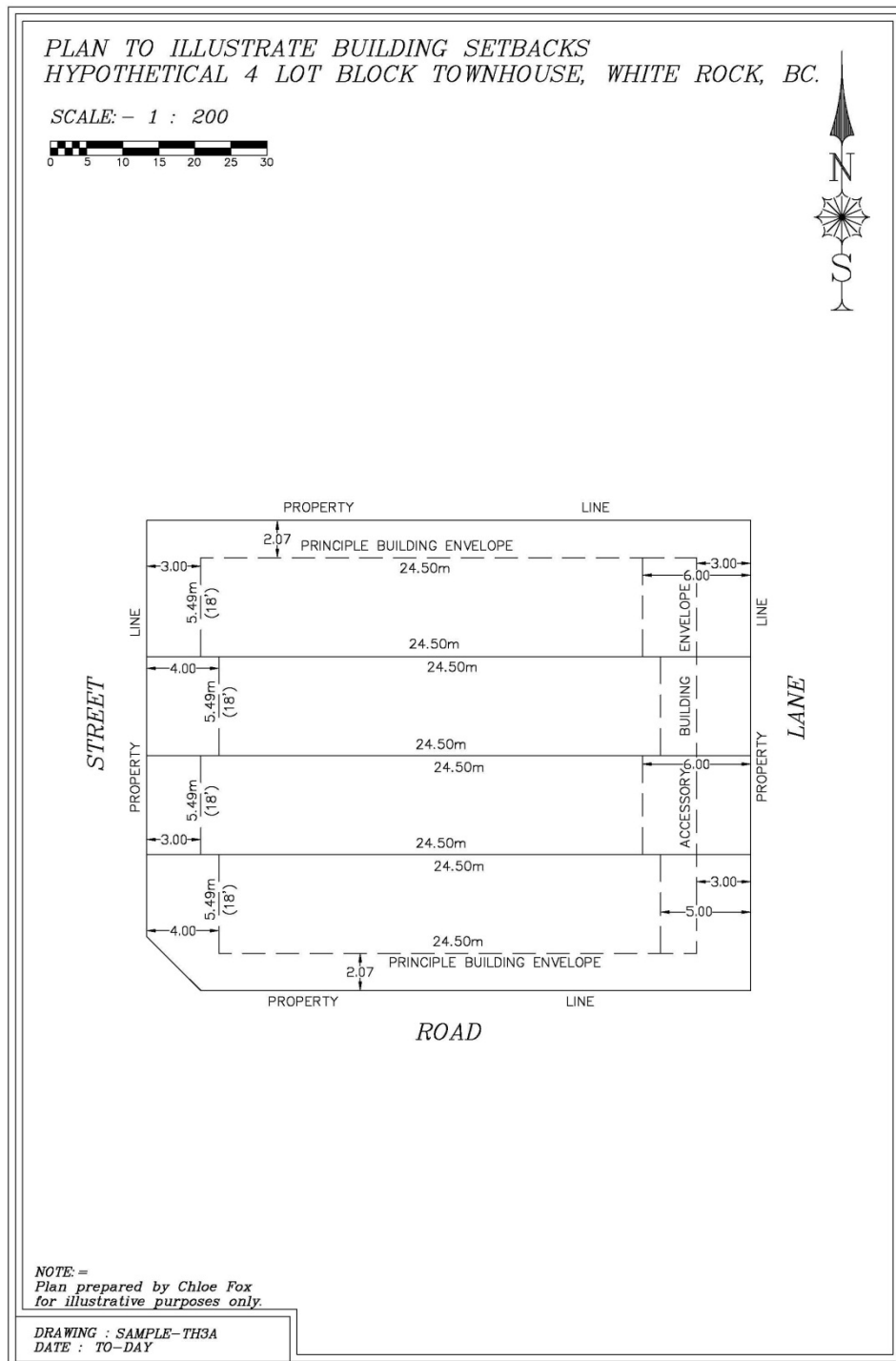
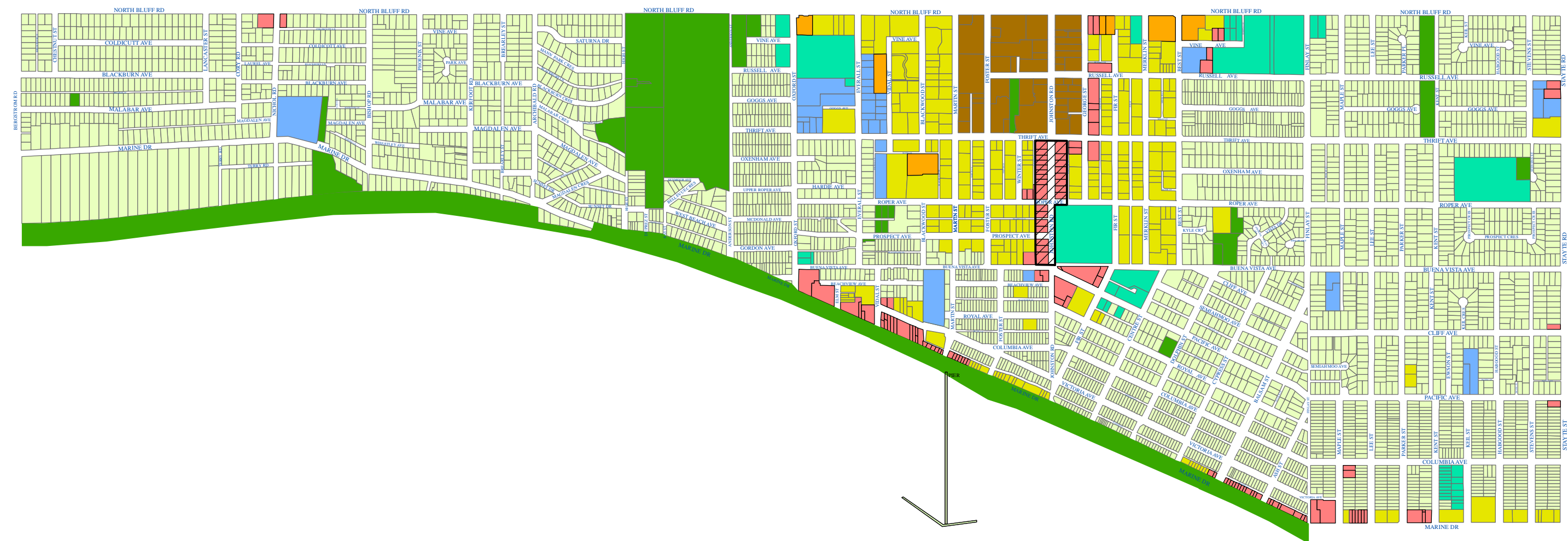


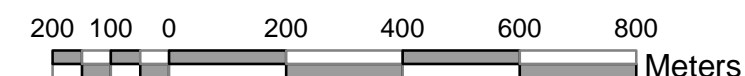
Figure 9:



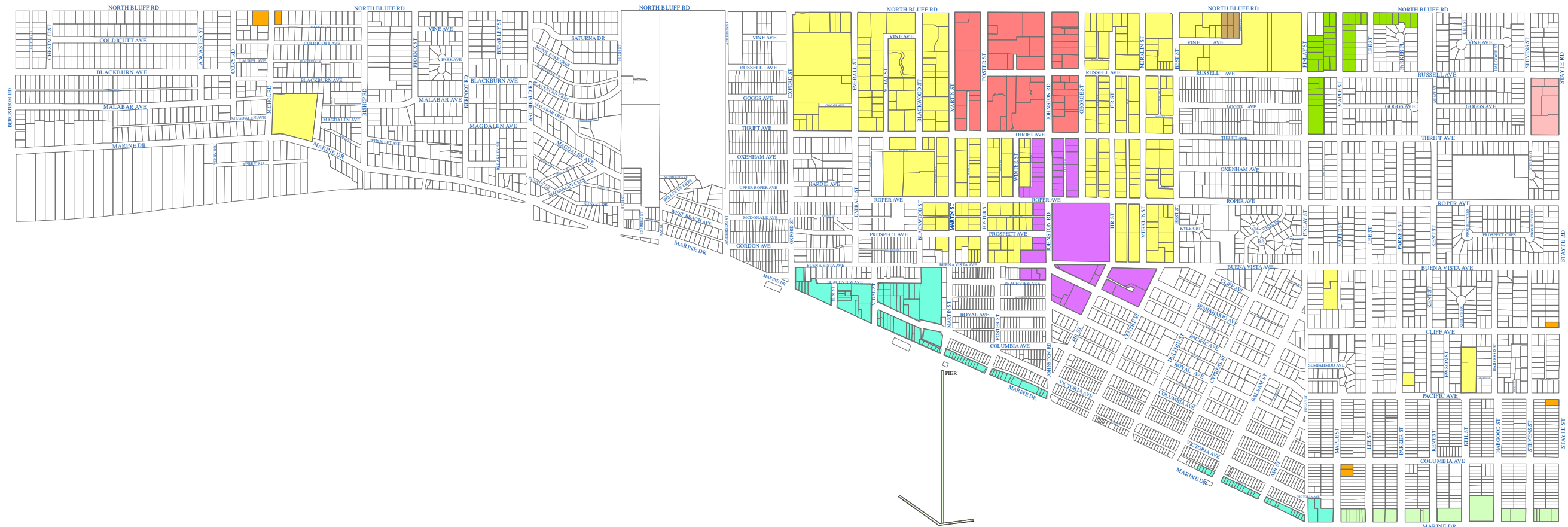


Legend

- Detached or Attached Residential (Low Density)
- Multi-Unit Residential (Low Density)
- Multi-Unit Residential (Medium Density)
- Multi-Unit Residential (High Density)
- Commercial
- Open Space or Recreation Areas
- Institutional and Utility
- Town Centre Mixed Use
- Johnston Road Study Area



SCHEDULE A - Land Use Plan



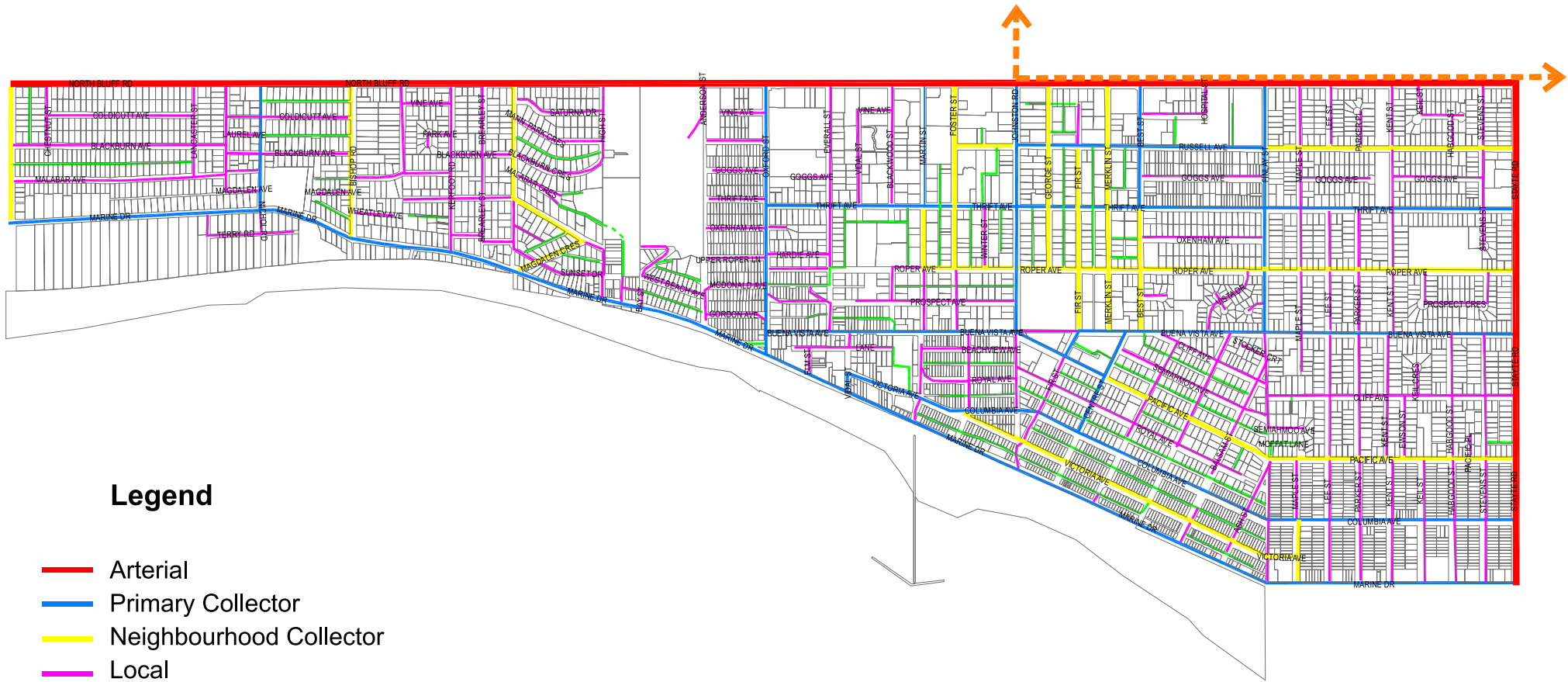
Legend

- Apartment Area
- Hospital Street
- Lower Town Centre
- Neighbourhood Commercial
- Stayte Road Centre
- Town Centre
- Waterfront Apartment Area
- Waterfront Business Area (East and West Beach)
- East Side Large Lot Infill Redevelopment Area



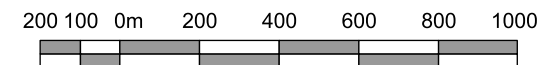
Revised: July 23, 2013

SCHEDULE D - DEVELOPMENT PERMIT AREAS

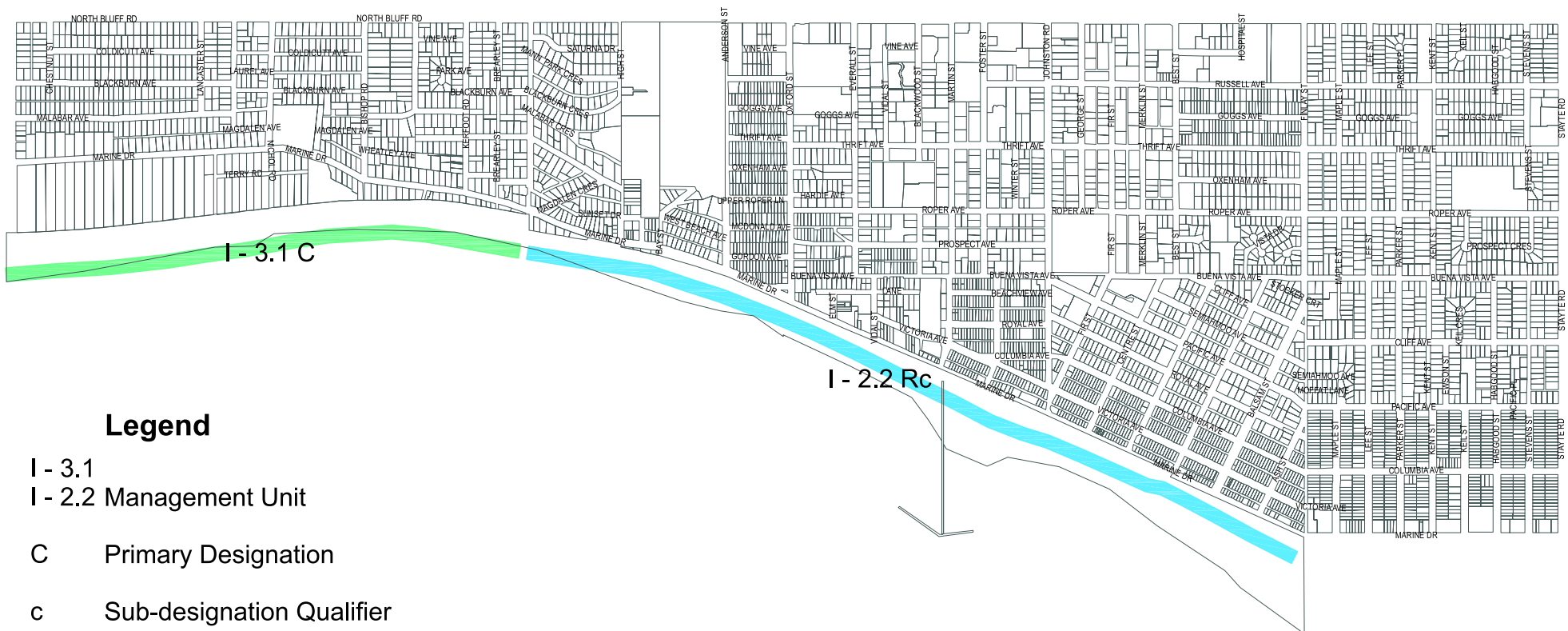


Legend

- Arterial
- Primary Collector
- Neighbourhood Collector
- Local
- Lane
- - - - -> Regional Major Road Network



SCHEDULE E- Roadway Classification & Street Network



Legend

I - 3.1

I - 2.2 Management Unit

C Primary Designation

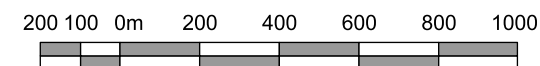
c Sub-designation Qualifier

C Conservation

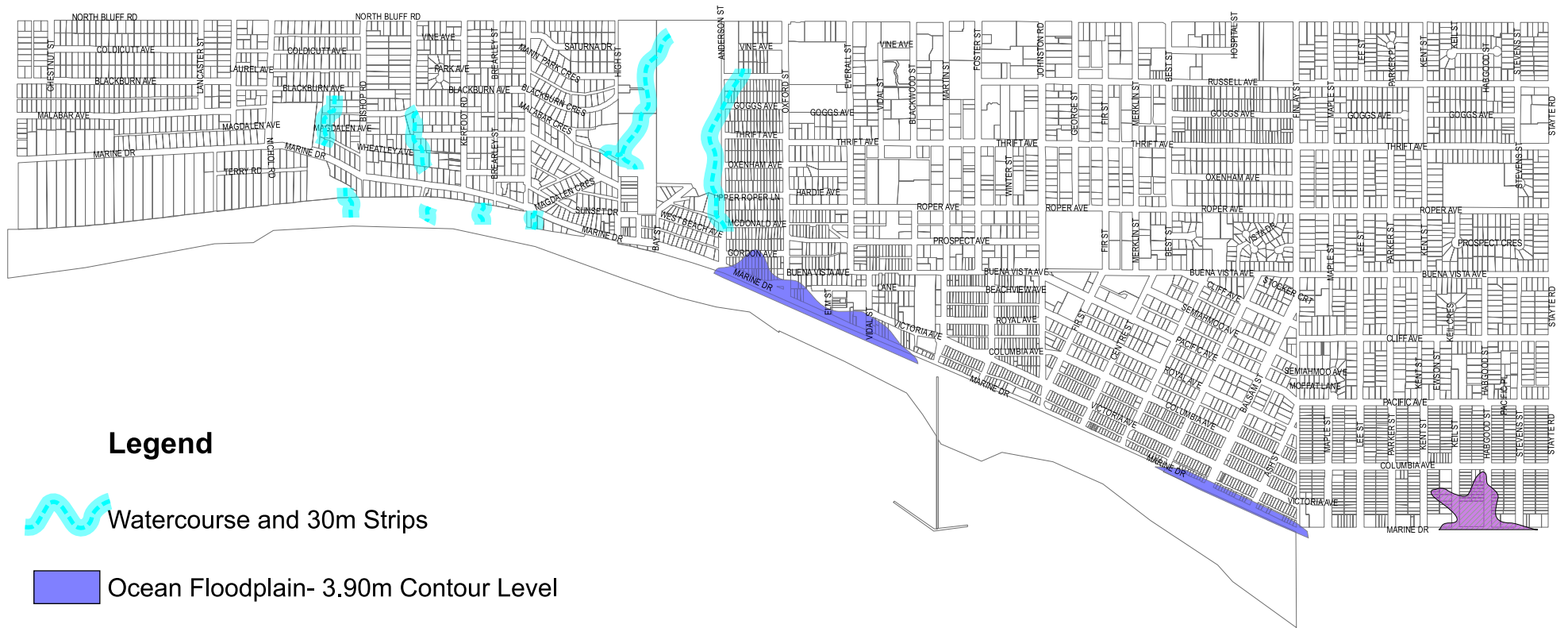
Areas of habitat where primary use is the maintenance and enhancement of continued biological productivity. Conservation areas may be used for activities which do not impair the continued biological productivity of the area.

R Recreation / Park

Areas designated for public open space and recreation.



SCHEDULE F - Fraser River Estuary Management Program Area Designations



Legend



Watercourse and 30m Strips

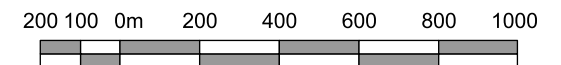


Ocean Floodplain- 3.90m Contour Level

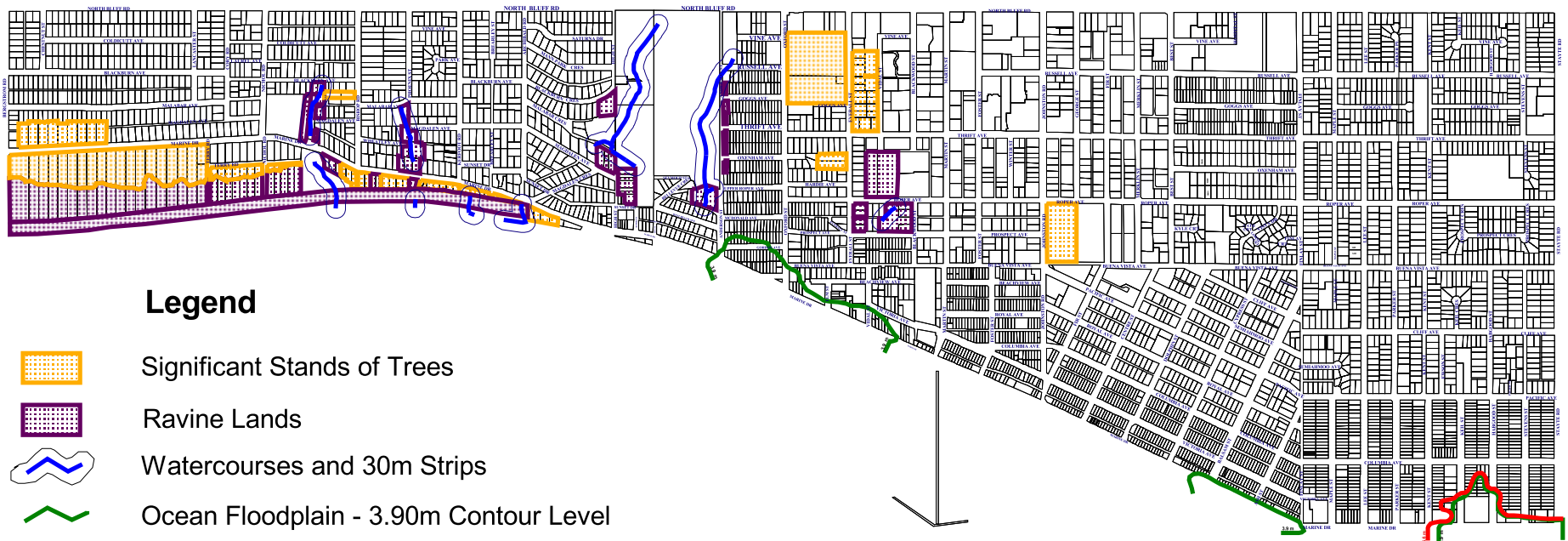


Campbell River Floodplain- 4.60m Contour Level

Note: Locations of Floodplains and Watercourses shown on this map are approximate



SCHEDULE G- Environmentally Sensitive & Hazardous Areas



SCHEDULE H- Environmental Development Permit Areas