

The Corporation of the  
CITY OF WHITE ROCK



Regular Council Meeting for the purpose of  
PUBLIC HEARING  
AGENDA

Monday, June 21, 2021, 5:00 p.m.

City Hall Council Chambers

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

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

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

T. Arthur, Director of Corporate Administration

	Pages
1. CALL HEARING/ MEETING TO ORDER	
2. DIRECTOR OF CORPORATE ADMINISTRATION READS A STATEMENT REGARDING THE PROCEDURE TO BE FOLLOWED FOR THE PUBLIC HEARING	5
3. HEARING DETAILS	
BYLAW NO: 2387 Official Community Plan Bylaw, 2017, No. 2220, Amendment No. 2, (Height and Density Review), 2021, No. 2387	
<b>PURPOSE:</b> Bylaw 2387 is proposed to implement the City's Official Community Plan (OCP) Review and would amend the OCP with changes to the following sections: Land Use, Housing, Town Centre Development Permit Area Guidelines, Multi-Family Development Permit Area Guidelines, Schedule A - Land Use Plan, and Schedule B - Form and Character Development Permit Areas.	
The OCP applies to all lands in city. The primary changes proposed in Bylaw 2387 include reducing maximum building heights for new development proposals in the Town Centre land use designation to between 4 and 12 storeys, in the Town Centre Transition designation to between 4 and 6 storeys, and in the West Beach area of the Waterfront Village designation to 3 storeys. Policy changes are also proposed to the East Side	

Large Lot Infill designation for the density and height of buildings properties along North Bluff Road. Bylaw 2387 also introduces new policies regarding height and density bonusing (i.e., up to 6 storeys) in the Town Centre Transition designation when an “affordable housing component” is included in an eligible development. Options related to the “affordable housing component” are also being introduced in a new policy in the Housing section; these options include reference to “affordable rental housing” which has also been defined (i.e., 20% below average rent in the White Rock area, as determined by the current Canada and Mortgage Housing Corporation rental market reports).

The properties in the following areas are proposed to have their land use designation change, as follows:

- The properties with the Montecito (1153-1169 Vidal Street) and Silver Moon (1081 Martin Street) multi-unit residential buildings – from “Waterfront Village” to “Urban Neighbourhood”
- South side of Victoria Avenue between Martin Street and Finlay Street  
(15000-15500 block of Victoria Avenue) – from “Waterfront Village” to “Mature Neighbourhood”
- East side of Finlay Street south of Russell Avenue (1400-block of Finlay Street) – from “East Side Large Lot Infill” to “Mature Neighbourhood”
- West side of Hospital Street north of Vine Street (the gravel parking lot owned by Peace Arch Hospital Foundation) – from “Town Centre Transition” to “Institutional”

In the draft version of Bylaw 2387, the east side of Elm Street (1100-block of Elm Street) was proposed to be changed from “Waterfront Village” to “Mature Neighbourhood”; however, Bylaw 2387 has now been amended to leave the land use designation for these properties as “Waterfront Village” recognizing that amendments to the designation would, if approved, allow multi-unit residential buildings with a maximum height of 3 storeys at a density of up to 1.5 FAR (gross floor area ratio). Additional amendments to the OCP as it relates to Elm Street would require that development proposals in the area give consideration to the heritage context of existing properties.

#### **4. DIRECTOR OF CORPORATE ADMINISTRATION ADVISES HOW THIS PUBLIC HEARING HAS BEEN PUBLICIZED**

- Notice was published in the June 10 and 17 editions of the Peace Arch News
- 505 notices were mailed to owners and occupants within 100 meters of Elm Street
- A copy of the notice was placed on the public notice posting board on June 7, 2021



5. THE CHAIRPERSON INVITES THE DIRECTOR OF PLANNING AND DEVELOPMENT SERVICES TO PRESENT THE PROPOSED BYLAW

7

Note: Public Information Package attached for information purposes.

6. THE CHAIRPERSON WILL REQUEST THE DIRECTOR OF CORPORATE ADMINISTRATION TO ADVISE OF ANY CORRESPONDENCE OR SUBMISSIONS RECEIVED

562

As of 8:30 a.m. on Wednesday, June 16, 2021 there have been **ten (10)** submissions.

Note: Submissions received between 8:30 a.m., June 16, 2021 and 12:00 p.m. (noon), June 21, 2021 will be presented "On Table" at the Public Hearing.

Author	Date Received	Civic Address	Status	Item #
C. Cameron and S. Beck, Peace Arch Hospital Foundation	January 15, 2021	N/a	Support	C-1
T. Pearce, Regional Planner, Metro Vancouver	May 27, 2021	N/A	Comments	C-2
A. Nielsen	May 31, 2021	Undisclosed	Comments	C-3
S. Bergen-Henengouwen	June 12, 2021	#602-15015 Victoria Ave. White Rock, BC, V4B 1G2	Comments	C-4
S. Bergen-Henengouwen	June 13, 2021	#602-15015 Victoria Ave. White Rock, BC, V4B 1G2	Support	C-5
N. Kip, TransLink	June 14, 2021	N/A	Comments	C-6
S. MacDonald	June 14, 2021	406-15015 Victoria Avenue White Rock	Support/Comments	C-7
M. Kassam	June 15, 2021	14955 Victoria Avenue, White Rock	Comments	C-8
P. Byer	June 15, 2021	15015 Victoria Avenue, Unit 404, White Rock	Comments	C-9
T and Y Lallani	June 15, 2021	15581 Marine Drive and 15434 Victoria Avenue White Rock	Comments	C-10

7. THE CHAIRPERSON INVITES THOSE IN ATTENDANCE TO PRESENT THEIR COMMENTS
8. IF REQUIRED, THE CHAIRPERSON INVITES THE DIRECTOR OR PLANNING AND DEVELOPMENT SERVICES TO SUMMARIZE THE PROPOSED BYLAW
9. CONCLUSION OF THE JUNE 21, 2021 PUBLIC HEARING/MEETING

## **OPENING STATEMENT OF PUBLIC HEARING PURPOSE AND CONDUCT**

The Public Hearing has been called to consider the following proposed bylaw with respect to:

### **BYLAW 2387:Official Community Plan Bylaw, 2017, No. 2220, Amendment No. 2, (Height and Density Review), 2021, No. 2387**

Bylaw 2387 is proposed to implement the City's Official Community Plan (OCP) Review and would amend the OCP with changes to the following sections: Land Use, Housing, Town Centre Development Permit Area Guidelines, Multi-Family Development Permit Area Guidelines, Schedule A - Land Use Plan, and Schedule B - Form and Character Development Permit Areas.

At this public hearing the public shall be given a reasonable opportunity to be heard or to present written submissions respecting the proposal. Meeting information with a telephone number to call for tonight's Public Hearing was provided on the City Website, on the public meeting notice board and in the Peace Arch News. Members of the public may call in using that information anytime. The information will also be provided throughout the course of the meeting. The speaker will begin by clearly stating their name and address and then providing their comments concerning the proposal. The address of the speaker is permitted to be collected through Section 26c of the *Freedom of Information and Protection of Privacy Act*. If the speaker has any questions regarding the collection of their personal information, please contact Corporate Administration.

If you have a petition with you, please read out the information at the top of the petition and it may be submitted to staff via email directly following the meeting.

Anyone wishing to speak at this meeting must be acknowledged by the Chairperson. Anyone speaking is requested to follow instructions provided by staff:

- You will be put on hold in a queue for the respective item, and you will be connected when it is your turn to speak. **If you hang up during this time, you will lose your place in the queue.** You may watch the Council meeting through the City's Live Stream while you are on hold.
- Your comments must be relevant to the application (bylaw and permit) being considered at the Public Hearing
- Each speaker will be given a maximum of **five (5) minutes to speak**
- **Turn off all audio of the meeting. Note:** There is a **1-minute delay** in the live stream so please listen to the cues given over the phone
- **Do not put your phone on speaker phone**

- Once you make your comments to Council, the call will end quickly so that the next speaker can join the meeting

A person speaking an additional time is requested to add additional information from what they said previously.

Members of Council may, if they wish, ask questions of you following your presentation. However, the main function of Council members this evening is to listen to the views of the public. It is not the function of Council at this time to debate the merits of the proposal with individual citizens. It is also not the time for the speaker to be asking questions of staff regarding the application.

Any person who wishes to present a written submission to Council may do so. The submissions will be retained by staff and copies of submissions will be available upon request. Everyone shall be given a reasonable opportunity to be heard at this Public Hearing/meeting. No one will be or should feel discouraged or prevented from making their views heard.

**Note:** *The meeting will be streamed live and archived through the City's web-streaming service.*

## **NOTICE OF PUBLIC HEARING – JUNE 21, 2021**

### **BYLAW 2387 - Official Community Plan Bylaw, 2017, No. 2220, Amendment No. 2, (Height and Density Review), 2021, No. 2387**

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**WHITE ROCK**  
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**Documents:**

Author	Document	Item #
Director of Planning and Development Services	Land Use and Planning report dated November 4, 2019	R-1
Director of Planning and Development Services	Land Use and Planning report dated July 27, 2020	R-2
Director of Planning and Development Services	Land Use and Planning report dated January 11, 2021	R-3
Director of Planning and Development Services	Land Use and Planning report dated February 8, 2021	R-4
Director of Planning and Development Services	Corporate report dated March 8, 2021	R-5
Director of Planning and Development Services	Land Use and Planning report dated May 31, 2021	R-6
Corporate Administration Department	Minutes – Various Extracts	R-7

**Written Submissions:**

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THE CORPORATION OF THE  
**CITY OF WHITE ROCK**

15322 BUENA VISTA AVENUE, WHITE ROCK, B.C. V4B 1Y6

**NOTICE OF PUBLIC HEARING**  
**MONDAY, JUNE 21, 2021**

**NOTICE** is hereby given that the Council of the City of White Rock will hold an opportunity for public participation for a Public Hearing on **MONDAY, JUNE 21, 2021** at **5:00 P.M.** in accordance with the *Local Government Act* and the Planning Procedures Bylaw. All persons who deem their interest in property is affected by the proposed bylaw shall be afforded an opportunity to be heard **via a telephone-in process** or by forwarding written submissions reflecting matters contained in the proposed bylaw that is the subject of the Public Hearing. At the Public Hearing, Council will hear and receive submissions from the interested persons in regard to the bylaw listed below:

**BYLAW 2387:        Official Community Plan Bylaw, 2017, No. 2220, Amendment No. 2, (Height and Density Review), 2021, No. 2387**

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Further details regarding the subject of the Public Hearing may be obtained from the City’s Planning and Development Services Department at City Hall by contacting 604-541-2136 | [planning@whiterockcity.ca](mailto:planning@whiterockcity.ca).

Electronic Meeting: The Provincial Health Officer has issued orders related to gatherings and events in the province of BC. As such, Public Hearings will be held virtually and will also be live streamed on the City website. To participate in a Public Hearing, please review the options below.

#### 1. **Submit written comments to Council:**

You can provide your submission (comments or concerns) by email to [clerksoffice@whiterockcity.ca](mailto:clerksoffice@whiterockcity.ca) or by mail to Mayor and Council, 15322 Buena Vista Avenue, White Rock, BC, V4B 1Y6. The deadline to receive submissions is by **12:00 p.m. on the date of the Public Hearing, June 21, 2021.**

You may forward your submissions by:

- Mailing to White Rock City Hall, 15322 Buena Vista Avenue, White Rock, BC V4B 1Y6, or hand delivery by leaving it in the “City Hall Drop Box” to the left outside the front door; or

- Emailing the Mayor and Council at [clerksoffice@whiterockcity.ca](mailto:clerksoffice@whiterockcity.ca) with the subject line: **Bylaw 2387 (Height and Density Review)**
2. **If you do not wish to speak or write in but would still like to convey that you are in support or that you are not in support of the Public Hearing item:**

You may phone 604-541-2127 to register your support / or that you are not in support of the Public Hearing item. If the call is not answered please leave a voicemail with the call-in information noted below (all four (4) bullet points must be noted).

When you call-in, please be prepared to provide the following information:

- The public hearing item
- Your first and last name
- Civic address
- Whether you are in support of or not in support of the item

**Note:** Votes will be accepted until **3:00 p.m.** on the date of the Public Hearing (June 21, 2021).

3. **You may call into the Public Hearing via telephone:**

Registration for this Public Hearing is **not** required. Should you wish to participate you may do so following the instructions below:

Phone-In Instructions:

- **Call: 778-736-1164**
- Enter Conference ID # when prompted: **292 389 746#**
  - A prompt will ask if you are the meeting organizer. Please disregard this message and remain on the line.
  - When prompted, state your first and last name, then press #
  - You will then be notified that you have entered the waiting room, where you will remain until it is your turn to speak. During this time, please feel free to continue to watch the Public Meeting/ Hearing on the website livestream - <https://www.whiterockcity.ca/894/Agendas-Minutes>

(Note: there is approximately a one (1) minute delay between the live version of the meeting and the website livestream. You may be called upon by phone before you hear this on the livestream meeting.)

- When it is your turn to speak you will be advised that you are now joining the meeting. \*At this time please ensure that you turn OFF the live stream for the meeting\* Staff will ask for you to confirm your first and last name and civic address, after which you will have an opportunity to provide your comments to Council
- You will have 5 minutes to speak
- Once you make your comments to Council, the call will end quickly so that the next speaker can join the meeting.

**Note: Correspondence that is the subject of a Public Hearing, Public Meeting, or other public processes will be included, in its entirety, in the public information package and will form part of the public record.** Council shall not receive further submissions from the public or interested persons concerning the bylaws/applications after the Public Hearing has been concluded.

The meeting will be streamed live and archived through the City's web-streaming service.

The proposed bylaw and associated reports can be viewed online on the agenda and minutes page of the City website, [www.whiterockcity.ca](http://www.whiterockcity.ca), under Council Agendas from June 7, 2021, until June 21, 2021. **If you are unable to access the information online, please contact the Corporate Administration department at 604-541-2212, between the hours of 8:30 a.m. and 4:30 p.m., or leave a voicemail and staff will ensure you have the information made available to you.**

June 7, 2021

Tracey Arthur  
Director of Corporate Administration

**The Corporation of the  
CITY OF WHITE ROCK  
BYLAW 2387**



A Bylaw to amend the  
“City of White Rock Official Community Plan Bylaw, 2017, No. 2220”

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**WHEREAS** pursuant to Part 14, Division 4 of the *Local Government Act* in relation to Official Community Plans, the Council of the City of White Rock is empowered to establish objectives and policies to guide decisions on planning and land use management;

**AND WHEREAS** a Public hearing was held in accordance with the *Local Government Act*, and notice of such Hearing has been given as required;

**NOW THEREFORE** the Council of the City of White Rock, in open meeting assembled, enacts as follows:

1. The existing Section 8 (Land Use) is deleted and replacing in its entirety with a new Section 8 (Land Use) as shown on Schedule “1” attached herein and forming part of this bylaw.
2. The existing Section 11 (Housing) is deleted and replacing in its entirety with a new Section 11 (Housing) as shown on Schedule “2” attached herein and forming part of this bylaw.
3. The existing Section 22.3 (Town Centre Development Permit Area) is deleted and replacing in its entirety with a new Section 22.3 (Town Centre Development Permit Area) as shown on Schedule “3” attached herein and forming part of this bylaw.
4. The existing Section 22.6 (Multi-Family Development Permit Area) is deleted and replacing in its entirety with a new Section 22.6 (Multi-Family Development Permit Area) as shown on Schedule “4” attached herein and forming part of this bylaw.
5. The existing Schedule A (Land Use Plan) is deleted and replacing in its entirety with a new Schedule A (Land Use Plan) as shown on Schedule “5” attached herein and forming part of this bylaw.
6. The existing Schedule B (Form and Character Development Permit Areas) is deleted and replacing in its entirety with a new Schedule B (Form and Character Development Permit Areas) as shown on Schedule “6” attached herein and forming part of this bylaw.
7. This Bylaw may be cited for all purposes as the “Official Community Plan Bylaw, 2017, No. 2220, Amendment No. 2 (Height and Density Review), 2021, No. 2387”.

RECEIVED FIRST READING on the	day of
RECEIVED SECOND READING on the	day of
PUBLIC HEARING held on the	day of
RECEIVED THIRD READING on the	day of
RECONSIDERED AND FINALLY ADOPTED on the	day of

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Mayor

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Director of Corporate Administration

## Schedule “1”

### 8.0 Land Use

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





## Overview

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

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

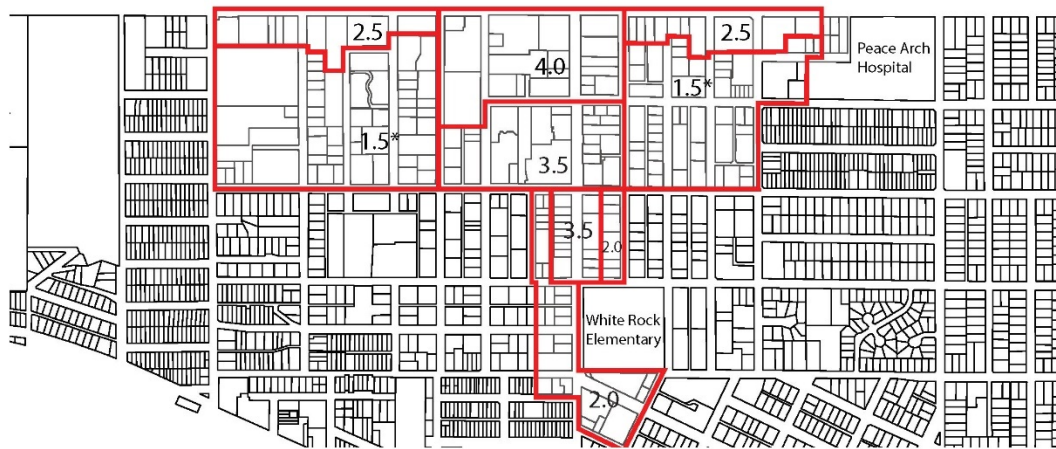


Figure 9 Maximum FAR in the Town Centre, Town Centre Transition, and Lower Town Centre Areas  
(\* indicates density may be increased with inclusion of an affordable housing component)



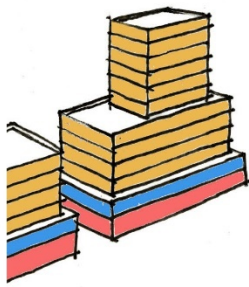
Figure 10 Maximum Building Heights in the Town Centre, Town Centre Transition, and Lower Town Centre Areas  
(\*indicates where 6 storeys permitted with inclusion of affordable housing component)

## Objectives and Policies

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

### Town Centre

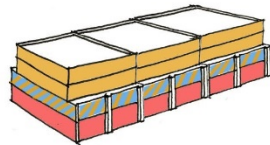
The Town Centre is the centre for cultural, civic, economic, and public life in the City. It is characterized by a diverse mix of uses, and it is focus for the majority of future growth over the life of this Plan.



Town Centre mixed-use (on North Bluff Road)

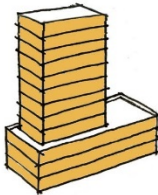
**Objective 8.1** - To enable a concentrated mix of multi-unit residential and commercial uses to strengthen the heart of the city, reinforcing it as a neighbourhood, city-wide, and regional destination, and to provide sensitive transitions between the Town Centre and adjacent areas.

**Policy 8.1.1** Uses and Building Types – Allow mixed-use (commercial/residential/ civic), multi-unit residential, and civic uses in a range of low-rise to high-rise buildings, with any new high-rises not to exceed 12 storeys.



Town Centre mixed-use (on Johnston Road)

**Policy 8.1.2** Density and Height – Concentrate the highest densities and heights in the area bounded by North Bluff Road, Johnston Road, Russell Avenue, and George Street. Maximum allowable densities (FAR) are outlined in Figure 9 and maximum heights (in storeys) are illustrated in Figure 10. Any portion of a building within 15 metres of Johnston Road is not to exceed four storeys in height.



Town Centre residential

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

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



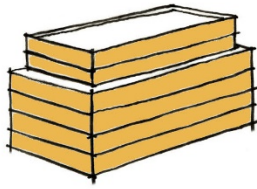
Maximum Height in Town Centre



Gross FAR in Town Centre



## Town Centre Transition

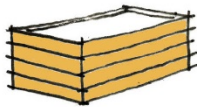


The Town Centre Transition area is residential in character, with densities and heights that support the Town Centre and provide transitions to neighbouring low to mid rise residential areas.

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

Along North Bluff Road, and where an affordable housing component is included in the building

Policy 8.2.1 Uses and Building Types – Allow multi-unit residential uses, with mixed-use (commercial/residential) on George Street and adjacent to the hospital. Existing institutional and utility uses are also supported and may be mixed in new buildings with multi-unit residential uses. Building types range from low-rise to mid-rise.



Properties south of North Bluff Road, and east and west (without an affordable housing component)

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

Policy 8.2.3 Affordable Housing Density / Height Bonus – Allow properties in the areas identified with the \* on Figure 9 and 10 to rezone up to six storeys and 2.5 FAR (2.8 FAR if providing replacement rental units) where the development includes the one of the affordable housing components identified in policy 11.2.4.

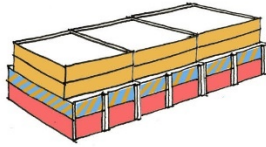
Policy 8.2.4 Urban Design – Enhance the built and public realms through guidelines included in the Multi-Family Development Permit Area in Part D. Focus on the establishment of a greenway between the Town Centre and Centennial Park, as per Sections 13 and 15.



Maximum Height in Town Centre Transition  
(\* indicates where up to 6 storeys would be permitted with an affordable housing component)



Gross FAR in Town Centre Transition  
(\* indicates where up to 2.5 FAR/2.8 FAR would be permitted with an affordable housing component)



Primary form: mixed-use low rise buildings

## Lower Town Centre

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

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

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

**Policy 8.3.2** Density and Height – Concentrate the highest heights and densities adjacent along Johnston Road between Thrift and Roper Avenues. Maximum allowable densities (FAR) are outlined in Figure 9 and maximum heights (in storeys) are illustrated in Figure 10. Buildings adjacent to Roper Avenue should step down to four storeys on the Roper Avenue frontage.

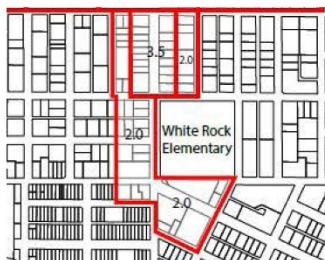
**Policy 8.3.3** Retail Streets – Strengthen existing retail streets by requiring street-fronting commercial uses on Johnston Road, and on Pacific Avenue from Johnston Road to Fir Street.

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

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

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

From the Town Centre, transition from 6 - 4 Storeys along Johnston Road between Thrift and Roper

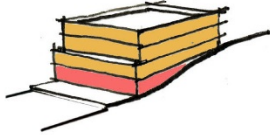


Gross FAR in Lower Town Centre



Maximum Heights in Lower Town Centre

## Waterfront Village



Mixed-use



Flex-residential

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

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

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

Policy 8.4.2 Density and Height – Allow a density of up to 2.0 FAR, in buildings up to three storeys in height, in the West Beach area west of Foster Street; properties without frontage on Marine Drive are limited to a density of up to 1.5 FAR. East of Foster Street, allow a density up of up to 2.0 FAR, in buildings up to three storeys in height, or four storeys where the building's height does not exceed 3.5 metres above the highest ground elevation along the property line.

Policy 8.4.3 Retail Areas – Strengthen existing retail areas by requiring street-fronting commercial uses on Marine Drive between Oxford Street and Foster Streets, and between Balsam Street and Maple Street. Allow street-fronting commercial uses elsewhere on Marine Drive.

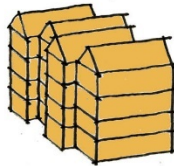
Policy 8.4.4 Urban Design – Enhance the built and public realms through policies identified in Section 10 and guidelines in the Waterfront Development Permit Area in Part D. For development proposals on Elm Street, consideration shall be given to the heritage context of existing buildings.

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

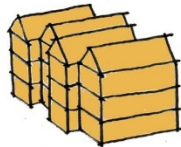
Policy 8.4.6 Access – Strengthen access to the waterfront through strategies identified in Sections 10 and 13.



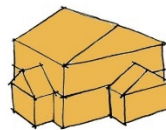
Low-rise residential



Townhouse



Ground-oriented townhouse



Single family home

## Urban Neighbourhood

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

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

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

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

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

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

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

## North Bluff East

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

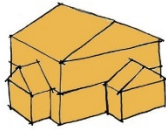
Objective 8.6 - To enable multi-unit residential units that support the transit corridor on North Bluff Road.

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

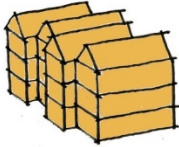
Policy 8.6.2 Density and Height – Allow a density of up to 1.0 FAR for townhouses, in buildings up to three storeys in height. Density and height maximums for duplexes, triplexes, and single family homes shall be as required in the City's Zoning Bylaw.

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

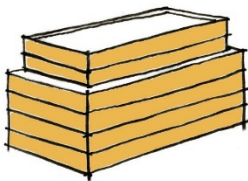




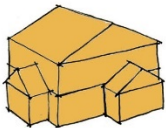
Single family home



Townhouse



Low to mid-rise residential (six storeys allowed only with Affordable Rental Housing included)



Single family home

## East Side Large Lot Infill

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

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

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

Policy 8.7.2 Density and Height – Allow mixed-use buildings on Finlay Street with a maximum density of 2.5 FAR in buildings of up to six storeys in height. Allow ground-oriented townhouses on Maple Street with a maximum density of 1.5 FAR in buildings of up to three storeys. On North Bluff Road, allow townhouses and low-rise buildings up to 1.5 FAR, in buildings up to four storeys east of Lee Street, and up to three storeys west of Lee Street, with six storeys and 2.5 FAR west of Lee Street if Affordable Rental Housing is included as outlined in policy 11.2.1.c. Density and height maximums for single family homes shall be as required in the City's Zoning Bylaw.

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

## Mature Neighbourhood

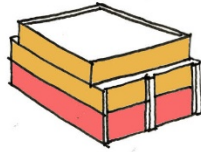
Mature Neighbourhoods are comprised largely of White Rock's existing single family housing stock. These areas will continue to be characterized by low-scale residential uses while accommodating gentle infill.

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

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

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

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



Mixed-use

## Neighbourhood Commercial

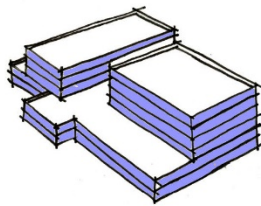
Neighbourhood Commercial areas are small-scale retail nodes within largely residential areas, providing amenities and locally-oriented commercial services in established neighbourhoods.

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

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

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

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



Institutional

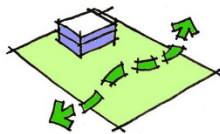
## Institutional and Utility

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

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

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

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



Park with accessory building

## Open Space and Recreation Area

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

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

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

## General

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

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

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

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

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

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

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

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

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

Policy 8.13.4 Maximum Heights – Apply maximum allowable heights to all new development applications, but not to previously approved developments where the existing zoning allows height beyond the maximum height contemplated in this Plan, buildings under construction, or existing buildings. An amendment to this Plan is required to allow height above the maximum contemplated in this Plan.

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

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

Policy 8.13.7 Existing and Previously Approved Developments – To the extent that existing site-specific (Comprehensive Development) zoning on a property inhibits the ability of buildings to fully achieve Development Permit Area guidelines in Section 22, the guidelines shall not prevent the issuance or amendment of a Development Permit in that zone.

## Schedule “2”

### 11.0 Housing

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





## Overview

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

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

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

New Affordable Rental Housing is defined as being intended to be affordable for very low and low income households by making the maximum rent at least 20% below the average rent in the White Rock area, as determined by the most recent rental market report from Canada Mortgage and Housing Corporation. For reference purposes, the following table provides the income thresholds for different income groups, using 2016 Census gross household income data for White Rock. By capping the rent for Affordable Rental Housing at no higher than 20% below the average rent in White Rock, these rents would generally not exceed 30% of the gross household income at the top end of the low income range, or near the low end of the moderate income range. Further reductions below average rent that would make the Affordable Rental Housing units even more affordable would likely require grants or operating subsidies from senior levels of government.

Household Income Group	Percent of Median Income	Income Range (2016 Census)
Very Low Income	Less than 50%	Less than \$31,173
Low Income	50% to 80%	\$31,173 to \$49,875
Moderate Income	80% to 120%	\$49,876 to \$74,813
Above Moderate Income	120% to 150%	\$74,814 to \$93,516
High Income	More than 120%	\$93,517 or greater

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

## Objectives and Policies

Objective 11.1 - To expand housing choices for existing and future residents, and increase diversity of housing types for a variety of household sizes, incomes, tenures, needs, and preferences.

Policy 11.1.1 Family-Friendly Housing – Increase the attractiveness and affordability of housing in White Rock for families by:

- Encouraging applicants to provide ground floor units with front door access to the street in all rezoning applications for residential developments greater than three storeys in height;
- Providing a minimum of 10% of units with three bedrooms and a minimum of 35% with either two or three bedrooms in all rezoning applications for residential developments with more than 20 dwelling units; and

- c. Establishing outdoor amenity space requirements for multi-unit residential developments.

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

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

Policy 11.1.3 Housing Choices Everywhere – Focus residential densities in the Town Centre, but ensure that housing choices are distributed throughout the city in all neighbourhoods. Allow duplexes and triplexes throughout the Mature Neighbourhoods.

Policy 11.1.4 Secondary Suites – Explore opportunities to allow additional secondary suites to increase rental housing stock and improve housing affordability for homeowners, where relevant requirements such as parking and BC Building Code issues are addressed, including:

- a. Considering secondary suites in duplexes and triplexes;
- b. Considering two secondary suites in single-detached houses; and
- c. Reviewing and updating parking requirements for secondary suites.

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

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

- a. Using the Affordable Housing Reserve Fund to support the creation of new Affordable Rental Housing units in partnership with other agencies and organizations;
- b. Waiving community amenity contributions for affordable rental housing developments and considering reductions for developments that include secure market rental units;
- c. Allowing rezonings for projects with at least 20% of the units secured as affordable rental housing with a density of up to 2.5 FAR and a maximum of six storeys in the areas identified in Figure 11. Despite the present definition of affordable rental housing in the overview, zoning applications which have received third reading under a prior determination of affordable rental housing may be approved;
- d. Considering making City-owned land available to non-profit organizations for use in affordable housing developments;
- e. Supporting the addition of ancillary rental housing on institutional sites, such as places of worship, where additional development can be accommodated;
- f. Requiring a minimum one-to-one replacement of the existing rental dwelling units when an existing rental building is proposed for redevelopment, with the average unit size of the replacement units at least 80% that of the units being replaced; and/or
- g. Reviewing parking requirements to determine the extent to which they can be relaxed for non-market and rental housing within walking distance (i.e. 400-800 metres of real travel distance) of frequent transit service and/or commercial areas.

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

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

Policy 11.2.4 Affordable Housing Bonus – Allow rezonings in the Town Centre Transition area to permit buildings up to six storeys and 2.5 FAR where the development provides:

- For strata housing development, at least 20% of the units as Affordable Rental Housing;
- For secured market rental development without a requirement to replace existing rental units, at least 10% of the units as Affordable Rental Housing;
- For a development replacing existing rental units and providing compensation to tenants in accordance with the City's Tenant Relocation Policy, at least 5% of the units as Affordable Rental Housing. Projects with applications submitted prior to 2021 may be approved with at least 5% of the units secured at average rents for a period of 10 years, instead of 20% below average for the life of the building. Developments in this category may have a density up to 2.8 FAR.

For projects owned or operated by regional or provincial housing agencies, or non-profit housing co-operatives, Council may approve rezonings up to six storeys and 2.5 FAR according to the merits and affordability in the proposal.



Figure 11 Potential Affordable Rental Housing Sites





### 22.3 Town Centre Development Permit Area

The objectives of this Development Permit Area are to:

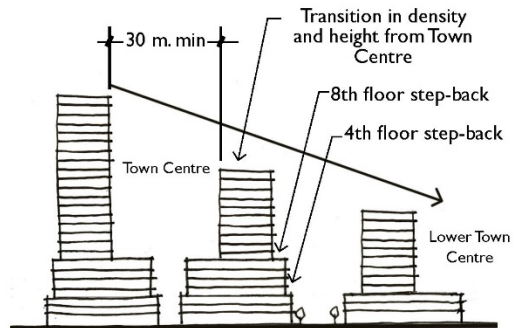
- Reinforce Town Centre as the cultural, commercial, and civic heart of White Rock
- Establish an attractive, comfortable, well-connected, pedestrian-oriented environment that fosters vibrant public life
- Ensure the compatibility of new development with adjacent existing buildings
- Enhance quality of life
- Conserve energy and water and reduce GHGs
- Enhance the character of the built environment and public realm in the City of White Rock



The Heart of Our City

### 22.3.1 Buildings

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



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



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



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



create character and visual interest. Reflective glass or other similar material on the ground floor façade of any building facing a street will not be accepted.

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



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



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



Guideline k: Commercial projecting signs

### 22.3.2 Pedestrian Realm and Landscape

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



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



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

■ Park Space / Greenways  
■ Plazas / Sidewalks



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



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



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



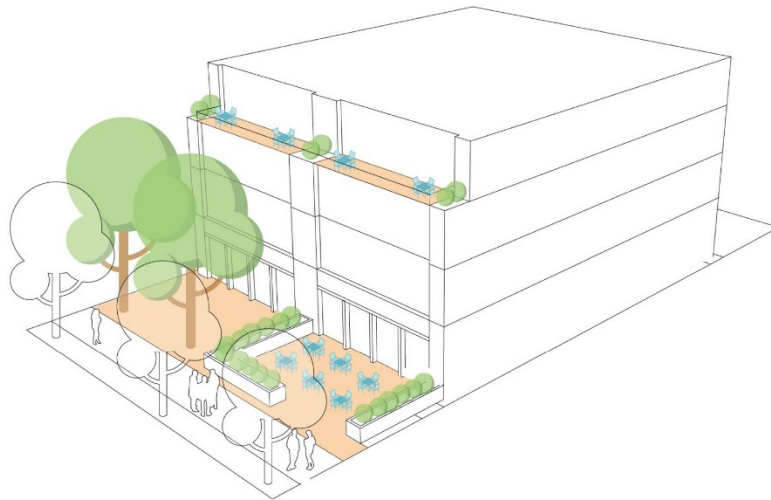


Diagram showing mixed-use building step-backs and pedestrian realm along Johnston Road.



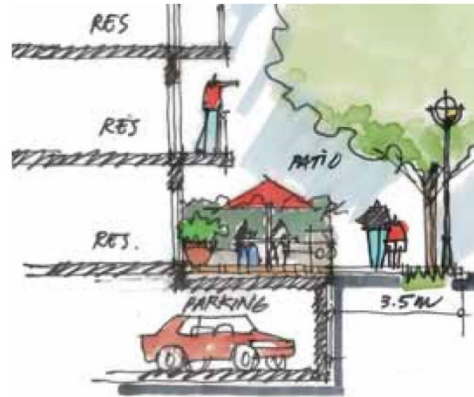
Section showing residential step-backs, parking, pedestrian realm and use of street fronting outdoor amenity spaces.

### 22.3.3 Parking and Functional Elements

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



Guideline a: Parkade entrance softened by landscaping



Guideline b: Below grade, off-street parking



## 22.6 Multi-Family Development Permit Area

The objectives of this Development Permit Area are to:

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



Life Near the Centre



## 22.6.1 Buildings

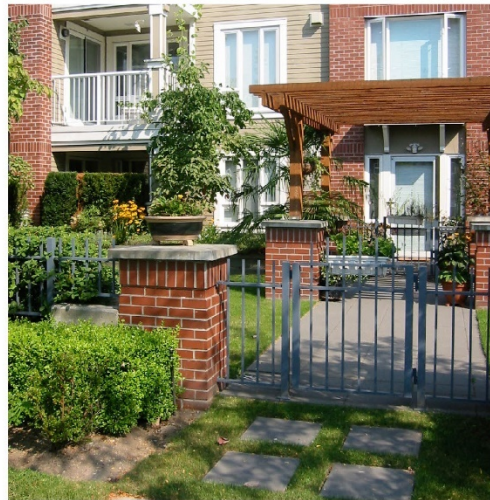
- a. Ensure buildings are compatible with or complementary to adjacent developments in terms of height, density, and design, with height transitions as outlined in Figure 9 in applicable areas. Vary heights, rooflines, and massing to minimize impacts to views and solar exposure enjoyed by adjacent buildings and open spaces.
- b. Set buildings back from the property line at least 3 metres to provide enough space for gardens and shade trees in the front yard. Include a further step back above the fourth floor.
- c. Create visual interest and comfort for pedestrians along all elevations with architectural details. Incorporate windows, doors, bay windows, porches, setbacks, and vary colours, massing, and materials. Townhouse developments are encouraged to provide for individuality from site to site and unit to unit, and to vary the front set-back between units. Non-street facing elevations shall be treated with the same architectural details as the street facing elevations.
- d. Ensure the main entrances of residential apartment buildings are level with the sidewalk to create a barrier free environment for aging in place. Townhouses may have elevated patios and entrances. Entrances shall be clearly identifiable, and weather protection with overhangs and awnings shall be provided over all entrances. Residential units on the ground floor should be ground-oriented.
- e. Address all street edges on properties fronting multiple streets or public walkways. Orient buildings toward intersections or design independent frontages along both intersecting streets, and incorporate windows, doorways, landscaping, and architectural detailing along all street frontages and walkways.
- f. Provide articulation to break up building mass and to establish a rhythm along the street front in commercial areas. Ground-level commercial spaces should reflect traditional patterns of diverse, small-scale retail with storefronts of approximately ten metres wide. Include no more than six contiguous units



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



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



Guideline d: Ground-oriented residential units

fronting a given street without incorporating architectural elements.

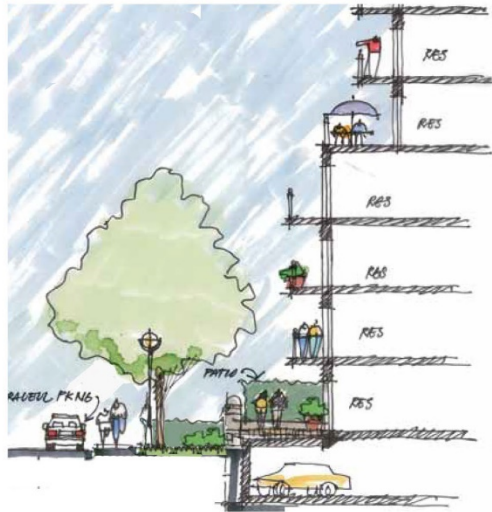
- g. Provide shared outdoor amenity spaces for residents in mixed-use and residential buildings. Shared roof decks with gardens are encouraged where appropriate. Incorporate dining and seating areas with outdoor cooking facilities, play areas for children, areas for air-drying laundry, communal vegetable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

#### 22.6.2 Public Realm and Landscape

- a. Improve the public realm with widened sidewalks (minimum 1.8 metres). Plant street trees and design curb let-downs to accommodate wheelchairs and scooters.



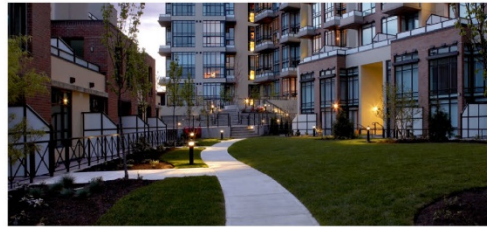
Guidelines c and i: Massing and natural materials are varied to break up the building front and create visual interest



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



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



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



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



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



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

### 22.6.3 Parking and Functional Elements

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

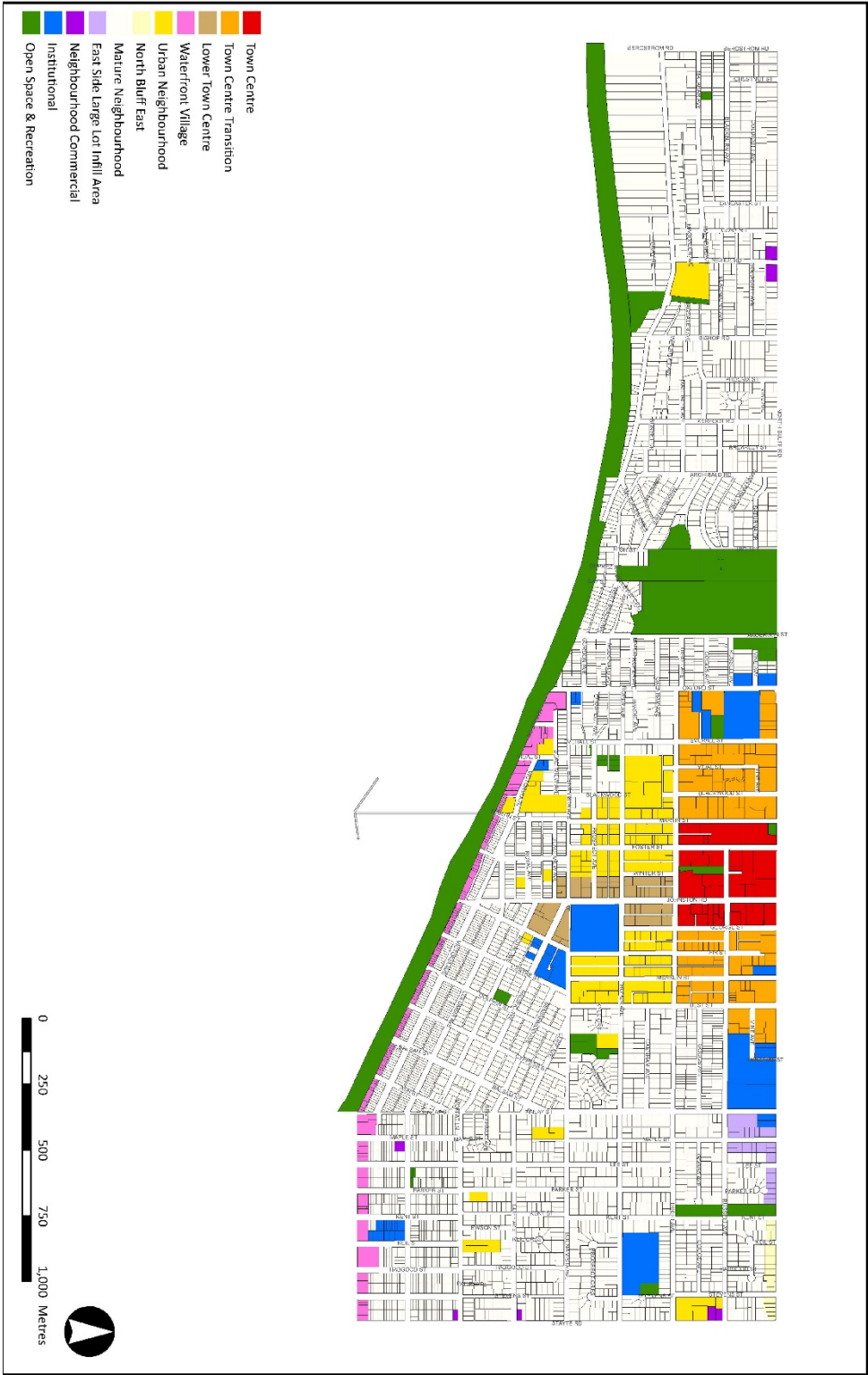


Guideline a: Parking entrances are designed to be discrete and softened by landscape

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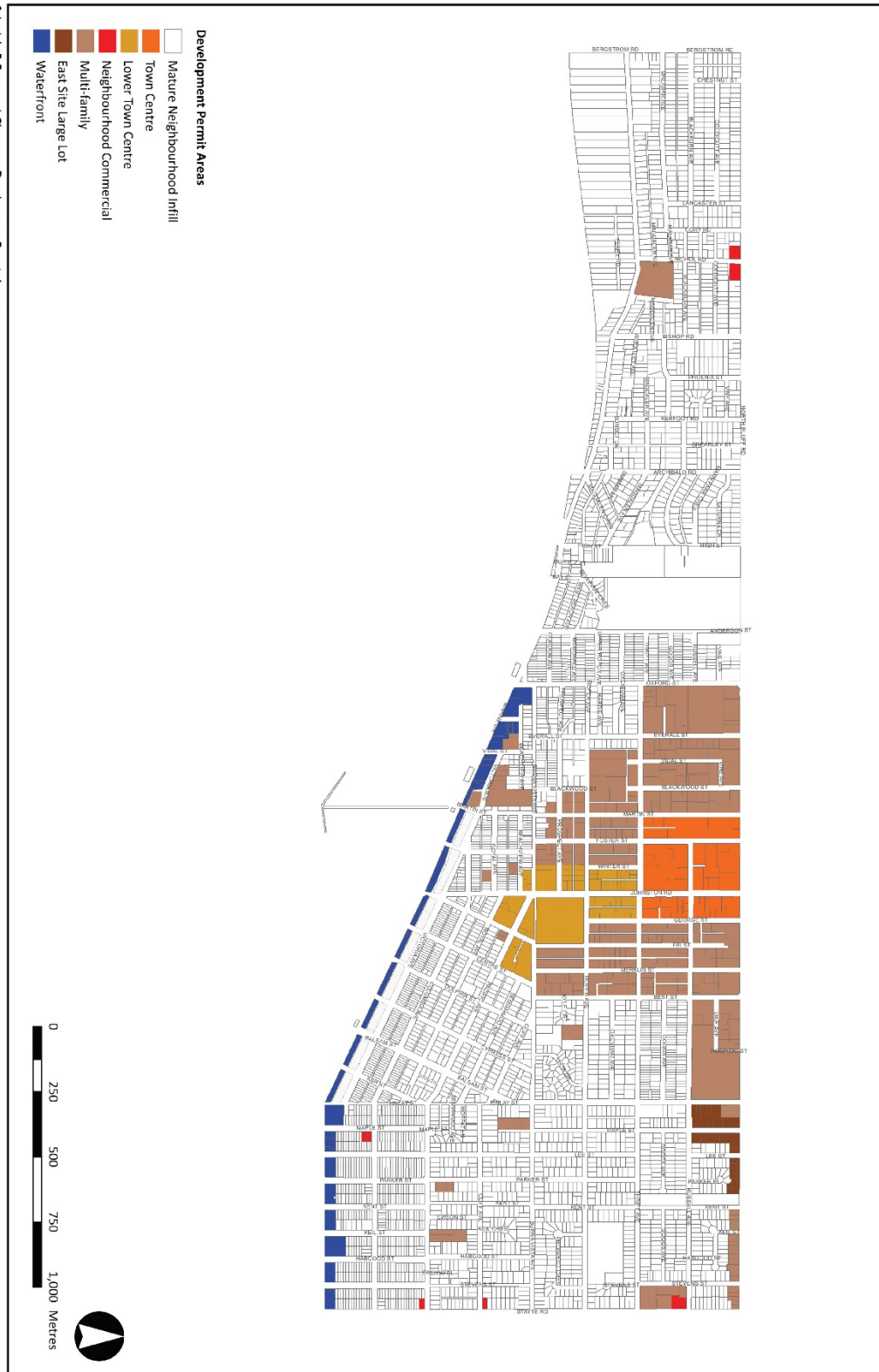


Schedule “5”



Schedule A Land Use Plan

## Schedule “6”



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



**DATE:** November 4, 2019

**TO:** Land Use and Planning Committee

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

**SUBJECT:** Official Community Plan Review - Summary of Phase 1 Public Engagement

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**RECOMMENDATION:**

THAT Land Use and Planning Committee receive for information the corporate report dated November 4, 2019 from the Director of Planning and Development Services titled "Official Community Plan Review - Summary of Phase 1 Public Engagement."

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**INTRODUCTION**

The purpose of this corporate report is to provide the Land Use and Planning Committee (LUPC) with a summary of the public engagement that occurred and feedback that has been received in Phase 1 of the Official Community Plan Review, as well as to identify the next steps moving forward. A similar report was provided to LUPC on October 7, 2019 specifically addressing the Waterfront scope within the OCP Review (the 'Waterfront Enhancement Strategy' or 'WES'); this report therefore focuses on the other seven topics within the scope of the OCP Review, as follows:

- Reviewing the Town Centre (Height, Density and Public Space / Green Spaces)
- Reviewing Building Heights outside of the Town Centre
- Expanding Peace Arch Hospital
- Greening the City
- Strengthening Transit
- Monitoring OCP Goals to Measure Success and Track Implementation
- Improving Housing Affordability

At the launch of the OCP Review, an online community survey to gather initial public feedback was open between May and July 2019 on the City's public engagement platform ([www.talkwhiterock.ca](http://www.talkwhiterock.ca)), and 151 total responses were received. The complete survey responses are attached to this report as Appendix A, including verbatim comments on open-ended questions (with usernames removed to protect the privacy of individuals).

On June 25, 2019 a public open house for the OCP Review was held at the White Rock Community Centre on the seven topics listed above, and 31 people signed in. At the open house, display panels for each of these topics were shared, with the following content: general background information on the topic, existing related City policies, potential ideas, a “what we’ve heard so far” section that shared early results of the online survey, and a “give us some feedback!” section soliciting input from attendees. The display panels from the public open house are attached to this report as Appendix B, and the results of the questions in the “give us feedback” sections are attached as Appendix C.

On July 6 and July 9, 2019, two community workshops on the Town Centre, identical in content, were held to provide a highly visual and interactive session focusing on urban design and public spaces in the area. The consultants who are working with staff on the Town Centre portion of the OCP Review have provided an engagement summary for the Town Centre topic/workshops, which is attached to this report as Appendix D.

Phase 2 of the OCP Review will focus on identifying new policy and land use options that can supplement or improve the existing OCP policies and ensure they are aligned with Council and the community’s priorities. These newly proposed policies will build on the input generated through Phase 1 public engagement as well as issues that have been identified by staff through the implementation and administration of the current OCP.

The next public engagement events for the OCP Review are two open houses on the draft WES, which are scheduled for Sunday, November 24 (2pm-5pm) and Tuesday, November 26 (6pm-8pm), both at the White Rock Community Centre. Staff also intend to provide a small-scale ‘pop-up’ engagement on the draft WES closer to the waterfront, inside the Museum during the Christmas Craft Fair. Details will be added to the City’s website as they become available.

There will be an open house for the Town Centre held on December 10, 2019 at the White Rock Community Centre. Staff are also intending to provide a small-scale ‘pop-up’ engagement on this topic at the Landmark PopUpTown Gallery in Central Plaza. Details regarding this will be added to the City’s website calendar as they become available.

Following LUPC’s receipt of this report and pending any comments from the Committee on the initial directions contained in this report for the remaining topics, staff will schedule public engagement for the overall OCP Review (not including the Waterfront Enhancement Strategy) to be held in January or February 2020.

An online community survey will be developed for both the WES and the other OCP Review topics, to allow for input from those unable to attend the open houses or pop-up engagement.

## **BACKGROUND**

On March 13, 2019 Council endorsed a revised scope and process for the OCP Review, which included a three phase process and an anticipated Summer 2020 completion date.

## **ANALYSIS**

Phase 2 of the OCP Review involves creating draft policies and land use options in each of the topics, building on the input generated through Phase 1 public engagement as well as issues that have been identified by staff through the implementation and administration of the current OCP. The focus of Phase 2 public engagement will be on obtaining public feedback (support/non-support) on the draft policy and land use options, while also being open to capturing new ideas.

While these draft policies are still being formulated, highlights of the initial policy directions for each topic are provided in the sections below for reference.

### **Initial Policy Directions**

#### *Reviewing the Town Centre (Height, Density and Public Space / Green Spaces)*

- To increase the tree canopy with coniferous trees with the possibility of a long lifespan, requiring a certain portion (e.g. 10-20%) of large redevelopment sites to be maintained as continuous soil (i.e. soil not on top of a parking structure) by setting back the parkade from the property lines.
- To ensure a 'high-street' retail shopping atmosphere along Johnston Road, limiting building heights within 20 metres of Johnston Road to four storeys, and identifying where land assembly would be expected for towers.
- To encourage the mix of functions and land uses (i.e. beyond residential strata) that are needed for a vibrant Town Centre area, revising the Zoning Bylaw to require that a certain portion of the floor area allowed on properties be restricted to employment-generating uses (retail/office), civic and cultural uses, and rental housing.

The City of Surrey is currently updating their Semiahmoo Town Centre Plan for a 336 acre (136 hectare) area adjacent to the White Rock Town Centre, and a public open house for the final Stage 1 draft plan was held on October 29, 2019. A summary of the plan from the City of Surrey is attached to this report as Appendix E. Staff will continue to monitor the progress of this plan and liaise with staff from the City of Surrey as needed on issues that impact White Rock. The Stage 2 plan (an engineering servicing plan) will follow the consideration of the Stage 1 plan.

#### *Reviewing Building Heights outside of the Town Centre*

- To provide greater certainty on height maximums in the Town Centre Transition area, revising the height transition diagram to a specific height of storeys within a defined area.
- Moderately increasing heights in the Town Centre Transition area along North Bluff Road between Everall Street and Finlay Street and reducing heights further south near Thrift Avenue.

#### *Expanding Peace Arch Hospital*

- To support future redevelopment of the Hospital and an expansion of medical services, identifying a maximum building height of 50 metres (15-16 storeys equivalent) for the Hospital area and the adjacent land owned by the Peace Arch Hospital Foundation, to be considered once a Rapid Bus line (high capacity and frequency) service is available to the hospital area and additional parking facilities are provided on site.

### *Greening the City*

- To ensure replacement trees can be viably planted when single family homes are redeveloped, revising the Zoning Bylaw in residential zones to establish minimum pervious areas where adequate soil volumes are available on the property.

### *Strengthening Transit*

- To support better service employees, visitors and residents of the City's primary attraction (the waterfront area), advocating with TransLink for later bus service to connect the Marine Drive area to the White Rock Centre Bus Exchange and offsetting bus schedules to reduce bunching.

A Transit Forum was held at the White Rock Community Centre on October 28, 2019 to discuss service changes to the 351 route which provides service from Crescent Beach through White Rock to the Canada Line at Bridgeport Station. Pending the outcome of this forum, Phase 2 of the OCP Review may consider obtaining public feedback on improvements to this route.

### *Monitoring OCP Goals to Measure Success and Track Implementation*

- To track availability and suitability of housing in the community, use the Provincially-required Housing Needs Report as a basis for annual updates on the housing supply (including affordable and rental units).
- To track the health of local businesses, report annually on the percent of business licences for in-town businesses that are renewed as well as the number of new business licences.
- To expand the supply of rental housing, revising the Zoning Bylaw for the Town Centre area (CR-1) to reserve a portion of the allowed floor area for secured rental housing.

### *Improving Housing Affordability*

- To improve the viability of creating new purpose built rental housing, reducing the percentage of three-bedroom units required in rental buildings from 10% to 5%.
- To allow the redevelopment and expansion of existing senior's living facilities, allowing residential care facilities as a permitted use where they are currently occupied by and zoned for a care facility in the Urban Neighborhood land use designation.

Council has recently selected a Housing Advisory Committee, which will hold its first meeting on November 25, 2019. This committee will provide further input and review of the draft policies to improve housing affordability.



## **CONCLUSION**

The purpose of this report is to provide a summary of the public engagement that occurred and feedback that has been received in Phase 1 of the Official Community Plan Review, as well as to identify the next steps moving forward in Phase 2. Several public engagement events have been scheduled before the end of 2019 for the Waterfront Enhancement Strategy and Town Centre components of the OCP Review, and the other topics in the OCP Review will be the subject of a public open house in early 2020. An online community survey will also be conducted in conjunction with the public engagement events for those unable to attend or who prefer to provide their feedback online.


Respectfully submitted,



Carl Isaak MCIP RPP  
Director of Planning and Development Services

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

This corporate report is provided for information.



Dan Bottrill  
Chief Administrative Officer

- Appendix A: OCP Review Online Community Survey Responses
- Appendix B: OCP Review Open House (June 15, 2019) Display Panels
- Appendix C: OCP Review Open House (June 15, 2019) Public Feedback Report
- Appendix D: Town Centre Urban Design and Public Realm - Phase 1 Engagement Summary
- Appendix E: Semiahmoo Town Centre Plan – Stage 1 Plan Summary (from July 2019)

# Survey Report

22 May 2019 - 15 July 2019

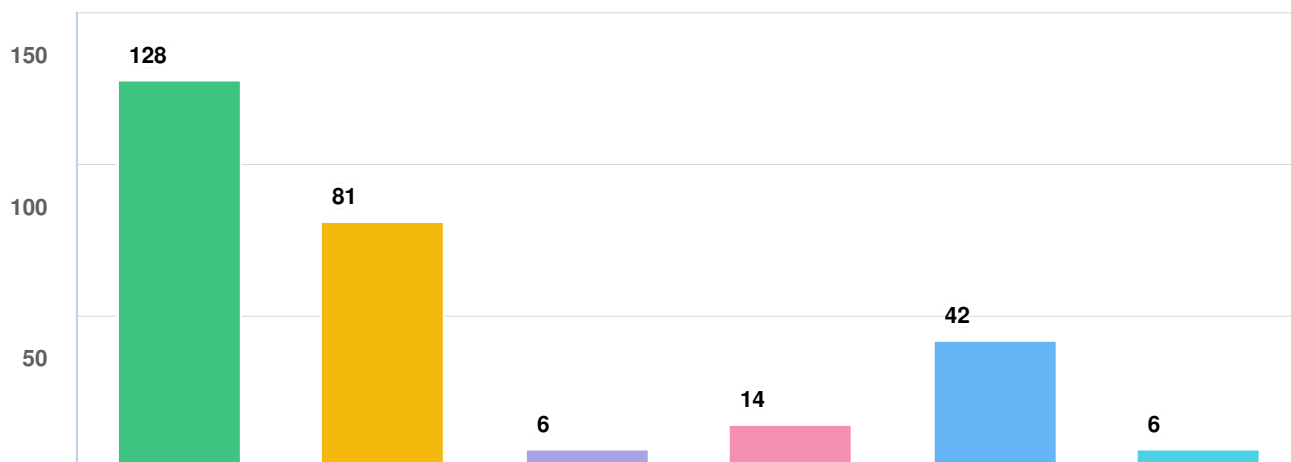
## On your marks! Get set...

PROJECT: OCP Review

**Talk White Rock**



## Q1 What is your connection to White Rock?

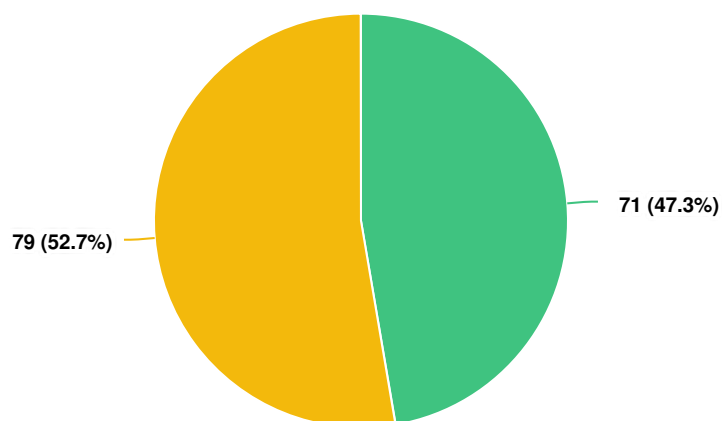


### Question options

● Resident
 ● Property Owner
 ● Business Owner
 ● Work Here
 ● Shop Here
 ● Visit Here

(151 responses, 0 skipped)

## Q2 Have you previously participated in a City planning exercise? (OCP, development application, Johnston Road Revitalization, ...)



### Question options

● Yes
 ● No

Optional question (150 responses, 1 skipped)

**Q3** | **Why have you not participated before?**

We have small children and it is difficult for us to attend

I believe the last council did not share the same concerns I have with the City of White Rock.

Didn't know about it

I am new to the area

focus on marine drive didn't occur except for the white elephant garage.

Didn't know how

no opportunity

Hostile council, not enough advance notice, unable to navigate online

Did not know how to get involved

No time to do so

Haven't been as concerned about the city until now

because

No opportunity - I did go to informational meetings for Johnston Road

No opportunity.

never lived in white rock before moved here a couple years ago

I have not made it a priority.

Unsure

6/07/2019 12:14 PM

Time conflicts

Didn't know about it

No time

Moved here recently. Unaware of opportunity.

Old council didn't seem to care

I signed up for the committee (OCP) but wasn't accepted. I did participate in getting signatures on a petition to try to stop the two towers on Oxford Street.

When I previously lived in White Rock there was nothing like this; I have recently returned.

Busy; not sure how to

I didn't know about it

Total frustration with the maintenance(or lack of together with flagrant waste of funds).

Newly moved to WR

Life gets busy

Not enough time once I learned of the opportunity

No survey seen.

Not much interested

was not invited to by previous council

Unfriendly atmosphere and lack of access

Did not like the previous council

Didn't live here

Felt that feedback was not valued

I thought there was no point when the mayor was Baldwin, but now there may be a point.

No mechanisms to do so

I have not lived here long enough to have been part of any previous surveys

Too complacent

Timing of events

Didn't know about it

Went to one meeting where most people were developers. We were very discouraged!

No easy online options. Consultation workshops were at inconvenient times (too early in the day or too long)

I have not made it a priority in my calendar. Young children. Other work priorities. Not taking the time to reflect on how important these events are.

Fairly new to the area

Only lived here 2 years

To my understanding they were during held at the community centre at times I was unable to attend.

Did not know about it

This is more convenient

I am usually busy working-also, I honestly felt no-one listens to the residents anyway. Developers seem to have all the power.



Didn't know about it

Recent arrival to city.

Never asked

you never listen

Previously living in South Surrey

Relatively new to the city and just getting familiar enough to get involved.

Didn't have long enough residence here to have an informed opinion.

didn't live here.

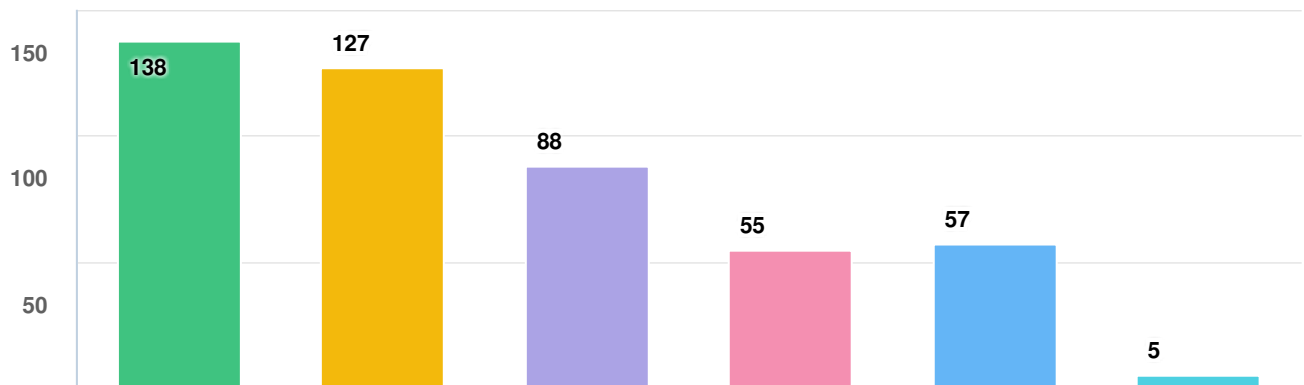
n/a

Do not always get the PAN delivered therefore not informed

I now have the time as I have just retired

**Optional question** (63 responses, 88 skipped)

**Q4** How would you like us to involve you in the OCP Review?



**Question options**

- Completing surveys
- Receiving updates on the process
- Attending public open houses
- Chatting with a planner at a community event
- Participating in a design workshop with other community members, staff and consultants
- Other

(151 responses, 0 skipped)

**Q5** | **How would you like to get involved in the OCP Review?**

Town Hall meeting with OCP and Building Heights and density as the topics

I would like to see the planners look at other successful countries who build communities

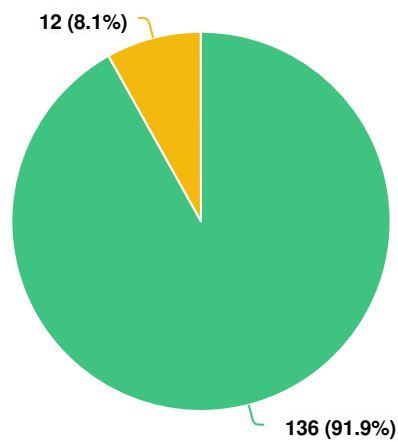
accept written submission and include the same as appendix to any report to council

online opinion forum

All of the above

**Optional question** (5 responses, 146 skipped)

**Q6** | If the City held a public open house on the OCP Review, would you attend if available?



**Question options**

● Yes ● No

*Optional question (148 responses, 3 skipped)*



**Q7** | Is there a reason you would not attend a public open house?

Just difficult to go and find these events very slow

We already have an official community plan, and I participated in that process

Limited time

Schedule conflict

I use my time wisely.

Don't know for sure. There should be a "Maybe" option on this question.

Health

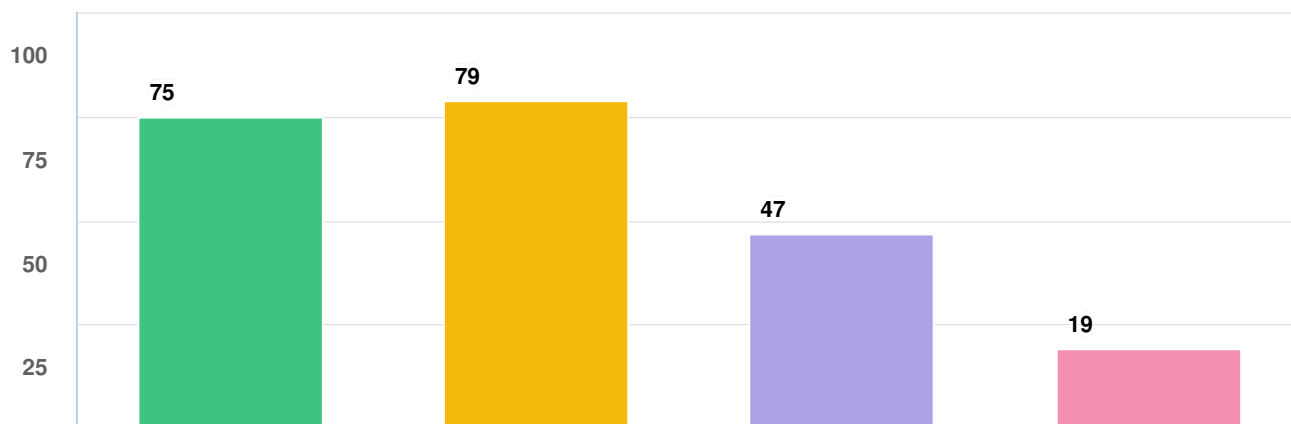
I rather provide feedback online

Child care

Prefer surveys

**Optional question** (10 responses, 141 skipped)

**Q8** If the City held a public open house on the OCP Review, when would it be most convenient for you?

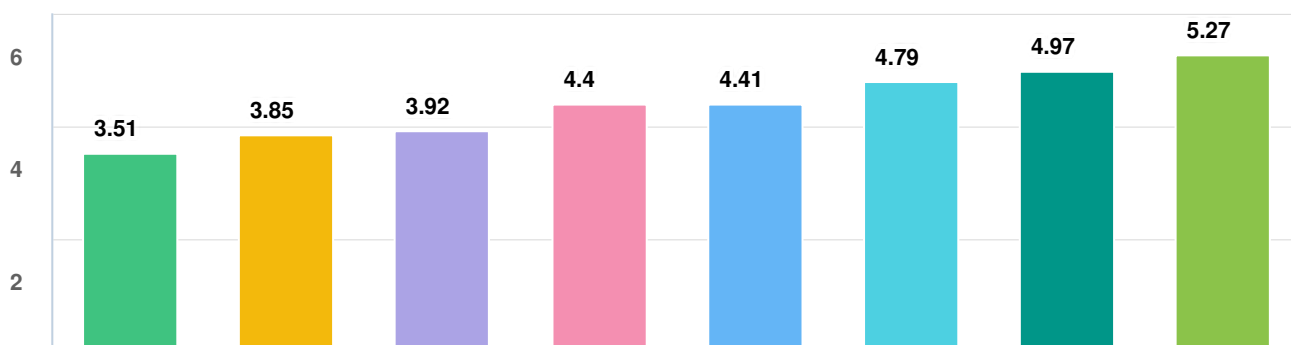


**Question options**

- Weekday (Monday - Friday) Daytime
- Weekday (Monday - Friday) Evening
- Weekend (Saturday - Sunday) Daytime
- Weekend (Saturday - Sunday) Evening

Optional question (148 responses, 3 skipped)

**Q9** Of all the topics included in the review of the OCP, what is most important to you? Please rank from 1 (most important) to ...



**Question options**

- Reviewing Town Centre (Height, Density and Public Space / Green spaces)
- Reviewing Building Heights outside of the Town Centre
- Enhancing the Waterfront (Waterfront Enhancement Strategy)
- Expanding Peace Arch Hospital
- Greening the City (on new green space and tree planting)
- Strengthening Transit
- Monitoring OCP Goals to Measure Success and Track Implementation
- Improving Housing Affordability

**Q10 | What is your favourite part of the waterfront and Marine Drive businesses? (e.g. walking the promenade and pier, eating at a restaurant, shopping, playing on the beach, etc.)**

We love taking our kids to the beach to play. Love the safety of the area so kids have some freedom. Also love being able to grab a coffee on the go.

Cycling Marine Drive and walking on the beach at low tide. Would like to see cycling allowed on the promenade during the off season since dogs are being allowed.

I do not want to see any building heights any higher than 3 storeys. I do not want to see people lose their views of the waterfront.

Playing at the beach

Walking the promenade and pier. Dining at restaurants. Playing at the beach.

walking the promenade

Hanging out on the beach.

Promenade, pier, restaurants

Walking the promenade and pier

Walking and looking out at the views in a peaceful atmosphere.

Promenade, restaurants, beach

Using the dock for Nexus customs check in

Beach and restaurants

View

Walking the promenade, paddle boarding, swimming, walking on the beach, fish and chips, going for coffee, building sandcastles with our grandchildren

walking and having a meal on Marine Drive

Promenade and pier.

Picnic on the beach and then walking the promenade

Walking the promenade whn I can takmy dog. Stopping for coffee or lunch.

Restaurants and walking the promenade.

The promenade (hope you do not let dogs on all year round)

Walking the promenade and pier

walking the promenade and pier,

Waterfront, sitting and painting flora and fauna, taking photo's, walking and chilling out, eating with friends or by myself

Walking

Walking the promenade and pier, eating at a restaurant and playing in the sand

walking the dog free promenade

Eating at restaurants

Walking the promenade

Eating at restaurants and walking the promenade and pier.

enjoying a dog free promenade

walking the beach promenade, visiting restaurants, shops if there were some there, sitting on the beach, quaintness and funkyness of the buildings that are there now. A very nice ambiance that needs improvement.  
Local shops, and we NEED MORE SUPPORT for them.

Walking the beach and promenade

walking promenade & pier, eating at East Beach restaurants

Walking the pier

Promenade and beach

The food

The water

looking at the water and walking the strip

walking on the promenade & pier before or after grabbing a bite or drink from coffee shop or restaurant, or visiting some of the shops

walking the promenade & pier and eating in the restaurants. I would like to see a pier restaurant built and the promenade extended further west.

Walking along the beach when the tide is out. Walking the promenade. Enjoying buskers (when they are given approval), seeing the families, all abilities, languages and cultures enjoying this one amenity. Please fix the White Rock Pier as it is a main attraction in the city.

Beach and shoreline

Promenade, pier and rights of way from Marine Drive to upper White Rock

taking dogs to beach

Walking the promenade with no dogs allowed.

Promenade, pier, beach, restaurants

Walking the DOG FREE promenade.

We love to walk the promenade and the pier and, occasionally, eat at a restaurant.



Walking the promenade and pier

Walking promenade and beach, eating

The ocean views

shoopping

Playing on the beach

Walking the promenade and pier

Walking the promenade and pier

All three mentioned above. So excited to be able to have dog join us on promenade on off season.

Pedestrian friendly, diversity of food choice, shoppingpedestrian friendly

The restaurants are a favourite, the pier is awesome and the promenade is wonderful. We have a small dog and are looking forward to walking on the promenade.

walking safely at the promenade and pier,no dogs no sleeping transients

Pier and restaurants

Walking in the morning is wonderful and free parking until 10. Also we love going down for Happy hour at the restaurants that have a nice patio

i regularly walk the promenade (and pier when available) and enjoy the beachfront restaurants.

Good restaurants, walking pier, green space

Walking on the tidal flats, eating at restaurants (for family style, not super expensive), getting ice cream, walking the pier

I enjoy walking all along the beach, or the promenade, preferably on a weekday. Dining in any of the restaurants is a pleasure.

Listening to music at one of the local establishments

Love to walk the promenade, grab lunch, coffee or ice cream. Sitting on a bench and enjoying the sea air.

All of the above! but I'd say mostly walking the promenade & pier, since eating at restaurants is pricey and so many have closed there aren't a lot of options. Just being on the beach & breathing the sea air is #1.

Walking, pier, restaurants

Eating at a restaurant, then getting ice cream and walking along the promenade

walking the promenade and pier

We enjoy the promenade - less so when there are so many dogs - even when they are theoretically not allowed. We fail to understand how a waterpark was put on the most strategic location of the waterfront, when many people struggle to pay their water bills  
eating at restaurants, walking the promenade and pier

Walking the promenade and pier, taking grandkids to the beach.

Walking, restaurant

Walking

strolling the promenade, eating, watching the water and beach.

Walking the promenade

Walking and running the promenade and the business. Amendment to the OCP should consider mixed employment opportunities.

Walking along the promenade and pier, shopping and eating.

Walking the promenade

enjoying the promenade & bringing visitors here fo fish & chips

watching the activity, the people, seeing a diversity of buildings and businesses, access to the beach

Walking on the tidal flats

Walking the promenade and pier, playing on the beach, eating at a restaurant

Walking and eating

visiting east beach shops and restaurants, but mostly walking on east beach

Restaurant

Relaxing in East Beach

Walking promenade and beach

The beauty of the sea and the ambiance of the restaurants, pier and beach

Having a coastal setting ,I.e. Carmel U.S.

Walking promenade and pier, walking on the sand.

Walking on the prom & pier - we'll be so glad when it's back to normal again.  
Eating at the restaurants.

I've walked the promenade dailyh for 25 years

I like walking on the promenade and maybe having a meal, or coffee, or drink  
after

The Pier and the restaurants

Walking promenade, restaurant

Walking on sand during low tide, walk along promenade and pier

Promenade, pier, no dogs on the beach ever, safety of beach for kids and  
sea life

I enjoy walking the promenade and enjoying the mix of old and new  
buildings. I don't eat at the restaurants, but enjoy the fact that they are busy

and lively. It is pleasant to see people playing on the beach, but as I have dogs I don't visit the beach.

Walking on seashore

Walking on the promenade.

Walking on the promenade and pier, playing on the beach, eating, shopping

Walking the promenade and the pier... perhaps sitting for a while to enjoy the ocean breezes and views

walking the promenade and pier, eating at a restaurant

Promenade and beach

We are frequently on Marine Dr and the Promenade. We eat out often and enjoy the various restaurants. We like to walk.

views of the water to the south, low-rise buildings to the north don't obstruct hillside

All of the above except shopping. My wife shops at a bathing suit store, but there aren't many shops down there. I don't shop unless I need something and I seldom need anything. Eat, drink, play! Don't by crap.

I am looking forward to a walk on the promenade with my dog.

Eating in restaurants

Accessing the beach.

The promenade and the beach....and then the shopping and dining.

walking and eating

Pier and playing on the beach

I enjoy walks down there, going for a coffee or a meal. I would like to be able to terming my leashed dog with me. I now drive to Crescent beach in Surrey to do that!

Beach and Pier

Walking the Waterfront and eating at a restaurant.

It was the pier

I love to walk the promenade through out the year. I also like to browse the shops, unfortunately there are not many left.

Beach time

Beach & Pier

Promenade

Our favorite part of the waterfront is the beach. We also occasionally eat out or shop at the small book stores.

Walking along the ocean

Promenade, restaurants, beach, pier, pubs

We like walking to and from the beach on a variety of natural trails and paths. We enjoy taking in the natural beauty walking and cycling along the full length of the waterfront. We enjoy walking the loop to Coldicutt Park. We support nicer restaurants.

Memorial Park

Walking the pier and promenade. Patio dining.

walking on the Promenade ( No longer go there since dogs are now allowed)

walking the promenade and pier , and eating out at a restaurant.

Walking the promenade and pier.

there is nothing else quite like it - it's unique, authentic, quirky, never boring but natural

walking the promenade



Walking the promenade and pier, eating in restaurants

Walking the Promenade

I love walking the promenade and the pier. Being close to the ocean is wonderful. People seem to be at their best when they are just out for a walk. I very much appreciate the absence of smoking, bikes and dogs. I enjoy being able to buy a parking sticker  
Walking the promenade and pier

walking on the promenade and Marine Dr. sidewalk

the promenade and pier

east beach was the best before all the sludge appeared with the planting of eel grass. it is now too dangerous for me to walk by the shore line slipping numerous times. used to but the quality has diminished a lot  
I walk the promenade and pier almost daily and frequent the restaurants and shops as well. No increased building height is welcome in this area at all!

Walking the promenade & pier, the beach, eating & bringing visitors there. Would shop there if there were better options. Would get rid of the tattoo parlours, & hokey little stores.  
Being able to walk the promenade and pier plus we have about five restaurants we frequent.

Restaurants, beauty, water, green space

Walking the Promenade and Pier.

eating at a restaurant, paddleboarding, playing with dog in water

(151 responses, 0 skipped)

**Q11 | What is the one thing you would change about Marine Drive that would make you go there more often to eat, shop, play and do business?**

small playground or more family friendly restaurants

More free entertainment, small musical or theatrical events or themed happenings.

Stop development on the BNSF lands

One day month, no cars. Less traffic !

Inspect the restaurants for cleanliness and make them conform on close.

new buildings would encourage name brand restaurants to move down to the strip (Cactus Club, Earls etc)

I live on Marine Drive, so I'm there every day. If I could change one thing, it would be the cost of food/beverages at restaurants.

Needs a facelift, buildings look old and some decrepit. Empty buildings need to be rented out or pop-ups put in to fill the spaces.

Change the name of Memorial Park to something that more effectively represents the vibrancy and fun associated with a beach based park. Reduce the train impact, reduce the parking and make all parts of the Whiter Rock pier accessible to everyone.

Make it more people, pedestrian friendly, e.g. wider sidewalks, less parking along the water, and less traffic

No parking charge. It's Waaaay too expensive and is a major deterrent for me

More policing of loud vehicles and reckless driving

It's great as it is evolving.

Incentivize property owners to improve their facades. It looks dirty and weathered.

It needs to be more beautiful, to look and have the feel of Fort Langley or Steveston. It needs more diversity of stores. The 10 year plan, about seven years ago, was to eliminate the power poles. This would help in the beautification.

- make Marine Drive pet friendly -

Add a funicular from City Hall down Fir Street to Marine Drive

Make it more attractive. It looks rundown and dying

Dogs allowed on the Promenade year round.

More shopping, I guess. I think there are enough restaurants, but I never go to the beach for shopping. Maybe some incentives to fill the plethora of empty buildings with retail?

Improve sidewalks ( create a village walk atmosphere) some spots already look good with hanging baskets benches try and make the whole area cohesive

more accessibility either by a trolley or some type of shuttle so I can park at one end

free parking for residents,

Not to allow business to be bought and never opened, to sit idle or to make rent so expensive that business cannot operate, City not to charge artists a fee to sell at the beach

Traffic free

More parking

better access by transit

More free parking for seniors

More variety in the types of businesses

When walking the west beach commercial strip it feels scruffy due to all the vacant businesses (some of which have been vacant for over 10 years).

Besides being vacant most are in disrepair - old, crappy, and ugly. In my view these are very bad neighbours,

Make it a pedestrian zone only.

Different shops besides restaurants, allow a vendor to rent beach umbrellas, have owners update some of the restaurants with a coat of paint, flowers, new

awnings or outdoor furniture. Keep the beach area quaint, but if developed, low rise only

More shops that reflect a seaside sensibility,

make use of the empty storefronts

Remove traffic on Marine Drive between Johnson Rd and Vidal Street on Sat. & Sun. 9am-9pm allowing more street cafes, pedestrian activities and less traffic interaction with pedestrians, and less noise. Ban & ticket loud motorcycles and cars.

More businesses.

Ensure empty business places are leased and all store fronts tidied up and cared for.

Better restaurants

Eat

more things to do

enforce the signage bylaw - make all business owners keep their awnings/store fronts clean and in excellent repair

I go there very often as is, but I would suggest that the buildings (storefronts, restaurants, patios) always be kept clean and painted and flower boxes. The city should continue to put up window prints and outside furniture if their vacant.

I want to see more attention paid to the park maintenance aspects i.e the grass, trees, litter, washroom cleanliness, beautifying features such as flowers, lights and benches

Provide more parking spaces.

More opportunities for activities along the waterfront

Fully leased premises

improve food quality and value

Make the road car less during the summer months

funicular!

Get rid of the trains by relocating them. There is no future for Marine Drive and its businesses until we have full control of the waterfront.

Some type of parking incentive ie: a restaurant that validates parking whilst eating

Less cars, more sidewalk for entertainment, displays, restaurant patio seating

Rejuvenate buildings! Clean up litter. Marine Dr. is s mess!

More different crestuarants would be nice

I want more newer buildings some of them are a eye soar

Eating and icecream

parking especially handicap

More green space, less concrete

A variety of good food, established shops like the bathing suit store. Sidewalk along all of both sides.

Pedestrian friendly, quaintness, not new buildings, maintain the history,

Parking, parking parkin

widen walkways ,safe crosswalks with flashing lights

More restaurant

Unique businessws ( not tattoos or Chinese restaurants

Train noise and traffic. ie. during one recent meal , three trains loaded with coal and other products went by.

More fun restaurants (pubs)



Nothing, i go fairly regularly. I love the new park and parkade -- think they were great additions

There is too much concrete around where grass used to be planted. It looks far too sterile, so planting clover instead of grass and planting more trees would help.

Better restaurants

I have WR parking pass, but I know many many people who don't live in WR who say they will not come to eat in our lovely restaurants or visit our beach because they refuse to pay all that money for parking, especially if they just want to go for food

I have the parking sticker so that's not a problem. There aren't many shops open these days (high rents? cost of parking? makes them close). More diversity would be nice 'cause once you've been there a few times, there's nothing new to see.

More artsy/seasides has like La Connor

Less cars, more variety of businesses

make it more accessible without having to use a car to get there

The area lacks cohesion - many stores need revitalising - tattoo stores next to restaurants, the buildings appear run down and unappealing.

eliminate traffic on Marine Drive, widen sidewalks, get rid of trains and tracks and do more plantings

Accessibility, parking, consistent quality of restaurants

Improve parking

Clean up the side walks...no dogs

complete the construction and support the businesses to be individualistic and a bit funky; support small shops, not just restaurants.

More and larger restaurant patios.

Better entertainment, that is things to do. Not just eat and drink. Also having more commercial and employment will improve viability of businesses in the off season

More free parking!

Have more variety in stores. Pay parking is a problem for many people. We have the yearly sticker which again has become far too expensive.

replant the trees that were demolished several years ago

more seating along the promenade

More varied restaurants on East Beach (not all fish and chips)

less construction

Wider patio, good mix of buildings..no high rises

Lessen the vehicle traffic. Too much noise and exhaust to enjoy it on busy days. West beach is a disaster on a warm spring and summer day. Too crowded with narrow sidewalks and too polluted on busy days.

More restaurants

Create an environment where businesses will stay on the strip. Currently every business i used to frequent has had to move in order to stay in business (Tea Shop, Saje, Book Store, many a restaurant)

Cheaper parking, more diverse restaurants

cheaper parking rates

Improve the drainage to avoid flooding , clean up the rats

Deal with loud vehicle noise, modified exhaust cars and motorcycles revving and cracking

It looks pretty bad and worn down. A lot of the buildings either need facelifts or knocking down and rebuilding.

Eating establishments that have adequate customer service and a half decent product

I would close it to motor vehicles and have a frequent shuttle bus moving people in and out. This frees up space for businesses to have patios, etc. and will solve the parking problems.

Parking needs to be more affordable and conducive to businesses staying open.

Develop a theme (ocean or railroad) as in Ft. Langley

More attractive businesses. East beach has turned all non shopping - whats left is trashy. West Beach too many restaurants and stores are trashy. Nothing there one would want to buy.

more fun and interesting shopping for guests when they visit--more of a marine theme in signage and also showcasing First Nations history

A varied mix of businesses with pavement cafes and possibly the implementation of a one-way system for traffic with more sidewalk space created.

Accessibility and. Revitalize after storm damage. Finish the work on east beach

Cost of parking.

not sure

Restaurant owner attitudes! They seem to think they should be busy just because of location. NO! They need to offer GOOD food and GREAT value e.g. Sawbucks pub or Three Dogs Brewing. Creative menus and coupons/offers for local residents would help too  
better stores for shopping ladies clothing, high quality art stores, local artisan products

Having more special events and concerts

The City should compel the landlords to get businesses in the empty units. Are the taxes too high? Could the City rebate businesses to help them out from under the overheads?? And what's with the wires and poles in the middle of the sidewalks?  
unifying theme with building facades - new, but made to look like old village

Such a good picture! Do we want to be a city by the sea or concrete?  
Maintaining attractive buildings, like this blue one, that reflect and build, if you will, on the character of a beach town will help businesses thrive. Dogs on the promenade are great!  
Work with the businesses.

More decent restaurants. Improving affordability so that good restaurants can move in and survive 12 months a year

Make the beach accessible for people with mobility issues.

The cost of parking is what keeps people going to South Surrey rather than the Beach....Especially now the parkade is open, there is space. Of course the fact East Beach has been almost impossible to find parking....that has prevented me from attending.  
nothing to add

Redevelopment revitalize

Add a more diverse range of services and activities

Redevelop Marine Drive building to have a cool west coast beach town theme instead of a mish-mash of old run down buildings, some ultra-modern, some retro and everything else.  
Parking Availability and improved public transportation especially during special events

Less construction

More retail gift shops.

Having actual shops. Not just tourist shops and restaurants..can only eat so many Gelatos

Wider Sidewalks on the commerical side

Free parking

I'm not sure. I don't care for crowds and often avoid this area at busy times.

Bike racks so I don't have to park a car

Live music, longer promenade, more activities like on long weekends,

Marine Drive needs a substantial overhaul in terms of cleanliness, power poles, incredibly tacky restaurant decks. The beach needs a theme and less mix and match of sidewalks, paving, curbs and fences. I hope artists can paint the yellow seawall curbs  
Restaurant on the pier

Later business hours.

More parks, less concrete, no dogs allowed on Promenade.

Parking would be easier to access.

To many vacant storefronts. Work with landlords to attract small businesses.

more businesses, free winter parking

bylaw enforcement for dogs and not allowing business vehicles to use public parking. for example, surf boarding schools

Parking improvements

I'd arrange for transit between Marine Drive & Semiahmoo Shopping Centre (for parking) with stops along Johnston St

I have a parking sticker, and that would be an issue had I not. Restaurant s are varied and good. Shops are geared to tourists, and I'm not.

modernize the buildings and restuarants

Better quality restaurants. The ones we have tried did not have very good food.

more entertainment options (eg. string quartet; symphony; street buskers)

railway gone, possible 1 way for road to enable cyclists, skateboarders and pedestrians their own lane (rail removal would alter this opinion). allow for more beach activities similar to rental of boards and kites currently at east beach.

Lately the construction has been the biggest burden. Parking should be free in the winter to encourage business.

Would get rid of the tatoo parlours, and chinese tea places. they are very specialized.

It would be really nice to get rid of the cars but barring that just getting rid of the telephone poles, cleaning up the weeds and sidewalks, widening the sidewalk and not allowing the empty businesses to look so tacky.

Better design and hewer buildings

More space by relocating the railway line and plan upscale buildings and



restaurants.

Try to find a happy medium where both locals and tourists will want to go

(151 responses, 0 skipped)

**Q12 | What is your favourite green space in the City? (e.g. Centennial/Ruth Johnson Park, Bryant Park, Coldicutt Ravine, Hodgson Park, etc.)**

Our favourite is Centennial for the playground and treed area. Bryant Park is our most used park because of proximity to our place.

Coldicutt Ravine

Coldicutt Ravine

Rj Allan Hogg's park.

Centennial Park

Centennial/Ruth Johnson Park - love walking down to beach from there (gondola would be a great tourist attraction)

Ruth Johnston and Memorial Park

Centennial and Duprez Ravine

White Rock Promenade and Pier

Along waterfront, but it should be "greener"

Don't know

Ruth Johnson

Bayview Park

The new park space at the waterfront by the pier. thank you to the previous council for vision and determination to get it done.

Centennial Park

Centennial

Promenade area

Centennial park

Centennial/Ruth Johnson Park.

The only park I ever go to is Emerson because it is walking distance.

Centennial park

Centennial Park and Colidcutt Ravine

Bay Street Park, Ruth Johnson Park

The Beach, Centennial Park FYI there is no flat space for seniors or people to walk

They are all green

Centennial Park

do not have a favourite - we do not have enough green space

The promenade

Coldicutt ravine

The ravines.

Centennial Park

Hodgson Park

Ruth Johnston/Ravine

Coldicutt Ravine

Davey Park because it is relaxing area within the built-up city

Coldicutt Ravine

Road ends parks although they are often neglected. They are a White Rock treasure

Centennial

Centennial

hodgson park

Dr Hogg park

Ruth Johnson park and Generations playground

the ravines and walkways going from the beach to the town centre. However, the maintenance standards are disgusting and unkempt making for unsafe areas, loitering and drug dealing.

Centennial Park is nice.

Bryant Park

Each of the rights of way which connect the waterfront to upper White Rock

centennial

Centennial park, Coldicutt Ravine,all the road end right of ways.

Emerson park

Hogg Rotary Park - a little known green treasure in the city.

Ruth Johnson Park

Don't really have one.

Nothing specific

Coldicutt ravine

centennial park

Bryant park

all green space is important

It used to be the promenade until it became a concrete jungle

The beach of course and Ruth Johnson Park

I need. To visit these parks.

Coldicutt Ravie

bryant park

Centennial park

I don't go to the parks, but have enjoyed centennial walk through the woods to the beach

Centennial/Ruth Johnson Park

Memorial park

centenniel

My favourite green space s are the community gardens in Centennial Park.

Coldicutt Ravine, the former hump (before it was clear cut)

Centennial park

Centennial/Ruth Johnson Park

Coldicutt ravine

Coldicutt Steps

Coldicutt Ravine

Ravine coming down from Centennial/Ruth Johnson Park.

Centennial Park and Eva Bene Butterfly Garden

Centennial/ Ruth Johnson Park

Hodgson park.

Just walking from home to shopping and walking to beach

Hodgson Park

Promenade

Coldicutt Ravine

The Beach area

Centennial/Ruth Johnson Park

Centennial

Hodgson Park but Bryant Park has tremendous potential to be a link between residents and uptown. Understandably during construction Bryant Park is laying dormant right now.

Ruth Johnson Park Ravine



Bryant Park

Coldicutt Ravine

Centennial Park particularly the dog park, treed area around dog park and the ravine.

Centennial

It used to be little ones in and around east beach and central white rock neighbourhoods, but now a lot of them look terrible so hard to say. These need to be restored.

Mccaud, Hogg, Bryant, right in the city within walking distance. More like these in city center.

Davie Park

Centennial/Ruth Johnson park

Centennial Park Ravine (whichever it is that connects to Duprez)

Centennial

None

the ravine behind Centennial park

The Beach.

Centennial

Ravine - as its the only space that can be called green. We need to plant more trees not keep cutting them down.

Bryant Park.....keep up the good work and add even more.....

Centennail Park and Coldicutt Ravine.

Hogg park

Coldicutt Ravine

Centennial Park

Lane between condos on 1200 block between Merklin & Fir

all green spaces are great

Centennial park is nice with the new playground improvements

We love Centennial/Ruth Johnson. Please do not "improve it", leave it natural but just keep the trails maintained and safe for walkers.

Centennial Park

We have so very little green space, thin strips mostly except for some tiny manicured squares like below. I go to the Urban Forest, but White Rock has little space. I used to like Bryant Park but it is literally "overshadowed" by the new Bosa towers.

I used to be Bryant Park, but now there is the Bosa highrises. Worried if trees will survive.

the beach

Centennial

Centennial and that whole area is excellent. We need more park space. and larger trees.

Centennial and the Ravine

Centennial Park

Centennial park

The green spaces going down the hill to beach

No preference

None listed

I love to walk to Dr. Hogg park. Located on Buena vista ave.

Ruth Johnson

Centennial Park & the Ravines

Centennial

Centennial park and Barge park

Centennial Park

Centennial arena area

Centennial and Coldicutt are my faves. We are excited about the greenway project and wish it could go faster. Hope you can acquire more property to make this even better. The greenway should go all the way to the hospital so encourage planning now

Memorial Park

No favourite.

Centennial

Bryant Park

Centennial Park

Ravine

centennial/ruth johnson

No preference

Coldicutt Ravine & the steps down to Marine Drive

The ocean

the beach

the ravine that runs from the waterfront up to 16th. [Centennial Park?], Bryant Park

bryant park

right of ways (hillside walkways), centennial park, rotary park, EAST BEACH

All of the current green spaces are welcome. The problem is too much density. Too many high rises and not enough green space.

the green space by the waterfront and all green spaces around town centre

Centennial and Coldicutt Ravine

Centennial

Hodgson Park so far.

Coldicutt Ravine

(151 responses, 0 skipped)

**Q13 | How would you like the City to increase our connection and access to nature? (e.g. planting more trees beside sidewalks, creating new public green spaces in our Town Centre and areas where new buildings are constructed, etc.)**

The more the better. A big area in town centre would be awesome.

In general preserve trees when major/minor projects are being built. No more clear cutting whenever a new home or major development is approved. Plant more trees. such as at Memorial Park and along the promenade. Revitalize the Hump as promise and plant more  
Bring back out beautiful Cherry Trees along Johnson Road

Create more public green space in uptown. Connect uptown with beach, more walking or vanicular.

Creating new Off-Leash dog park that is maintained and is a a model of dog parks in North America.

we need to give residents something to do in these spaces ex. Kent St park there is nothing there put in some swings or picnic tables

More trees

This picture is beautiful. You need that done all over the city. Uptown looking very sterile right now.

Connecting all the Park Areas with designated cycling/walking trails - preferably off the main roads. Publishing a walking trail map and making a land trail connection between East Beach and the First Nation parking lot at Washington Avenue Grill.

Increase number of small parks especially in high development areas such as the town centre. And as much tree canopy as possible along major streets such as Marine Dr and Johnston Rd.

New public green space

Yes

Build master planned live/work communities with integrated green spaces

The city is the size of a postage stamp. Quit trying to think you live in an urban Forest.

Improve access to the beach.

improve our rec centre

Not much room for any of that

More trees and benches to sit and enjoy.

All of the above.

I am never going to drive to a park in White Rock, so they need to be walking distance. If parks were connected somehow, that would encourage more hiking, etc. Partnering with Semiahmoo First Nations to make their spaces available would be good too.

Definitely improve sidewalks plant trees increase walkways in green spaces to encourage walk rather than drive

Creating new public green spaces in town centre where new buildings will be constructed

Planting trees beside sidewalk is NOT a good idea. Roots grow and push up sidewalks, trees are in the way of pedestrians.

More green spaces, less development, flat space where seniors to walk in greenery, there is none, I have to use Crescent Park in Surrey or the Park is so small you can't take a walk

Do not increase

Creating new public green spaces in our Town Centre and areas where new buildings are constructed

developing the street allowances into gardens and parks, protecting the wildlife management area on the beach

More tree planting

More green spaces

Green spaces in Town Centre are extremely important - they make you want to go there and improve the city's ambience.

Improve public awareness and education about our existing natural assets such as the Semiahmoo foreshore.

More trees, flower baskets, trees on the road islands and many more new



trees in new construction. Trees though should not impede views.

All of the above, as well as greening roofs.

Add to the public green spaces uptown

The wider, more open Johnston Rd is wonderful. it just needs more green space and plantings from North Bluff to Thrift.

More trees. Replant cherry blossom trees along Johnston rd. Was so beautiful.

Create more green spaces in the town centre and STOP allowing development where lot coverage is almost totally concrete, eg towers with assive podiums Demand more creative, environment and people friendly development. Set higher standards for creative gro

Trails

New public green space in town center

more green space in town center

new public green spaces in Town Centre/around new construction as well as having new trees planted on properties where new house construction has removed older trees

I like the plan for the new public square at Russell & Johnson. This will be a great addition to the Town centre.

Do not create any new spaces until you maintain and service what we already have!!!! You can easily create a better connection to nature by maintaining the unique hillside parks that White Rock is fortunate to have.

They are embarrassing to our community.

Incorporate green spaces with new development.

Yes, for sure

Increase the standard of maintenance for the rights of way. Develop and implement plans for each.

I hope there will be a path from uptown to centennial south of north bluff

Be sensitive to sight lines, especially by the ocean. Tall ornamental grass does not work.

## New and more green spaces

The higher/denser the buildings, the more greenspace around them is required. More trees and more benches (with backs, not those stupid backless benches on Johnston) will allow the residents to enjoy these public spaces.

More park benches for seniors, but must be facing south.

More trees along sidewalks , public green spaces in our Town Centres with comfortable seating to reflect and watch the world go by .

Prune existing trees on city property

Yes more trails

more benches i have a hard time walking and need more benches

New public green spaces in town center

yes

Creating more green spaces within the city e.g. Russell and Johnston (now a car park)

The more green walkways the better. This means space beside buildings. Like Hodgson Park idea.

If possible, it would be wonderful to have trees planted that would equal the buildings' carbon footprint.

More green would be totally welcome

greening is nice but...regular trimming of bushes and trees ,to remove hiding and sleeping places,for our safety.

Plant more trees

More public green spaces between buildings

Keeping the trees to a reasonable height. There are too many Tall evergreens that block views and light.

More green spaces would be great

because of climate change with have a ethical imperative to figure out how to make our buildings and lifestyles more green and ecofriendly -- paying attention to this is essential

All new construction should include green spaces and trees. More community gardens would be welcome.

Maintaining and enhancing our existing parks and walkways

Creating green spaces & benches in town centre and where all the high rises are

More public green spaces, less concrete. More trees, bushes that change to beautiful colours in the fall, flowers in the spring. Benches in the green spaces.

New public accessible green spaces

More green space in the town centre so shoppers/residents have a great place to relax and the trees can purify the air

creating new public green spaces in the Town Cente

Focus on offsetting buildings so low rise next to a wide walkway with higher density off set to give allusion of space in the centre.

might be too late now but just adding more trees and open spaces

Planting more trees and creating new green spaces around new developments

More trees in the sidewalk.

Trees..love the flowers

all of the above

More green area

Pay more attention to the human scale design aspects of developments. Particularly social spaces for residents to form connections

More parks and public green spaces in the Town Centre.

Do more planting & MAINTAIN THE GREEN GARDEN AREAS.  
PRESENTLY ALONG JOHNSTON & STAYTE STREETS IT OVERALL IS  
PATHETIC.

new public green spaces in town center

Pocket green spaces at a people level. Maintaining access to sea views is  
important.

Seriously? It can't be blank? Maybe I don't have an opinion on this one.

Improve landscaping and seasonal planting. Shabby and bland!

Create green areas in new buildings

Maintain and improve existing walkways on hillside by planting trees and  
shrubs.

More sidewalks

Preserve old large trees as much as possible. Even on private property,  
losing our old trees destroy the character of the city and it's happening at an  
alarming rate. The removal of the Johnston road trees was tragic and that  
street will never be the same

Public green spaces in center and around new buildings to possibly get from  
one place to another through green spaces rather than streets.

Trees are great, but please don't plant trees to block views

New green space with new building

Clean up existng parks, boulevards, road ends and celebrate them before  
adding new. City isn't maintaining what we already have. Make clear walking  
routes throughout the City, add to sidewalk network for improved safety.

Really like the idea of more green spaces for the public, as we get more and  
more tall buildings. The developers should include welcoming, green public  
spaces in their plans

Stop spending so much \$\$\$ on Park Signage - this could have been done  
considerably cheaper

planting vegetation, not necessarily trees, along sidewalks and buildings.  
Trees have roots that can be very destructive.

Integrate natural elements into design of new developments

More public space

More trees, community garden in the City Centre or on City owned green spaces next to walkways going to the beach

Yes, creating more green spaces in all the above. More community gardens

To create more gree spaces in the city centre area that are public access and working on the lower end of Johnston street to bring it into harmony wiht the newly developed upper end.

Less cement. Plant and water trees

Return the trees, make significant green spaces mandatory with development.

Creating new spaces in town centre--but keep building heights very low

Both examples above are valid... the more the better. Also use connecting green sections between parks, e.g. connecting to the Semiahmoo trail

trees and flowers are great

Having food trucks along Johnson st would be a fun idea

I think the City is doing an excellent job incorporating GS into the design around new buildings and keeping the existing GS up and looking good. (Except the Hump--we are losing the best views in the Lower Mainland--weeds/brambles/scrub brush!!

limit home and building sizes - we've lost too much green space to "monster homes" and high rises

All of the above, of course, but quit building towers. Buildings can fit into nature or stand apart from it. And don't manicure every inch of green space. That's controlling nature, not connecting with it.

plant more big leafed trees, create more green spaces and parks

New green spaces in town centre and in/around five corners that are multi-user

All of the above!

We need more trees that are not just ornamental. The loss of trees in the past 2 years was so upsetting.

nothing to add

Plant trees

Utilize our road ends

Let trees mature. It seems like City crews tear out trees every 3 or 4 years.

No need to increase

More downtown

Yes, there needs to be mor green space.

Yes public green space and more walkable places

Continue to repair the sidewalks on Johnson Russell South. Enforce a new decibel bylaw to stop excessively noisy vehicles in the community. Monitor the progress of the contracted RCMP to patrol the streets at night versus a statuc reactive role

Yes

More green spaces with benches in the town center would be nice-be sure to include some trees.

ensuring maintenance is performed in existing parks

Maintain the city owned walkways that ascend from the waterfront to uptown. Most are overgrown and in poor condition. The walk away north of Cypress and Victoria once had a Children's play apparatus. Set on fire 4 years ago, removed and nothing since.

Connecting green spaces is the best idea for our small community. The trails, paths and parks should be connected as much as possible. Walking city is a great theme for us

Green the new park at Russell/Johnston

No increase needed.

More trees less concrete



Planting more trees in the town centre beside sidewalks, increasing public green spaces

All of the above.

improve / promote trails to waterfront

nothing

Planting more trees beside sidewalks

Plant more trees along Johnson St, keep on maintaining the walking paths throughout the City & down to Marine Drive

The city is doing well at this. it is a fact that tall buildings block the sun and that green things don't grow when covered with concrete

Connect uptown areas to beach area to allow all residents to use the waterside as their green space

All the above. Consider "greening" the buildings themselves with planted balconies.

more shade trees along sidewalks; preserving trees and natural habitats

What sidewalks? took 35+ years for Centre St south of Pacific. Require all new buildings to provide roof top and balcony green spaces. insure green space includes actual trees for shade. There should be greenspace all along trek down 152

There should be more trees planted beside sidewalks or wherever possible and also with any and all new construction. The trees that have been removed along Johnston road is a blight on our city  
bike trails, walking trails and green space around new buildings

Your Green way path is a great idea and should already be in the works from Oxford to Everall as planned. It would be great to have it continue all the way to the hospital. All the street ends to the beach should be trees instead of weeds. should

More trees

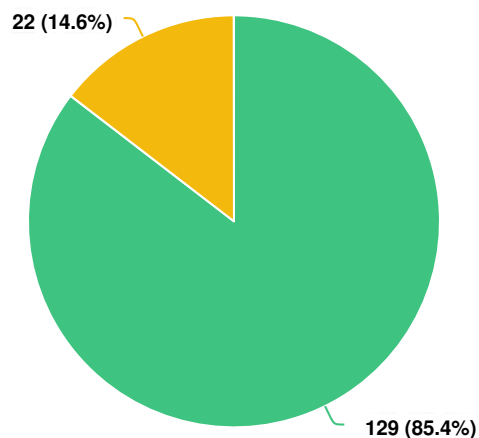
Increase our connection thru walkways to Marine drive and Surrey green trails

trees planted of a larger size and variety not twigs

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(151 responses, 0 skipped)

**Q14** Do you agree with the guiding principle for the Town Centre?



**Question options**

● Yes ● No

(151 responses, 0 skipped)

**Q15** | **Why not?**

The hights in the Town Center must come down to 8 to 6 storye

I agree with town square in the town centre but park no - lets improve the facility we have now. Maintain our rec centre and Centennial Park

I Would like to see less highrises that people can't afford and more like the Saltaire and the Royce

I don't see how it can be considered the economic center. I hardly ever go to town center. There are no store there that I shop at and instead I go to Granview Corners or the mall. I do go to Blue Frog Studios and the Theatre, and maybe a retaurant or two  
Building are too tall and impersonal

Need to focus on filling up the businesses on waterfront. To many empty buildings.

I think heights should be reduced in town center and increased in the transition areas

More density should be given to the transition areas instead of having highrises in the town center

Not enough green space and too many high rise residents. It has lost its character

Does not work towards giving a feeling of space with design of buildings, lacks forward planning.

Rather have restaurants and shopping

Because there is no mention of employment. A primary means of reducing car dependence is local jobs see City of Surrey C35 by-law. At 1/3rd of the town center should be commercial. The podium of towers ought to be commercial and active retail at ground

The town center will be a concrete nightmare. Too dense for the amount of traffic the city roads support. We may not have enough water to support such density. Planting a few trees won't fix the environment.

It needs to keep buuilding heights very low

White Rock has a theme 'City by the Sea', but instead after all the highrises get built, it will look like every other suburb in North America. The town centre should have looked more like Ft Langley, only bigger and more shops for

non-tourists.

The proposed and existing buildings are way to high - it looks so out of place for this area. 8-10 flors is more than enough

In the 20 years since I've moved back to the area, White rock has changed from a small town with a community feel to a downtown construction site.

Much of the good shopping has moved further out with nothing to replace it.

There are few compensations.

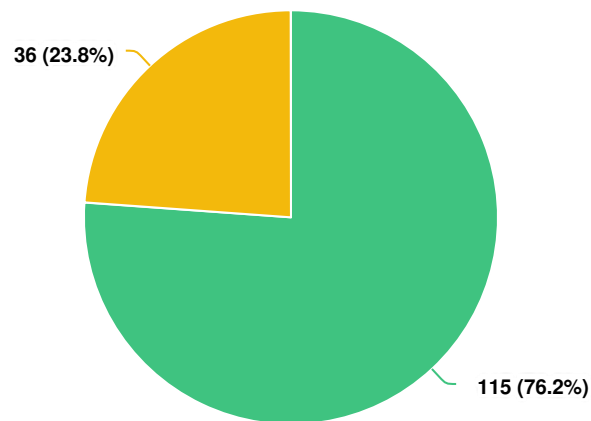
too much concrete not enough charm

the increased density is destroying the neighbourhoods in and adjacent to town centre

What view towers block what was left. Great place like Blue Frog has been compromised. We are not Whistler or Yale Town don't need another art gallery or boutique. Attention not paid to actual shopping for locals daily needs.

**Optional question** (20 responses, 131 skipped)

**Q16** Should creating new public greenspace be a priority in the future of the Town Centre?



**Question options**

● Yes ● No

(151 responses, 0 skipped)

**Q17 | What do you think makes for a great Town Centre? What would make you more likely to visit, live, shop, and relax in the Town Centre?**

We live on George Street on love the Town Centre because of walkability. Would like an increase of areas to relax and eat lunch mixed in with the shops of the Town Centre. Also we should encourage patio's for an increase on outside atmosphere.

More plazas with green space. A plaza surrounded by boutique shops , mini restaurants ,patios . Community meeting spaces,parks,childrens playground . Same as they do in Europe to encourage Community.

No Towers, nobody wants to come out to White Rock to sit amongst the towers.

Public spaces, less traffic, events.

A bylaw that taxes a shop owner for a shop that has been vacant for some time.

name brand stores and restaurants like Grandview Corners

Art, music, locally-owned shops.

Town Centre not welcoming right now. Has lost the seaside town vibe.

Concentration needs to be put on ground level with greenery, sidewalk cafes, pretty stores, think of La Connor or Ft Langley. You need a beautiful boutique hotel to keep visitors here

Underground parking that will help increase activity for local stores and businesses. A more vibrant and coordinated effort to draw residents of South Surrey to White Rock. Showcasing the cultural opportunities available in White Rock to draw more people

An area easy to park and enjoyable to walk, with a people-friendly feel, e.g. not feeling in a high-rise concrete jungle.

Easy parking, cool shops

Better parking, a grocery store

Pedestrian only village squares with retail front street animation.

get rid of all these one and two-story flat-roofed boring old wooden buildings that have been neglected. You have no room to grow out so you must go up.

Many of the existing building where the stores are located are unattractive

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and uninviting

create underground parking spaces or above ground spaces and keep streets for people to be able to walk , shop, and relax.

All construction is completed

Nice shops, cafe's, pedestrian friendly and green space

More greenspace. A grocery store.

They need an anchor store that will encourage people to go there. Whole foods or the Bay as examples: something not at Granv. People will come for the anchor and then visit the other shops to walk around. A good modern movie theatre would be another idea.

Yes a variety of quality interesting stores mixed with essential stores

We need some anchor tenant like Buy-Low where you could run in and get groceries and not do the huge stores. We also need some more buildings with restaurants in the bottom and coffee shops. Also more parking available up there.

We need a grocery store and a couple of banks/credit unions

A variety of eclectic stores not big business, no franchises or chain stores a park with trees and art by more than just one mural artist on the walls of buildings, vendors on the street, local and foreign large public art biennale style, no smoking

Pedestrian Mall

Shops

places for people to gather and rest; smooth, even, safe and wide walkways; access to parking; safe, accessible pedestrian crossings

Uber

More shops, walkability and easily accessed free parking (parkade?)

The number, look, and ambience of the shops is most important, otherwise what is the draw. Some like the "old" look but I think they just look rundown and unappealing- in bad need of paint.They should look funky and attractive no more highrise towers



More small shops. A grocery store in White Rock is desperately needed.

Some spaces for stopping and enjoying a seat. There are great ideas in other towns that we can borrow - use narrow, unused places for mini parks where buskers can work, people can sit with their drinks, play games on table tops, etc.

Open, wide sidewalks and place to sit and enjoy the scenery

Get rid of all old derelict one-two story tall strip mall buildings within one block of Johnston Rd. Without their removal the upper town will never be accepted as a modern inviting place. Start with the building on the north side of Russell Ave.

Parking. There is very little and what parking is available is being used by contractors for the new buildings being built.

Green space, lots of trees, walkways and gardens between buildings, patios, independent small business, public art, bike lanes, creative architecture, less concrete, limit lot coverage with new development

More restaurants

Shopping

more amenities

less of the travel agencies, nail bars/salons and a more diverse type of businesses like W4th ave or Commercial drive

has to be accessible for everyone. The wider sidewalks and benches that have been installed are great for young & old. A variety of businesses, which the new Bosa building will bring.

walkability, outdoor spaces for the businesses, slow traffic, places for people to mix and mingle, space for buskers and entertainment, beautification such as flowers, trees and plant materials, public art and opportunity for local artists and musicians

Coffee shops and restaurants as well as stores.

Renewed structures and infrastructure. Residential density with significant public spaces.

A greater critical mass of shops and restaurants combined with increased emphasis on walkability and street life

coffee shops, stores, cafes that increase foot traffic

A good selection of planters, shops and cafes with outdoor patios.

Need to redevelop the older buildings

Wide sidewalks, lots of benches (like in photo), convince building owners to renovate building fronts (subsidies?), entice new independent businesses to locate in White Rock.

A mixture of vibrant shops, restaurants, green space and adequate and affordable parking, with time limits. Plus a strict limit on noise pollution by such things as leaf blowers and power washers.

More character needed -extended overhangs and striped awnings. No more boring flat overhangs. Peaked overhangs bring character.

More shopping options other than thrift stores, a small grocery store

People

i like that bench and wish there were more

More shopping and entertainment would be very nice to have as I really like to frequent the area and spend alot of my day there not just in and out

parking

More small businesses and affordable shopping areas.

I like shops under housing.

Benches, walking

the new shops are great and we look forward to the Mirimar II completion

good lighting ,good level sidewalks,senior accessability should be factored in to future plans.more policing for the town centre area and town square.

Parks and businesses

More shops and restaurants

More diverse shopping, from boutique to grocery stores, street tables at restaurants.

Restaurants, pubs, live music, special events

great shops, restaurants, coffee shops and places to hang out

There is a good variety of stores and businesses around the Centre, and it is a walkable area. More trees to soften some of the hard lines of buildings helps and the sidewalks are now much wider, making it easier for wheelchairs etc.

Low to mid-rise buildings with a look and feel of the west coast (similar to the Royce and The building on the SE corner of Thrift and Johnston

Shops, benches, love the cafes & little brewery pubs like 3 dog, they add to the ambiance.

Bring back some of the old stores that got pushed out. Deal's World, a favourite for so many - I still miss it! Buy-Low - there isn't a supermarket in WR (Nature's Fare too specialized & pricey). WR now looks like every other town, it's lost ambiance.

More shops; easier parking; restaurants

A communal area such as a Town Square and better transit

interesting stores and improving on the tired, tacky looking store front facades

The area on the photo above is a good example of what we would like to see.

traffic free and places to sit and people watch and eat and drink

The ability to easily access shops, restaurants, social houses

Live, shop, work.

Love the small shops

small inviting shops... very individualistic, a bit funky.

Restaurant patios

It it became a great place to work

More shops and restaurants

OVERALL A BETTER LEVEL OF STORES. NOT THRIFT STORES. THE CITY NEEDS SOME VIBRANT & INTERESTING MERCHANTS. SINCE WE HAVE LIVED HERE (20+ YEARS) WE HAVE LOST SEVERAL KEY STORES TO SOUTH SURREY. IN REALITY WE SELDOM SHOP IN WHITE ROCK.

less traffic congestion/constant building (detours, slow downs, cranes, mega height buildings)

interesting shops, street level residences and businesses, activity (restaurant patios, green spaces)

More restaurants and cafes.

Cohesive and themed landscaping, more sitting areas, more nature and less concrete

Good mix of retail businesses-

I live near the beach, I rarely have any reason to visit the town center. Maybe a mini granville island style open market may attract me to the town center. I'll visit entertainment venues like the White Rock Playhouse on occasion but Blue Frog studios

More atores

We've lost a great little record store. We need more small, original businesses, not just tacky mainstream shops. More focus on character or at least not losing existing character.

It's pretty good as it is. 3 dogs brewing is a great addition, more like this, bakery, outside seating at cafes

Love it as is

Small business, bakery , coffee shops (not Tim Hortons)

Not a dark tunnel between highrises (think a street back from Coal Harbour - no thanks). Incent varied heights so not all are at max. I don't come now with all the construction. Town Centre needs great transit access.

Again, many of the shops and buildings are dated and run down. The ones that are incorporated into the new buildings look great. I hope there's an opportunity for me to make a suggestion at the end of this survey!

Space with no cars - central plaza like European cities

Shops/businesses OTHER than nail salons and getting rid of the very outdated/old looking shops/businesses that currently line much of Johnston

Walkability! Having many residents focused here and major retail is a good idea.

Variety of shops

The Handpicked Home is a great example of what stores/buildings should look like. Take a look at Fort Langley and how they are rebuilding their town centre. It doesn't help that the highrise stores are mostly still empty and again lots of trashy businessse

Great question.....gathering spaces, greenery, coffee shops, affordable and interesting shopping, incentives for older building to tidy up and perhaps paint, lots of trees, perhaps a nautical theme, more benches.

Allowing small businesses to operate with reasonable rents that allow for a mix of business and add to the interest of the town centre. We really don't need more of the larger Starbucks etc companies that would make the town the same as any other.

Market is lovely And successful

Public gathering spaces, galleries, performance spaces, art studios, intimate cafés and small, ethnic restaurants.

more public spaces to relax, with an open sky, and construction not happening so much

A great streetscape at pedestrian level - shops and cafes (or green spaces) to look at rather than pharmacies; health care and "service" industry. Photo is a good example. Also cafes with outdoor seating interesting and a variety of stores, green spaces, very limited high rises that prevent enjoyment of the ocean views and bring too much traffic

I would like to see more big box stores in town centre as I'm always going to Grandview for most of my shopping needs

A cluster of vibrant businesses and restaurants would attract shoppers. Some of the old buildings and dowdy storefronts are Not exciting! I look forward to the new buildings and updating the place. walkability, wide array of unique, affordable local stores

This part of the survey is contrived BS. Yes, the town centre is the heart, and you cut it out! So little is salvageable. You have cut out real stores (e.g. Buy Low) and left us with those pictured above. This is your vision of heart?

Hands off the soul!

We should have shop that people need for day to day living, and they should be on the main street, not in an enclosed highrise shopping centre.

Diverse business - stores that cater to all age ranges and diverse populations. Micro green spaces - outdoor eating and relaxing areas.

I think paying attention to green space, public art, place making, shops that go well together, shops that increase walking traffic

We lost our affordable grocery store.....it was a community hive. We need something like it back..and easy parking

Shops pubs and restaurants

More stores

A diverse mix of businesses and services

More sidewalk cafes and interaction with public areas.

Parking

More social spaces

There should be more stores, the city should make it easier for businesses to set up in White Rock.

Walkable areas! North bluff and Johnson needs a pedestrian scramble crosswalk just like the one in Steveston. Hundreds of people walking around can not compete with the growing traffic.

Focus on the arts and accessibility

Community events, festivals, buskers

I think they need more shopping that is not boutique as well as interesting amenities such as art galleries ,local history museums, and definitely more green and garden spaces. Also, there should be some parking.

Nicer storefront like the one shown above - currently many of them look run down and tired.

Density, lots of people,shops, restaurants, theatre, destination for social and cultural activities.

The sales pitch for the town center was that we were trading height for bulk. Unfortunately, we got height and bulk as all the tall towers have a wide base that makes the town center dark and unnatural. Need more open space/more attractive pedestn. areas  
More restaurants and a performing centre

Dense residential creating lots of foot traffic. Large variety of restaurants and useful retail (not Deals World for example).

More green space, less traffic, better access

Lively shops, restaurants and coffee shops with character - unique style.

Lots of shops and restaurants/puds, sidewalk patios not surrounded by monolithic towers.

greater density, amenities, more people... encourage more development and retail storefronts. improve the area around the KFC and develop the surface lots.

better shopping options and more variety

Vital and relevant retail and restaurants

Less construction traffic & noise. Benches & trees make Johnson more welcoming. I love the patios from the restaurants.

Grew up in Forest Hill in Toronto the village has remained a small town. Yorkville went from small town to upscale. I moved here because I like small town. I find myself going to Ocean Park now often, lately  
side walk cafes

A variety of activities, restaurants, shops and services., places to sit indoors and out with sun and shade and weather protection.

more pedestrian areas and fewer cars; no smoking or vaping allowed

would have liked to see a permanent open market south of Thrift such as a mini Granville Island. Could have done my shopping locally and would be a tourist draw.

The high rises that are currently there should have never been approved and the citizens have clearly stated in the past election we don't want any more. I am in favor of responsible development that does not stretch our resources, but no more high rises.

wine bars, and restaurants with outside space like portland, cannon beach,

fairhaven in the U.S.

The brew pubs and their decks is a great start. The sales pitch for the towers was to create open space below but so far that hasn't happened. We got height and bulk when we need open spaces and sunlight.  
People

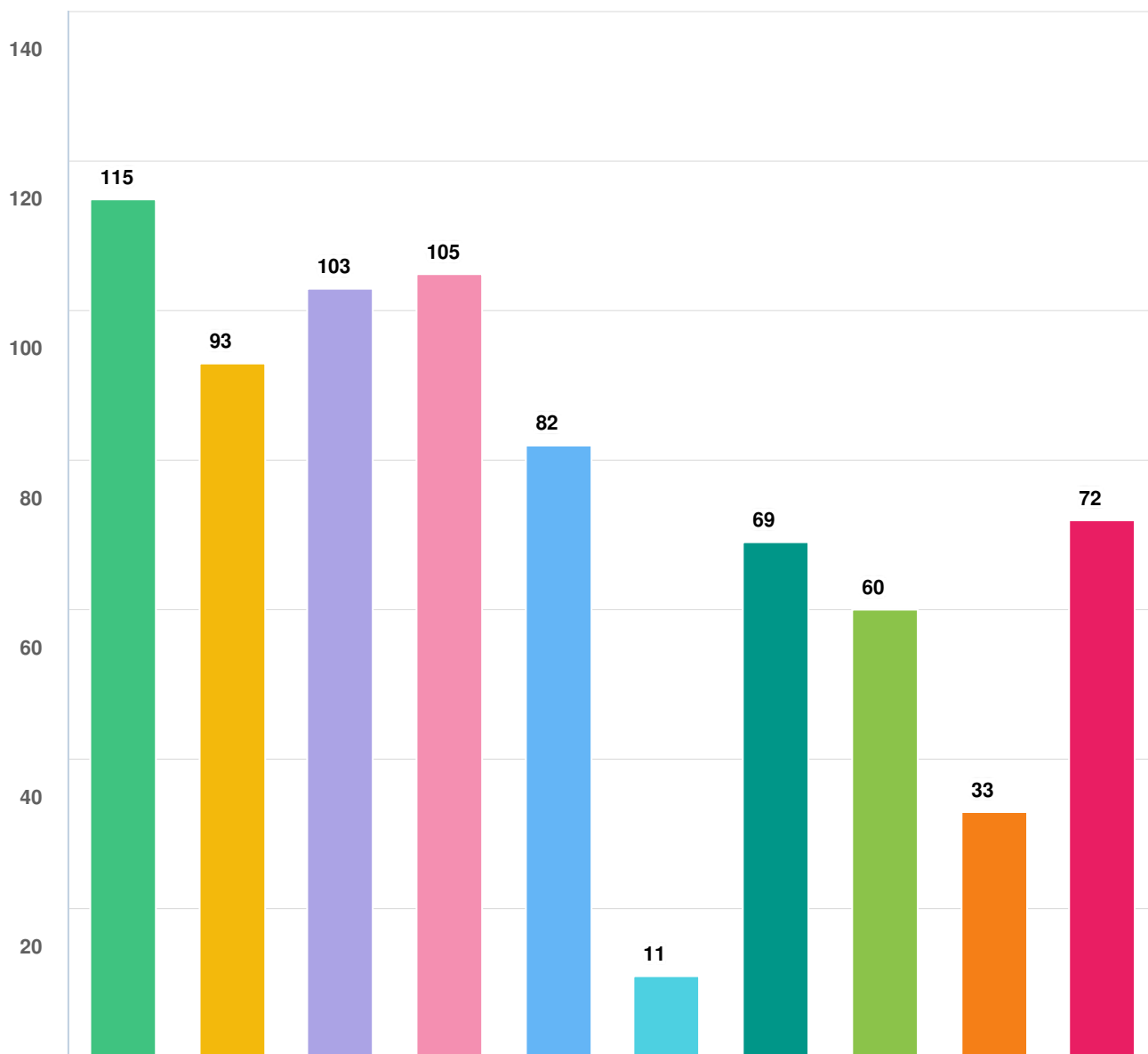
Town Centre has to planed with open spaces inside and and green spaces outside. Inviting Public Place.

more craft brew houses and street food vendors

(151 responses, 0 skipped)



**Q18** What principles do you think should guide the growth of the City? Check all that you agree with.



**Question options**

- New development should be located where residents can walk to shops and services
- New development should be located close to existing bus routes
- New development should result in new public spaces for the whole community
- New development should be required to upgrade the adjoining streets and sidewalks
- New development should be phased with growth in hospital services
- New development should not occur in White Rock
- New development should add employment space to the community
- New residential development should be focused on rental housing or other affordable forms of housing
- Other
- Existing mature neighbourhoods (i.e. mainly detached homes) should remain as they are.

(151 responses, 0 skipped)

**Q19 | What other principle(s) do you think should guide the growth of the City?**

New development should fit in with the needs of the residents of White Rock and not the developers or land owners.

Protecting renters.

new development should include public parking. A new development should be provided with incentives to include a new City Hall facility. Direct Access between the "heart of the city" and the "soul of the city" via a funicular or moving walkway device

Residential housing within a block of North Bluff road should be restricted to multi-family to reduce the number of driveway accesses.

New development should be located on North Bluff Road. Height allowed on our North Border and reducing in height as we get closer to Marine Drive.

Get control of offshore real estate buying and flipping and buying and flipping Ponzi schemes

Enough foreign investment, investors should work collaboratively with the community not dictate what they want, this is our community not theirs, seniors need safe, beautiful affordable housing we do not have that currently. Think community first.

Absolutely no building should be approved if the height of the new building exceeds the height guidelines of the OCP

Allow the town center transition area to remain under the current ocp density and heights and lower the heights in the town center.

The town centers transition areas should be the only areas where the densities should even be increased because it seems as they can handle the greater density.

new development should include some form of mixed income housing and affordable rental housing

new development should not add burden to traffic, view, water, emergency services, etc.

New development should, wherever possible, maintain existing view corridors and sun access. Bus routes can always be changed to meet residential needs.

Older rental buildings less than 6 storeys should not be demolished for greedy developers

Graduated height decrease North Bluff down to maintain the maintenance vistas as you travel through White Rock.

No more than 6 storeys on Russell, four on Thrift and no higher anywhere south.

No more new development until the existing ones are finished. If uptown Johnston & 16th is zoned 25 stories, why is the new RBC bldg allowed to be higher (as I've been given to understand, 26 or 27)?

Higher density housing to limit sprawl (such as allowing lane homes, encouraging rental suites, etc.)

The dwtn core should be pedestrian friendly with an accessible and intactive streetscape. The current development have no cohesiveness except the theme of more. White Rock Town Centre has no identity other than concrete All new highrises should have ground commercial space and office space second floor. Good for view from apts. should be interspersed so as not to block each others views, also not create closed sky look.

Do not build high rise on top of aquifers. Keep highrises in the city center and step them down as they develop on the hillside to preserve views.

While I checked off "should be focused on rental/affordable housing" that's not quite right. There should be a % of that new housing, which include subsidized/cheaper units within the building. And renters/owners should use the same front doors!

Strict guidelines that favour people benefit over profit

Height limits as shown on the plan above should be adhered to; developers should not expect an OK just because they offer to add something in exchange for a green light on additional height. New builds should NOT fill entire lots (e.g. no monster homes))

New development should not be higher than 8 in the town centre, each housing development should be required to have some social / subsidized housinghousing

Fire and ambulance service needs to be taken into account alongside growth. Does the fire department have the resources they need to fight high-rise tower fires?

Height should not be feared. It is the future and density will make it better and more attractive for new businesses and services to locate in White a Rock. Somehow taxes need to be lowered!

North bluff and Johnstone needs a pedestrian scramble crosswalk

New residential developments should include but not be solely built for rental or affordable housing. Developers should include all aspects of housing or contribute \$\$ Into a pool for affordable housing for seniors and families. City must then relax DCC's

Old structures need replacement at a moderate pace. WR looks to be growing faster than Surrey where we chose not to live.

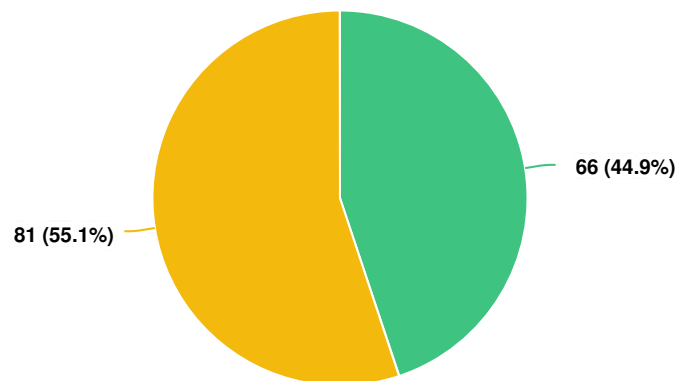
Be creative with existing areas that will come up for demolition and rebuilding

highrises restricted to North Bluff; all other new apartment buildings 4-6 stories only; more duplexes and quadplexes; no megahouses

There has been too much development too fast. We do not have the resources e.g. water, hospital services to service this many residents. Development should stop and there should be no buildings over 6 stories tall in future.

**Optional question** (33 responses, 118 skipped)

**Q21** | Current height guidelines allow for some variations in height according to the map above, and the OCP doesn't need to be am...



**Question options**

- Continue to use height guidelines in this area and allow for variation/flexibility without amendment to the OCP.
- Change the building height policies to have specific limits.

*Optional question (147 responses, 4 skipped)*

**Q22 | Do you have further thoughts about building heights in the City?**

I think our biggest buildings should be in our core. Growth is needed to support more business and I believe our Town Centre will improve with growth.

Building height should be high in the uptown area.

Town Centre and North Bluff should have the tallest heights and transition down to residential areas

I don't care, as long as height isn't allowed near the beach.

discover what building height limits or other incentives would motivate land owners to improve the marine drive area of the city

To maximize walk-ability density should be provided close to transit routes and on all sides of the Peace Arch Hospital.

this heights plan is terrific and a lot of thought and input went into it already. This survey and your effort is a waste of time. Shame on you for putting your staff through this again.

High rises bring in young people which we need in White Rock and new businesses. White Rock needs to embrace the 21st century.

Along 16th (East to West) higher buildings (25-8 stories) are fine as we are not blocking ocean views.

No

The tallest buildings should be above Thrift Avenue. The height of buildings should reduced as we go from that point down.

Please leave building heights in the town center transition as they are and lower them in the town center

Allow 6 storey building in the town center transition and lower building heights in town center to 6 stories all building should be 6 storey

Allow 6 storey buildings in the town center transition area and lower heights in the town center there should be no more high rises and just low rises in the town center and transiton areas no highrises or lowrises in the lower town center.

nothing above 4-6 stories below Thrift in upper WR

yes town centre should be 25 storeys like it has been for years and North Bluff should be same.

Allow for high density along the North Bluff corridor.

I would rather have less tall buildings than an ocean of condos. Look at Willoughby in Langley

I think they should expand the town center instead of keeping it so small

east of the hospital on North Bluff should have higher heights

pre approved developements should not be changed by the city council alone.

Not sure

i think it is a great idea to build up in the city centre and i don't agree with limiting building heights. in fact, we should be looking at further densification in other parts of the city.

I was horrified to see the skyscrapers which have been and still are being built here. I support the council's move to restrict the height of the Lady Alexandra development.

Higher density belongs close to transit and services in order to reduce vehicle traffic but increase accessibility

CITY HALL NEEDS TO DO A BETTER JOB OF SUPPORTING MERCHANTS. STOP MAKING PAY PARKING SUCH A PRIORITY FOR REVENUE. ACTUALLY I FIND WE OVERALL ARE A GREAT CITY BUT I'M FAR FROM CONVINCED THAT WE TAKE PRIDE IN MAKING OUR CITY A FRIENDLY PLACE TO VISIT .

Having tall buildings in the Town Centre, where there is access to transit services and shopping, makes a lot of sense and allows older White Rock residents to downsize from single-family homes into condos.

Consistency in decision making.

No change

Stop allowing mammoth homes being built on city lots , 3400 sq.ft. Home on a 3700 sq.ft. Lot. Insist on 25% of the property be green. Have roof lines designed to allow line of sight ,that is stop these excessively high boxes with flat top roof.

I laugh when people who have bought in a highrise complain when their view is impacted by another highrise! Their building took the view away from the people who were living there first, so they should stop complaining!

The tallest building (almost finished now) is as high as I would like to see.

Nothing higher than this one. If the tall buildings stay in the centre I don't have a problem with it.

Building heights should be higher along North Bluff Road

These towers have all happened so quickly and have taken quaintness out of our city.....how do we harmonize the old with the new?

Keep heights within reasonable limits as specified, but also allow public input on proposed developments in the town centre area. They must also take into consideration the toll on the existing infrastructure.

I like the current OCP where tall buildings go into the Town Center, creating nice accommodations, great views and a population for the revitalization of the town center.

I know many older (outspoken) residents of White Rock would love to put height restrictions on buildings. The fact is that the Lower Mainland is in a housing crisis and White Rock and we can't go back to the 1950's. We must build density.

Higher density on all of North bluff from 15200 to 16000 block

Only White Rock residents should have a say in OCP Public Hearings.

Developers should not be allowed to bus in supporters from other Cities

No

It doesn't appear that the map is accurate as a 13 story building is going up on North Bluff and Finlay Street.

There should be view corridors like Yaletown. A true downtown will have high rise buildings, gone are the days of a sleepy White Rock core. This is the 21st century and with our low tax base we must increase density in the uptown. Design matters more than height - capitalize on views

Building heights along Johnston between Thrift and Roper should be higher than currently proposed.

if we can get more amenities (like the miramar community centre) then that's worth considering and better than setting a specific limit.

Building height should not be the focus here, the focus should be on viability with regards to the number of residents and accompanying traffic issues in this small area. Transportation and services need to improve at the same pace.

I think it is critically important to restrict higher buildings to north of Thrift.

i think the guidelines in the plan for the Town Centre are just about right. It is a relatively small area and therefore impinges little on adjacent areas. the tall



buildings define a urban core and create an alternative living environment  
balance building heights for those already constructed that are high, have  
taller buildings close by so they dont look out of place. also allow space  
between for sunlight and green space, gathering areas, water features, etc.  
Follow OCP Core area guidelines without any changes.

**Optional question** (50 responses, 101 skipped)

**Q23 | Do you have further thoughts about building heights in the City?**

Future maximum heights should be 8 stories in Town Center and transition down from there.

We are a small town people move here to be in a small town I do not want White Rock to turn into a soulless city of caverns, that is far from being desirable. It might turn into something to escape from. We should be promoting development that works with

A European vibe would have been better with 5-7 story, architecturally beautiful buildings built around a town square. With the tall towers being approved that feeling may not be possible now.

Do not allow for increased heights in exchange for extra funds from developers; In addition to building heights, it is also important to limit footprint in order to have reasonable space between buildings.

High rises restricted to Town Centre

16 story building should be located closer to North Bluff Rd - highest density should be permitted at our North border.

No more empty condos by offshore owners, restrict heights severely. How did we get 14 highrises and the other side of North Bluff Road got none? This needs to be investigated.

In the town center 8 stories and below Thrift 5 storeys

I don't believe the height should be beyond 5 or 6 storeys. Less if possible.

No building should be taller than 10 stories and be allowed ONLY in the town centre.

Yes I have thoughts, no more towers, they block the sun and create cold wind tunnels, the Bosa towers are a prime example, towers do not create community, and our resources are limited, parking, water supply are examples.

We are a view city. No one should lose their view because of a new development. Heights south of White Rock Elementary should not be any higher than 3 stories

4-6 stories maximum anywhere.

Building height policies should be strictly adhered to and the staggered heights of the current OCP respected

Views from current buildings should not be obstructed. Attention to light, airspace, parking, contributions to community amenities. No higher than the

tallest buildings that are currently in the centre. Obviously tiered as it moves down the hill to beach

i would limit building heights to 4 stories south of Thrift Avenue, unless there is an abrupt change in elevation which would not obstruct some views.

Uptown heights could be unrestricted. Johnston Road can be the attractive gateway between uptown/beach

Let's not shut out our sky with tall buildings. See Italy, and most of Europe.

Lower them

Limit the heights in the town center and increase density in transition areas

Enough is enough. Stop this mad over development of our city

Existing housing should not be negatively impacted by new builds south of thrift

As above

I applaud the current council for reducing the heights on lower Johnston

higher density on east side North Bluff Rd as it is the last street in white rock that is not blocking any views and minimal density in the core area

Keep the highrises at 16, don't impede anyone's view

Keep heights low in developments adjacent to established single family homes.

Mid-rise in the town centre, no more than four storeys in the lower town centre, leave mature neighbourhoods alone.

6 stories is high enough, no more high rises, our infrastructure can't take it. We lose our quaint town feel.

What is being built now are ridiculously too high, it has ruined WR. I HATE the Oceana Parc bldg. It's a blight on the landscape, as will be the Royal Plaza one.

no more highrises south of north bluff road in streets that are not in the city centre

in the past leap frogging of developments permitted higher limits in buildings than the surrounding buildings. this smacks of corruption and should not be allowed.

I think the building heights should blend with the neighbourhood better.

These tall buildings that stand alone do nothing to enhance the neighbourhood. Other developments such as on Thrift near Oxford enhance the neighbourhood, not just a tower.

I like the current height limits to new builds

maximize opportunities for views... the beach is the asset.

No

Stop being height sensitive and be more focused on better ground plane. Let design determine height.

Keep the new buildings 3 stories high and no taller. Ruins the feel of Whiterock with the tall towers like downtown Vancouver!

Our beautiful city by the sea is starting to look like a concert jungle (west end) and we are not suited for that - too much traffic congestion & ugly looking high buildings!

Why does White Rock need highrises when south surrey manages to keep their developement under control. Ocean Park has maintained its character without 25 story monoliths. The planning of these buildings has been atrocious. A 25 story condo south of an 8

Highrises destroy the character of the city and we are not building enough proper infrastructure (transit, roads, parking) to support to growing population due to highrises. It's just benefitting developers but not existing residents. More residents the better so higher the better with commercial/office space on lower floors. And properly interspersed with existing low rise and single homes.

Future bldgs max 6 stories within the town and 4 outside the centre.

Towers below Thrift should not be permitted. View protection and creation of view corridors like Vancouver has should be a priority. No more zero lot line variances should be permitted if building is sited to highest point on lot as it inflates height.

4 storey to max of 6 - look West Broadway MacDonal to Alma where old buildings are replaced with reasonable height buildings. Or Fort Langley Town Centre.

Six storey maximum, with great care to maintain view corridors for existing residents and to NOT create dark wind tunnels that deter walking, sidewalk cafés, trees and other natural plantings.

I've always liked the current OCP idea of lower heights radiating out from the core... it's visually coherent and explainable. These should be set as the absolute height limits. No exceptions. Ever.

no more high rises should be considered in any area, 4 story limit in town center

no buildings taller than 10 stories anywhere in White Rock

Stop building ugly towers. It isn't just about height, but height tends to be the issue. Also, your idea of sidewalk and road upgrade is to kill anything living and cement over it. The tower mentality fits with this perverse view of "upgrading".

The question above should have given the current height guidelines. It sounds like it is constructed to get an answer the writer wanted, not to see the views of the citizens.

No more High Rises ...please. Buildings like Saltaire are acceptable. WR should look like Grandview village...not downtown Vancouver. It's totally lost it's charm and appeal. Please STOP!

They are too high

Keep tall buildings downtown. Not beside the hospital.

The more high-rises there are, the higher they will become so the new buildings have a view. This creates wind tunnels and quite a "soulless" feel to the city. I see no improvement to the quality of life for current residents-only a deterioration of life.

We need to have a plan on heights and then stick to it. Very concerned that the random approval process will ultimately be an eyesore that can't be reversed. A tall core and significantly stepped down perimeter makes sense to me.

no higher than 3 stories

There should not be any buildings above three storeys in height south of Thrift Avenue.

Condo towers such as Soleil are totally out of character and scale for Whiterocks town centre. You don't see this happening on the Surrey side of 16th.

Building height do not concern me if the developments are within the OCP maximum height and are tastefully done

restrict buildings to 4-6 stories except along North Bluff.

In the past I agreed with the bubble format for development in White Rock north of Thrift it made sense. This has been bastardized since its inception. Residents now have their hands tied with the precedent setting Bosa 10+ year plan - more to come

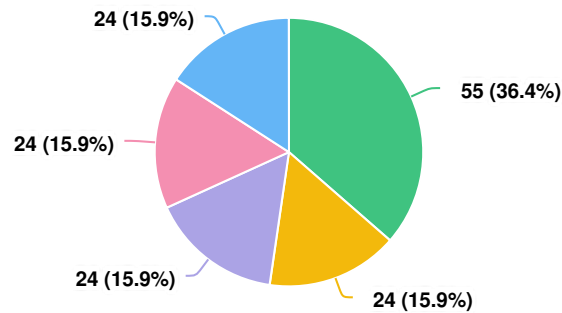
Building heights should not exceed 6 stories in most cases

What your OCP shows makes sense but that is not what the variations have

allowed such as 12 stories across from White Rock school and the tall ones in process and planned for Oxford and Thrift. Once the look is ruined there is no going back.

**Optional question** (63 responses, 88 skipped)

**Q24** | White Rock does not have significant vacant land where new dwellings can be located. In order to accommodate future develop...



**Question options**

- Existing older commercial properties with surface parking lots (Town Centre)
- Existing older apartment buildings being redeveloped to a higher density
- Existing detached homes being redeveloped to a higher density
- Primarily in surrounding communities instead of White Rock
- Other (specify)

(151 responses, 0 skipped)

**Q25** What other types of locations do you believe are appropriate for redevelopment?

White Rock that we will never have due to the fact we do not have the population nor the land mass.

My biggest concern is losing my current AFFORDABLE rental. We love where we live (Silvermoon 1081 Martin). I fear every day that it will be knocked down for \$1 million condos, which I cannot afford.

I think all three of the first choices above should be incorporated into the OCP

Surrey

No more towers, create living space and detached homes four plex with garden space or park create beauty and community, the last thing we need is more density in White Rock

I don't have enough info to answer just one.

laneway houses, develop reasonable height in town centre when adequate transit and schools available

Pretty much everywhere provided that it fits in with a sensible and cohesive plan.

This statement and the choices assume that density has to increase which is already an incorrect premise. So, older apartments do not need to be redeveloped with higher density. Same goes for the SFH areas.

Existing commercial parking lots should not be used for housing but bringing in arts theatre/unique attractions.

Creative duplexes/ town homes that fit into neighbour hood. No meg impact for neighbours.

If larger homes on large property, , using same footprint, multi units, off street parking

this question is formatted poorly in that i can only chose one answer -- i would say a, b, and c

No more

We didn't buy here and pay high taxes to find ourselves in the west end of Vancouver. please stop this over development.

keep future development to a very low minimum



I'm not against "development in White Rock. I'm against your view of development. Look what you have done! Hands off our town! Either get with the "city by the sea" theme or get out.  
Why does White Rock need all this development in the first place??

All along north bluff road 15200 to 16000 block

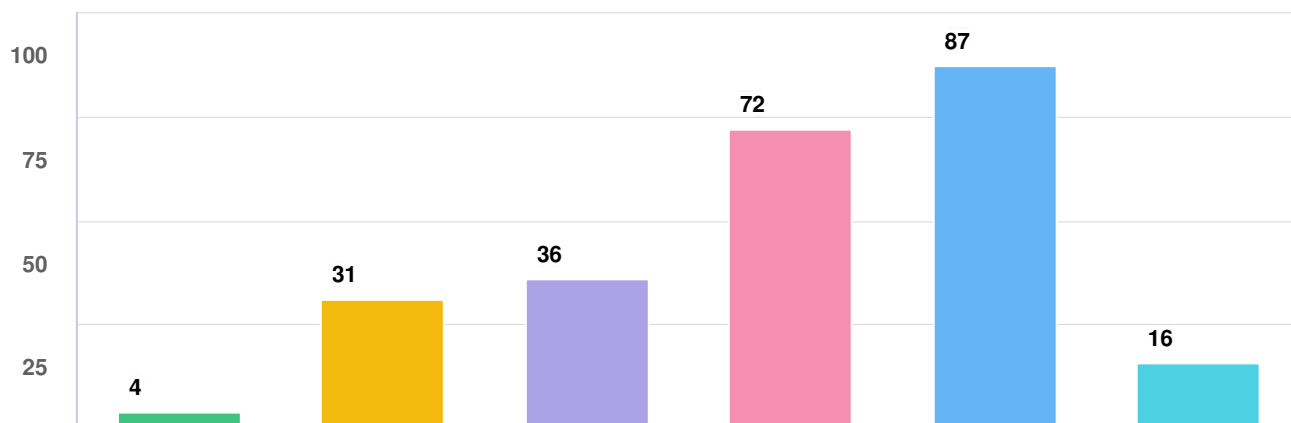
Do not fear height or density anywhere in the City. Towers, midrise and duplex, triplex and coach homes should all be allowed and encouraged throughout the City  
I agree with both 1 and 2 and along North Bluff

Why is this a choose one question? 1 and 2 are fine. The third is fine if it is on the perimeter of the core.

The hillside could be redeveloped in a more imaginative way with the elimination of sideyard setbacks but with a variety of pedestrian axes through projects in the manner of some European hillside towns.

**Optional question** (23 responses, 128 skipped)

**Q28** Town Centre



**Question options**

● Detached (i.e. "single family") and attached (duplex/townhouse) homes ● 1-2 storey commercial buildings ● Low-rise  
● Mid-rise ● High-rise ● Additional comments (optional)

(151 responses, 0 skipped)

**Q29 | Do you have any specific comments about your preferred location of building heights and types within this area?**

The buildings in the Town Center need to be 6 to 8 storey.

underground free public parking plus a new city hall combined with a high-rise should be a priority

High rise on North Bluff Rd in the town centre - low rise in the south portion of the town centre . We should allow highest density on the North border of our city ( North Bluff Rd. ) and minimal density to the South border of our city by the water.

No more towers, create community

We must ensure we have sufficient emergency management plan and services to support any new buildings.

Ensure that existing views are not dramatically impacted and ensure significant greenspace

Four stories fronting on to road increase to mid/high rise offset on same property, giving a feeling of space while increasing density.

All allowing for commercial space and rental homes

difficult to determine due to existing high rises

I support the new council reviewing developers insistence on huge high rises

Ok, I'd have been happier if all development was capped at mid-rise - there are some attractive communities on that model but we already have high-rises here so if high rises have to go anywhere it should be here  
There are already too many towers, so keep the heights low. I don't trust you or the "developers" considering what you've already done.

Do not limit the height

preferably high rise but not generic

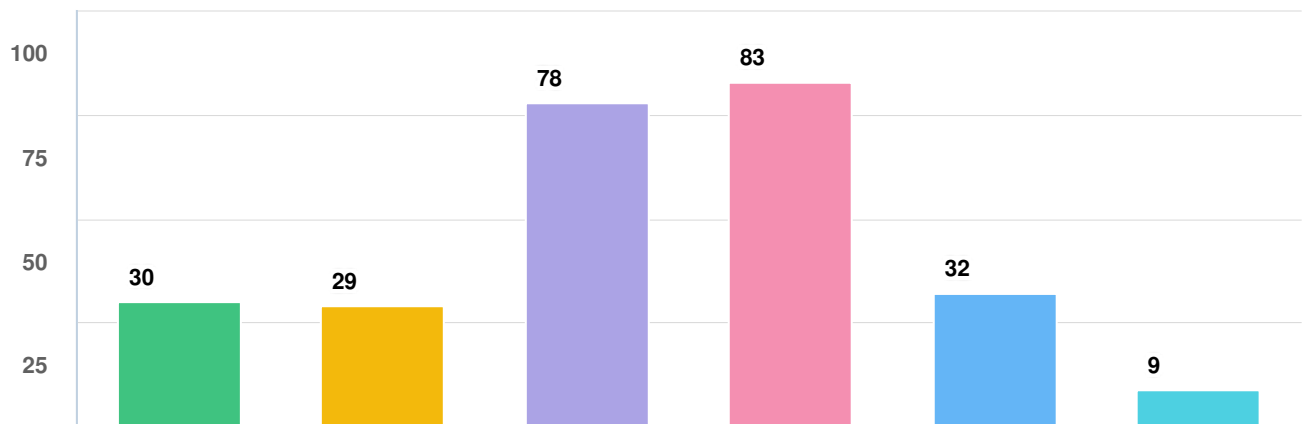
I'd recommend mid-rise buildings with a combo of commercial & residential portions

Build out what is envisioned in the OCP for this area. Let the people who live

in or immediately adjacent to the Town Centre decide on it's future rather than the anti high-risers who do not live there. Offset with green space and 1st to 3rd fl. ret/serv

**Optional question** (16 responses, 135 skipped)

**Q32 Town Centre Transition (West) - North of Thrift Avenue between Oxford Street and Martin Street**



**Question options**

- Detached (i.e. "single family") and attached (duplex/townhouse) homes ● 1-2 storey commercial buildings ● Low-rise  
● Mid-rise ● High-rise ● Additional comments (optional)

*Optional question (149 responses, 2 skipped)*

**Q33 | Do you have any specific comments about your preferred location of building heights and types within this area?**

same comments as town centre

No more towers

high-rise along 16th and mid-rise below 16th mixed with detached and low-rise

I ticked high-rise, but this area would have a transitioning height from 25 at North bluff down to thrift

instead of having so many towers in town center why not increase the density in this area .

All allowing for commercial space and rental homes

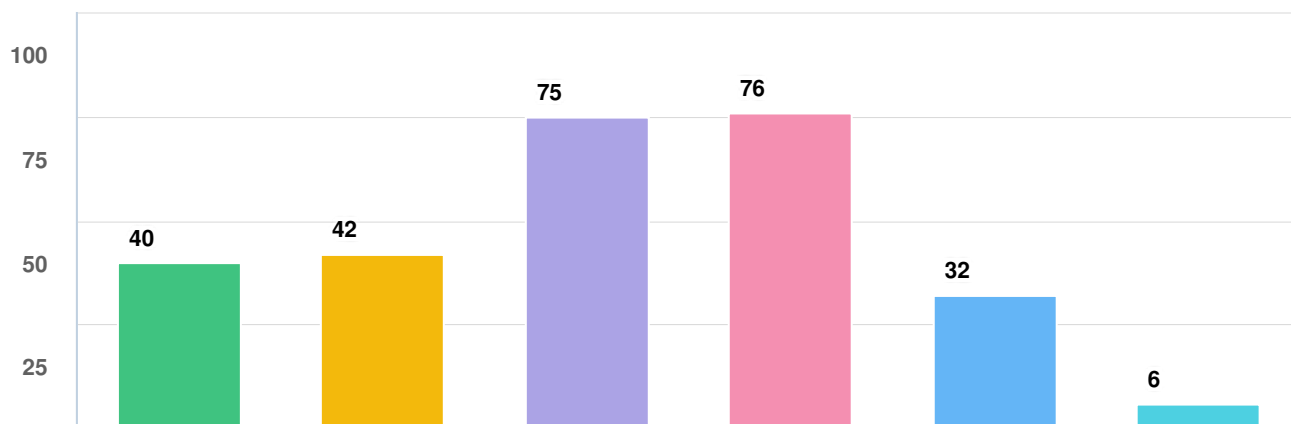
around 5 to 7

high rise along north bluff only

the proposed transitions in height and density are appropriate.

**Optional question** (9 responses, 142 skipped)

**Q36 Town Centre Transition (East) - North of Thrift Avenue between George Street and Best/Hospital Street)**



**Question options**

● Detached (i.e. "single family") and attached (duplex/townhouse) homes ● 1-2 storey commercial buildings ● Low-rise  
● Mid-rise ● High-rise ● Additional comments (optional)

*Optional question (151 responses, 0 skipped)*

**Q37 | Do you have any specific comments about your preferred location of building heights and types within this area?**

same comments as town centre

No more towers

high-rise along 16th and mid-rise below 16th mixed with detached and low-rise

All allowing for commercial space and rental homes

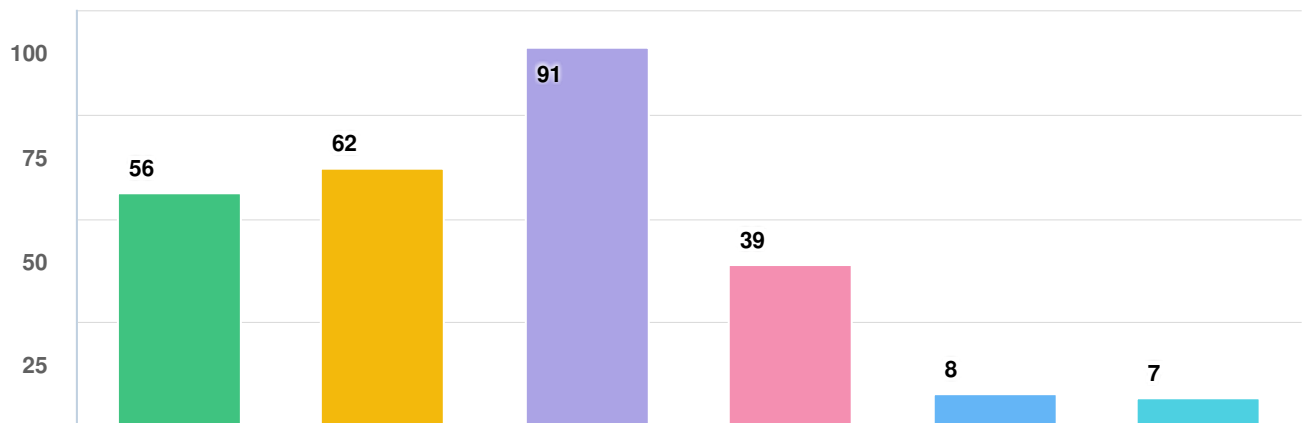
around 5 to 7

the existing OCP is good

**Optional question** (6 responses, 145 skipped)



**Q39 Lower Town Centre / Urban Neighbourhoods (south of Thrift Avenue)**



**Question options**

● Detached (i.e. "single family") and attached (duplex/townhouse) homes ● 1-2 storey commercial buildings ● Low-rise  
● Mid-rise ● High-rise ● Additional comments (optional)

(151 responses, 0 skipped)

**Q40 | Do you have any specific comments about your preferred location of building heights and types within this area?**

Mid-rise to Roper then low-rise below

No more towers

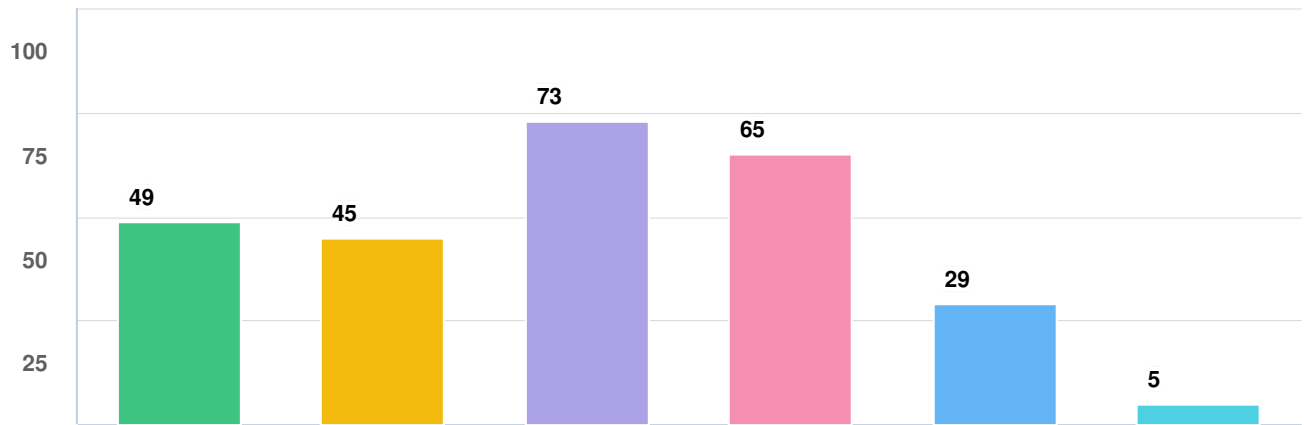
keep mostly residential buildings as detached and low rise condos/apts except on Johnston Rd where it can be all mid-rise to 6 stories max, residential over commercial on both sides of street  
I ticked mid-rise, because high-rise is 12+ storeys. But I feel 12 storeys is fine for Thrift - Roper then down to 4 below that

All allowing for commercial space and rental homes

Please kill the Oxford at Thrift water lands high rise if at all possible. It doesn't belong there, especially at the crest of such a steep hill where additional traffic is problematic.  
around 5 to 7

**Optional question** (7 responses, 144 skipped)

**Q41** Peace Arch Hospital District - The existing hospital area including the Peace Arch Hospital Foundation parking lot on Vine ...



**Question options**

● Detached (i.e. "single family") and attached (duplex/townhouse) homes ● 1-2 storey commercial buildings ● Low-rise  
● Mid-rise ● High-rise ● Additional comments (optional)

*Optional question (148 responses, 3 skipped)*

**Q42 | Do you have any specific comments about your preferred location of building heights and types within this area?**

No more towers

All allowing for commercial space and rental homes

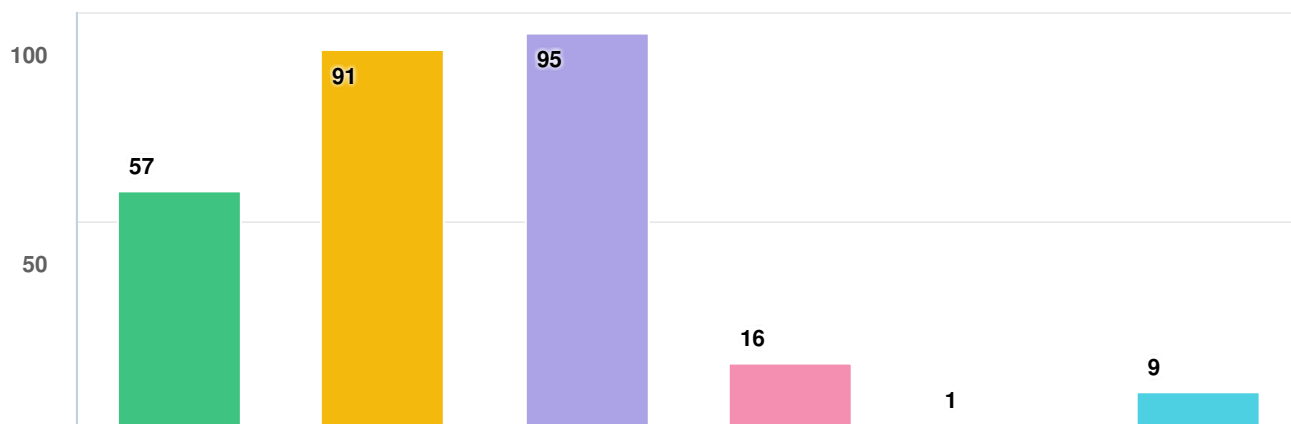
Possibly mid-rise if transitioned well down from hospital.

around 5 to 7

More medical services

**Optional question** (5 responses, 146 skipped)

**Q43** Waterfront - Marine Drive from Oxford Street to Stayte Street, and immediately adjacent areas



**Question options**

- Detached (i.e. "single family") and attached (duplex/townhouse) homes ● 1-2 storey commercial buildings ● Low-rise  
● Mid-rise ● High-rise ● Additional comments (optional)

*Optional question (148 responses, 3 skipped)*

**Q44 | Do you have any specific comments about your preferred location of building heights and types within this area?**

Nothing higher than 3 storeys.

Absolutely no towers

residential over commercial(must have good commercial space) - and please develop a continuity of design or theme

Three to four storeys

Including dedicated rental homes

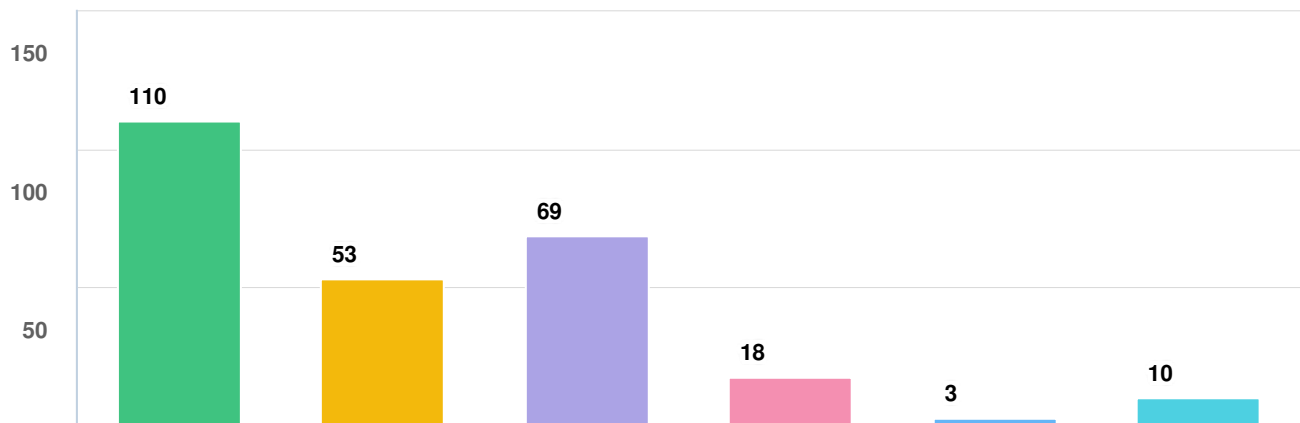
Very low rise please, no higher than freeport/whatever its called Muffler shop condos. Please listen to neighbours as view impacts are critical to all our shared property values and piece of mind for anyone making their home in White Rock for the view.

Midrisers should incorporate ground/lower levels with commercial or business uses

be creative possibly making 3 single family homes into a four unit townhouse.

**Optional question** (8 responses, 143 skipped)

**Q46** West Side - West of Oxford Street



**Question options**

● Detached (i.e. "single family") and attached (duplex/townhouse) homes ● 1-2 storey commercial buildings ● Low-rise  
● Mid-rise ● High-rise ● Additional comments (optional)

(151 responses, 0 skipped)

**Q47 | Do you have any specific comments about your preferred location of building heights and types within this area?**

The only building should be single housing units. Detached (i.e. "single family Only")

same as town centre comments

No more towers

keep the same buildings as is now, max 4 stories. possibly commercial developement on 16th only

The houses should have to be occupied. Building size should be proportional to the lot and allow for green areas around the lot

All allowing for commercial space and rental homes

Possibly some 3-4 storey low rise and townhomes only along North Bluff though.

Keep the high-rises up by North Bluff Road, so that the most people can have the most view.

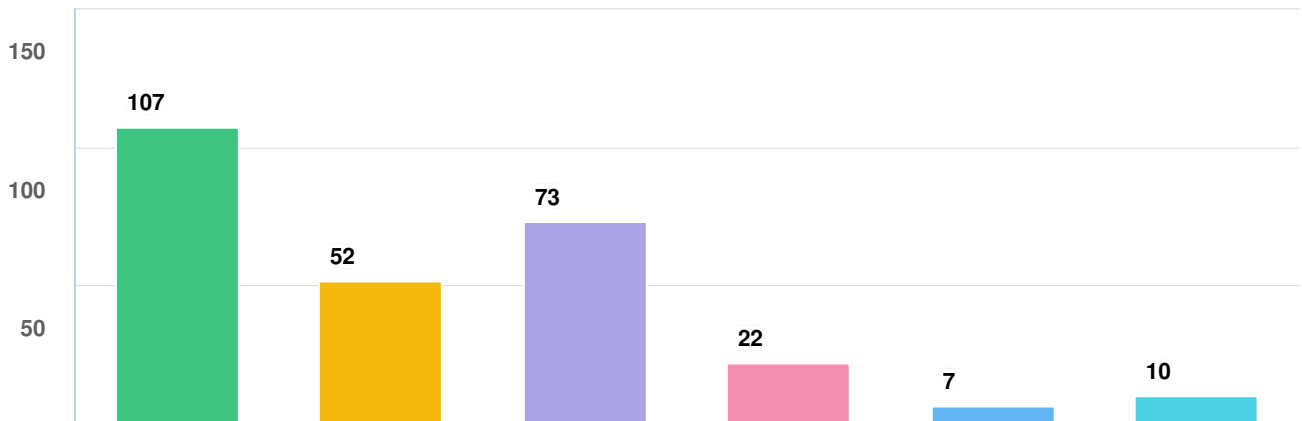
around 5 to 7

low rise on north bluff at major intersections only (near transit) - can also be used for retail convenience stores, etc.

**Optional question** (10 responses, 141 skipped)



**Q48** East Side - East of Centre/Best/Finlay Street, north of Marine Drive



**Question options**

- Detached (i.e. "single family") and attached (duplex/townhouse) homes
- 1-2 storey commercial buildings
- Low-rise
- Mid-rise
- High-rise
- Additional comments (optional)

Optional question (151 responses, 0 skipped)

**Q49 | Do you have any specific comments about your preferred location of building heights and types within this area?**

Detached ( "single family Only")

same as town centre comments

No towers

keep the same buildings as is now, max 4 stories. commercial developement on Russell/ Stayte only

this area is quite large, so single family, duplex, townhouses north of marine, but closer to North Bluff & Stayte is would say you could do low rise 3-4 storey maybe 5-6 depending on project.

Dedicated rental homes

Some low rise ok but only along Stayte and along North Bluff

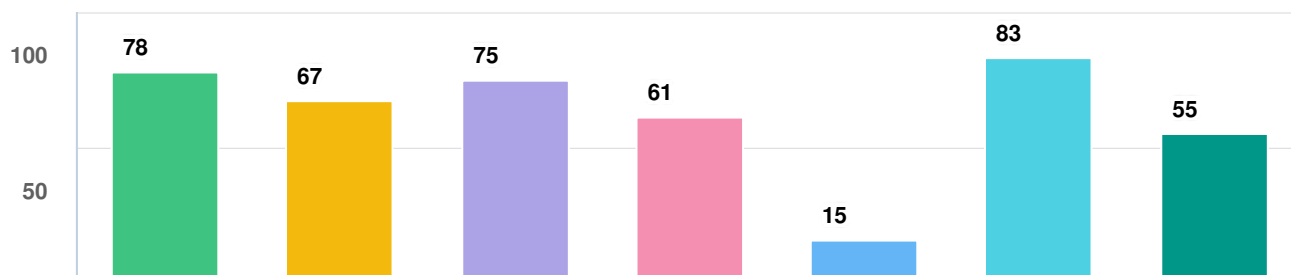
around 5 to 7

low rise along north bluff only and potentially on stayte

you have made the East Side from 16th to Marine Drive and worded this in reverse from all other questions. WHY?

**Optional question** (10 responses, 141 skipped)

**Q55** What ideas do you think would be appropriate for making housing more affordable in White Rock?



**Question options**

- Allowing more forms of secondary housing on a single property, such as coach houses
- Allowing more forms of secondary housing on a single property, such as suites within duplexes and triplexes
- Allowing rental housing to be developed on institutional (i.e. church-owned) property
- Using City-owned land to help create new affordable/rental housing
- None of the above
- Encouraging more rental buildings in the Town Centre

▲ 1/2 ▼

(151 responses, 0 skipped)

**Q56 | Do you have any other suggestions for making housing more affordable in White Rock?**

Encouraging development will help keep prices lower. The development of Grandview has kept prices much lower in our area compared to how much nicer South Surrey and White Rock are compared with our surrounding area. Start somewhere. There have no affordable housing units approved in teh last 10 years.

Please we need to join Surry now. We will still have the same goverment employees and our council.

White rock is too small to be concerned about affordable housing ..

Due to the popularity of the distance from the ocean and views White Rock is not going to be affordable for the average family. We should not try to correct this.

Supply and demand we need more stock prices will come down

Again, my biggest fear is a developer knocking down my affordable rental apartment (1081 Martin St., Silvermoon), to build condos. Please protect our current renters, I don't want to be pushed out of the city.

provide progressive, flexible but strictly enforced regulation of AirBnB spaces in the Community. Increase taxes and/or encourage rental of unoccupied residences and commercial spaces in the community

Consider a streamlined and less expensive process for approving and facilitating the development of cost-efficient housing.

This is not a municipal responsibility and you are inviting downloading. Be careful what you wish for.

This is not a priority

No. Thank you for asking.

Stop offshore owner empty condos and offshore owners flipping. In Australia, and offshore owner CANNOT purchase a new residence.

No

My suggestion is community based construction, triplex, duplex, apartments that look like houses, no more concrete towers

Reduce permitting times

townhouses are a good solution to increase density. Most families do not have time to work on yards and gardens these days anyway and townhouse allows for home ownership without burdensome yardwork.

No

The number of run down rental house in WR has increased exponentially over the last few years. I believe improving and maintaining existing neighbourhoods should be the OCP's #1 priority, not housing affordability. Allow more hi-rises to be built and mandate a healthy % (25??) must be for affordable rental housing. We have a small land base and must go up, up, up!

No, I do not

not at this time

Tax vacant properties

Allow greater densities in the town center transition area instead of allowing highrises in the town center make them all low rise buildings up to 6 stories

Allow 6 storey buildings or higher in town center transition areas

give developers density bonuses for rental units

allow more variances to developers in Town Centre in exchange for affordable housing

Requiring all developers of certain value or size to include affordable housing units as part of the development, or contribute to a fund that can be used to subsidize affordable housing units in specific development areas.

Allow market rental housing projects mixed with affordable housing.

The houses on Semiahmoo Ave shown in the photo are not 'triplex'. They are attached strata townhouses. So, in such a questionnaire, 'duplex' and 'triplex' need to be defined.

Dedicated rental housing should be restricted to the east and west fringes of the city. Ocean view property should continue to reflect market values, as is the case all over the world. House sizes should be restricted to allow local residents to afford

No

give developers incentive for having more affordable housing

Educate the greedy developers about our city politics

It is currently affordable. Town houses.

Co op rental properties with off street parking

buy out older apartment buildings or old condos, and refurbish them for low rental accomadation.

12 to 15 story high rise buildings with affordable components built into it (5 to 15 % of building be affordable housing.

I do not think the city can do anything about affordable housing, todays real estate market doesn't allow for it. If we allow rental suites - where will they park? Parking is always an issue  
Nope

No new development unless 1/3 is affordable rentals

Housing is primarily a matter of supply and demand and realistic expectations. Already we see movement towards lower prices and more affordable options. Rents have moved down in the last six months. People should be aware of facts - not their preferences  
Add more new rental buildings.

trade density for affordable affordability problem is more a supply issue than anything else. Simply increase supply!! Keep in mind over 5 million square feet of living space is likely to be created when Semiahmoo Towncenter is builtout

Allow duplexes, townhomes and 3-4 storey apartments in single-family areas. Right now, there are huge, monster homes built on single lots in East Beach area that are almost as big as an apartment. A bit more density would make housing more affordable

It's not just about new affordable housing it's also about being able to afford to live here. Many live on a fixed retirement income but may not be able to stay here due to the escalating costs. My overall property taxes in 2019 went up 8.7%.

Give developers incentive

There is no need for the city to create 'affordable' housing in White Rock. The market will decide the prices, government does not need to step in to create affordable housing, it doesn't work and should not be a priority.

White Rock has not been affordable for years. Surrey is.

Join Surrey to reduce taxes

Please be very careful considering coach homes, 2 suites etc. We have homes with 2 illegal suites in our neighbourhood and it makes a parking mess as well as noise issues.

NO

Work with BC Housing, CMHC, and other players who are working to introduce affordable rental into our neighbourhoods

Grants from government.....for seniors in particular

In general this shows that you are listening to the community and open to suggestions.

Another great example in the photo above of what I like... rather than approving monster homes, I'd prefer to see multiple separate residences such as these townhouses

It is a beautiful city by the ocean, it is only normal that housing costs are higher due to the fact that many people want to live here.

Parking is key in any secondary suite situation--bylaw or Planning needs discretion here. Second suites in an owner occupied home should be OK too if parking availability exists.

Do not sell any city land. Buy it if you can and lease it. This gets rid of speculation and encourages real development.

The developers should build rental housing and provide some of those apartments to be subsidized housing or much lower rent.

Stop removing the existing rental housing to building large footprint projects where single family or older apartments once existed. I know that's not easy. People should not be removed like cattle.

Keep lands identified in section 11 as affordable housing zone

Improve the City's plan approval process. It needs to be shortened and less risky.

White Rock by nature is one of the most expensive cities to purchase a home. I would be careful on how much resources the City can actually contribute, as it would take much more than the City can handle to make a meaningful difference in affordability.

Taxes are very unaffordable. Increase density so the tax base is broader so that middle and lower class citizens can afford to live here.

I don't believe the city can have much influence here. Any policy will only subsidize a select few while the majority have to fend for themselves. I do agree with protecting current renters from demoviction by making the developer responsible.  
stop development of condos for the rich and for investors.

No

increase supply and density

White Rock will never have affordable housing unless it is government funded. The demand is too high and the land supply limited. I do not believe in government subsidy for tenants, give tax breaks to investors.tors  
Public acquisition of existing old low-rise properties in need of upgrading could possibly provide more affordable housing at less cost while improving neighbourhood character and amenities.  
probably

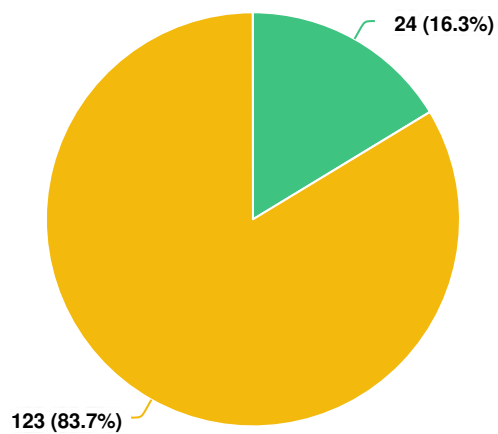
There is a significant number of developments that advertise "lock and leave" condos. These are typically foreign buyers who don't live here and drive up the costs of living. We do not need new developments of condos most people can't afford.  
No foreign buying. Canadian residence required to purchase property.

Keeping the old stock of Condos we have now and not allowing demovictions

**Optional question** (75 responses, 76 skipped)



**Q57** Do you currently use transit on a regular (weekly or more frequent) basis?



**Question options**

● Yes ● No

*Optional question (147 responses, 4 skipped)*

**Q58** Why do you not use transit more frequently?

Not available in areas where we travel.

Retired and poor service in East Beach.

doesn't go to Langley where I work

I drive

Drive mostly locally

Not enough frequency of community buses during daytime hours. Not enough frequency from Bridgeport to White Rock after 10 p.m. should run at least every 30 minutes until midnight especially when major events occur in Vancouver

Use my auto which is more convenient where I live.

Need of a vehicle for work purposes

I'm happy to drive my car.

Too difficult to get around the city. Do not commute to work. Like to walk.

I drive a car.

Yes

Not convenient. I would use the Community shuttle more if it ran to Marine Drive later, but it stops running while the restaurants are still open, so I drive.

Live and work in White Rock so either can walk or drive.

I don't need to travel out of White Rock and when I do I drive my car.

Translink cancelled the one bus I took into Vancouver

No need

I am still able to access shops and services by walking

Walking distance

It is not convenient for what I need

It basically takes too long, and often is not convenient for where I am going.  
EG. Fraser heights or cloverdale rec centres.

I have no need. I walk almost everywhere, and take transit to Vancouver, on the rare occasions I go.

Don't find it convenient; timing and bus stops locations

takes too long to get around therefore I drive.

Bus doesn't run during time go to work.

retired

Takes too long

walk uptown or to waterfront, use car

Live and work in White Rock

I am retired and walk most places locally. I use transit when going to access services or friends in other municipalities.

Due to inconvenience.

No need

Retired and use transit occasionally to go to Vancouver

I prefer to walk or drive often with a dog

I prefer the convenient of using my own car

Car

Inadequate service along Marine Dr.

I walk everywhere

Walk to most shops and restaurants we go to.

Do not drive often, but go distances when I do.

Our walk score is awesome, so we don't usually require transit

Drive vehicle

I walk or drive

walk or drive to where I need to go. I work 5 minutes from home and the bus would probably take 30 minutes.

Drive car

The buses do not come very frequently.

Spouse has mobility issues. Mostly just drive locally

I am retired and shop close to where I live

The more convenient the more transit is used. Since retiring our needs for transit is reduced.

frequency of service and crowded busses

Most of my travel is to South Surrey and not convenient to transit

Long commute.

We walk

I drive to where I am going in White Rock and south of Vancouver

Still able to drive

No Transit in my area?

LACK OF CONVENIENCE. CAR IS EASIER. IF WE WANT TO GO TO 24 AVENUE SHOPPING AREA WE DON'T HAVE A CLUE AS TO THE ROUTES.

no need

Lack of mobility and accessibilty. Physical effort and time it take to get any where

Too expensive for the short trips that I would take. I can walk to most places or drive if I need to pick up groceries.

I used to commute downtown everyday but the buses were completely unreliable and problematic most of the time so I drove. Now I work from home because commuting is not feasible given the current system.

Way too expensive!! 6\$ a day to go around town, more than car insurance and gas per month.

Not convenient to where I go when I'm not walking

Rapid transit to the parknride. White Rock has been left in the cold and it has hurt us. Evergreen line should have been here, not Port Moody. Can't get kids to Universities from here, landlords can't get employed tenants as no jobs here/crap transit.

I walk, or drive. I feel insecure on buses.

Retired, I have a vehicle

No need to. I work full-time and drive to work. I only use transit if I have to go into Vancouver.

Family

Work location - bus travel takes too long. Once retired I plan to sell the car and take transit.

Usually just stay in White Rock, South Surrey

I drive everywhere.

I use car

Inconvenient. Stops not close enough to home, too few buses.

I need flexible travel outside of White Rock South Surrey to meet my personal needs

It's easier/faster to use my car for the trips I need to make

I am retired, no need to... I walk to most places

It's not rapid transit

Easier and more functional to my work and schedule to drive my car.

I can not take my dog on the bus.

My workplace is in Burnaby and take too long to transit 1.75 hours and 3 connection (bus, train, bus)

My job is local.

I can still drive and transit is not frequent enough to make it appealing. I have family members who use the 351

I walk where I can and cycle and use my car as is convenient

Not convenient for my needs

no need.... I live, work shop and socialize all within White Rock.

Not required

Not needed

NA for my Job

Traveling with small children

It would take me two buses and three times the amount of time to get to work as driving does. If transit stops running the 351 west of the town center, it would be even more cumbersome.

I work close to where I live

poor and lengthy routes to Skytrain

Does go anywhere near my work

Not convenient.

too much traffic. Faster to go by car.

I walk or drive

Not practical.

I telecommute / work from home

employment requires vehicle and connections to skytrain are too slow and cumbersome when I might want to take it for personal use

I use my car for business transportation in the local area

It has not been part of my lifestyle for the last 50 years.

Retired.

walk most places locally and do not travel outside of white rock very often

have to drive FOR work

Bike, walk. Not direct routes.

I am able to walk every ware in this city,and use transit to the airport. I drive to the other cities. ort

**Optional question** (106 responses, 45 skipped)



**Q59** What would make you more likely to use transit?

I work in Surrey Central and share a car with my wife. I would increase my transit use if the busses were faster to the destination and I think more bus only lanes would do it.

Yes

Better service.

better routes

Nothing

Nothing

express bus access to Surrey Central from Park and Ride on King George.  
Non-stop 351 service from Park and Ride to Bridgeport. Parking facility and  
Direct bus service from 8th avenue and Hwy 99. Direct bus service to the  
beaches from Park and Ride at KG  
More frequent buses near where I live.

Better frequency, comprehensive routes

Better connections

A SkyTrain down King George to 8th avenue. That won't happen until you  
approve more density for this.

Express service from Surrey Central to White Rock

Not having to stand up going into the city at rush hour. More capacity during  
peak periods

Frequency

Make it more convenient: more stops, more access

If a continuous bus service ran from east to west and back again on Marine  
Drive.

Not much

Bring back the non stop bus to Vancouver

Nothing

More routes, times, capacity

better access and improved routes

Nothing

Nothing

Skytrain out here

Use of our train tracks to have a train take us to Vancouver. More bus service to Vancouver, and one to Langley

N/A

Add bus stops

a reliable surface train service or LRT into Vancouver from White Rock/S.Surrey

Na

I use transit at times to travel to Vancouver.

If it was faster

free transit

Convenient routes to more municipalities.

More availability.

If I traveled to a set destination rather than to several destinations in a day.

Greater frequency of later evening buses

Nothing

Increase frequency of buses to town center

Gas prices continuing to rise

Direct bus to Vancouver, as it used to be.

No need at this time.

Availability and convenience of routes.

L.R.T from whiterock ,Free transit for seniors as in the uk and other countries.This gets the old folks out and it has been demonstrated in the uk that it actually stimulates the economy,by encouraging people to come out and spend their money.

Nothing

Not necessary at this time

if there was a direct bus to Vancouver

Nothing

I understand that Translink is already proposing changes which will impact some people. I find the current service quite adequate.

Buses coming every 15 minutes

I will be very upset if they stop the 351 from coming along Thrift from Oxford to Johnson!! There are so many seniors that live in this area, and walking is a problem as well as having to change busses!  
make the smaller community buses cheaper. ie. for me to go to the beach via bus costs as much as going to Bridgeport. It's cheaper to take my car with

the parking pass. \$1 per ride within WR would be max  
More extensive routes, SkyTrain to White Rock Centre

the unavailability of convenient shopping and services

As always, convenience and cost are the drivers of public transit for everyone.

routes that take me to places I want to go to and frequency and uncrowded busses.

For my use, nothing

SkyTrain.

We use transit to go to airport and into Vancouver

I do use it to go to Vancouver....so, when I have an appointment downtown I usually use transit.

Being unable to drive

Hospital which is the primary economic driver should be better served.

Bring transit to my area?

CONVENIENCE & BETTER KNOWLEDGE ON OUR PART. WE ARE OLD AND LAZY WHEN IT COMES TO PUBLIC TRANSIT.

electronic displays at bus stops stating when buses are due and where they are going

Fewer Transfers: bus to sky train to bus to get into Vancouver is more arduous than 15 yrs ago.

Easy access, frequency

Cheaper 1 zone fares

A train that connected to the skytrain or a bus service that was efficient and ran on schedule. Also, translink needs to use updated buses, a lot of time they use non-coach buses for the highways which is unacceptable.  
Cheaper!!!!!! It's ridiculous to pay 3\$ each way to get around tiny WR

Rapid Transit to the ParknRide.

A shuttle bus from town centre to the promenade - like the one they run in the summer.

If they had high speed train or subway system. Buses are not functional

If there was a shuttle bus going down to the waterfront (more frequently in the summer)

Better access to Vancouver required

Frequent service

Less crowded busses. More comfortable buses like the old coach ones for long distance rides to Bridgeport.

when I stop driving, blessed to live in central WR and can walk everywhere

Greater frequency of smaller buses.

Closer bus stop, more parking near bus stop.

more routes; less wait times; lower cost

nothing

Skytrain or free parking at the bus loop

More frequency might help. Later hours. It's a cost/ridership question I guess. Would the ridership go up with these ideas??

Better transit to the beach.

Allow dogs on the buses and skytrains

A skytrain or light rail system

n/a

No longer having a license or if transit was more frequent.

If it was in the form of a rapid transit system I would support it

Occasionally

Only if my lifestyle changed.

Nothing. I love our transit as a parent. Frequent enough.

I do not know

Bathrooms at sky train stations. Public transit treats people like third class citizens

Would use for special events

Probably nothing on work days. For other trips, more frequent service and less lurch (hitting the brakes) bus driving.

If there were a bus available

Quicker connection to downtown would make me an occasional user

Frequency and seating

More frequent service.

Better service and better roads

Not practical.

If I had to work in an office I would use it

skytrain connection

I wouldn't locally, but definitely would use rapid transit to Vancouver

A convenient bus to my golf course.

Faster service.

more frequent service on local bus routes

nothing

Our transit options have deteriorated ever since we lost a direct rout to Vancouver on the 351. We need more frequent buses and longer hours that they are available

More direct route to downtown.

Nothing at this time.

**Optional question** (112 responses, 39 skipped)

**Q60 | What new bus route(s) would you use if added to TransLink's bus service? (e.g. from White Rock Centre to Peace Arch Elementary)**

If it was easy to get to Tsawwassen Ferry.

White Rock to Vancouver.

to langley

Don't use transit

A "beaches bus" from King George Park and Ride to Crescent Beach, West Beach, East Beach and returning via 8th Avenue along King George to the Park and Ride. Use a double decker bus in the summer season. Loop the 352 Southbound along 140th  
Can't say

Express to airport

Express service from Surrey Central to White Rock

an occasional 351 bus on Marine Drive

White rock to grandview heights and Vancouver

If I want to go to downtown Vancouver, I can catch the bus across the street and it takes 2+ hours. Or, I can drive to the King George park and ride (10 Minutes) and transit takes an hour. I am not sure what you could ever do to fix this.  
Marine drive back and forth.

Can't help you there.

Unsure

Grandview Heights



Bus system to Langley and more buses to Vancouver (Bridgeport). C-bus to take us to South Surrey areas including South Surrey shopping malls Granview Centre Malls

If people could park at the church and/or school lots and there were shuttles that would go from waterfront to those lots, it would be great for congestion AND could be used by those of us who live up the hill and need a quick lift to 5 Corners.

??

not applicable

none unless free

Bus to South Surrey recreation centre from Columbia. Bus from Columbia to Morgan crossing shopping area.

White Rock Centre to South Surrey Park and Ride.

White rock

Not aware

None

To surrey central or guildford

Oxford street to Vancouver

Beach shuttle if they take strollers

There are sufficient routes for my needs.

if the map was bigger I could tell you, it's too small to see the routes/street names.

Route from the West Side to the East Side that goes through the Lower Town Centre

None

N/a

NOT ENOUGH AWARENESS TO ANSWER

Express service which does not involve multiple transfers. Great if you are a fit and mobile 10-60 something, impossible if you have any type of disability

Translink's service has been inadequate for so long I can't imagine ever taking the bus again.

Existing if cheaper.

Langley connection

Many quick shuttles from White Rock neighbourhoods to ParknRide and then Rapid from there.

Not applicable

See above

Direct WR to Bridgeport

?

Probably not.

White Rock to other south of Fraser communities.

none

Direct from White Rock Centre to Morgan Crossing

Going to the beach.

n/a

Not sure

none

Shuttle services throughout the community

Centennial Park to Marine Drive

None

I do not know

Not sure

None. With so many empty buses running now, I suggest trialing a subsidized taxi/Uber flexible transportation model - cheaper than running empty buses

White Rock Centre to Grandview neighbourhood.

waterfront to semi mall using Columbia and Johnson

None

none

I don't know.

would have preferred my children taking bus to school but service always started too late.

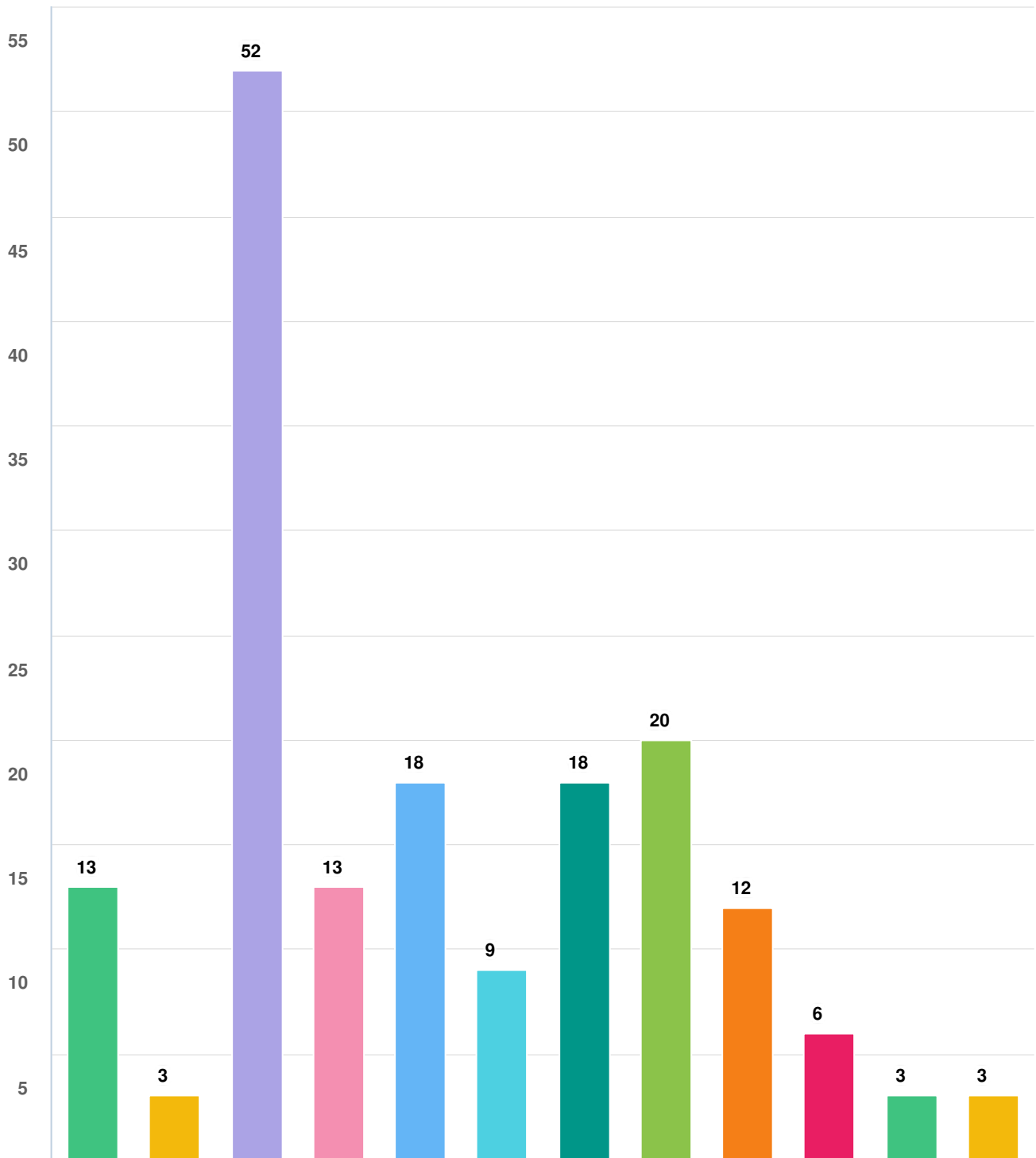
I typically use the park and ride into Vancouver

From White Rock direct to Vancouver.

From White Rock to Ferry Service.

**Optional question** (66 responses, 85 skipped)

**Q61** Which existing routes would you want more frequency on? See the image above for a map of the existing bus routes in the Whi...

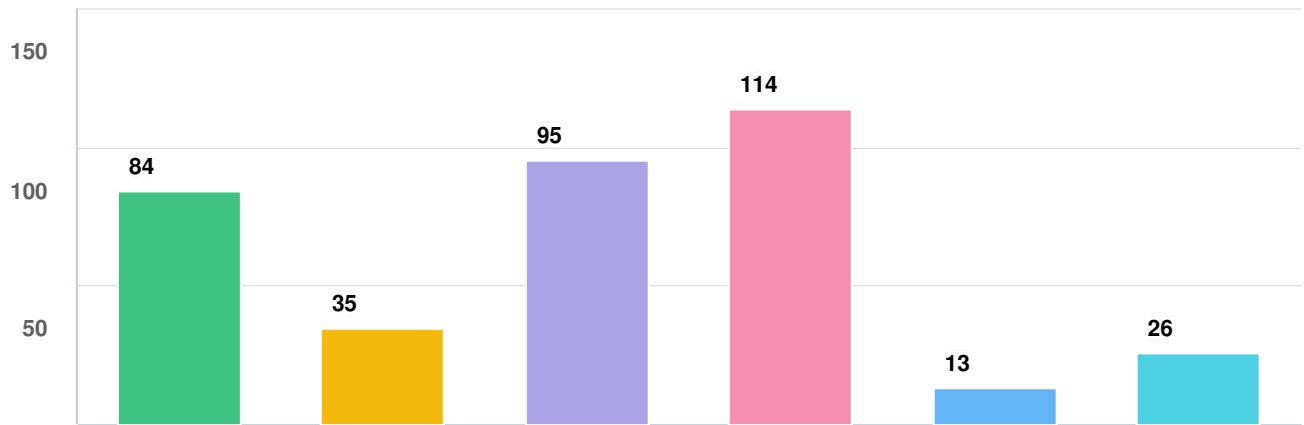


**Question options**

321 345 351 352 354 360 361 362 363 375 394 531

Optional question (81 responses, 70 skipped)

**Q62** What are some key considerations and priorities you think the City, the Province and Fraser Health should focus on in order...



**Question options**

- Hospital parking
- Traffic on adjacent streets
- On-site services and amenities
- Design for future expansion
- Other (please specify)
- Traffic within the hospital area

Optional question (144 responses, 7 skipped)

**Q63 | What additional comments do you have regarding future expansion of Peace Arch Hospital?**

Hospital Buildings is a priority. Underground parking can be made available to the public and staff.

This is not a municipal responsibility. Stay in your lane and focus on the few things that are your job and you might be able to do them better.

Consider building below or above ground parking facilities connected to the Hospital

People of White Rock should not have to have parking problems within their own homes, people should not have to pay for parking at hospitals, it is usually a stress filled situation, no feeding the meter, traffic flow away from community, directional flow  
build higher with multi story parkade

Have a cardiac section in the hospital. All patients have to go elsewhere for heart related conditions

Expansion should be based on needs of community.

there should be free parking at hospitals. it is stressful to deal with having to pay at a hospital.

Innovation and enterprise ecosystem in close proximity. Support local employment and entrepreneurship

We never go there as it has a terrible reputation medically. That issue is beyond the scope of the OCP!

White Rock should try and attract the next medical professional buildings that get built in the area. The plan should be more of a green campus with public space, connection to the greenway, and all the services/specialists located on site. St. Paul 2.0  
womens clinic

Emergency service wing and out patient services.

**Optional question** (13 responses, 138 skipped)

**Q65 | What City-related matter, projects and goals would you be most interesting in tracking our progress on? (e.g. housing, water, environment, transportation improvements, etc.)**

Parks and Transportation

Housing, major developments, clear cutting, planting of trees, the waterfront, affordable housing.

We need to join Surrey and all of the above.

Housing, community spaces

Water, transportation, parks.

housing

Housing, affordable housing, protecting renters.

Accommodation for visitors, more B&B's, hotel, bldg Heights, livability, waterfront storefront upgrades and filling the empty stores. Water the flowers, the pop up plants on Marine Drive are dead.  
Housing, Transportation and Marine Drive Improvements

Need more time to think about this.

Waterfront improvements

Housing and environment

I want to see a voting summary page from every council meeting posted just like the agenda and video and minutes are. We should be able to see how you voted by agenda item, so we can reconcile.  
Improving the viability of the waterfront

All of the above

Better building code enforcement

Water and transportation

Building heights on new developments

All of the above. They're all integrated.

All

Housing, transportation and hospital improvements

housing; dog management bylaw

Water quality, home ownership

Affordable housing

Improve environmental protection and management

development, water front enhancement

Water quality, environment, garbage pickup coordination/improvement

Building heights. Public spaces. Public entertainment spaces.

transportation improvements, water system quality improvements & economy

Environment, waterfront improvements

housing, environment

Housing

Housing and increasing densities

housing(including rental and affordable), waterfront developement, water



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quality, business development

water

Every service, project and activity the city undertakes should fit within the OCP principles, and strategic plan priorities/goals and Council set priorities. Every activity should be measured in how it achieves or makes progress in those areas.

Rental housing stock and affordable housing.

Housing and waterfront

crime: theft in parks, streets, homes

Water, non-OCP approvals, green space/park improvements

Housing, environment and transportation, plus development approvals.

Water with Gvrd., planning town centre,

City clean up. Streets and boulevards are littered with trash and cigarette butts. Shop owners and residents don't clean up and no enforcement to do so

housing and water

More parks

transportation and improvements (building)

Water and general improvements

Building heights, water, environmentdensity

Housing, water, environment

housing,transportation

New Development in outskirts of white rock (north bluff and kent area

Water is a huge concern and we need to know when it is safe to drink

Limiting Building Heights, water quality, any other changes

Development commercial

densification and eco-approaches to building and other eco programs

Water quality and provision seem to me very important. Infrastructure commensurate with development seems to lag behind. Progress in this area is of great interest.

Transportation improvements (sidewalks, roads, walkways), water, environment, housing - all of it!

Building heights and handling of our infrastructure, transit, water

housing, water, environment, any work scheduled

Hospital expansion; height restrictions; water quality; housing; environment infrastructure; water q

Pretty much everything that was mentioned in the survey: transit, environment, housing, development, Waterfront, PAH, and I would not mind knowing about the Water Quality as well  
housing, environment

water, housing and transportation

Housing, environment

Affordable housing and rental project.

Environment, transportation

All

Wellbeing is the most important. The City should have an annual well-being of the community assessment. Well-being and happiness are closely

correlated with social connections - find a way to measure that  
Housing and Improvements

water, environment

water, environment and community cohesion and inclusiveness

Housing affordability.

housing; how many units, how affordable, occupied? Water: treatment  
issues,

Water, housing

Developement, infrastrucure projects and water updates

Water for sure, as our water is terrible and undrinkable now. We need to  
solve this ASAP

Housing, green spaces, more affordable public transport. Water I believe is  
done.

How many amendments and exceptions are made to the existing OCP

High rise permits , water

Environmental Issues, Transport Improvements (can I say rapid transit one  
more time to the parknride!)

Water.

Environment, Water

housing and improvements

Expanding the tax base by encouraging more residents

Housing

Green space and tree management

Our Cultural Identity, Building Community, Multigenerational Affordable Housing, Leading Edge water and housing projects, Accessibility for all, senior care  
Housing and development of the art and theatre aspect of the city.

High rises and traffic

Housing, arts integration, transportation, arts commerce

Water quality, transportation improvements,

absentee owners; vacant properties (as in owned but left empty); average rent; ratio of green space per resident; no of people who can live without a car  
housing, green spaces, hospital expansion

Major developments in the city

Updating, upgrading West Beach Marine Drive buildings...shabby and not at all 'historic'--just old! If our taxes on these are going to be so high then the "best use" concept should give businesses a fair chance.  
Housing, the environment and business development.

no high rises, water, environment, more public and affordable transit

Housing, homelessness

all of the above examples. The town hall held last evening was helpful.

housing and high rises and infrastructure

Housing and affordability

The success and failure of these goals all need to be measured. An annual export card is appropriate

New Developments including rezoning and changes to OCP, building schedules. Notice of Johnston Road Revitalization work.

Transportation

Green space

Reducing city costs by contracting out services and having productivity standards for all workers

Housing

Housing in upper core, more attention and maintenance on public green spaces, not just around the tourist areas

Gross Revenue per waterfront visitor, number of trees bigger than X diameter, Number of new homes built with gardens/landscaping, acres of land acquired for greenway or park land

Housing

Construction and parks. Memorial Pak is a slab of concrete and no local resident can afford anything being currently built.

Building development, water, environment

health of local small business, tourism, housing

housing and transportation improvements

Development

water improvements, environment, planning

A would appreciate a biannual general update with tabs for in depth information.

housing and transportation

housing, environment

housing; water; propose developments for town centre

water, environment (newer houses are being razed and disposed of for

modernization) alot of clear cutting has been occurring on hillside diminishing water retention of banks and repairing antiquated infrastructure.

All proposed developments, housing, water, green spaces, plans for affordable housing, transportation.

improvements, environment, transportation

transportation and environment.

**Optional question** (124 responses, 27 skipped)

**Q66** What type of data would you find useful for the City to gather and report on? (e.g. increase in housing supply or commercial space, value of capital investments in City infrastructure, water quality, etc.).

Operating costs for Memorial Park, Vidal Street Parkade and Arsenic/Manganese Plant. Revenue from New Parkade. Costs of Water Main replacements.

City infrastructure, city operating costs. Investment in public spaces and operating cost of public spaces

All of the above.

housing supply

Number of rental apartments in the city over the last 10 years, with detailed breakdown of rent costs in White Rock.

All of it and tourism. Very unfortunate you removed the beach kiosk. It was a great place to promote our town to visitors and locals. A gathering place to find out about events in town, and for locals to find out about things to do for their guests.

Tourism and business growth activity

Need more time to think about this.

Parkade usage, business retention

Attendance and voting record for committee work and council meetings.

Water quality, commercial vacancy rate

demographics, population, family size, age distribution, use of Marine Drive business, Hospital improvement , tourist numbers to White Rock etc.

All money from developers

Water quality

All of the above. They're all integrated.

All

hospital updates, increase in housing supply or commercial space, value of capital investments in City infrastructure, water quality etc.

Water quality is already gathered and reported on regularly, it is important to keep this going but I understand this is required by Fraser Health anyway;  
We need good data on housing supply; monitor commercial spaces for vacancy & disrepair

The utilization of commercial buildings in Town Centre and Waterfront - way too many vacant and run down (parts are embarrassing).

Public compliance with Bylaw 1959

Water quality, what businesses would be most successful for waterfront and the new opportunities with all the building uptown.

Quality of water. Housing supply.

water rates in GVRD compared to City of WR Water rates

parks, trees, green space, affordable housing supply

Housing supply increase needed

Housing supply increase needed

water quality/supply, increase of commercial space/housing supply(including rental and affordable), business retention/development/diversity, green space development/retention, value of capital investments including pay parking revenues

how much money is being spent reviewing the OCP again

water quality, park and walkway maintenance standards

Increase density of housing on North Bluff Road.

Infrastructure

thefts in parks, streets, homes and perceived safety in those places



Marine Drive parking eg. peak days/times (noting weather), amount of park space as compared to other Metro Vancouver cities, foreign ownership (commercial and private).

Water quality

Water quality, reducing \$ pay parking for hospital visits, beach visits

increase housing supply that's all I hear people talking about that there is a housing shortage

Increase the housing supply seems like a lot of people are moving into White Rock now

general state of the City

housing and water

Water quality

Density areas, infrastructure

The more information the City can gather, the better.

crime and vandalism, general safety issues, RCMP crime statistics

High density on outskirts of White Rock

Re zoning, water, advance notice when building have are to be considered and built.

water quality

Water quality

densification and eco-approaches to building and other eco programs

All of the above.

Water quality,

water quality, how would/could WR handle infrastructure for all the highrises being built? water/sewer, electric/ fire fighting/parking

Infrastructure; water quality; housing

increase in housing supply or commercial space

WATER QUALITY!!!!

water quality

Increase in housing supply, projects presently being undertaken.

Create more new rental buildings.

outcomes of OCP recommendations

All

Increase in Housing or Commercial space.

value of capital investments in City infrastructure & water quality

Increase in housing supply, average rents.

all listed

Amount of money spent on infrastructure projects for different regions of the city. For example how much is spent on Marine drive improvements vs Buena Vista improvements.

Water quality reports, very detailed ones on a regular basis that show increases or decreases of harmful chemicals. Our water is worse than most other places in Metro Vancouver when it used to be the best 10 years ago.

Satisfaction of residents

Water quality

parsnips

Residential property tax base and increases. Types and Quantity of Requests for Service and Response Rates. Interested in volume of chloramine used as would like to see it dropped to the lowest possible level. Water quality. I want Chloramine out of the water. The water people are difficult to speak to, and sometimes behave as if they run their own fiefdom! Sorry, but there is a woman there on the front desk who is aggressively rude.. Financials - actual costs to budgets, project plans prior to approval

increase in housing supply

Number of empty homes and empty commercial.

all the above-great!

All of the above.

Traffic

Housing supply, water quality, arts spaces for production, sales and performance,

Water quality

water quality vis a vis International standards; number of new residents

Our water quality is now enviable. With the new towers coming in the housing availability is going to rise--good! What about all these third world banana republic wires and poles everywhere--surely these can be buried. Looks terrible!

All of the above, but the city should be reaching out in communicating these things. You are very guarded with information.

buy commercial property on Marine Drive. Many business go bust do to raising rents.

increase in housing

Again these good examples of information it is good to have. Thank you

Increasing rental and affordable housing stock

All of these need to be reported on annually

Number of rental versus owner occupied homes, vacant homes.

Water quality

More commercial space

Water quality

Crime traffic

Housing

Development fees received versus infrastructure additions and repairs paid

All of above

Empty houses and use of public facilities (library, rec centre etc..) by non-locals

building plans, water quality, green space development

all of the above

none

All of the above

You have listed 8 concerns. tracking progress or lack of progress in those areas would seem reasonable.

increase in housing supply

housing supply, ownership

new building development proposals; water quality; life expectancy of infrastructure and replacement costs

a clear mapping of pipe lines and subsequent organized road closures. FYI  
underground streams have dried up. Empty residences condo or single  
including businesses.

Housing supply or commercial space, water quality, planned developments

water quality, population growth, expansions

Value of Capital investment in city infrastructure.

**Optional question** (106 responses, 45 skipped)

**Q67 | Do you have any other suggestions for how we guide the future of the City?**

I think there are a lot of younger people that want development that do not go to Council meetings to have our views heard. I want the focus to be on making the Town Centre walkable and accessible by transit.  
Cap the heights off in the Town Center before a developer makes an application for a high-rise.

Yes We need to join Surrey.

Speed zone around schools and walking areas. Road maintenance.

When doing surveys make sure they are available to White Rock residents only. Also take into account when changing a bylaw that all costs are considered.  
plan for the future White Rock cannot stay a sleepy town like so many old people want with no development. The younger people are to busy working to take part in the OCP process but they see they want to see progress within our city  
Increase protection for renters. If a tenant is "demovicted," make a bylaw so the tenant can move back into the suite after renovations FOR THE SAME RENTAL FEE. If they redevelop the Silvermoon, rent will go up by 100%. I commend the 1:1 rental replacemen  
Visitor accommodation.

Relationship with First Nations and the BNSF railway. Opening up the Promenade and Pier to greater public access and International access via rail and marine traffic.

A key issue for the Waterfront area is to make it more vibrant and people/pedestrian friendly by keeping it as close to a "beach town" atmosphere. Most development should be focused in the Town Centre.  
Whiterock is an amazing community. People are coming no matter what so having a plan and a process to implement the plan expeditiously is vital.

I'm doing the work of a previous council is petty. This ocp review is a waste of time and money. I participated fully in the previous lengthy process and felt it represented all the things I heard around the table. This council is getting it wrong.

Waterfront needs a cohesive theme and needs to be taken off life support.

Our city is not just the town centre. It should be our community centres, waterfront, hospital transit routes, highway access, walking the waterfront, seniors, etc. Every part of the city should be our focus including a new City

Hall Centre,

An investigation into how we got 13 high rises and the other side of North Bluff road got none.

Look forward and move with the times. White Rock seems to be "stuck" in the past, and unable to move forward. Make it a vibrant and welcoming city. Waterfront should be a draw for visitors and locals. It looks like it is dying a slow death.

Development of residential homes and how they impact neighbouring properties (ie height, lights, overlooking each other, backing up onto other properties, loss of privacy)

Important to connect green space so you can walk peacefully, uninterrupted.

There need to be ribbons of green space from the top of white rock to the beach, through business, to open into parks, along side apartments Hogg Park is a good example.

Increase density along 16th from Town Centre east to King George. Does not impact the view of the water and City of Surrey is on the opposite side not White Rock.

Please stop making decisions that lead to law suits.

Neighbourhood improvements (ie. sidewalks, parking, green space)

Improving the promenade and pier is great but ignoring the look, and ambience of businesses on the strip is negative. Bring in vacancy tax. The area west of Jan's is scuzzi for the most part. Winter rents s/b nominal - operating costs only.

No more high rises. Keep development low and view protected. Keep the beach front quaint and interesting and welcoming.

Not at the time. Look forward to OCP public presentations.

Police & Fire Services - should they be stand-alone or combined with Surrey? I vote stay the same as we are.

Improve bike lanes in uptown, create walking and biking trails

Even out densities allow more in town center transition areas and decrease heights in the town center to distribute everything evenly

hire an economic developement person; try to link the waterfront with uptown/5 corners

Under affordable housing there was no space for comments. I would encourage larger lots being subdivided into 2 and building 2 houses or duplexes

Make it a priority to maintain what we have before adding new things to the

list. When developing a park, building, etc. include the ongoing operational costs into the budget for future years.

No.

I hope the police will be vigilant in keeping vagrancy and associated crimes at a minimum

coordinate with Surrey, to make 16th and the town center more attractive.

A transparent reporting of how community input turns into the OCP backed up by documentation as to how the final report reflects all the various opinions presented.

Without sounding racist, many smaller homes are being demolished and replaced with monster homes that are affordable by off shore investors or non-immigrants. See the news feature on school children ordering lunch deliveries etc.

Please please fast track

Clean up what we've got ! Other communities can do it...why can't WR ???

Staying on type of minor issues like vagrancy and thefts to keep a feeling of safety and community.

Openness, we voted for those whom we thought would do their best for the good of all ( the majority at least).

It is sad to know that this would be the 3rd OCP in a very short time, but I have faith in the current Mayor and Council to do it right this time and not pander to the developpers!

dont change our policing as surrey is doing.Retain the R.C.M.P.

Allow development

The traffic is getting very dangerous, is this being monitored? For example Best and Russell are so dangerous at times to cross. Merklin has no parking for residents due to construction workers. What is being done?

Would love to have a limit to residential tree/hedge heights that block neighbors views and light. If there is a limit for building height, there should be a limit to how high your hedge and trees get.

All about making sure restaurants and businesses along beach survive. Way too many shut down every year. Public events on beach are key. Bring people (tourists) in to spend money and enjoy our beautiful city

This is a good overall survey, causing thought and interest. Thank you.



So many older condos do not have visitor parking, the street parking can be full, worried with more high rises etc the parking will become more difficult. The city makes a ton of money from cars parked too close to driveways etc as parking is so sparse

Reducing our city's emissions - energy efficiency standards for new builds, embracing renewable energy, bike lines, better transit, preservation of trees and wildlife, sustainable developments  
the OCP should not just be a "guideline". Once adopted the "official" part of the OCP should be adhered to.

Personally I found this survey rather challenging to actually get across my concerns with the city.

the future of White Rock in joining the City of Surrey. it makes sense.

Please let more new rental buildings in the town centre.

As we grow. Green space is important..you can never get to back once gone!

Have weekly garbage pickup for health reasons.

Hospital/Medical district needs a more focused review especially in view of the fact that a medical district is being planned on the Surrey side of North Bluff

Have free parking not parking meters everywhere. Like at the Hospital should be Free like Ladner Hospital?

community inclusion / engagement is an important measure

yes, when the OCP has been adopted; notification of any application to change it outside of the renewal cycle and who has the right to ask. Citizens should have priority over developers

I'll be attending the OCP meetings to express some of my opinions

Make preserving trees a priority and enforce bylaws on current construction sites. I've had construction next door to my house for 2 years with multiple violations and it has been difficult many times to get the city to respond. Learn from past mistakes. Be thoughtful/mindful .

I feel that it is important to stick to the OCP and not bend it very often. Also, although we have strict bldg rules with regard to maintaining views and site-lines, residents can grow trees to completely obscure the views of others. YES. We need to start undergrounding wires when roadworks/sidewalk improvements made. It is so darned ugly and way too much weight. Look at

Oxford (and major roads) overhead wires - with more and more fiber added, wires are pulling on the poles.

Thanks for asking. I am happy with the way the new Mayor and Council are working together.

Seriously consider merging with Surrey - cannot survive on W/R tax base

Parking, parking, parking - not just at the waterfront. With all these high density buildings going up come more cars. They will need to be able to park somewhere!

Please ensure there is a mechanism to ensure affordable home ownership and affordable rental

Dont allow all the commercial space if it is never occupied - could be living space instead.

Thank you for all the new council and City Team are doing.....still have a concern about health and safety for people regarding dogs on the beach.....more activities to celebrate, honour the diversity of population Keep all the channels of communication open as you are doing now. Well done.

Residents opinions should have weight in decision making. The last council was defeated because they would survey residents but then ignore their wishes

White Rock needs to become an "all arts" destination, by recreating a unique atmosphere and massively creative environment.

I would like to see if there are any plans to extend the promenade to crescent beach and create a real sea wall similar to Vancouver

Don't be afraid to modernize and move with the times. Old and shabby is just old and shabby. Let the uptown go higher, it will be good for the City and the community up there. Don't fear development, make it beautiful and pleasant. Thanks!

Right now there is a great deal of distrust between City Hall and the residents of White Rock because we have been ignored and City Hall has destroyed our city. I doubt the people destroying our city live here. I wish they had to live with their decisions

What do you value about your community? I value having places that I am proud of ex., LGBTQ+ sidewalk, good restaurants, good meeting places like Islands cafe and Laura's, beautiful community center, Generation's park, concerts on the beach

Look at the ratio of building sizes to the footprint of the property. The mega houses with no green space and often unoccupied is a problem. Stop spot zoning, if that is the correct phrase. No More Highrises Please!

More mid to high density on north Bluff road

Our city is looking very dated and tiered

Top Priority: People Mover (i.e.Funicular) between 5 Corners and Beach.  
This single project would do the most to bolster the economy, ease parking, help businesses and create an international attraction that would bring visitors and tourist \$\$ into WR.

None

Safer crosswalks at Johnson and North Bluff (Pedestrian scramble crosswalks) traffic calming in the entire town center. More crosswalks across North bluff in town center east.

Monthly as a group council members and the Mayor could go to a predetermined area of White Rock and complete a 30 minute walking tour to see what is going on and better connect with our community

Make public art spaces

Please try to retain some character. Also, please set limits as to house size on residential property. 5000 square foot houses are not green, do not provide affordable housing and do not fit within the character of a neighborhood.

White Rock should have a firm policy on power lines, poles, and cables. It should be part of every new development to take these services underground. In SF residential areas, utilities should be required to remove excess poles/wires each new connection

Waste of time and tax dollars as OCP was just completed after very thorough and inclusive process.

Stop the insanity of out of control bad urban planning. What made White Rock popular in the past was its charm and small town feel. It's being turned into a poorly planned suburb for the the rich. No place for kids to play . Bylaw enforcement is pathetic

encourage development in the downtown core to give it more energy while maintaining identity. The surface lots are an eye sore and make the street feel a lot less vibrant. 3 Dogs and Blenz help but there's a long way to go. KFC is an eyesore.

Get rid of the inclination to listen to the NIMBY people. White Rock clearly needs more income and will not get it by halting development

In the opening comments it was stated that we want to make space for more residents. I think this is a faulty premis.

my observations are that seniors 65-90 are driving the review. They only rep 34% of W.R. population. Find a way to connect with the 15-65years who rep 57% of W.R. population. Get them involved early with social media and you get a more sustainable ocp

Give most weight to the opinions of the people who live in the various areas

of the City than to those who do not, since there appears to be a significant "no growth, no change" group . The latter is a general position needing separate debate.

keep residents updated on all current and future development proposals well in advance of any approvals being made by City.

THIS WAS DIFFICULT TO LOCATE. Survey should be published in PAN and/or delivered to all residences. Not everyone owns a computer even so maps are hard to see, do not print extents & schedule OCP not in summer during absence of residents.

Development is necessary when done prudently and taking into account the wishes of the majority of citizens. The people of White Rock clearly indicated in the last election we do not want any more high rises!

Yes, this is a local seaside community which is expanding. I have concerns of the number of foreign buyers, businesses. I want to support and buy local and my city should encourage that. Stop selling out to foreign buyers, both residential & business.

All services should move towards being underground with every new development and street enhancement. The city should pay for this and not expect all residents to agree to do it or it will never be done and we will never be a first class city.

Youth activities

Link the City Hall and City center to the water front with walkways.

**Optional question** (100 responses, 51 skipped)

# Welcome to the - OCP REVIEW -

## What is an OCP? .....

An Official Community Plan (“OCP”) is a City bylaw that guides the way land is to be used and developed in a City over a 20-30 year timeframe.

Aside from providing policy direction for new development, the OCP addresses other important matters such as economic development, transportation, housing, environmental protection, and infrastructure, in order to guide decisions in a way that helps to achieve the community’s long-term vision.

## What is the OCP Review? .....

A new White Rock OCP was completed and adopted in October 2017. In 2018, Council directed that the OCP be reviewed to receive further community input, and update policies related to:



BUILDING HEIGHTS OUTSIDE THE TOWN CENTRE



GREENING THE CITY



STRENGTHENING TRANSIT



REVIEWING THE TOWN CENTRE



AFFORDABLE HOUSING



PEACE ARCH HOSPITAL EXPANSION



MONITORING OCP GOALS



ENHANCING THE WATERFRONT \*

*\* The Waterfront Enhancement strategy focuses on Marine Drive and is proceeding independently of the other OCP Review components.*

.....  
“...City Planning cannot be a ‘once and for all’ matter. Any plan needs constant modification to meet the community’s changing needs.”  
- White Rock’s first OCP (1968)  
.....





# What is - PLANNING? -

## What is Community Planning? .....

Community Planning is the City’s process to engage with the public and other organizations in order to establish a vision, goal, and policies for guiding land use and growth and achieving social, economic, and environmental sustainability.

Community Planning also includes research and implementation of policies relating to land use, economic development, social development, housing, parks, environmental protection, and other important matters related to the community’s health and well-being.

## Who are we? .....

White Rock’s City Planners are primarily responsible for providing professional advice to City Council regarding future land use and growth management in the City.

City Planners are also responsible for...



Coordinating public consultation events, summarizing information, and educating the public.



Reviewing and processing many different types of development applications.



Developing land use plans and strategies intended to encompass various aspects of community life.



Helping the community achieve its short and long term goals.



.....

“...City Planning cannot be a ‘once and for all’ matter. Any plan needs constant modification to meet the community’s changing needs.”

.....

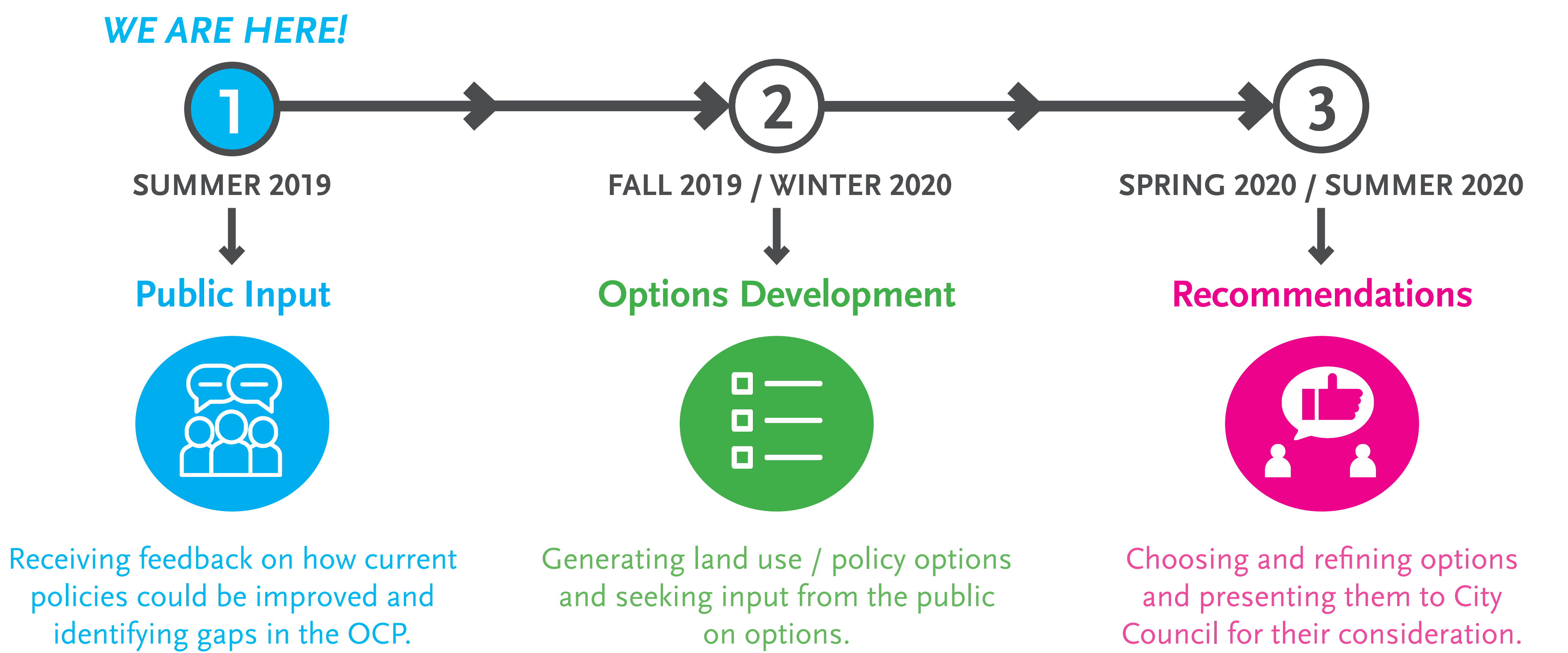
- White Rock’s first OCP from 1968



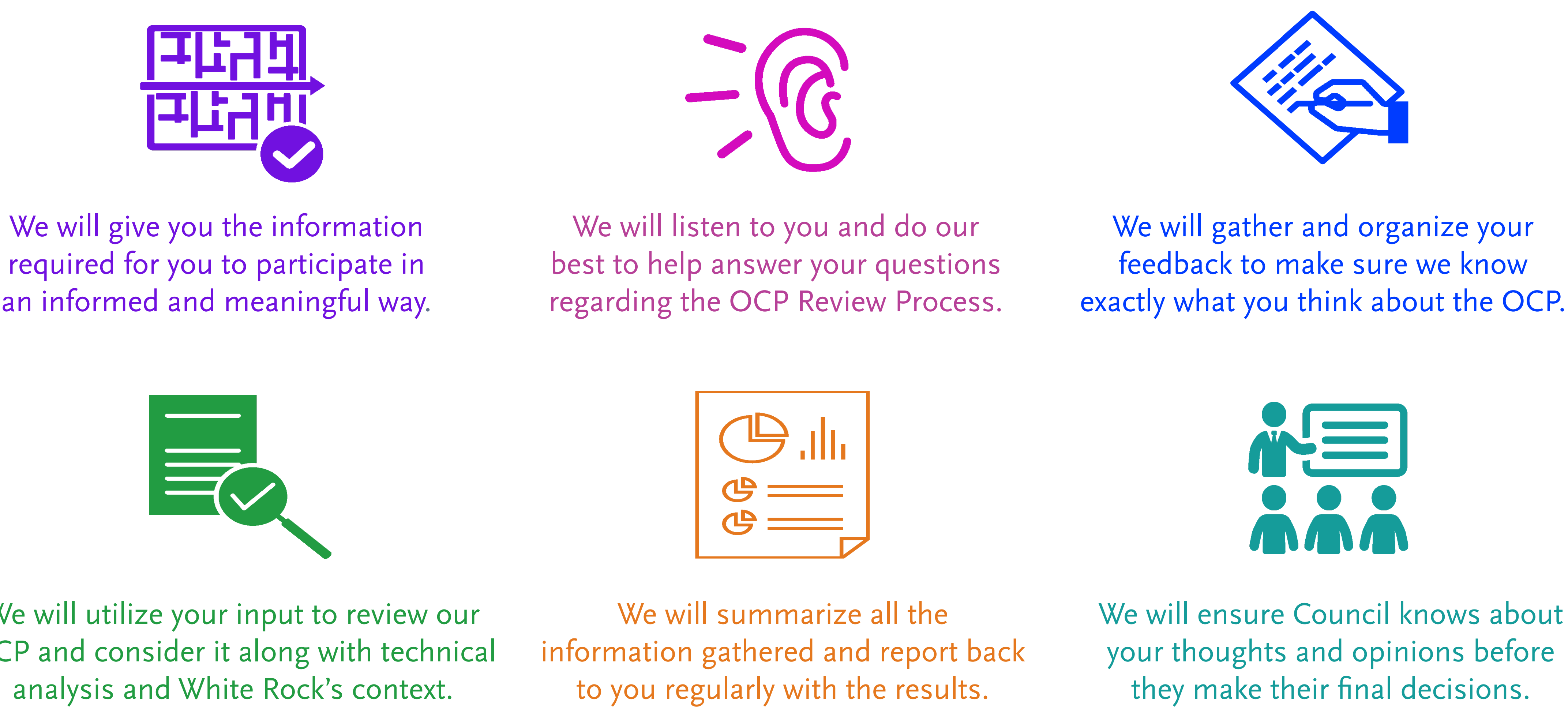


# What is the - PROCESS? -

The OCP Review involves 3 key phases: .....



Our promise to the public: .....



“....City Planning cannot be a ‘once and for all’ matter. Any plan needs constant modification to meet the community’s changing needs.”  
- White Rock’s first OCP from 1968






# BUILDING HEIGHTS OUTSIDE TOWN CENTRE

## Reviewing Building Heights: .....


Allowing a range of building heights can allow our community to accommodate a growing population with limited land area by focusing denser, taller buildings in a compact central area with services and employment, while maintaining existing single family neighbourhoods.

Taller buildings can also have an impact on existing views and sunlight access, which means they require sensitive design to minimize issues.

**By the numbers...**



*There are over 30 existing buildings in the City that are 5 storeys or taller, either occupied or currently under construction, with 20 in the Town Centre.*



*85% of Rental Buildings were built between 1960 and 1980.*

## Current policies in the OCP: .....




Growth is focused in high activity areas that are already characterized by medium to high intensities, primarily in the Town Centre and secondarily in adjacent areas and the Lower Town Centre (Policy 6.1.1). The tallest and densest development is focused at the intersection of Johnston and North Bluff Roads, with heights and densities decreasing gradually to the south, east, and west (Policy 7.2.1).


Residential densities are focused in the Town Centre, but housing choices are distributed throughout the City in all neighbourhoods, with duplexes and triplexes allowed throughout Mature Neighbourhoods (Policy 11.1.3).

The City’s Land Use Plan allows for a range of heights, with large areas of Single Family Homes and taller apartments closer to the Town Centre.


**How many homes can fit in an acre?**



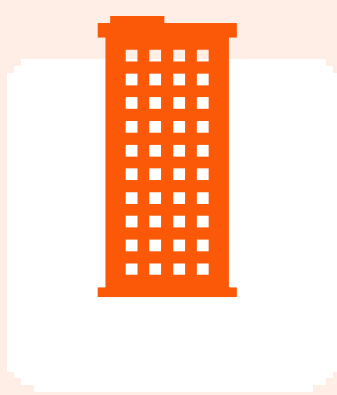
**SINGLE FAMILY**  
4 to 8 homes



**TOWNHOUSE**  
15 to 30 homes




**LOW/MID-RISE**  
40 to 60 homes




**HIGH-RISE**  
75+ homes


## Potential ideas: .....



Focus taller buildings only in the Town Centre Area.



A maximum of 4-storeys for all buildings or properties along Thrift Avenue.



Develop a City-wide building height map.

*Did you know... The first building in the City of White Rock to exceed 4 storeys in height was the 6 storey Bayview Garden (previously known as the Bayview Chateau) constructed in 1966, at Blackwood Street just south of Thrift Avenue.*





# BUILDING HEIGHTS OUTSIDE TOWN CENTRE

## What we’ve heard so far: .....

The **TOP 10** principles you think should guide the growth of the City. New developments should...

1. Be where residents can walk to shops and services *(77 respondents)*
2. Be required to upgrade the adjoining streets and sidewalks *(72 respondents)*
3. Result in new public spaces for the whole community *(66 respondents)*
4. Be located close to existing bus routes *(64 respondents)*
5. Be phased with growth in hospital services *(56 respondents)*
6. Not impact existing mature neighbourhoods *(47 respondents)*
7. Add employment space to the community *(45 respondents)*
8. Be focused on rental housing or other affordable forms of housing *(40 respondents)*
9. Be focused on other principles - e.g. see comments to the right *(22 respondents)*
10. Not occur in White Rock *(6 respondents)*

101 total respondents

What other principles do you think should guide the growth of the City?

“Higher density housing to eliminate sprawl (such as allowing lane homes, encouraging rental suites, etc.)”

“Allow the Town Centre Transition Area to remain under the current OCP density and heights and lower the heights in the Town Centre.”

“Residential housing within a block of North Bluff Road should be restricted to multi-family to reduce the number of driveway accesses.”

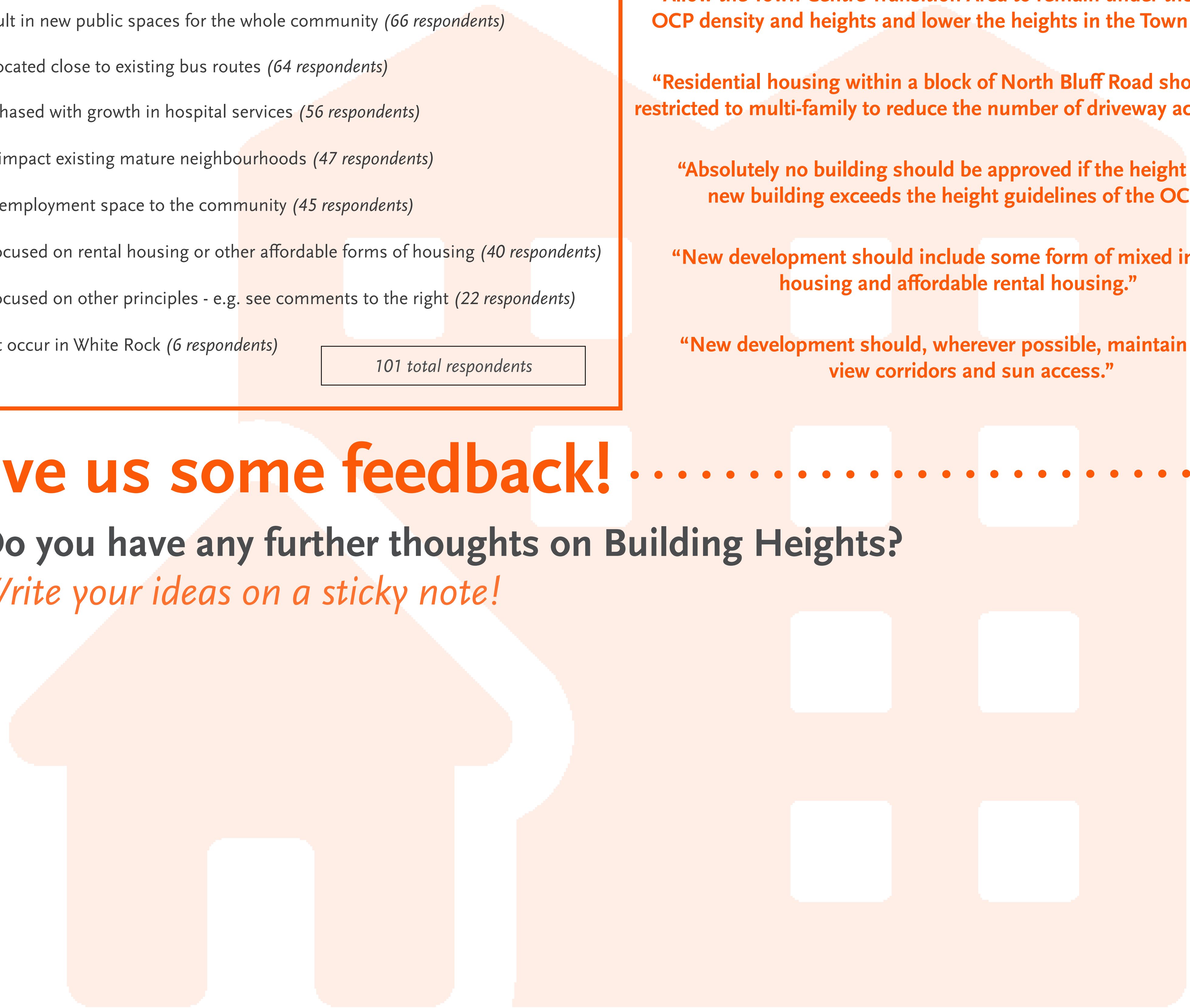
“Absolutely no building should be approved if the height of the new building exceeds the height guidelines of the OCP.”

“New development should include some form of mixed income housing and affordable rental housing.”

“New development should, wherever possible, maintain existing view corridors and sun access.”

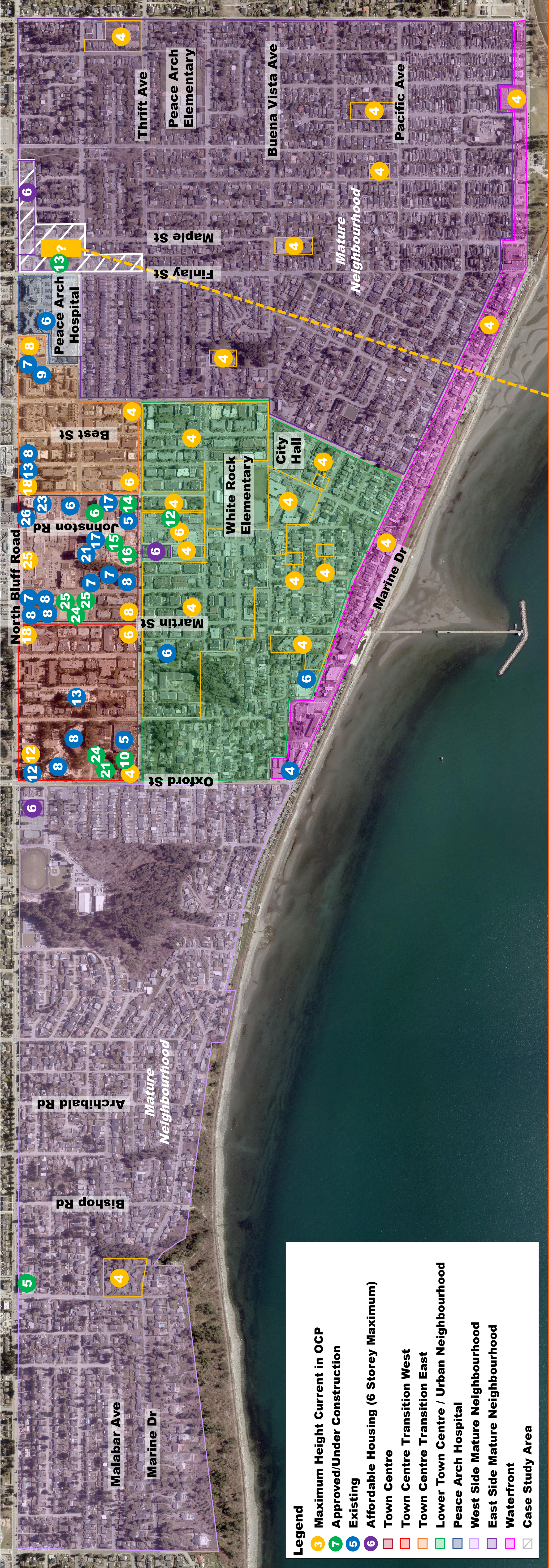
## Give us some feedback! .....

Do you have any further thoughts on Building Heights?  
*Write your ideas on a sticky note!*





# BUILDING HEIGHTS OUTSIDE THE TOWN CENTRE



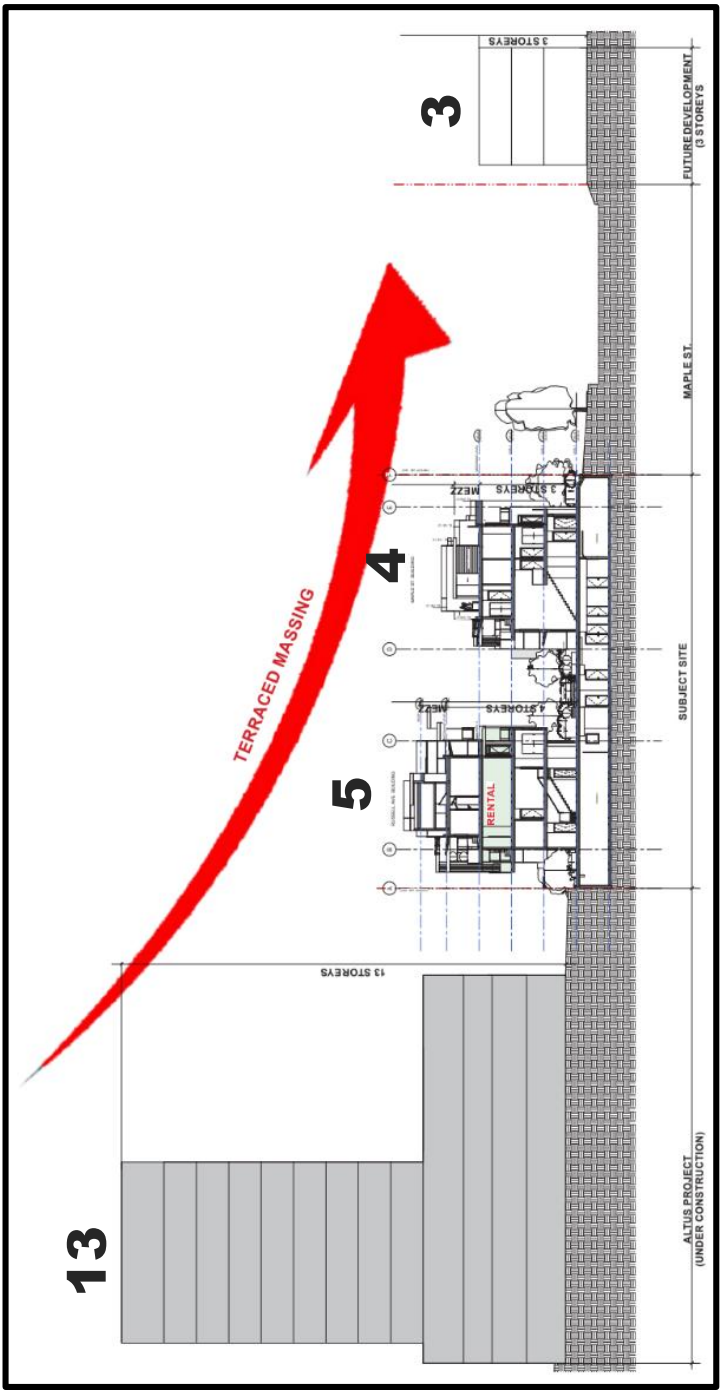
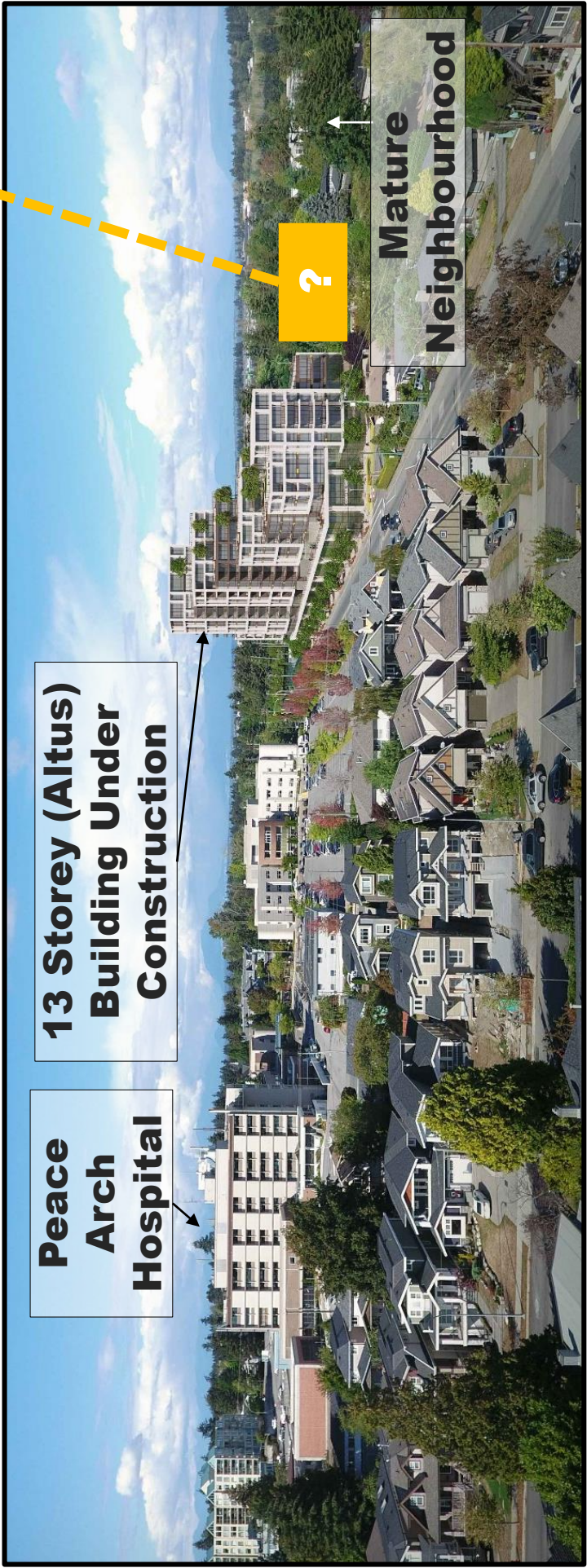
## Building Height & Neighbourhood Map

We want your feedback!

### CASE STUDY: HEIGHT TRANSITIONS EAST OF PEACE ARCH HOSPITAL

On the site beside the 13 storey Altus building under construction and the mature neighbourhood to the east of Maple Street, building heights should be: **Please place your dot beside the option you agree most with...**

Townhouses (3 storeys) (Current OCP policy)	
Townhouses and Apartments (4 – 5 storeys) (Proposed by applicant in image to the right)	
Apartments (6 – 10 storeys)	
Remain Single Family	



Rendering of 13-storey Altus building east of Peace Arch Hospital  
\*\*\* For more information, supplementary drawings are available on the table

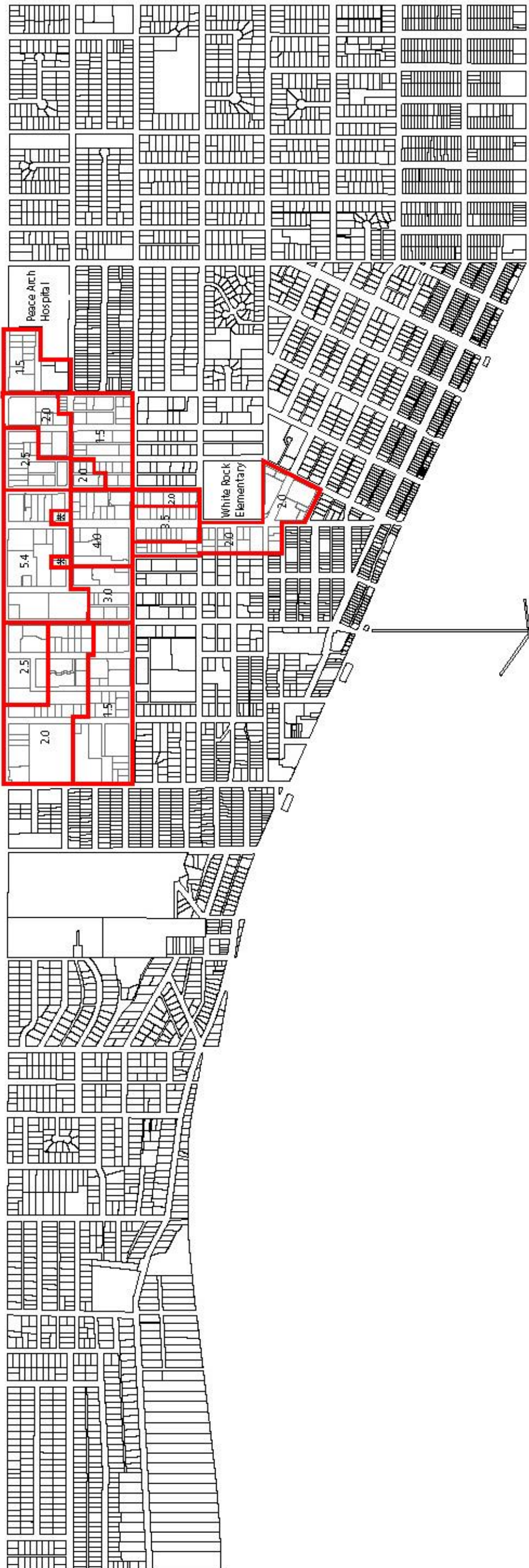
Terraced height transition from Altus building proposed by applicant



# BUILDING HEIGHTS OUTSIDE THE TOWN CENTRE

## OFFICIAL COMMUNITY PLAN HEIGHT TRANSITIONS

Land use designations allow for the management of future development in the City. Future growth is presently focused in the Town Centre, adjacent Town Centre Transition areas and the Lower Town Centre. areas are outlined in the below Figure on the right.



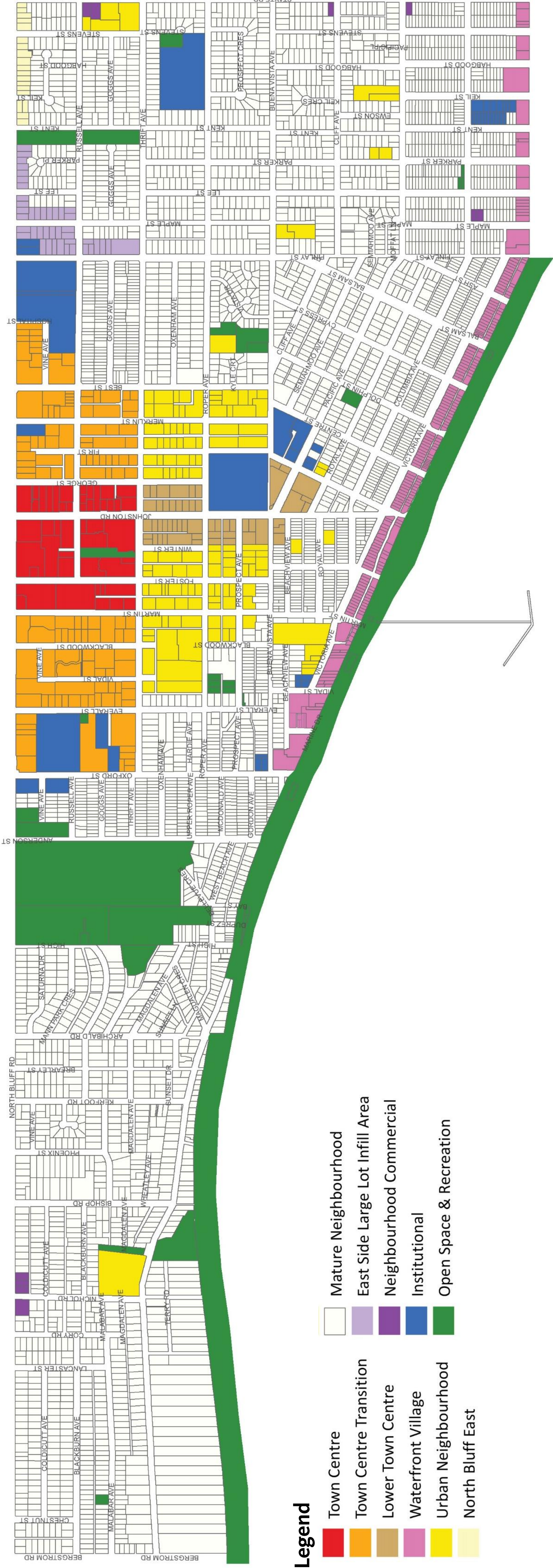
OCP maximum FAR in the Town Centre, Town Centre Transition, and Lower Town Centre Areas (\*indicates 2.0 FAR)

Allowable densities (Gross Floor Area Ratio or FAR) for future development for these three land use designations are highlighted in the Figure below on the left. Potential heights (in storeys) for the same areas are outlined in the below Figure on the right.



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

## OCP Land Use Designation Map





# GREENING THE CITY

## Benefits of Greening the City: .....

Trees, whether growing singly, in groups, or in significant stands, produce a variety of benefits for both residents and visitors of White Rock.

Adding more trees will result in numerous benefits, including: improved air quality; additional support for ecological systems and biodiversity; and, shading and cooling for streets and buildings.

The importance of urban forests will continue to increase in the future, as trees are cost effective ways to mitigate the effects of climate change and build more resilient cities.



## Current policies in the OCP: .....

The selection of area-appropriate tree species for street planting is important to limit conflicts between the protection of views and the retention of trees (Policy 6.2.2). The strategic management of new building setbacks in multi-family and mixed-use areas is being enforced to create sufficient space and soil volume for trees while maintaining an intimate, urban relationship with the street (Policy 15.2.5).

In order to protect and expand habitat and natural areas, the City intends to adopt an Urban Forest Management Plan, and have development projects designed to preserve mature, healthy trees (Policy 12.2.2).



## Potential ideas: .....



Establish a “Neighbourwoods” subsidy program to support private realm tree planting.



Plant more street trees.



Develop a young tree management program to address structural pruning/ watering/nutrition guidelines.

*Did you know... One way to measure the extent of the urban forest is through quantifying the urban tree canopy - including the layer of leaves, branches, and tree stems - when viewed from above. White Rock’s urban forest canopy today stands at 20%, as compared to North American cities average of 27%.*





# GREENING THE CITY

## What we’ve heard so far:.....

How would you like the City to increase our connection and access to nature?

- “Improve public awareness and education about our existing natural assets such as the Semiahmoo foreshore.”
- “Creating new public green spaces in town centre where new buildings will be constructed.”
- “Creating new off-leash dog park that is maintained and is a model of dog parks in North America.”
- “More trees, flower baskets, trees on road islands and many more new trees in new construction. Trees should not impede views.”
- “I like the plan for the new public square at Russell & Johnston. This will be a great addition to the Town centre.”
- “More trees along sidewalks, public green spaces in our Town Centres with comfortable seating to reflect and watch the world go by.”

What is your favourite green space in the City?

Centennial Park

Ruth Johnson Park

Bryant Park

Davey Park

Hodgson Park

Coldicutt Ravine

Emerson Park

Road End Parks

All Green Space

The Promenade

Memorial Park

RJ Allan Hogg Park

The Ravines

## Give us some feedback! .....

Where would you like to see the City prioritize planting more trees? *Place a dot!*

Boulevards (i.e. Street Trees)

Existing Parks (i.e. Bryant Park)

New Parks (i.e. New Green Space)

Natural Areas (i.e. the Ravines)

.....

What types of parks would you like to see more of in the City? (i.e. dog parks, open spaces, parklets, playgrounds, etc.) *Write your ideas on a sticky note!*





# STRENGTHENING TRANSIT

## Benefits of Strengthening Transit: .....

A well-connected transit system allows people to drive less and walk, cycle, and take transit more, resulting in healthier people and more livable places that are sustainable, resilient, and economically thriving.

Benefits of a strengthened transit system include: more commuting options; personal mobility for all; reductions in road congestion; decreased greenhouse gas emissions; and, decreased household expenses.



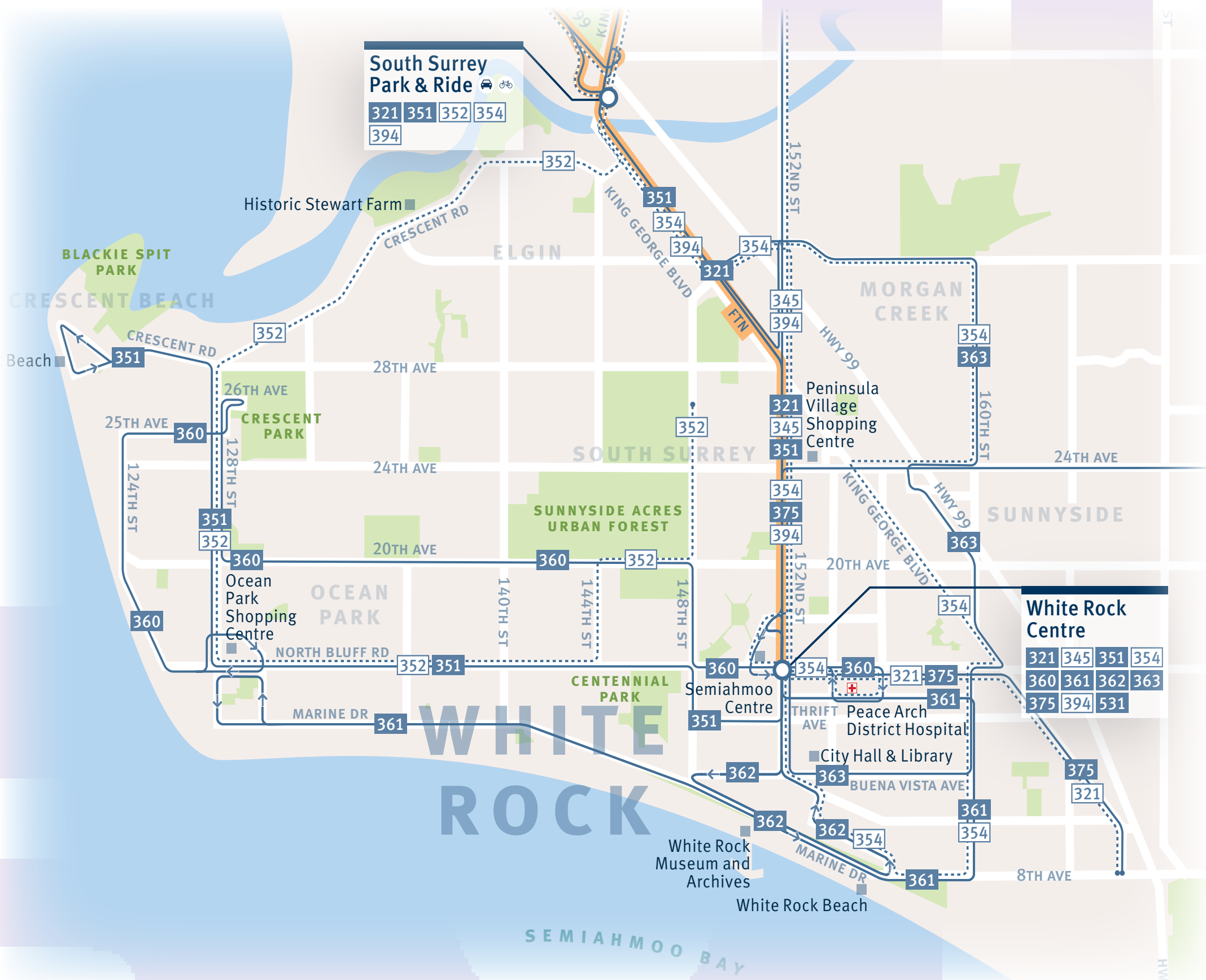
TransLink's New Double-Decker Bus (Source: Daily Hive)

## Current policies in the OCP: .....

Working with TransLink to:

- Enhance local service frequencies;
- Enhance local circulator service;
- Improve local service periods in operation;
- Ensure a universally accessible transit system;
- Improve the White Rock centre exchange;
- Enhance the transit customer experience; and
- Support regional transit improvements (Policy 13.3.1).

The Town Centre is also being identified as a key regional and local transit service ‘anchor point’, to ensure additional frequent and local transit routes and infrastructure investments are directed to the area and to recognize the Town Centre’s role as a high-density, mixed-use growth focus area in White Rock and the Semiahmoo Peninsula (Policy 13.3.6).



South Surrey / White Rock Regional Transit Map (Source: TransLink)

## Potential ideas: .....



A B-Line Bus Route that services the City of White Rock and better connects the community regionally.



A fixed transit link between the Waterfront and Town Centre, such as a Funicular or Escalator.

.....  
*Did you know... A B-Line Bus Route is a transit system that involves improved travel time, reliability, frequency, and availability. Travel times are improved because of stops spaced 1 km apart, with all-door boarding, and high-capacity articulate buses travelling along streets designed to improve travel time. During rush hour, bus frequency is every 5-10 minutes!*  
.....





# STRENGTHENING TRANSIT

## What we’ve heard so far: .....

Do you currently use transit on a regular (weekly or more frequent) basis?

Which existing routes would you want more frequency on?



Why do you not use transit more frequently?

What would make you more likely to use transit?

“I walk everywhere.” “It is not convenient for what I need.”

“Live and work in White Rock so either can walk or drive.” “No need.”

“I am still able to access shops and services by walking.” “I drive a car.”

“Don’t find it convenient; timing and bus stops locations.”

“Bring back the non-stop bus to Vancouver.” “Skytrain out here.”

“Express service from Surrey Central to White Rock.” “Free transit.”

“Nothing.” “Convenient routes to more municipalities.”

“More frequent buses where I live.”

## Give us some feedback! .....

Would you like a B-Line Bus Route that services the City of White Rock? *Place a dot!*

YES

NO

Do you have any additional thoughts about transit? *Write your ideas on a sticky note!*



# TOWN CENTRE REVIEW

## Town Centre Review: .....

The 2011 *Town Centre Urban Design Plan* had its key ideas incorporated into the OCP and the Zoning Bylaw in 2013. There have been many changes since, including new buildings and some streetscape upgrades.

This review is an opportunity to get input on what features are still needed to ensure the area remains an attractive, lively, pedestrian-friendly, and highly livable neighbourhood. It includes looking at the height and density of future buildings in order to achieve open/green space and parks for socializing, shopping, and enjoying urban life.



3D Model of 2011 Urban Design Plan (shown to the right)



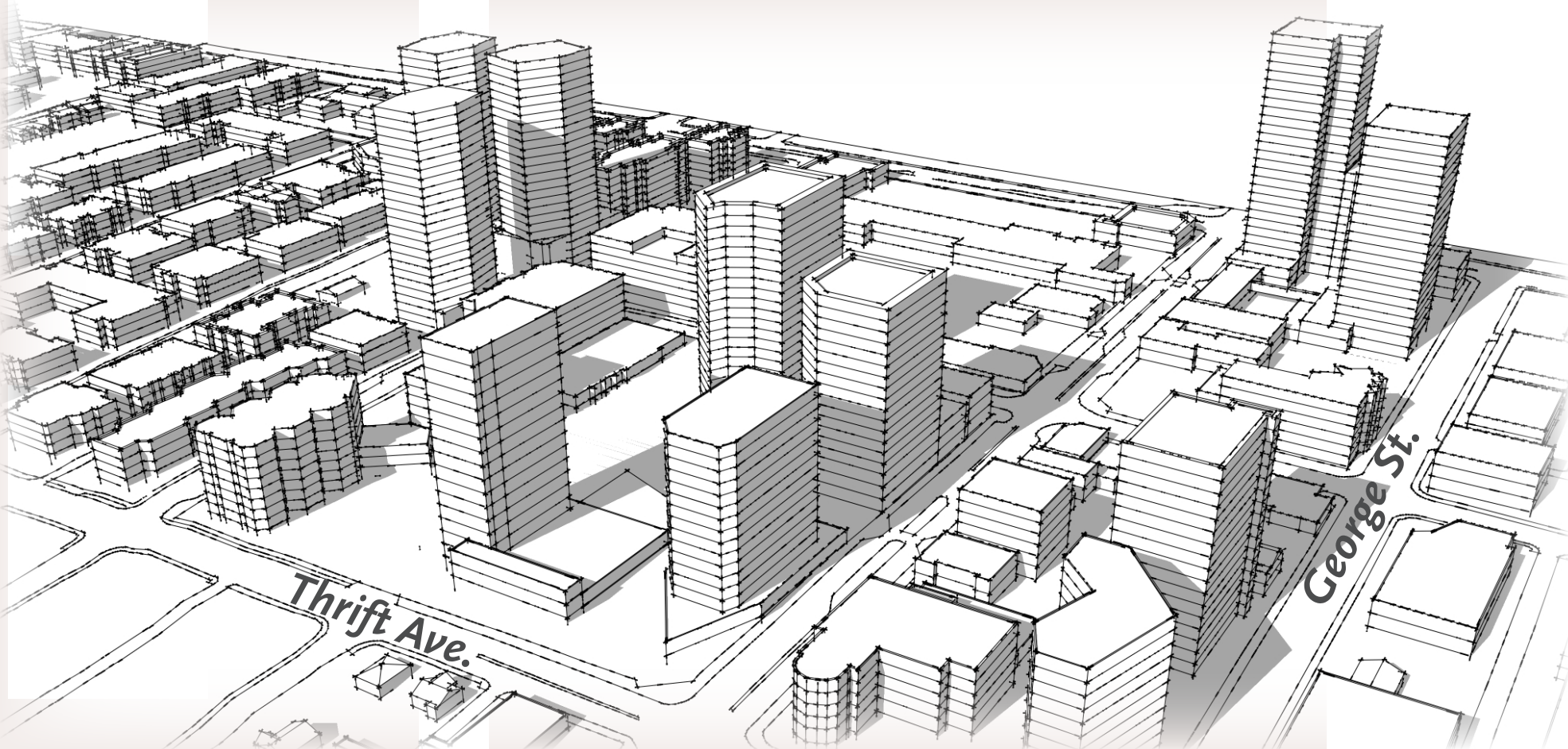
Illustrative Plan of 2011 Urban Design Plan

## Current policies in the OCP: .....

The Town Centre is the hub of cultural, economic, and public life in the City, with a diverse mix of uses, and it is the focus the majority of future growth. This focus will assist in maximizing the residents who can access transit and meet daily needs within walking distance of home (Objective 7.3).

Related policies include: encouraging the development of office, event, and hotel space, along with other employment generating uses (9.1.1); creating public space at the corner of Johnston Road and Russell Avenue and in the block bounded by North Bluff Road, Russell Avenue, Johnston Road, and Foster Street (9.2.1); and enhancing the network of parks and public open spaces (9.3.2).

\*The City of Surrey is also doing a review of its Semiahmoo Town Centre Plan, with a draft land use plan expected in July 2019.



3D Model Showing Approved & Constructed Buildings



Rendering of 1500-block Johnston Road streetscape upgrades

## Potential ideas: .....



Require a portion of floor area in new buildings to be either rental or job space, to balance the amount of condos in the area.



Limit lot coverage of underground parkades on large sites to allow for better soil conditions for trees.

*Did you know... The 2008 OCP also described the Town Centre in the following way: “The Town Centre is anticipated to have the highest densities in White Rock ... 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.”*

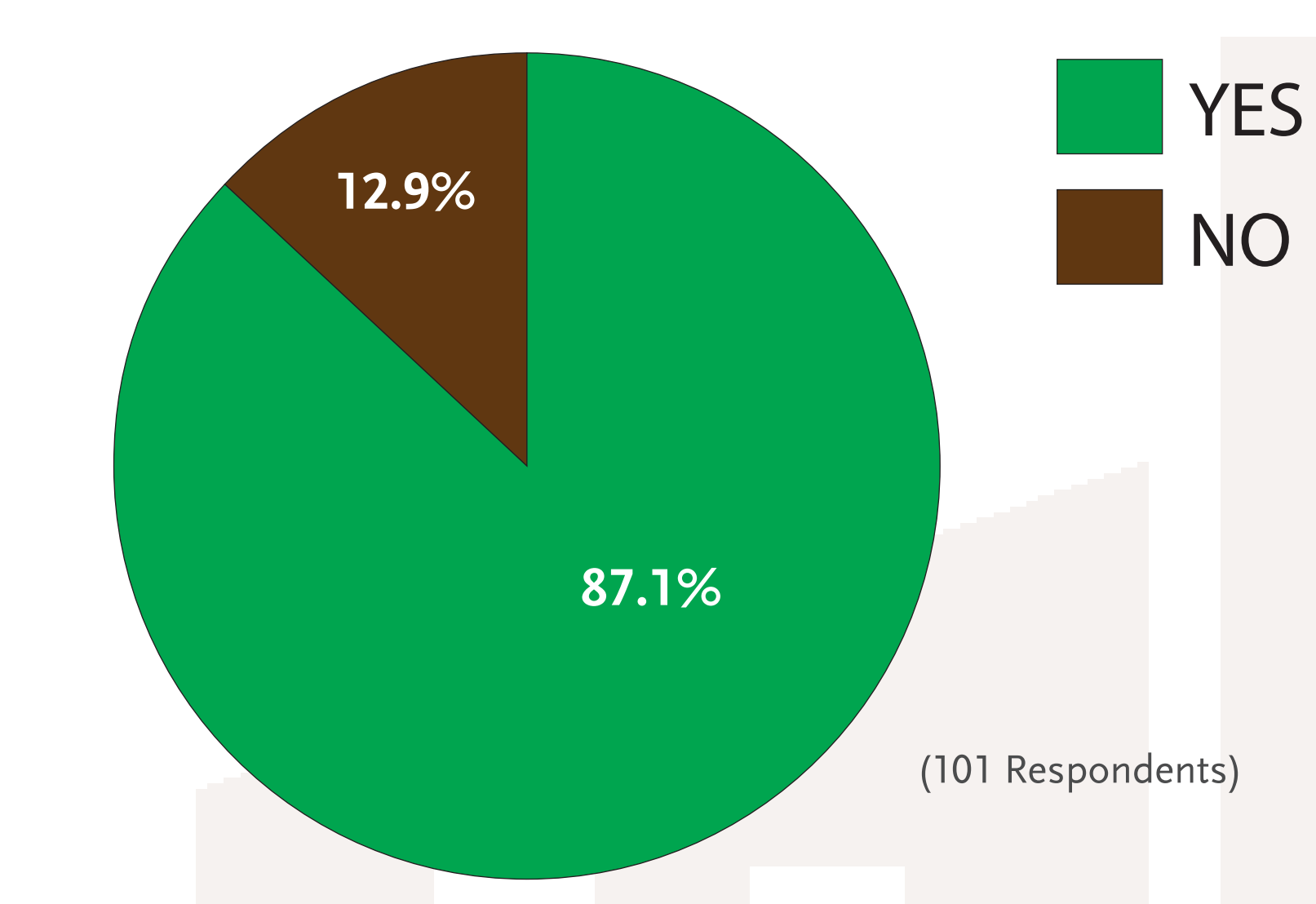




# TOWN CENTRE REVIEW

## What we’ve heard so far: .....

Do you agree with the guiding principle for the Town Centre in the OCP?



The OCP’s guiding principle for the Town Centre states:

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

The OCP also calls for more green space, including a one-acre park and Town Square in the Town Centre.

## Give us some feedback! .....

What would improve the Town Centre? *Write your ideas on a sticky note!*

ACTIVITY	EXAMPLES	WHAT WOULD MAKE THE TOWN CENTRE A COMPLETE COMMUNITY?
LIVE	Condos, Rental, Seniors’ Living	
WORK	Offices, Shops, Clinics	
LEARN/PLAY	Community Centre, Gyms, Parks, Childcare	
SHOP	Clothing, Food	
EAT/DRINK	Restaurants, Cafes, Breweries	
APPLAUD	Theatre, Performance Space	

There will be Town Centre Design Workshops here on July 6, 1:00-5:00pm or July 9, 5:00-9:00pm. Some activities require registration, see [talkwhiterock.ca](http://talkwhiterock.ca) for details.





# IMPROVING HOUSING AFFORDABILITY

## What is Housing Affordability: .....

Housing Affordability involves providing a mix of housing choices that are appropriate and affordable for residents with various incomes and at various stages of their lives, allowing residents to move out on their own, live in the same community, and age in place.

## Current policies in the OCP: .....

The OCP supports Non-Market and Rental Housing, especially in transit accessible locations (Policy 11.2.1).

“Gentle Infill” is promoted, enabling moderate residential growth in Mature Neighbourhoods, primarily in the form of secondary suites, duplexes, and triplexes (Policy 7.4.1).

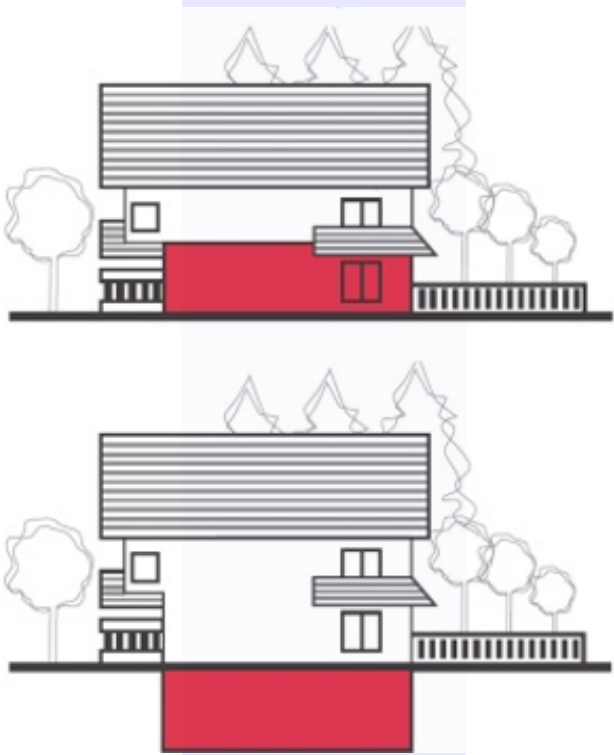
The retention of low-rise rental building stock in the Urban areas south of Thrift Avenue is a priority to preserve affordable and rental housing (Policy 11.2.2).

A minimum 1:1 replacement of existing rental dwelling units is required when an existing rental building is proposed for redevelopment (Policy 11.2.1).



Chorus, an inclusive and affordable 71 unit apartment in South Surrey, was opened in August of 2016 with 20 rental homes for people who have intellectual disabilities and 51 rental homes for the general public at affordable rates. The project was supported by UNITI, a partnership of three not-for-profit organizations: Semiahmoo House Society, Peninsula Housing Society, and the Semiahmoo Foundation. (Source: Landlord BC)

Secondary Suite



Coach House



**Accessory dwelling units** means a variety of housing types that are attached or detached from the principle residence on a property and registered as legal accessory units.

This includes: **Accessory registered secondary suites**; **Coach houses**; and, **Lock-off suites** (seperate suites with cooking facilities contained inside a larger duplex, apartment or townhome)

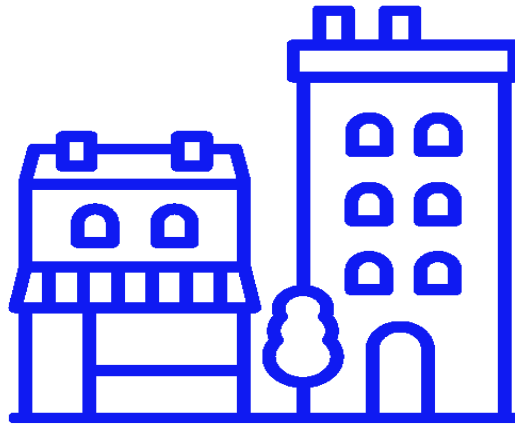
## Potential ideas: .....



Allow coach houses in mature neighbourhood areas.



Create more opportunities for duplexes and triplexes.



Encourage rental housing with increased density provisions in the Town Centre and TCT areas.

.....  
*Did you know... In 2018, the Provincial government changed the Local Government Act to allow cities to zone for tenure (i.e. zones can specify that dwellings must be rental).*  
.....





# IMPROVING HOUSING AFFORDABILITY

## What we’ve heard so far: .....

What ideas do you think would be appropriate for making housing more affordable in White Rock?

Idea	Number of respondents (101 total)
None of the above	12
More forms of secondary housing on single property (suites within duplexes/triplexes)	40
Rental housing on institutional (i.e. church-owned) land	50
Using City-owned land to help create new affordable / rental housing	40
More rental buildings in the Town Centre	55
Creating an Affordable Housing Fund through CAC's	37
More forms of secondary housing on single property (coach houses)	45

Your suggestions for making housing more affordable in White Rock:

- “Give developers density bonuses for rental units.”
- “Tax vacant properties.”
- “Consider a streamlined and less expensive process for approving and facilitating the development of cost-efficient housing.”
- “Provide progressive, flexible but strictly enforced regulation of AirBnB spaces in the Community.”
- “Allow more variances to developers in Town Centre in exchange for affordable housing.”

## Give us some feedback! .....

Your housing needs - Present vs Future: *Place your dots!*

Place a **RED** dot in line with *YOUR CURRENT AGE* and *YOUR CURRENT HOUSING TYPE*

Place a **GREEN** dot in line with *YOUR AGE IN 10 YEARS* and *YOUR FUTURE HOUSING TYPE NEED*



# EXPANDING PEACE ARCH HOSPITAL

## Benefits of Expanding the Hospital: .....

Access to health services has a direct impact on the quality of life and health of residents.

Expanding the Peace Arch Hospital and associated health care facilities will ensure these services will meet the needs of the community for years to come.

The Peace Arch Hospital is also the single largest employer in White Rock, and its expansion will support continued job growth and economic development in City.

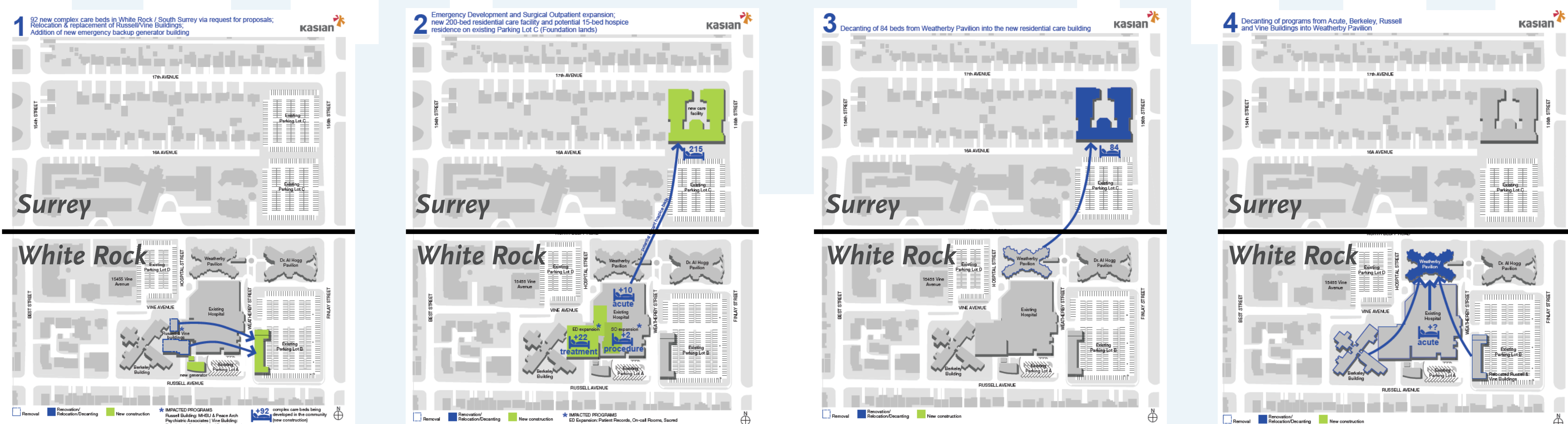
While the City does not directly fund health services, our bylaws regulate the ability of the hospital to expand.



Peace Arch Hospital - White Rock Site.  
Over 3 acres of available land for potential new hospital and parking facilities.  
(Source: Fraser Health Authority)

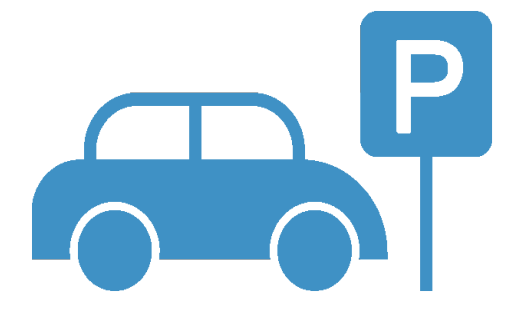
## Current policies in the OCP: .....

The City supports the expansion of the Peace Arch Hospital and associated health care facilities and services (Policy 18.1.5). Institutional uses in primarily mid-rise and low-rise buildings are allowed (Policy 8.10.1) and the scale and height of the buildings are determined based on compatibility with surrounding development (Policy 8.10.2). The zoning for the hospital was the first comprehensive development (CD) zone in the city and has not been updated in almost 25 years.

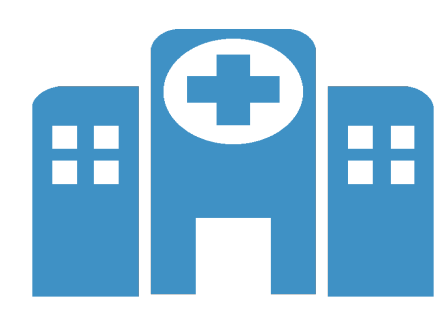


Existing Peace Arch Hospital Master Site Concept Plan (\*note this Master Plan will be updated) (Source: Fraser Health Authority)

## Potential ideas: .....



Require a parkade to help with the increasing demand for parking around Peace Arch Hospital.



Update zoning for the Hospital to allow for taller buildings.

Did you know... Construction on the 45-bed White Rock District Hospital began in 1951 on land donated by a nearby resident. The hospital's name was eventually changed to Peace Arch Hospital.







# MONITORING OCP GOALS

## Benefits of Monitoring OCP: .....

Ensuring the successful implementation of the OCP not only requires updates to plans and strategies, but also requires ongoing monitoring and evaluation. The development of an OCP Scorecard ensures that the vision and goals of the OCP are being achieved.

## What policies are in place? .....

The OCP currently directs that an annual report be prepared that provides an update on the following actions and indicators:

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

## Potential ideas: .....



Develop quantifiable targets to monitor OCP goals.



Develop and update an OCP Progress Tracker.

Did you know... Statistics Canada provides a statistical portrait of Canada’s population and the places where we live every five years. This high-quality information is a valuable tool to help plan services and development in the City of White Rock.





# MONITORING OCP GOALS

## What we’ve heard so far: .....

What City-related matter, projects and goals, would you be most interest in tracking our progress on?

PARKS/TREES

ENVIRONMENT

WATERFRONT

WATER QUALITY

HOUSING

BUILDING HEIGHTS

OTHER

TRANSPORTATION

What type of data would you find useful for the City to gather and report on?

“Number of rental apartments in the City over the last 10 years, with detailed breakdown of rent costs in White Rock.”

“Crime and vandalism, general safety issues, RCMP crime statistics.”

“Parks, trees, green space, affordable housing supply.”

“City Infrastructure, city operating costs. Investment in public spaces and operating costs of public spaces.”

“Demographics, population, family size, age distribution, use of Marine Drive business, Hospital Improvement, tourist numbers to White Rock...”

## Give us some feedback! .....

How would you want us to communicate our progress to you? *Place a dot!*

Public Event (i.e. Open House)

Online (i.e. City website, social media)

Newspaper

Other

.....

Do you have any additional comments about Monitoring OCP Goals?  
*Write your ideas on a sticky note!*



## **APPENDIX C**

### **OCP Review Open House (June 24, 2019) Public Feedback Report**

#### **Monitoring OCP Goals**

**Question: How would you like us to communicate our progress to you?**

**Public Event (i.e. Open House): 8**

**Online (i.e. City website, social media): 8**

**Newspaper: 6**

**Other: 0**

**Question: Do you have any additional comments about Monitoring OCP Goals?**

*"All 3 work great." [methods of communicating progress in the question above]*

*"All 3." [methods of communicating progress in the question above]*

#### **Greening the City**

**Question: Where would you like to see the City prioritize planting more trees?**

**Boulevards (i.e. Street Trees): 4**

**Existing Parks (i.e. Bryant Park): 4**

**New Parks (i.e. New Green Space): 5**

**Natural Areas (i.e. the Ravines): 4**

**Question: What types of parks would you like to see more of in the City?**

*"Arbutus on the Waterfront (native species), remove Empress and Oak Trees."*

*"Plant trees on the hump."*

*"Compliment all seasons with mix of murals & green walls on renewal/new sites."*

*"Love the Parklet idea."*

#### **Building Heights Outside the Town Centre**

**Question: Do you have any further thoughts on Building Heights?**

*"Allow higher densities in the Everall neighbourhood west transition area."*

*"There are potential land assemblies in the Everall neighbourhood so we should increase densities to encourage those developers to buy the land."*

*"No."*

*"Go high on North Bluff survey is across the road blocking no citizens views."*

*"More incentives for developers especially the way the economy and market is going."*

*"West Transition building heights should be higher."*

*"Give developers some incentive to have more rental units and increase density in West Transition."*

*"Focus building height + density along North Bluff Rd."*

*"Increase heights / densities on Everall Street neighbourhood."*

*"Higher Density on North Bluff 15600-15800, Affordable housing is supported."*

*"A reasonable transition from Altus as far as heights is a must. Altus isn't going away!"*

*"Allow more densities above Thrift Ave."*

*"Please simply adhere to the existing OCP."*

*"Lower Heights in Town Centre + Town Centre Transition Area. 8 storey max in Town Centre."*

*"ND. Include mixed housing + affordable housing including affordable rental housing."*

*"No more high rise, major reductions in density throughout City."*



*"Building heights in the West transition Everall area should match that of the Town Centre."*

*"A maximum of 6 storeys inside and outside the Town Centre PLEASE! I want a cute small town look."*

*"Reduce heights in all areas."*

*"Higher density and Height along North Bluff from Johnston to Kent St. park 12 storeys to match Surrey's proposal."*

*"Allow developers to build apartments on smaller lots."*

*"Allow mid rise in west transition area."*

*"Support high density 6-10 storeys on North Bluff Road."*

**Case Study Question: On the site beside the 13 storey Altus building under construction and the mature neighbourhood to the east of Maple Street, building heights should be:**

**Townhouses (3 storeys) (Current OCP Policy): 7**

**Townhouses and Apartments (4-5 storeys) (Proposed by applicant): 16**

**Apartments (6-10 storeys): 31**

**Remain Single Family: 4**

Note: Some individuals were noted to have placed multiple dots

## **Affordable Housing**

### **Your housing needs - Current vs. Future:**

#### **Current:**

AGE 25-50 - **Single Family/Duplex:** 3

#### **Future:**

AGE 25-50 - **Single Family/Duplex:** 2

AGE 25-50 - **Low-Rise Apartment:** 1

#### **Current:**

AGE 50-75 - **Single Family/Duplex:** 1

AGE 50-75 - **Basement Suite:** 2

AGE 50-75 - **Low-Rise Apartment:** 7

#### **Future:**

AGE 50-75 - **Single Family/Duplex:** 1

AGE 50-75 - **Townhouse:** 1

AGE 50-75 - **Low-Rise Apartment:** 7

#### **Current:**

AGE 75-100 - **Single Family/Duplex:** 1

AGE 75-100 - **Townhouse:** 1

#### **Future:**

AGE 75-100 - **Single Family/Duplex:** 2

AGE 75-100 - **Townhouse:** 1

AGE 75-100 - **Low-Rise Apartment:** 1

AGE 75-100 - **Seniors Housing:** 2

### **Further thoughts on Affordable Housing:**

*"OCP - Clarify that FAR for affordable housing developments in Figure 11 is net FAR not Gross FAR (10 affordable units lost from gross to net)."*

*"Overview - Affordable Housing Section 11. City should focus on the outcome of affordable rental units and not the operator type (remove the requirements for non-profit groups)."*

## Expanding Peace Arch Hospital

### Question: Do you have any additional comments?

*"Change zoning to increase building height for hospital at least to match the Altus."*

*"Leave hospital zoning as is. Let future citizens have a say in what is proposed."*

*"Can we get a copy of the story boards via email?"*

*"On-site services and amenities & future expansion - most important."*

*"Hospital parking is good now, more facilities are more important."*

## Strengthening Transit

### Question: Would you like a B-Line Bus Route that services the City of White Rock?

**Yes:** 12

**No:** 0

### Question: Do you have any additional thoughts about transit?

*"What will the cost be to run (and how will that cost affect taxes)?"*

*"Love the 351 service downtown."*

*"No Funicular Please."*

*"Yes we should look at getting a Funicular."*

## Town Centre Review

### Question: What could improve the Town Centre?"

#### LIVE:

*"No high rises."*

*"No more high rises."*

*"Affordable Seniors Housing."*

*"No high rises."*

*"Affordable Housing for All."*

#### WORK:

*"More work space."*

*"The main town on 152 should have a theme - a town-by-the-sea-theme!"*

*"Consultants, Engineers, Architects."*

*"Unique shops, not Nail Salons."*

#### LEARN/PLAY:

*"Parks."*

*"Bike lock stations/posts."*

#### SHOP:

*"Food."*

*"Patio restaurants."*

*"Grocery variety stores, ethnic stores."*

#### EAT/DRINK:

*"Outdoor eating/patios along Johnston."*

*"Coffee shops open on Sunday."*

#### APPLAUD:

*"Event space for all our local events fundraisers."*

*"Art Walk venue in Downtown Area."*



# White Rock Official Community Plan Review Process

## Town Centre Urban Design and Public Realm

### Phase 1 Engagement Summary



**WHITE ROCK**  
*City by the Sea!*



This document was prepared by  
DIALOG for the City of White Rock.

**September 2019**

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## Introduction

### Overview

**This document summarizes the activities, events and outcomes of Phase 1 of the Town Centre Official Community Plan Urban Design Review process; as well as relevant outcomes from the City of White Rock OCP Review Survey.**

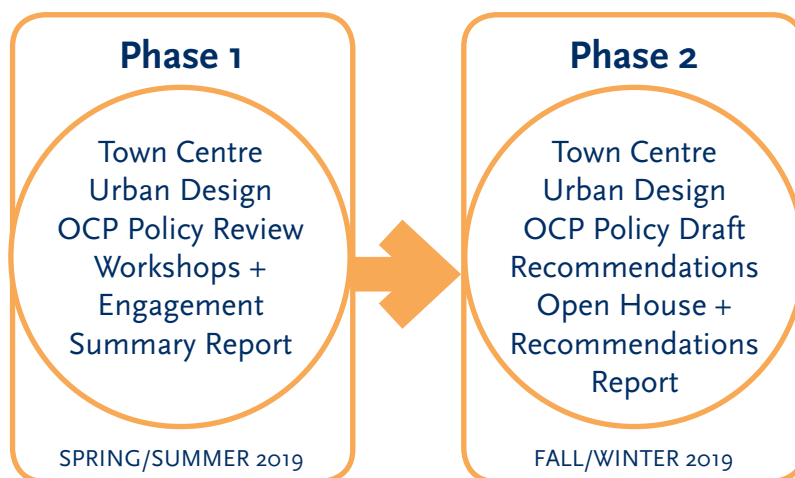
This process is one of a series of Official Community Plan (OCP) Review processes that are currently underway or anticipated in the City of White Rock.

The purpose of the Town Centre Urban Design Review process is to understand the community's priorities for Town Centre policies on building heights, density, lot coverage, land use and open space; and, to provide recommendations for refinements to OCP policies as needed.

### Process

The Town Centre Urban Design Review process includes two phases. In Phase 1 community workshops were held on July 6th and 9th, 2019 to review and comment on Town Centre Policy from the OCP and the Urban Design Plan (2011). The input that was gathered as a part of these workshops will inform the development of draft recommendations for policy updates to the OCP in Phase 2.

In Phase 2, draft policy recommendations will be shared at a public Open House for comment. Policy recommendations will then be updated based on resident feedback and summarized in a policy recommendations report.





## Workshop Format and Activities

Each workshop was held for four hours in the White Rock Community Centre and included Drop-in Activities as well as Registered Activities.

Workshops were advertised by the following means:

- On the City website news alert and calendar
- On the City's project engagement website
- Through several posts on City's Facebook and Twitter account
- On the City's 'CityConnects' newsletter
- Through advertisements in six editions of the Peace Arch News (June 7, 12, 14, 19, 21 and 28, 2019)
- Through OCP Review posters at businesses and civic facilities in the Town Centre and Lower Town Centre
- By direct email invite to previous participants in the 2011 Urban Design Charrette; and,
- By direct email invite to property owners in the Town Centre

### Drop-in Activities

Drop-in activities allowed participants to provide input and get to know the project and process at any time during the workshop. Activities included:

- **Informational and interactive display panels** where participants could learn about Town Centre OCP policies and provide feedback;
- A **Mayor for the Day** station where participants could share their priorities about Open Space in Town Centre;
- **Visualize Town Centre** station, where participants could see a 3D model of Town Centre and learn about approved developments in Town Centre and constructions projects which are underway; and,
- **What's Your Vision?** A photos station where participants share their 'one word vision' for the future of Town Centre.

### Registered Activities

Registered Activities allowed participants to work in small groups along with DIALOG planning and engagement specialists, as well as City of White Rock staff who were available as subject matter experts. Registered activities lasted for 1 hour each. A total of six sessions of each were held over the two days. Activities included:

- **Build Town Centre!** At this station participants worked as a group to model future development and open spaces using wooden blocks and paper cut outs; and,
- **Design Town Centre!** At this station, a graphic facilitator documented participant ideas through plan view drawings.

## Key Themes Overall

While many of the Town Centre OCP policies appear to align with resident aspirations for the future of White Rock, there are a number of policies which can be refined or more strictly enforced to better reflect participants' vision. Some of the key themes which emerged during Phase 1 engagement are:

- Walkability, accessibility and connectivity (for walkers, bikers and people on scooters);
- Sustainability and generous green open spaces;
- Design for comfortable micro-climates (wind and solar comfort); and,
- More strict regulation of building height.

Many of the participants who took part in the Phase 1 Engagement Activities are long time residents of White Rock and have been involved in White Rock planning and engagement processes in the past. It should be noted that some of these participants feel that there is a disconnect between the vision of the OCP and how development is occurring in Town Centre. In particular, these participants feel that the recent developments in Town Centre do not contribute to the 'village by the sea' feel that they identify with the City of White Rock.

Council's OCP review processes are an important step in providing a way for White Rock residents to reflect on their community and to let Council know not only how well the long term planning vision aligns with their values but also what aspects of this vision require more strict enforcement. However, as noted in the demographic analysis that follows, workshop participants reflect a select portion of the White Rock community as a whole. Therefore, the outcomes of the workshop should be considered in conjunction with the input which is being gathered through other OCP Review engagement process, including the online survey.

## Participant Demographics - Workshops

Participants provided demographic information at sign-in to help with the analysis of the activities. A total of 88 participants attended the workshops. 43 people took part on July 6th and 45 people took part on July 9th.

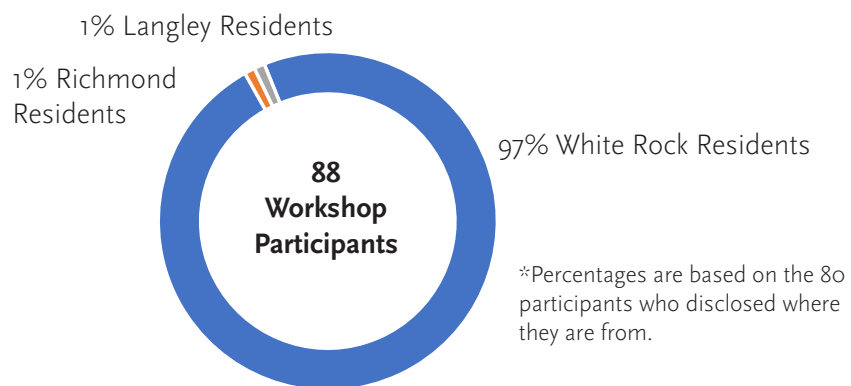
The demographic analysis reveals whose voices were captured as well as those that were missing. In Phase 2 of the Town Centre Urban Design Review, DIALOG will work with City Staff to find ways to improve the equity of voices represents, including greater representation from: renters, people under the age of 51 and people with school aged children.

In order to share relevant input from a broader range of demographics (including people of working age and with children living at home) outcomes from the City of White Rock OCP Review survey have been included throughout the document.

According to the 2016 Census, there were 19,955 people living in White Rock. The 88 participants represent 0.04% of the population of White Rock.

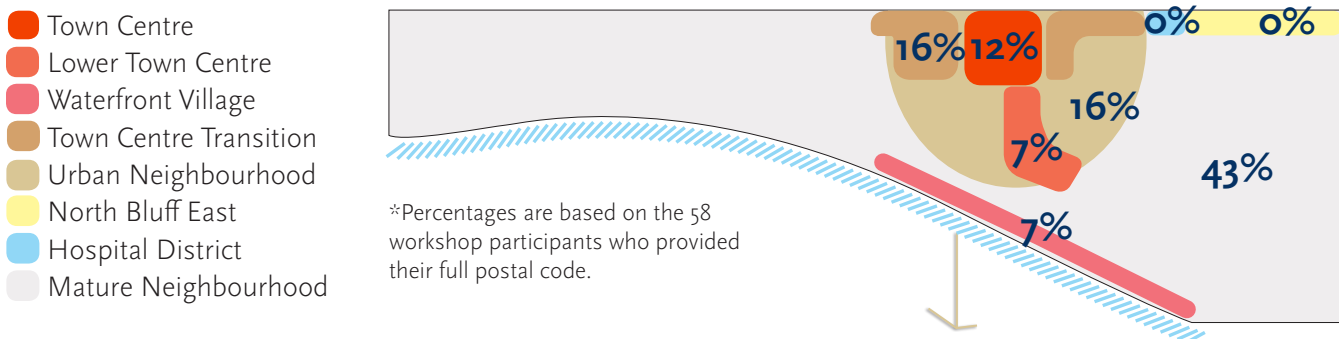
### Participants by Municipality

The majority of participants were from White Rock.



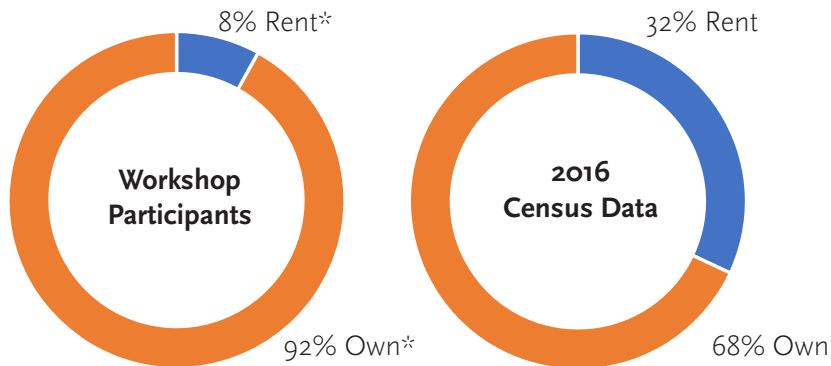
### White Rock Participants by Neighbourhood

The majority of participants were from Mature Neighbourhood.



## Housing Ownership

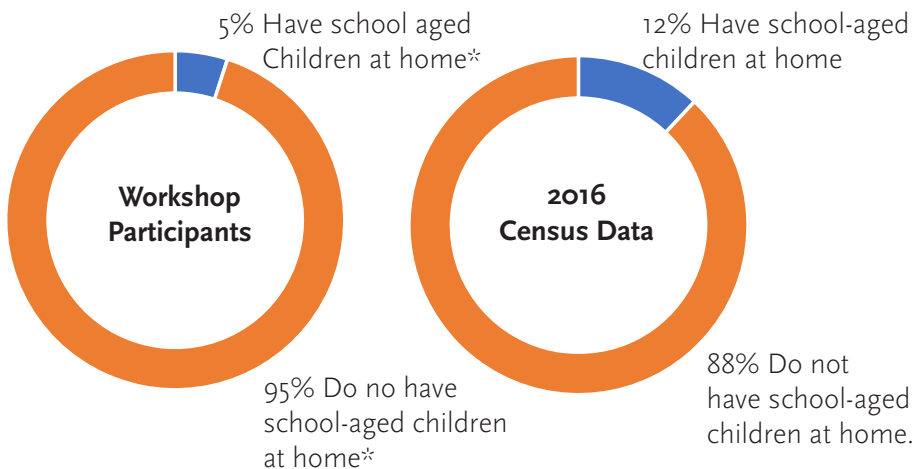
Compared to 2016 Census data for the City of White Rock, workshop participants represented a higher proportion of home owners than renters.



\*Percentages are based on the 62 workshop participants who disclosed whether or not they rent or own their home.

## School Aged Children

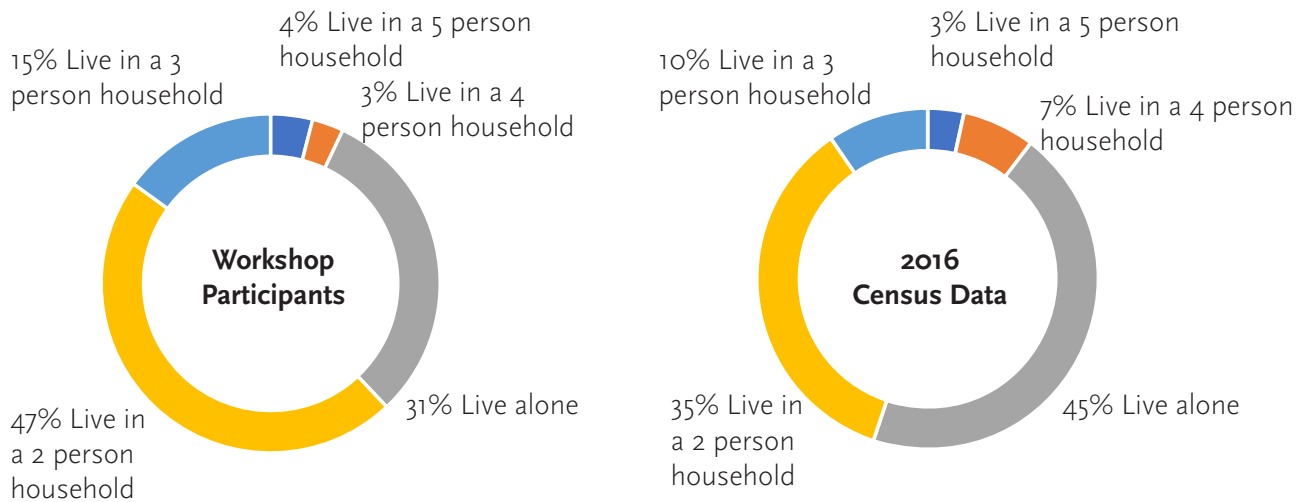
The majority of participants were from White Rock.



\*Percentages are based on the 79 workshop participants disclosed whether or not they have school-aged children at home.

## Household Size

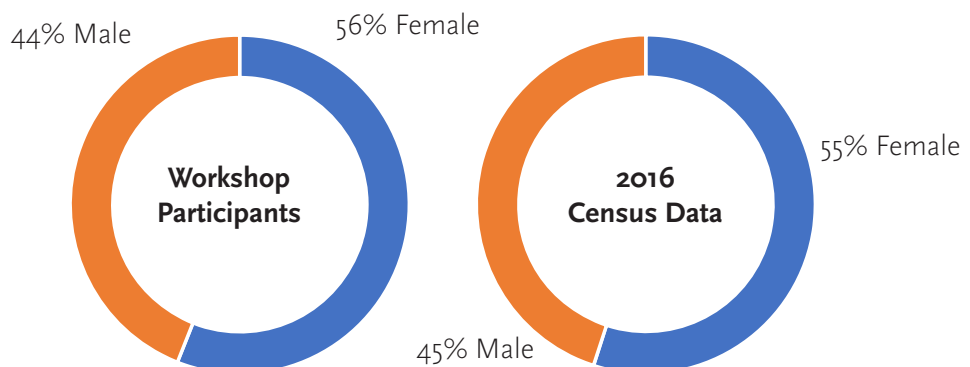
The average household size of workshop participants is 1.9 people per household. This is representative of the City of White Rock, based on 2016 Census Data. However, there was a higher proportion of people living in 2, 3 and 5 person households and fewer proportion of people living alone or in 4 person households than the 2016 Census Data.



\*Percentages are based on the 78 workshop participants who disclosed their household size.

## Gender

The ratio of workshop participants who identify as male and female is representative of the City of White Rock, based on 2016 Census Data.

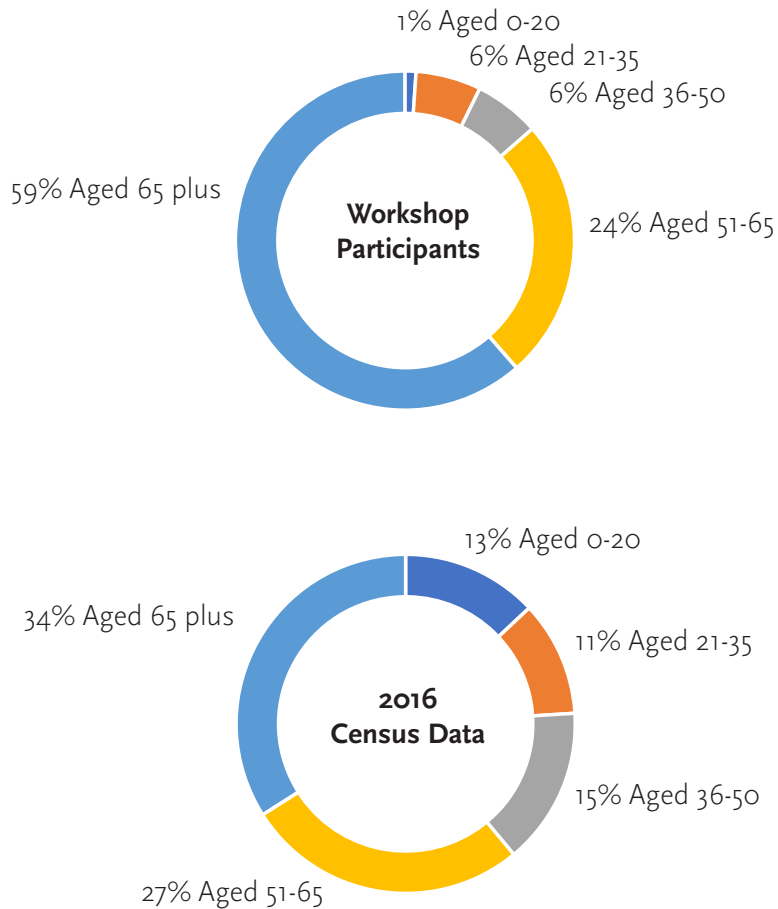


\*Percentages are based on the 88 workshop participants who disclosed their gender.



## Age

Among workshop participants, residents who fall within the 65+ age category are over represented compared to 2016 Census Data. Participants within the 51-65 age group are somewhat fairly represented and participants below the age of 51 are greatly under represented.



\*Percentages are based on the 84 workshop participants who disclosed their age.

## Participant Demographics - Online Survey

The City of White Rock OCP Review online survey ran from 22 May, 2019 to 15 July, 2019 and reached 151 participants. 52.7% of these participants reported that they have not previously participated in a City planning exercise versus 47.3% who had. Of the 63 people who provided reasons for not previously taking part, 19% of them quoted time constraints or family commitments as barriers to engaging. This suggests that, compared to the workshops, the survey reached more community members who are under the age of retirement; and, more who have children living at home.

A comprehensive on-line survey engagement summary report, including summary of verbatim comments, will be published separately by the City of White Rock. For the purposes of this document, only responses to questions as relevant to the Town Centre have been included.

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# Build Town Centre!

REGISTERED ACTIVITY

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## Build Town Centre

### Activity Overview

At the Build Town Centre station participants worked in small groups to model future development and open spaces using wooden blocks and paper cut outs. An aerial base map as well as foam buildings showing existing context was provided. The foam buildings representing buildings which are currently being constructed or approved in Town Centre, as well as buildings which are unlikely to redevelop by 2045 (the planning horizon for the OCP). A total of six sessions were held during the July 6th and 9th workshops.

### Key Themes

The following key themes which were shared among all groups:

- Improved connectivity,
- More green space,
- Generous, comfortable and accessible pedestrian realm; and,
- Lower buildings along Johnston Road (than what is currently permitted).

The following were common themes, however they were not shared by all groups:

- Housing options (rental, affordable, co-op, etc.),
- Sustainability (rainwater management, green buildings),
- Improved access to transit,
- Distinct architectural expression and materials,
- A central green space, activated by vibrant ground floor uses (market, retail etc.),
- Design for micro-climate (wind, sun and shade etc.),
- A gateway at Johnston Road and North Bluff Road (whether a building or open space),
- New civic or cultural uses in Town Centre; and,
- Tallest buildings along North Bluff Road.

## Summaries by Group

### Day 1 Group 1

Participants expressed **concerns about the types of development that have occurred in White Rock Town Centre**. There is a general feeling that Town Centre is too dense, too tall and these developments don't 'feel like White Rock.' In general the participants of this group did not want to see any more tall buildings, however there was some support for slightly more development along North Bluff Road, as long as it expanded civic amenities such as a large park.

Values and considerations which participants would like to see in the future include:

- Maintaining a 'small town feel',
- Keeping existing views open,
- Better design for micro-climate comfort (particularly with regard to wind),
- The preservation of small businesses and owner/operator spaces,
- Maintaining and strengthening the 'high street' feel of Johnston Road, and;
- Better transit/connections to the beach and region.

Whether or not Town Centre is a place for affordable housing was raised as a question. Overall, participants **desired to see green spaces, walkability and the quality of the public realm and generous setbacks for comfortable pedestrian oriented streets**.





Note:

- Buildings with a blue dot represent buildings which are currently under construction or have already been approved, buildings with an orange dot are unlikely to redevelop between now and 2045 (the planning time frame of the OCP).
- Wooden blocks in yellow represent 4 storeys of residential, and buildings in red represent 3 storeys of mixed-use. White blocks are sometimes used, and their use is defined by each group and noted in the description.
- The conversation summary sheet is included in the appendix.



## Day 1 Group 2

**This group sought to show how buildings in Town Centre could provide a significant amount of public amenities.** White blocks were used to represent affordable housing, yellow represented strata residential and red represented ground floor commercial. Buildings were kept lower on Johnston Road (8 storeys), while slightly more height was permitted on the buildings to the west to Foster Street (12 storeys). An even split between **commercial, strata residential and rental** units is desired, along with **sustainable design** features (like solar panels).

Two sites (with pink diamond symbols) represent key sites where density bonuses could be allowed in order to capture Community Amenity Contributions for use towards building a new city hall in Town Centre.

**Open space and connectivity** were another focus of this activity. This was reflected in the desire for wide sidewalks, pedestrian and cycling pathways, boulevards and the identification of new park spaces. Additionally, a large green park was located at the corner of Johnston Road and North Bluff Road to act as the gateway to White Rock from Surrey.

Other ideas included a variety of **new land uses**, to support creative spaces, civic spaces (museum, archive), co-operative housing and/or a hotel. **Transit connections** to the wider region are also desired.





Note:

- Buildings with a blue dot represent buildings which are currently under construction or have already been approved, buildings with an orange dot are unlikely to redevelop between now and 2045 (the planning time frame of the OCP).
- The conversation summary sheet is included in the appendix.



### Day 1 Group 3

Recognizing that the corner of North Bluff Road and Johnson Road have a lot of traffic, this group decided to focus green space more inwardly on the block bounded by Johnston Road, Russell Avenue, North Bluff Road and Foster Street. This **central green space** is framed by building forms which break away from the conventional rectilinear shapes and axis to showing how **architectural expression** could be used to define a unique public space for White Rock. The green Space is then envisioned to be activated through **strong at-grade relationships** (townhouses, coffee shops, etc.).

**A new civic building overlooking the park space** – whether a hotel or museum – was also envisioned. In this scenario **tall buildings are focused on North Bluff Road while Johnston Road remained lower in scale.**

In addition to the central green Space, **green pedestrian connections** are envisioned to create accessibility and to increase walkability.





Note:

- Buildings with a blue dot represent buildings which are currently under construction or have already been approved, buildings with an orange dot are unlikely to redevelop between now and 2045 (the planning time frame of the OCP).
- Wooden blocks in yellow represent 4 storeys of residential, and buildings in red represent 3 storeys of mixed-use.
- The conversation summary sheet is included in the appendix.

## Day 2 Group 1

While each participant had a distinct vision for the future of Town Centre a few unanimous focus areas emerged.

### Enhanced Open Space

The group had a collective desire for **enhanced open spaces** including: green spaces, plazas and pedestrian-priority streets. The group proposed **extending Bryant Park** across Russell Avenue and towards North Bluff Road. Between Russell Avenue and North Bluff Road the park would expand and act as a **central courtyard** to the buildings that would surround it. They proposed a **plaza at the corner of Russell Avenue and Johnston Road** -- similar to what is proposed in the Town Centre Urban Design Plan. It was agreed that both these large open spaces should accommodate **flexible programming and adjacent commercial uses to foster a vibrant social environment**. For example, the group proposed a civic building with hands-on educational programs related to White Rock's waterfront history. To connect a network of open spaces, the group proposed **pedestrian-priority roads with street-front small commercial spaces** that would bring character to the street.

### Identity and Gateways

The group expressed that the City Centre lacks a cohesive identity. They suggested that future **architectural design should reference White Rock's marine history** in a contemporary manner to bring a sense-of-place to the area. As a **gateway to the city**, the group suggested an architecturally significant tower or twin towers at the intersection of Johnston Road and North Bluff Road to signify entrance to White Rock.

### Towers with Caveats but Mid-Rise Preferred

After much discussion, participants agreed that any **towers should be stepped back on a podium** to retain a positive street experience and avoid 'canyon-ing'. When talking about building height, a participant voiced a strong concern for wind, both its impacts to comfort for pedestrians and its impacts to balcony furnishings. **Environmental comfort at the street-level was a priority for participants**. To that point, underground parking was favoured over surface parking.





Note:

- Buildings with a blue dot represent buildings which are currently under construction or have already been approved, buildings with an orange dot are unlikely to redevelop between now and 2045 (the planning time frame of the OCP).
- Wooden blocks in yellow represent 4 storeys of residential, and buildings in red represent 3 storeys of mixed-use, and sometimes townhouses.
- The conversation summary sheet is included in the appendix.

## Day 2 Group 2

Broadly speaking, Group 2 explored innovation, sustainability, and economic growth as they Built Town Centre. Their ideas can be summarized in the following themes.

### Architectural Expression

Participants generally disliked podium and tower architectural design. To them, podiums favoured big box stores over small-scale commercial and impede on green space and permeability. They preferred having large setbacks whenever possible. “**Towers in the Park**” was a reoccurring theme.

Participants would like to see **innovative architecture** and referenced buildings in Shanghai and Sussex, living green walls and non-linear street relationships (ie. skewed buildings, curved facades) as inspiration. Diversity of architectural expression was desired. Some buildings could be just a few stories, others higher than 9 storeys. There was a concern for affordability, particularly for the average income earner. The white blocks on the proposed towers along North Bluff Road depict **affordable housing units**.

### Green Space

Increased green space was a priority for this group. They included a **Bryant Park extension** across Russell Avenue. At the corner of Russell Avenue and Johnston Road they proposed making **a green park space rather than a Town Square** as shown in the Town Centre Urban Design Plan. They would also like to see **large street trees**. There was substantial concern about storm water management and the group’s green spaces were proposed with integrated stormwater management in mind. They also suggested changing the Zoning Bylaw to **address storm water runoff and soil infiltration**. In general, there was concern about the proliferation of hardscape in the Town Centre, including both on the surface through paving and underground in parking structures with parks above. ‘True green spaces’ with no parkades below and large trees, are preferred.

### Improved Pedestrian Experience

Participants wish to see an **improved connectivity** in Town Centre for walkers, cyclists, skateboarders, scooters, etc. They suggested that if there are tower podiums, that they be kept to 2 storeys for street light. They also suggested that the Bryant Park extension should be **a large central gathering place**, perhaps adjacent to a large market (akin to Granville Island Market) or another vibrant commercial space.





Note:

- Buildings with a blue dot represent buildings which are currently under construction or have already been approved, buildings with an orange dot are unlikely to redevelop between now and 2045 (the planning time frame of the OCP).
- Wooden blocks in yellow represent 4 storeys of residential, and buildings in red represent 3 storeys of mixed-use. White blocks represent affordable housing.
- The conversation summary sheet is included in the appendix.

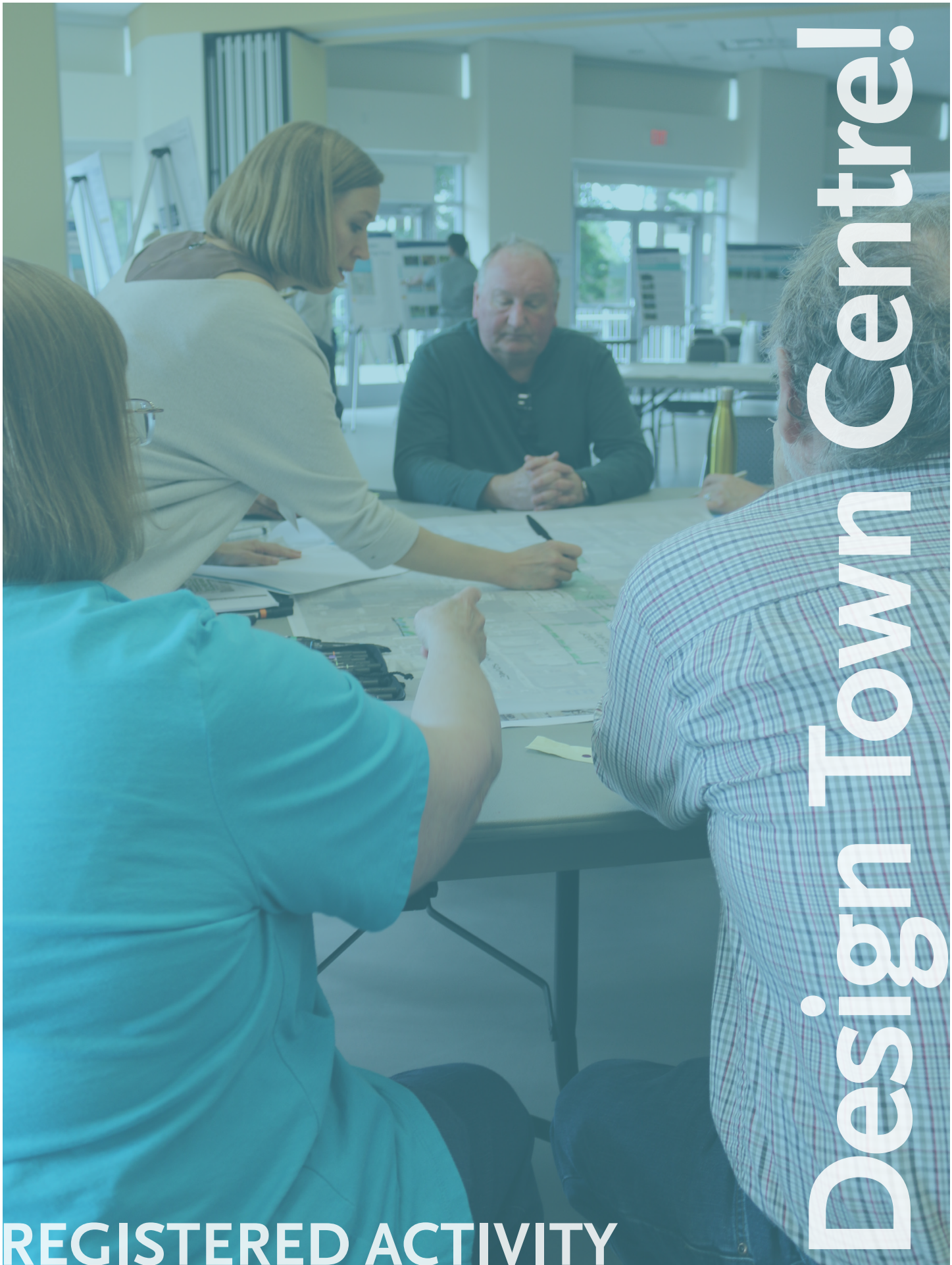
### Day 2 Group 3

The third Build Town Centre session on July 9th is the voice of a White Rock youth, a demographic that was otherwise under represented at the workshops.

Similar to many other groups, the concept for this session showed taller buildings along North Bluff Road. Buildings were mixed use, and **transition in height from Johnston Road to Forster Street**. A series of pathways connect pedestrians from North Bluff Road south to a central green space. Emphasis was placed on the use of **unique and high quality pathway materials**. Additionally, the building at Johnston Road and North Bluff Road was placed at an angle to **create a sense of entry to White Rock** through distinct architecture and the placement of a plaza.







# Design Town Centre!

REGISTERED ACTIVITY

## Design Town Centre

### Activity Overview

The Design Town Centre activity gave participants an opportunity to share their vision for the White Rock Town Centre while a graphic facilitator recorded their ideas. A total of four 1 hour Design Town Centre sessions occurred and a number of key themes emerged.

### Key Themes

#### Building Heights and Density

Participants expressed a wide range of opinions on the amount of density and heights of buildings. Some participants expressed their desire to keep White Rock the way it is and others want to see a significant amount of density developed in the Town Centre. This range in opinion made it challenging to build consensus on density and building heights, however, many participants agreed that, if density is coming, **building heights should step down from the Town Centre, to smaller buildings that are sensitive to the neighbouring context.** A common **concern expressed about density was solar access and shading,** particularly of green, open spaces. Another sentiment shared was that luxury condos “don’t build community” and participants agreed that **emphasis should be on community building rather than density.**

#### Open Space

There was an overarching agreement that **a “green heart” in the Town Centre is desirable** and will help create a sense of community. This manifested itself repeatedly as an extension of the existing Bryant Park, with pedestrian connection across Russell Avenue, and spilling into the centre of the block between Foster Street and Johnston Road. This approach mirrored the Town Centre Urban Design Plan (2011). Bryant Park is a beloved green space in White Rock, and participants expressed a need for **more spaces like Bryant Park that are green, quiet and tranquil, as well as a need for park amenities** like small playgrounds, benches, gathering spaces, patios, and outdoor adult exercise equipment. People would also like to see more trails for walking, biking, and wheeling/scooters with an **emphasis on safety and accessibility**, as one participant said “White Rock is a town connected by pathways.” There was also a discussion about transit and participants liked the idea of **a regional transit hub located within walking distance of White Rock** (across North Bluff Rd in Surrey) with only local buses in White Rock.

*“White Rock is a town connected by pathways.”*



## Land Uses

Another common theme was a discussion about the inclusion of commercial retail and office spaces in the Town Centre. Commercial spaces are key for attracting people to the Town Centre and building a sense of community.

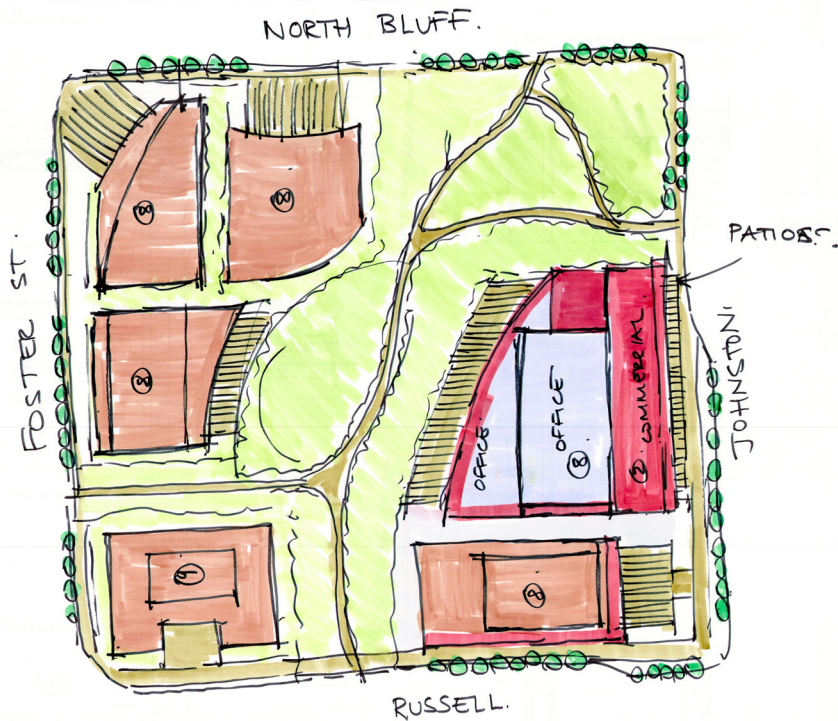
**Participants agreed that commercial should be focused along Johnston Road.** There was also a theme of creating commercial spaces that face inwards towards the proposed **central green space with restaurants and patios** to create a unique character for the Town Centre. This space could feel like a “mini Granville Island” with a festival space, market, vendors, buskers, and food carts to draw people into the Town Centre. There was also an idea shared to create a small college campus in the Town Centre to attract people. Overall, participants recognized that there is an opportunity to reanimate the commercial core in White Rock.

## Group Drawings



This group explored open space connectivity throughout Town Centre, as well as building heights.





This group explored two different concepts for the block that is bounded by Russell Avenue, North Bluff Road, Johnston Road and Foster Street.



This group explored connectivity options for pedestrians, cyclist and transit throughout Town Centre. New green spaces are animated by an adjacent market. Participants did not agree on building heights along North Bluff Road.

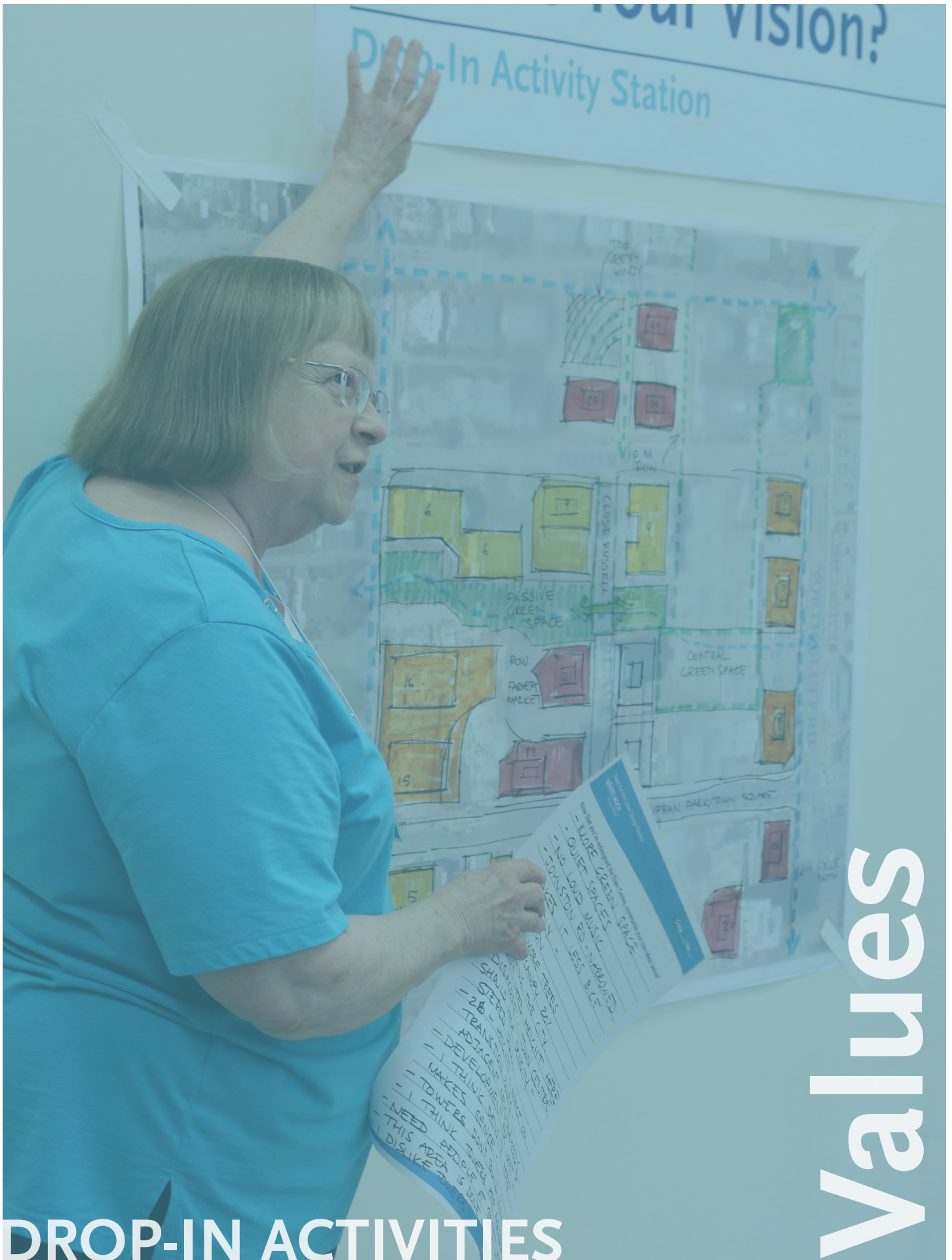


This group explored a north-south park connection, with open spaces animated by a market and theatre and event space. Building heights along North Bluff Road are 10-12 storeys and along Russell Avenue are 4 storeys.

Note:

- Verbatim summaries of each group were provided by participants and are included in the appendix.





# DROP-IN ACTIVITIES

# Values

## Phase 1 Workshop Outcomes

### One Word Vision

Participants were asked: “What is one word which reflects your vision for the future of Town Centre?”

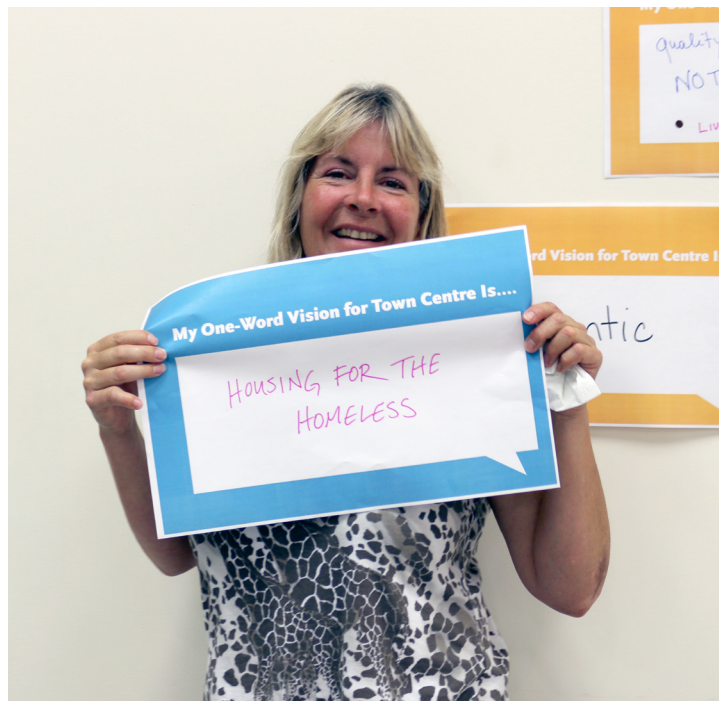
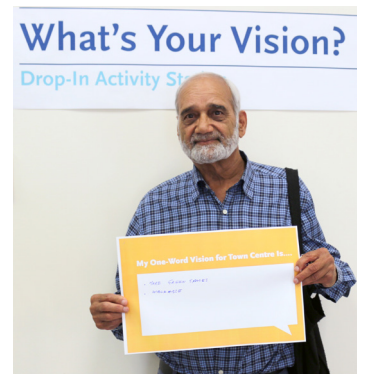
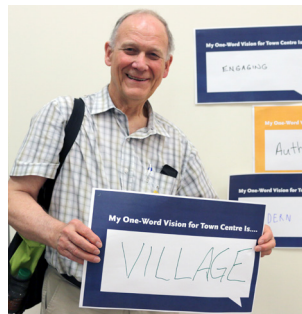
The words and phrases that were shared reflect the key topics and values that were uncovered through the engagement activities, however there were also some surprising outcomes. A dense Town Centre, modern, authentic, inclusiveness and housing for the homeless were less common themes.



Note:

- A larger font indicates that word received support from other participants through the use of sticky dots. Quality of Life received the most sticky dots.





## Town Centre in the OCP

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

-OCP Guiding Principle "Enjoy Town Centre"

Participants used a sticky-dot to share if the guiding principle Enjoy Town Centre reflects what they value about Town Centre. This is what they said:



Participants added that the role of connected green space, character through architectural materials, a place for shopping for daily needs (grocery etc) and the mixed uses in combination with the generous public realm are also considerations which are valued in Town Centre.

While 76% of participants report that this principle reflects their values, some reported that the principle is not being achieved in the form of development that is being built. For these participants, there is a disconnect between the vision of the OCP and how development is occurring in Town Centre. It should be noted that only one of the developments which are currently under construction were approved under the current OCP (The Soleil at 1588 Johnston Road).

There were also opposing comments about more versus less towers; and, recommendations for height maximums (12 and 8 storeys).

### Online Survey

Do you agree with the guiding principle for the Town Centre?

14.6%  
NO

85.4%  
YES

Note:

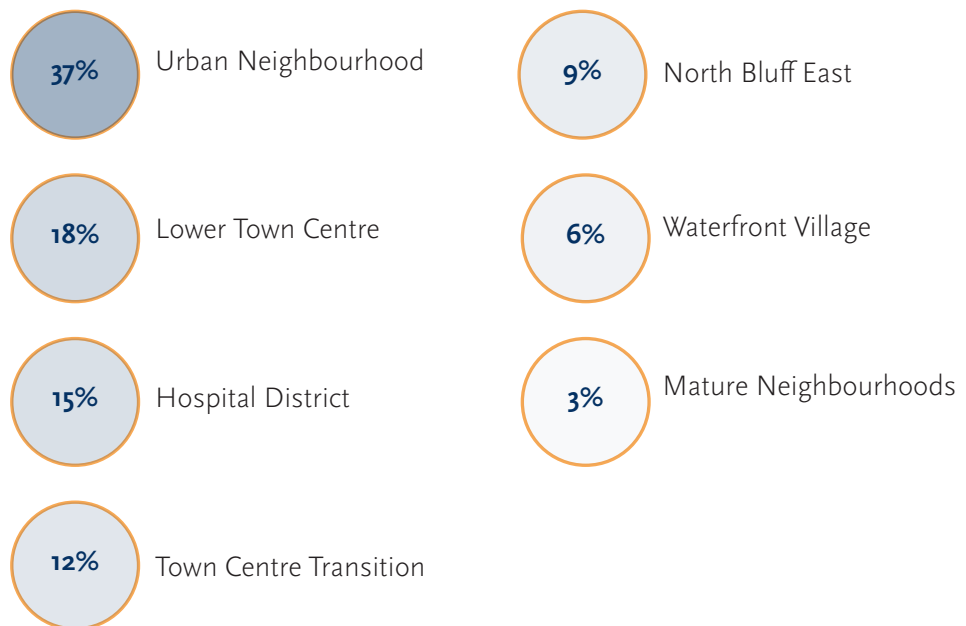
- Verbatim comments from the workshop are provided in the appendix.
- Percentages are based on a total of 37 dots which were placed.
- Online survey is based on 151 responses.

## Future Growth in White Rock

In the OCP, the general approach to growth management in the City is to reinforce the existing pattern of growth and continue to focus density in the Town Centre. Participants were asked to use sticky dots to share if they thought growth should be focused in the Town Centre. The majority agree with this approach.



If participants thought that growth should be focused elsewhere, they were asked to specify where. They could choose as many neighbourhoods as they liked. Here's what they said:



While this indicates that there is some interest in growth in outside of Town Centre (particularly in Urban Neighbourhoods), generally interest in growth beyond Town Centre is not desired.

Note:

- No comments were provided
- Agree / disagree percentages are based on a total of 61 dots which were placed.
- Percentages for neighbourhood are based on a total of 33 dots which were placed.

## Forms of Density: Trade-offs

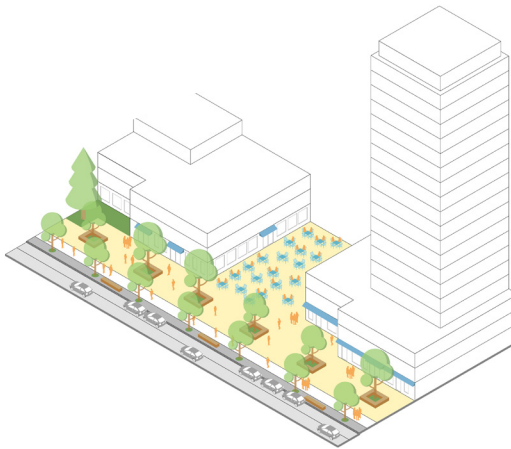
A series of diagrams illustrated the trade offs of different forms of development. Each illustration represented 3.0 FAR, however each prioritized different considerations (public realm, views, building height and space for integrating green infrastructure).

Participants were asked to identify their trade-off priorities by selecting which form and amenities they prefer:



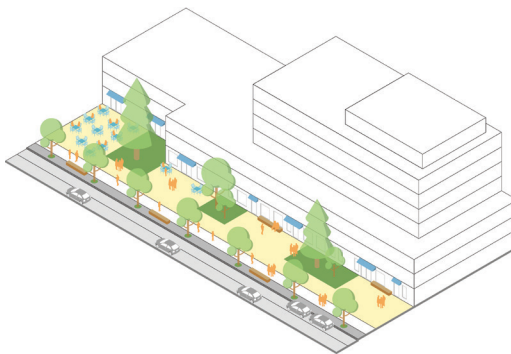
### Pedestrian Plazas

49% of people selected this option, which prioritizes large open spaces, environmental features and the creation of new views, and the tallest building. Note: See comment summary for additional context.



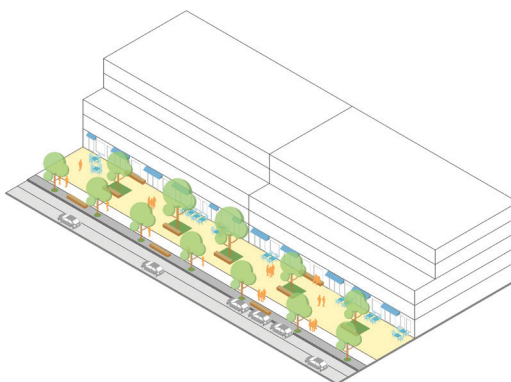
### Plazas, Green Space + Patios

25% of people selected this option, which gives slightly more priority to environmental features and public amenities over low building heights and protection of existing views.



### Patios + Green Space

20% of people selected the option which weighted all trade-offs equally (public realm, environmental features, views and building height).

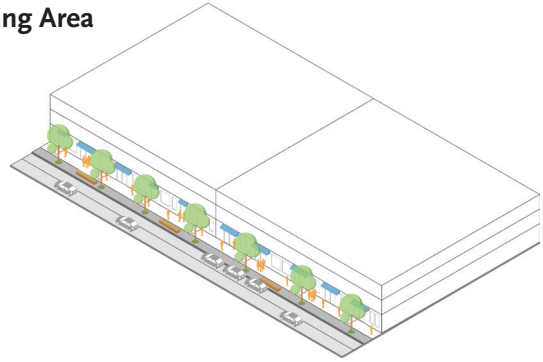






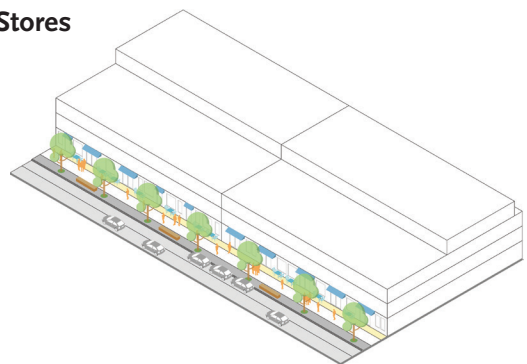
### Sidewalk + Furnishing Area

6% of people selected the option which prioritized low building heights over all other considerations.



### Setback Animated By Stores

Low buildings with some additional set back were the least selected option.



Some participants commented that, **while they said that they preferred the Pedestrian Plazas typology, they did not support tall buildings.**

#### Note:

- Verbatim comments are included in the appendix.
- Percentages are based on a total of 139 dots which were placed.



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# Uses + Public Space

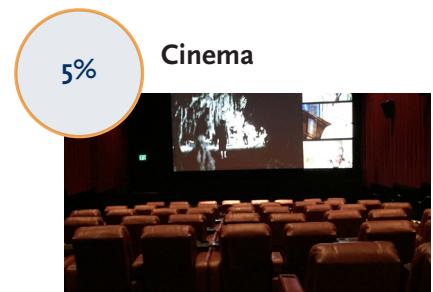
## DROP-IN ACTIVITIES

# Land Use

Overall, the response to the question about land use indicates that participants generally like the current mix in Town Centre with the most highly selected new land uses being a grocery store and restaurants. Participants indicated some interest in seeing other amenities like a theatre, arts centre, library, night life, office and recreational facilities. Daycares, a cinema, co-working space, and a museum were not highly rated.







In addition to rating the above land uses, participants provided ideas on sticky-notes. Participants would like to see education/research or satellite universities, social housing, outdoor artisan market and food trucks, water storage and green spaces (green space was also a popular topic at the registered activity stations).

Note:

- Verbatim comments are included in the appendix.
- Percentages are based on a total of 215 dots which were placed.

## Future Open Spaces

### Town Centre Urban Design Plan

Both completed and yet to be completed open spaces which are outlined in the Urban Design Plan were presented to participants. Participants were then asked to indicate which of the yet to be completed open spaces they would especially like to see in Town Centre.



The top rated public space improvements identified by participants was a pedestrian street with patios. This reflects the theme of walkability and accessibility which was consistently raised during the registered group activities. The neighbourhood park received the least support. This is surprising considering that the idea of a neighbourhood park and more green space was a significant element/theme throughout the workshop.

In addition to rating the above Urban Design Plan Open Spaces, participants provided comments and ideas on sticky-notes. Overall participants would like to see that existing green spaces are maintained and improved, that more green space is provided and that pedestrian experience is enhanced with active edges. It should be noted that two participants felt that this question was leading and specifically did not want to endorse the revitalization of Johnston Road.

Note:

- Verbatim comments are included in the appendix.
- Percentages are based on a total of 151 dots which were placed.



## Mayor for the Day: Open Space Priorities

While participant preference on the Open Spaces presented in the Urban Design Plan helped to identify specific projects that are supported, the Mayor for the Day activity explored participant values about open space. Participants distributed their 'budget' to identify their open space priorities.



Participant priorities included A Green Town Centre, New Pedestrian Connections and Vibrant Urban Public Spaces. There is a slight priority that Town Centre open spaces be places for Town Centre residents, rather than city-wide park destinations.

### Online Survey

Should creating a new public greenspace be a priority in the future of Town Centre?

23.8%  
NO

76.2%  
YES

Note:

- No additional comments were received (at the workshop).
- Percentages are based on a total of 424 beads/dots which were placed.
- Some participants used sticky dots instead of beads.
- Online survey is based on 156 responses

# Outdoor Activities

Responses to Outdoor Activities suggest that in general, participants want future outdoor activities to build upon the existing character of Town Centre; eating, socializing and people watching were the highest rated activities. Music and access to nature were also rated fairly highly, supporting the idea that Town Centre has not only a vibrant civic life but also quiet green places to enjoy.





In addition to rating the above Outdoor Activities, participants provided ideas on sticky-notes. Participants would like to see more green space, green roofs/ wall, and a monitoring device which reports environmental qualities (air, wind, humidity etc.).

Note:

- Verbatim comments are included in the appendix.
- Percentages are based on a total of 160 dots which were placed.



## Johnston Road and Retail Streets in Town Centre

A few key development guidelines for retail streets were shared with participants, as well as the intent of OCP policies: “to protect and enhance the vibrant village-like setting that retail streets offer today”. Participants were invited to provide comments on the guidelines, as well as other ideas for retail streets.

### Participant Comments on the Guidelines

There was general support for the guidelines which were shared. Additional comments on the guidelines were related to increasing walkability, through an increase in the number of crosswalks and in the fine-grained pedestrian network. Other notes included that there should be youth supportive space, including social and support space; and, that new rental housing should be required in all development. There was also concern that new buildings will not be lived in and that it is necessary to ensure that new buildings provide the people needed to support retail.

### Participant Ideas for Retail Streets

Walkability and accessibility were common themes. Similar to the comments above, there is a desire for more crosswalks and curb cuts. Pedestrian priority through the closing of Johnston Road to traffic was another theme.

Limiting Johnston Road to 4 storeys, incorporating a transit hub near five corners, space for non-profits, expanded tourism and safety were other ideas which were shared.

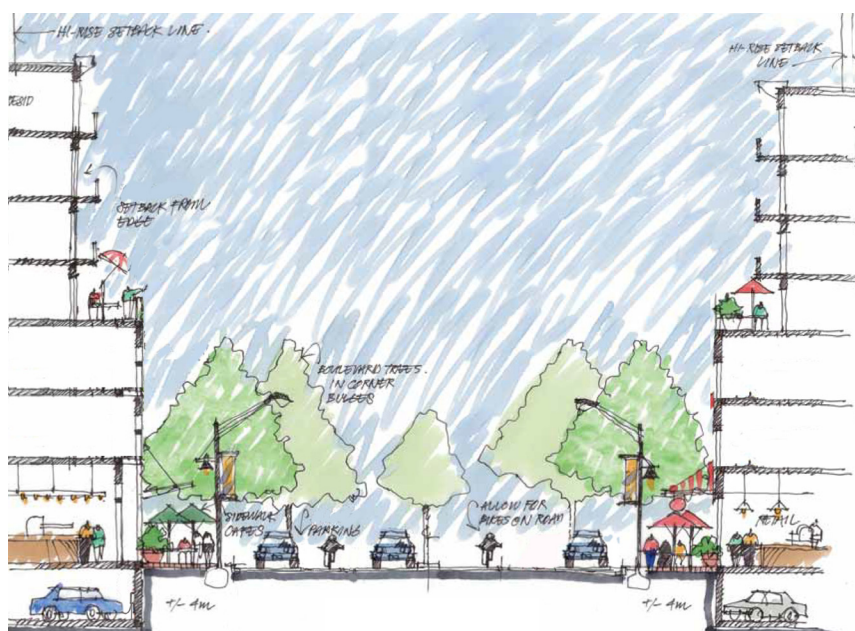


Image from the OCP Development Permit Area Guidelines.

Note:

- Verbatim comments are included in the appendix.



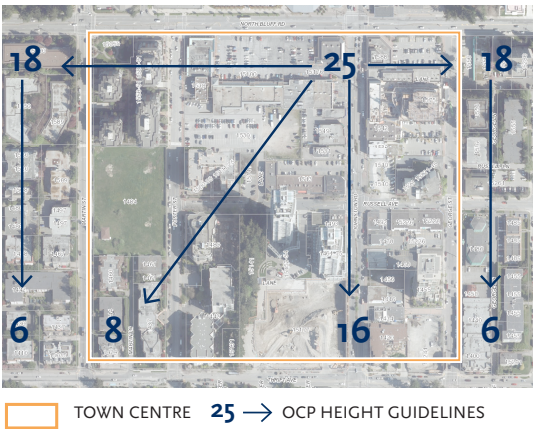
## DROP-IN ACTIVITIES

# Buildings



# Maximum Heights

Future growth in White Rock is focused in Town Centre, and building heights reflect this growth management strategy. Participants used a sticky-dot to share whether or not they support this approach.



Participants provided additional comments with suggestions for maximum building heights. These include recommendations for Town Centre maximum heights (10-12, 6, and 15 storeys). Comments were also received which show support for higher buildings along North Bluff Road, particularly if they deliver green space. Even heights throughout Town Centre and Town Centre Transition was offered as another idea. The idea of a podium style building and set back was also recommended.

## Online Survey

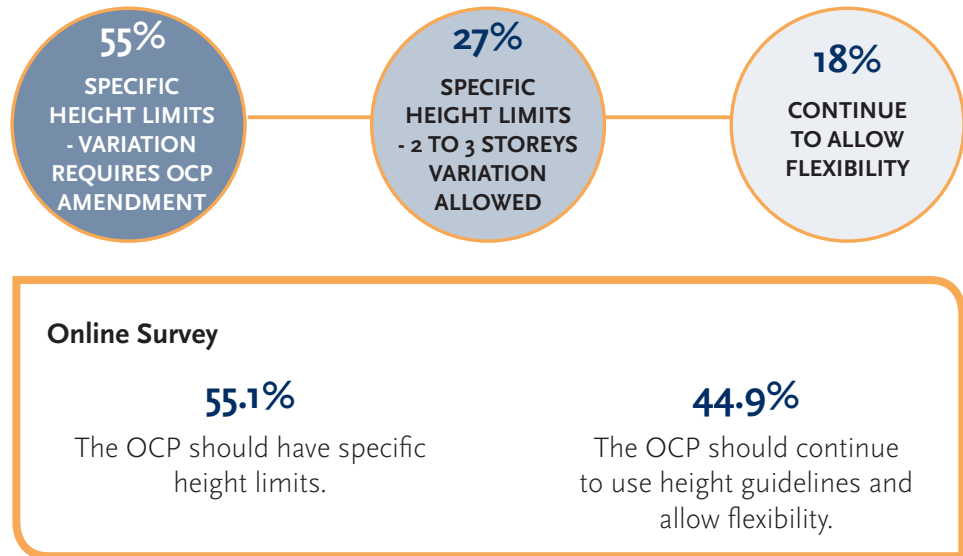
Participants were asked which types of buildings they would prefer in Town Centre; participants could select multiple options. People generally selected the types of buildings which reflect the current mix:



- Note:
- Verbatim comments from the workshop are included in the appendix.
  - Percentages are based on a total of 60 dots which were placed.
  - Online survey is based on 151 responses.

## Regulating Height

The OCP provides height guidelines rather than specific height limits. Participants were asked if they support the use of guidelines to allow for flexibility or if they would prefer to have specific limits on height. The majority of participants would like to see the specific limits for regulating height.



## Height Transition

In the OCP the tallest and densest developments are to be located at the intersection of Johnston and North Bluff Roads, with heights and densities decreasing to the south, east and west towards adjacent neighbourhoods. Participants were asked to use sticky dots share if they support this approach and to provide comment on why. The majority of people expressed support.



Participants who do not support this approach provided two opposing comments: that they would prefer to see a limit of height to 8 storeys and heights to match single family housing in transition zones; and, conversely that they would like to see a height increase in Town Centre Transition to match the Town Centre. One person noted that there is already a development in the transition zone which does not fit with this guideline.

Note:

- Verbatim comments from the workshop on Height Transition are included in the appendix, no comments were received on regulating height at the workshop.
- Percentages are based on a total of 55 dots which were received on the Regulating Height board, and 52 which were placed on the Height Transition board.
- Online survey is based on 147 responses

## Building Step Backs

The OCP provides guidelines which help to shape the form of buildings in Town Centre, including guidelines for building step-backs. Participants were asked if they support the building step-backs guideline or not and then asked to provide comments on why they answered that way. This is what they said:



### Comments from those who do not support this policy

There were two comments provided. One suggested that the set back occur after the 6th storey, rather than the 3rd or 4th. The other said no more high rises.

### Comments from those who somewhat support this policy

Comments included that there should be no high-rises, that the step back creates more covered area, that each building should have it's own design consideration, and that step backs are only desirable if the rooftops are green and contribute to sustainability.

### Comments from those who support this policy

People who support this policy said that they don't want high rises.

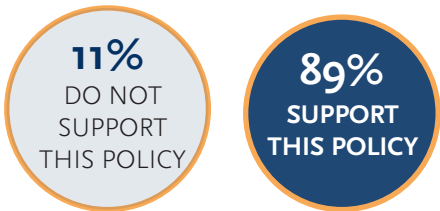
Note:

- Verbatim comments are included in the appendix.
- Percentages are based on a total of 41 dots which were placed.

# Building Heights: North Bluff Road

North Bluff Road marks the boundary between White Rock and Surrey. Growth in Surrey influences the City of White Rock due to their close proximity. This is where **the OCP concentrates the highest heights and densities adjacent to the Town Centre along North Bluff Road.**

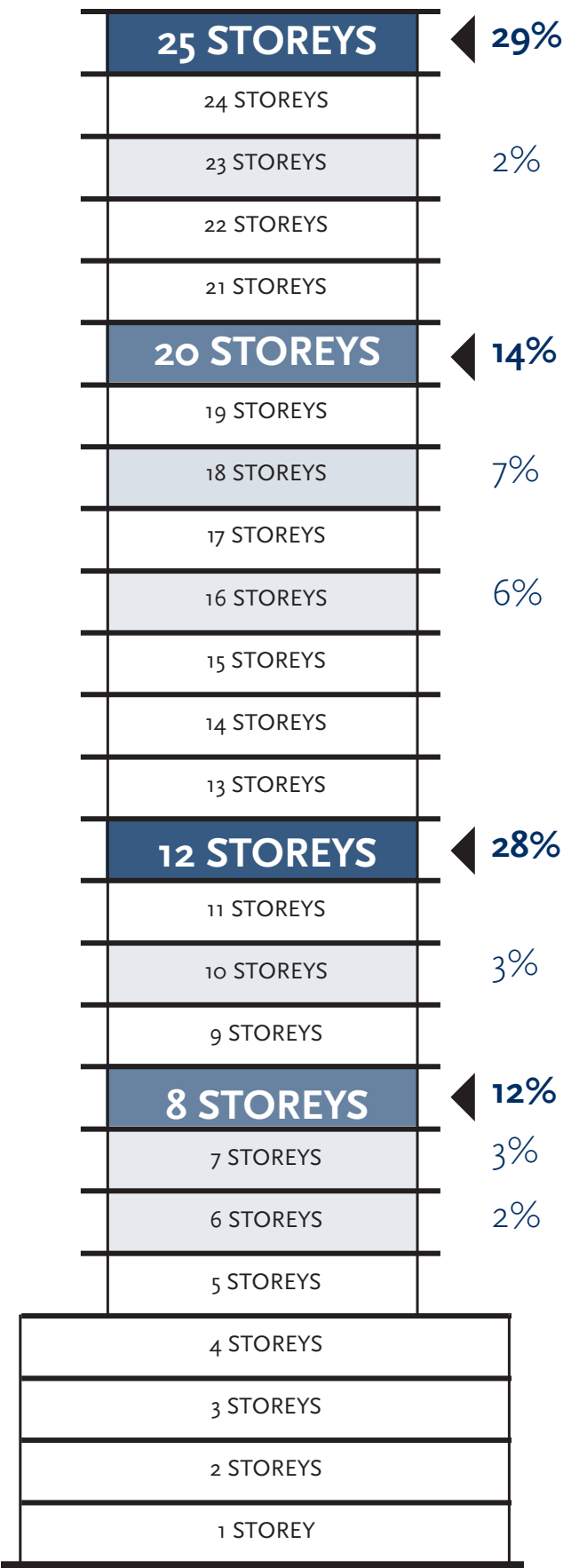
The majority of participants support this policy:



Participants used sticky dots to tag the diagram to the right to share what maximum building height they thought was appropriate for North Bluff Road in Town Centre.

25 Storeys and 12 Storeys were nearly tied, with 20 and 8 Storeys also being highly rated.

- Note:
- No comments were received.
  - Percentages on policy support are based on a total of 19 dots which were placed.
  - Percentages on building heights are based on a total of 58 dots which were placed.

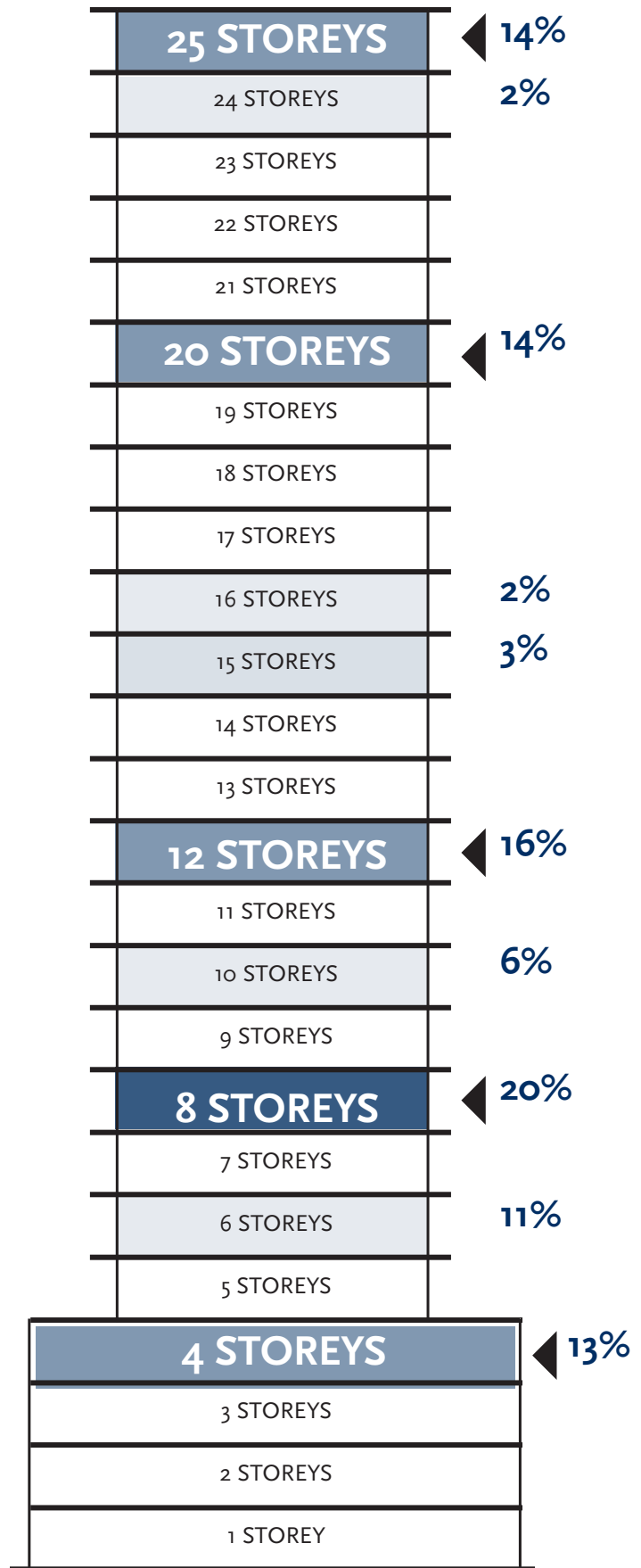


## Building Heights: Johnston Road

Commercial development is focused along Johnston Road in Town Centre. Johnston Road has been historically characterized by diverse and small-scale retail.

Participants used sticky dots to tag the diagram to the right to share what maximum building height they thought was appropriate for Johnston Road in Town Centre.

8 Storeys was the most highly rated, with 25, 20, 12 and 4 storeys also being fairly highly rated.



Note:

- No comments were received.
- Percentages are based on a total of 64 dots which were placed.

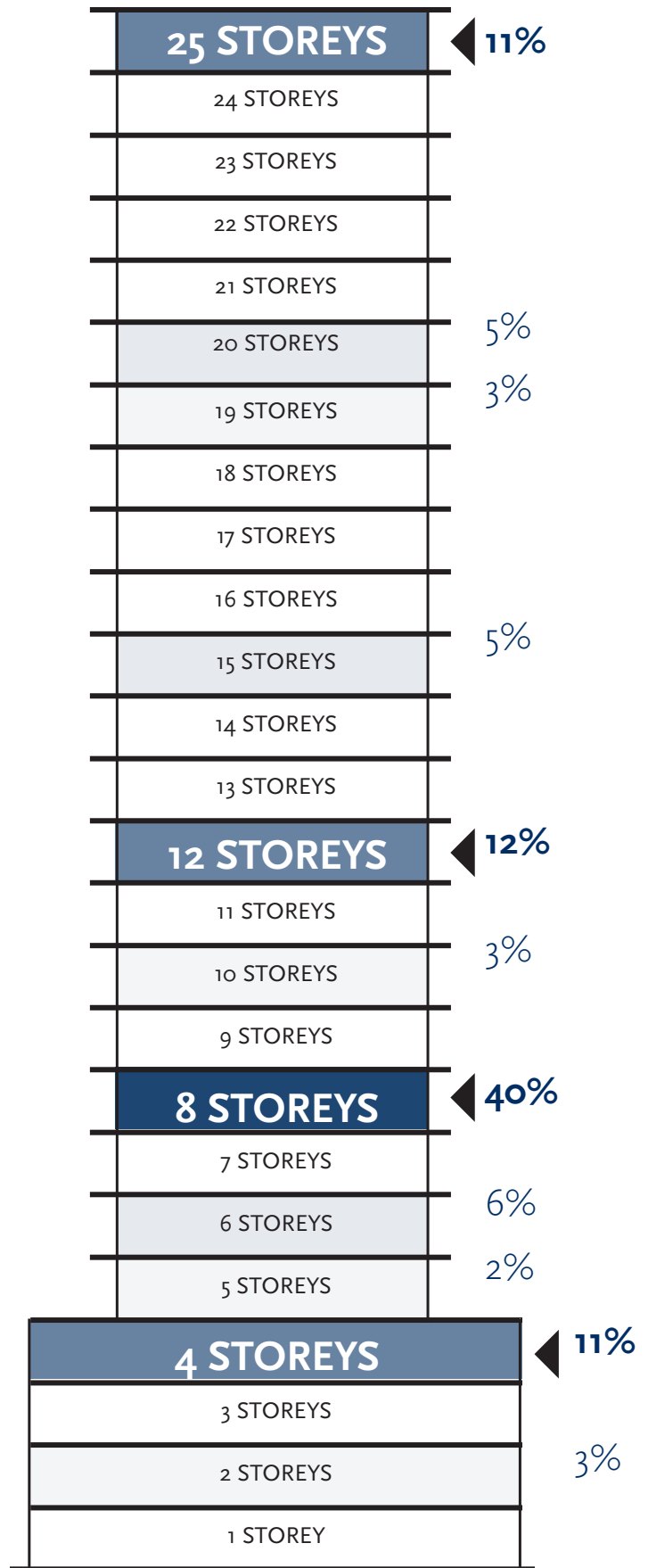


## Building Heights: Russell Avenue

The vision for Russell Avenue is to enhance its role as a green street and east-west connection between Town Centre and Centennial Park.

Participants used sticky dots to tag the diagram to the right to share what maximum building height they thought was appropriate for Russell Avenue in Town Centre.

8 storeys was selected most (40% of respondents). Nearly tied for second most selected heights were 25, 12 and 4 storeys.



Note:

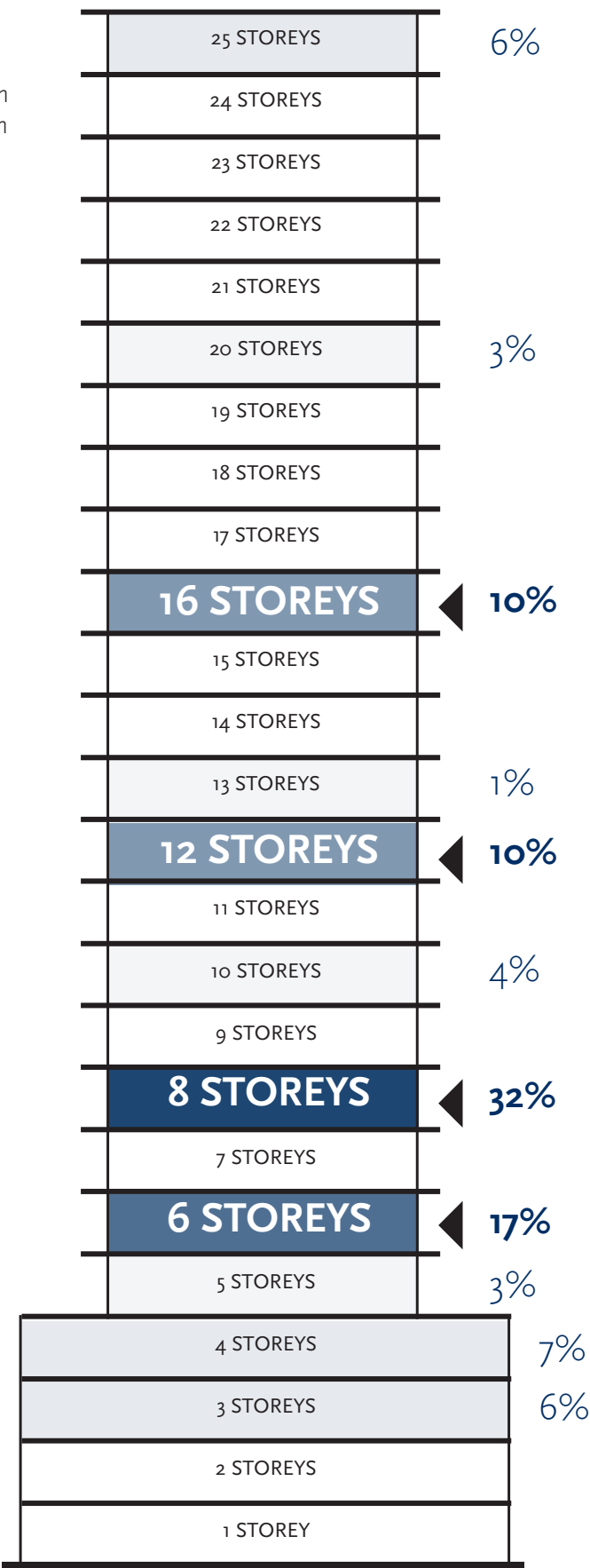
- No comments were received.
- Percentages are based on a total of 65 dots which were placed.

### Building Heights: Thrift Avenue

Thrift Avenue marks the boundary between Town Centre and Lower Town Centre. The Lower Town Centre, while also mixed use, is smaller in scale than the Town Centre.

Participants used sticky dots to tag the diagram to the right to share what maximum building height they thought was appropriate for Thrift Avenue in Town Centre.

8 Storeys was the most highly rated (32% of respondents) with 6 storeys coming in second (17%) and 16 and 12 storeys tied for third.



Note:

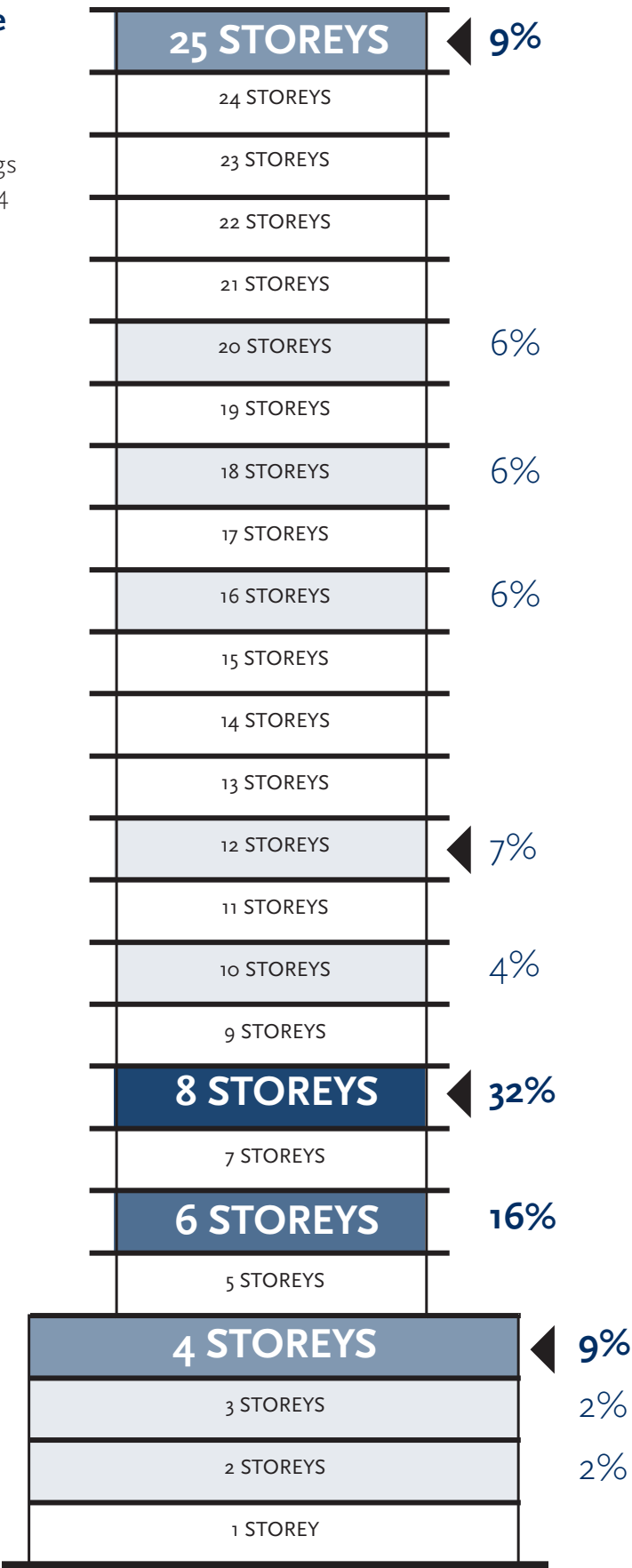
- No comments were received.
- Percentages are based on a total of 69 dots which were placed.

# Building Heights: Martin and George Street

Martin and George Streets are the eastern and western extents of the Town Centre. The buildings facing Martin and George Street are generally 3-4 storeys tall and primarily residential.

Participants used sticky dots to tag the diagram to the right to share what maximum building height they thought was appropriate for Martin and George Streets in Town Centre.

Similar to Thrift Avenue, 8 storeys was selected most often (32% of respondents) with 6 storeys coming in second (16%). 25 and 4 storeys were tied for 3rd most selected.



Note:

- No comments were received.
- Percentages are based on a total of 69 dots which were placed.

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# Appendix



## Design Town Centre: Verbatim Comments

Design Town Centre: Verbatim Comments Group 1 Day 1

Town Centre Urban Design Review

**WHITE ROCK**  
*City by the Sea!*

Group 1 / Day 1

Now that you've redesigned the Town Centre, summarize your core ideas below!

- MORE GREEN SPACE.
- QUIET SPACES.
- NO LOUD MUSIC.
- JOHNSTON RD - NARROWED  
MAKES IT LESS BIKE  
FRIENDLY. -  
JOHNSTON
- NEED MORE TREES.  
TREE CANOPY. 20%.
- GREENING THE CITY.
- DON'T NEED HEIGHT HERE.
- DISAGREE - TOWN CENTRE  
SHOULD HAVE DENSITY -  
STEPPED DOWN.
- ~~2B~~ - HEIGHTS - IMPACT ON  
TRANSITION ZONES. -  
ADJACENT NEIGHBOURHOODS
- DEVELOPMENT FOR WHAT?
- I THINK DENSITY HERE  
MAKES SENSE -
- TOWERS DON'T BUILD COMMUNITY.
- I THINK TOWERS ARE FABULOUS.
- NEED PEOPLE AT STREET LEVEL.
- THIS AREA IS DONE.
- I DISLIKE TOWERS

Now that you've redesigned the Town Centre, summarize your core ideas below!

- MINIMIZE SHADOWS ON GREEN SPACE
  - NEED DEVELOPERS TO AGREE TO BUILD THE PARK.
  - TOWN IS CONNECTED BY WALKWAYS
  - PLAYFUL ARCHITECTURE.
  - HIGHER BUILDINGS STEPPING DOWN - GOOD CONCEPT
  - HOW DOES GREEN SPACE LOOK
  - LIKE BRYANT PARK
  - ADULT FITNESS FACILITIES
  - COMMERCIAL + OFFICE SPACE.
  - IF GREEN SPACE NEEDED may need more height \$(15??) (ON N. BLUFF)
- BENCHES  
TREES?  
BIKES?  
SCOOTERS?  
CANOPY TREES  
SMALL PLAYGROUND  
OUTDOOR EXERCISE  
ADULT EQUIPMENT

- TURNING WHITE ROCK INTO.  
TOWER TOWN. -
- STEP BACK FROM THE  
STREET -
- 12 STOREY MAX ON NORTH  
BLUFF.
- 20 STOREY ON NORTH  
BLUFF



Town Centre Urban Design Review  
 WHITE ROCK  
 DESIGN Group 1 / Day 1  
 July 9

Now that you've built the Town Centre, summarize your core themes below and draw out your big ideas on the Town Centre diagram.

- BUS TERMINAL WITH CONDOS
- TRANSIT ALONG JOHNSTON
- RETAIL ALONG JOHNSTON
- COMMUNITY/BUSES + REGIONAL - 351 TO RICHMOND
- POSSIBLE REGIONAL TRANSIT LOOP IN SURREY.
- SLOWER ROAD SPEEDS - NOT A GOOD IDEA
- MORE COMMERCIAL (JOHNSTON)
- REQUIREMENTS FOR SAFE BIKE ROUTES
- NO BIKES ON JOHNSTON.
- WANT TO WALK ON JOHNSTON.
- HIGHEST - TRANSITIONING TO LOWER ADJACENT - PEOPLE LIKE THAT.
- WE DON'T WANT DEVELOPERS TO BE ALLOWED TO BUY ADDITIONAL HEIGHT. [ONLY IN TOWN CENTRE]
- HEIGHT ALONG NORTH BLUFF IS OK.  $\leq 25$  HOUSING. VISIT AFFORDABLE OPTIONS FOR DENSITY VARIATION
- MINI GRANVILLE ISLAND.

- KEEP DENSITY WITHIN TOWN CENTRE
- TRANSITION IN BUILDING HEIGHTS FROM JOHNSTON.
- TALLER BUILDINGS BLOCKING SUNLIGHT.
- ENSURE OPEN SPACE IS NOT IN SHADOW.
- JOHNSTON - COMMERCIAL HEART.
-



Now that you've redesigned the Town Centre, summarize your core ideas below!

- KEEP SHADOW OFF OF PARK SPACE.
- FUTURE PARKLAND @ CORNER OF MARTIN + THRIFT
- VARIOUS OPINIONS ABOUT HEIGHT
  - ↳ FOCUS HEIGHT ALONG NBR (NORTH BLUFF RD).
- REDUCING HEIGHT ON OTHER CORNER OF JOHNSTON RD (SW)
- FEELING OF COMMUNITY MISSING.
- COMMERCIAL MEETING PLACES (COFFEE, PATIO MEETING SPACES).
- SPACES THAT DRAW PEOPLE IN
- FOOD CARTS, FARMERS MARKETS, MUSIC
- 'MINI GRANVILLE ISLAND'
- ALTERNATE USES FOR PARKADE.
- COLLEGE / UNIVERSITY - BRING MORE YOUNG PEOPLE INTO THE TOWN CENTRE.
- FOCUS ON PEDESTRIAN ROUTE THROUGH TOWN CENTRE.
- ATTRACT TYPES OF BUSINESSES THAT ATTRACT YOUNGER PEOPLE
- MORE EVENTS IN TOWN CENTRE
  - BUSKERS, ETHNIC FESTIVALS
- MORE EVENTS IN MIRAMAR PUBLIC SPACE
- MARKET / EVENT AREA - PERMANENT SPACE

JUL 10 - GROUP 2  
DESIGN (2) Group \_\_\_\_ / Day \_\_\_\_

Now that you've built the Town Centre, summarize your core themes below and draw out your big ideas on the Town Centre diagram!

## ✓ COMMERCIAL SPACE SURROUNDING PARK AREA.

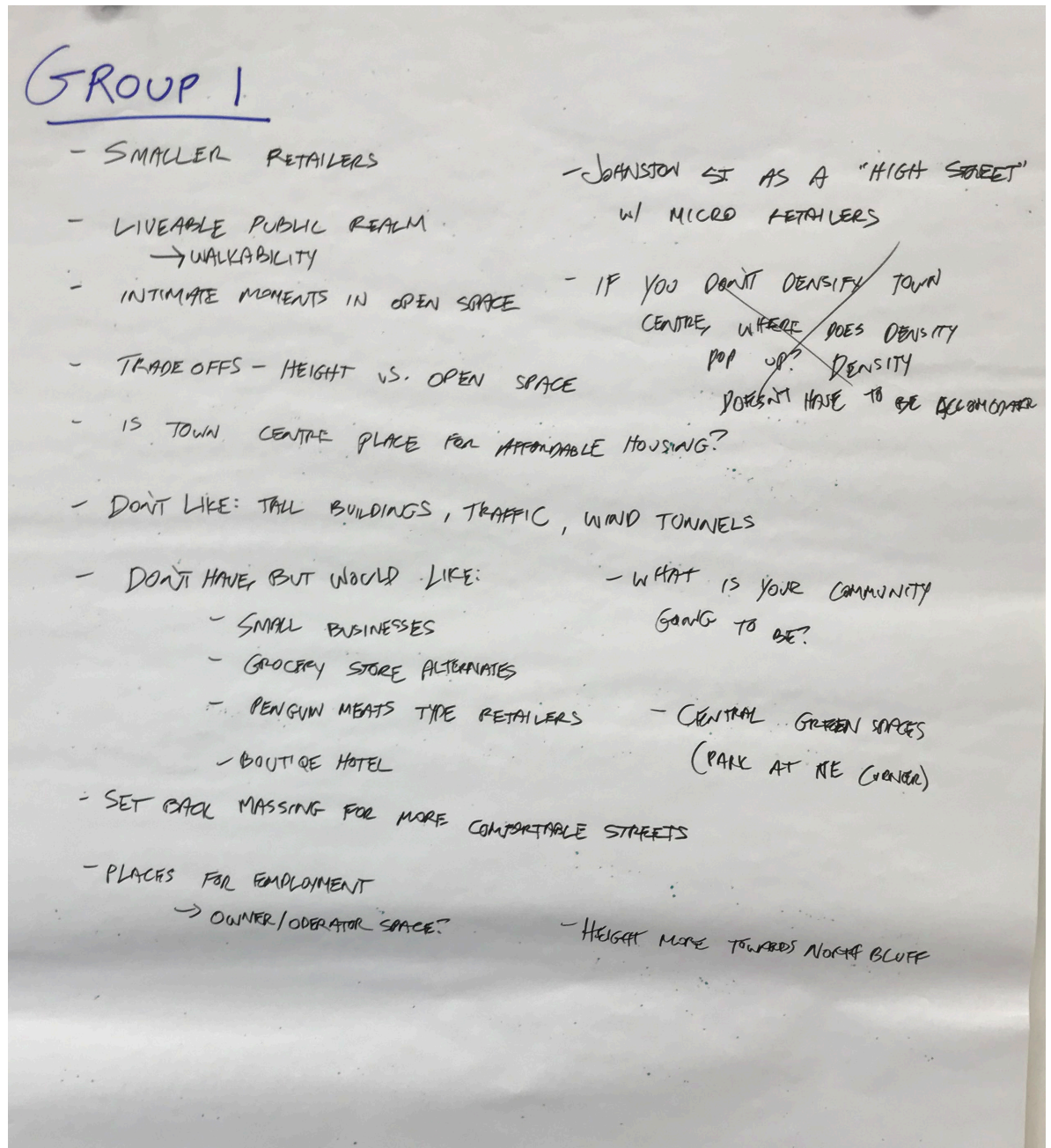
- NO 'TWIN TOWERS' @ THE ENTRANCE TO WHITE ROCK - LOWER BUILDING HEIGHT ON SW CORNER.

1



## Build Town Centre: Verbatim Comments

### Group 1 Day 1



# GROUP 2

30

Now that you've built the Town Centre, summarize your core themes below and draw out your big ideas on the Town Centre diagram!

- LIKE WIDE SIDEWALKS
- WALKABILITY + CYCLING
- LOSS OF SKYLINE
- BOULEVARDS FOR AESTHETICS
- SEPARATED CYCLE PATHS
- LIKE THE SMALL TOWN FEEL
- MIXED RESIDENTIAL
- AFFORDABLE - MIXED INCOME
- CPED
- CREATIVE SPACES
- HUB FOR TRANS LINK
- ↳ CONNECTIONS TO WIDER REGION
- ↳ HUBS TO NORTH
- NOT PROPER "HUB"
- SOME SORT OF CIVIC CENTRE FOCUS - MUSEUM, ARCHIVE, ...?
- HUB FURTHER SOUTH ON JOHNSON
- WHAT IS OUR GATEWAY?
- ↳ PARK + CIVIC AMENITY, NOT A TOWER
- BRYANT PARK
- WHAT IS ENTRY TO COMMUNITY?
- MORE RENTAL THAN STRATA?
- STEP HEIGHT
- LOW AT N. BLUFF RD. TO HIGHER IN CENTRE AT EXISTING TOWERS
- MAX 12 STOREIES, EVENLY SPLIT B/W COMMERCIAL, RES., RENT
- PAY FOR CITY HALL W/ DENSITY FROM CENTRAL OR DEVELOPMENT
- DAY CARES?
- CO-OP HOUSING
- LAND VALUE VS. LAND COST

**Group 3**

30

Now that you've built the Town Centre, summarize your core themes below and draw out your big ideas on the Town Centre diagram!

- NE CORNER PARK MAYBE NOT IDEAL DUE TO TRAFFIC
- CENTRAL PARK IN MIDDLE
- AT GRADE RELATIONSHIPS FOR RESIDENTIAL, ie. TOWNHOUSES
- KEEP LOW ON JOHNSON
- CIVIC BUILDINGS- AMENITY; OR HOTEL?
- LOTS OF GREEN CONNECTIONS AT GRADE
- TALLER TOWERS ON NORTH BLUFF



Now that you've redesigned the Town Centre, summarize your core ideas below!

- Towers to be tastefully designed to allow for a great urban centre ~~to be~~ <sup>max</sup> stepped back on podium
- green space with nice breezeways.
- affordable housing / rental / market rate (in return for more density maybe by some others to
- city by sea design guidelines in OCP
- Gateway into city with side by side or twin towers along Johnson St.
- <sup>public</sup> underground parking w/ enough for residents.
- Lots of greenspace, a couple active, program/social
- plaza space for multipurpose uses
- wind issues → design issue to be addressed
- clarity of opinions Johnson and Russell are
- community amenity space.
- Steps back help height variation
- town houses / mixed use along grade.
- be cognizant of views.
- connections / pedestrian across Russell
- Bryant park continuation.

Now that you've built the Town Centre, summarize your core themes below and draw out your big ideas on the Town Centre diagram!

- smaller pedestals or none - for commercial - 2 stories for street light
- setbacks from streets -
- better architectural design - like Shanghai! - innovative architectural
- better sidewalks for cycling, skateboarders, scooters -
- larger trees - true green spaces - setbacks on underground parkades
- change zoning bylaws to address storm water runoff + soil
- \* infiltration
- \* Sussex as example for architectural exterior features, height
- lower - Granville Market - rural in between highways pedestrian
- tower to park -
- lower heights - a few projects are strictly commercial
- a few projects - higher 9 stories - residential
- developers encourage to have <sup>thru</sup> architectural
- mixed design planning attracts institutional groups -
- living walls or vertical plan
- large park - central park - Beyond Park Extension
- rotatable and reposition Building at Johnson + north bluff

## Interactive Panels: Verbatim Comments

Note: a (x#) indicates that support was shown by other participants for the comment by adding a sticky dot. If a comments received one sticky dot then the comment will have a (x2) to represent the original poster as well as the person who indicated support. If two dots were place then the (x3) will be shown and so on.

### Land Use

- Drawing knowledge, economy, satellite universities and research
- Find a space for people to view the oceans from/near Town Centre + incorporate library, museum +funicular to beach --- parking underneath
- Incentive to integrate social housing units
- Education/learning centre college/research
- Green spaces
- Cohesive theme “look” for city to minimize so many towers
- Open space market/food trucks farmers Artisan markets
- Zero water to leave any property. Harbourside Green in Victoria (Eco Buildings, Solar, Wind generator)
- Water storage tanks
- Urban Design review does not mean high density!

### Future Open Space: Urban Design Plan

- Try to work with at least some of the existing trees below thrift if proposed work goes that far
- More green space would be great
- More green space is desperately needed
- An extension of Bryant park, include water feature in the open square
- Include in passages/lane ways, little coffee shops, restaurants, and a bike pass stairs leading to 1st Floor coffee Shops
- No more hideous concrete sidewalks
- This is not an endorsement of further development on Johnson. The wording is leading (x2)

### Outdoor Activities

- Have an environment monitoring clock (Air Quality, Wind speed, Humidity, Camera)
- More green space wood BC great
- How can we increase green roofs + walls in our city?

## Johnston Road and Retail Streets in Town Centre

Comments on Johnston Road and Retail Street Design Guidelines:

- OCP Policies are intended to protect + enhance whatever setting we choose (x2)
- “Yes” to creating more visibility into stores and use a variety of materials\*
- Right idea
- Good Plan – limit building height (Patios +Green Space)\*
- Youth Space, conversation, hang out, info/referral, support
- More pedestrian cross walks
- Facilitate rental housing units in all new development + condo in town centre
- Love the guidelines. Would like to see more pedestrian walkways\*
- All the retail is good assuming that these 15 hi-rises are occupied by residents ‘residing’ and using our businesses so they don’t keep shutting down

Participants were asked to share their other ideas for retail streets. Here's what they said:

- Community & Tourism, Policing + resources, Storefront, drop-in place (sources, come share, non-profits)
- Transit Hub near 5 corners
- Yes – but limit height of building to 4 storeys max – more pedestrian cross walks
- Agreed with all the information on the board about Johnston road

## Forms of Density: Trade-offs

- 19 storeys?
- Max 8 storeys on this
- Plaza design ok with Max 5 storeys to support infrastructure
- Narrow sidewalks = crowded with walkers for seniors, baby buggies, dogs, and breathing car fumes
- Pedestrian Plaza BUT lower buildings (x2)
- Green Space with pedestrian plazas + lower rise buildings (x2)
- Better with tower half size or less

## **Building Step Backs**

Support Building Step-backs

- For the reasons above
- Hi Rises towering over you is not my idea of pleasant environment (eg – Vancouver)
- No more high-rises please!

Somewhat support building step-backs

- No high-rises
- I would not want the “Step Back” idea to justify high-rises
- Covered Area
- The step back should be refined for each individual construction in order to insure a certain balance
- Perhaps if you planted grasses + wild flower on all the roof tops to help with carbon emissions

Do not support building step-backs

- Have a step back to start after 6 storeys
- No more high-rises (x2)

## **Town Centre in the OCP: Guiding Principle**

Does not reflect my values:

- A core niche style/accent (eg. Colors to keep diversity vs clone of all other cities)
- More towers to allow more people to live here (x2)
- No more high rises please! (x 3)
- The heart is becoming unaffordable and lacks a draw – no ordinary shops like hardware, groceries, general merchandise

Somewhat reflects my values:

- Be sure there is connected green space throughout

Reflects my values

- 8 storeys max – people-oriented streetscapes with low-rise retail and office space above – set back from street
- No more high-rises above 10-12 storeys – more stores like grocery store for locals
- Of course this principle reflects my values but what has been done to the town centre does not reflect this guiding principle



## Maximum Building Heights

Do not agree:

- Maximum height should be 6 storeys

Somewhat agree:

- Even heights throughout the town center and town center transition areas
- Podium Street friendly set back & Above also set back
- Walkway Cover
- 1 support 10-12 storeys maximum in town centre & 6-8 storeys on Martin St. and George Street
- If all the buildings have the same maximum height, the light and sun doesn't go through and it creates wind tunnel (x4)
- Tall builds on North Bluff Trade off for housing and green space – Max 25

Agree:

- Tall heights at North Bluff - Step Down to Thrift Ave
- Why more than 15 floors when the top will be out of reach of Canadians, bought by foreign money using schemes to keep them empty. No benefit for businesses (x3)

## Height Transition

Do not support

- Height should be limited to 8 storey on future developments in Town centre – restrict heights in transition zones to set zone height matching single family house
- Allow height increase in town center transition to match the town center

Somewhat Support

- The saltire is already in the transition

Support

- Proven Best Practice
- That was the plan many years ago but I don't think it will be achieved in regards to the latest random heights being built

## Open Spaces

- Never seen anyone use this park to date! (Hodgson Park)
- No more corner Bump outs
- Pedestrian connections should all connect & not be hard to find

## **APPENDIX E**

### **Semiahmoo Town Centre Plan – Stage 1 Plan Summary (from July 2019)**

# **Semiahmoo Town Centre**

## **I Plan Update** July 2019

### **Updating the Plan**

An update to the original Semiahmoo Town Centre Plan was initiated in 2004 to address rapid growth and changing market conditions. When Council approved the interim plan in 2012 they directed staff to expand the plan boundaries to include a future transit improvement area along 152 Street and a potential medical precinct near Peace Arch Hospital. Since then expansion plans for the hospital have been confirmed.

In July, 2018 planning staff held workshops with extension area residents to develop a vision and explore potential land uses. In February, 2019 staff hosted a public open house and conducted a survey for all the stakeholders in the plan area to gather input on how to accommodate growth in the town centre. Following this staff developed a draft land use concept that reflected the work done and the input provided.



### **Your Ideas to Tackle Semiahmoo's Challenges**

As one of Surrey's designated Town Centres, Semiahmoo is growing. The population is aging and average household sizes are shrinking. With this growth and change comes big challenges.

In 2018 we started asking residents and stakeholders how they would accommodate growth, improve transportation and enhance community amenities in the Semiahmoo Town Centre. Over 1,100 responses were provided at workshops, open houses and through online surveys. Below were the top 3 ideas for addressing each issue based on the feedback provided.



#### **How would you accommodate growth?**

1. Increase housing diversity
2. Improve services, amenities, infrastructure
3. Promote all ages communities



#### **How would you improve transportation?**

1. Improve walkability
2. Improve bus service
3. Improve cycling infrastructure



#### **How would you enhance amenities?**

1. More parks & open space
2. More recreation/community centres
3. More shopping and restaurants

### **Working With You**

In 2018 we started to revisit the Semiahmoo Town Centre Plan. Since then we've held:

- 2** WORKSHOPS
- 2** OPEN HOUSES
- 3** SURVEYS

### **Where We are in the Process**

We are currently in Stage 1 of the plan development process. We are hoping to bring a preferred land use plan back to the community later this year prior to bringing forward a draft land use plan to Council for approval. Once approved we will move into Stage 2 and *Developing the Plan*.



## Semiahmoo Town Centre | Plan Update

### Concentrated Density

#### What we heard:

Residents wanted more shops and local medical services but were concerned about the extent and proximity of high rise developments proposed in the plan.

#### How we addressed your feedback:

We limited high-rise development to the core area around the Semiahmoo Mall site, Frequent Transit Network corridor.

We introduced new low-rise mixed-use along 152 Street and 24 Avenue and a mixed-use mid-rise district along 16 Avenue to provide much needed space for supportive medical services.

#### Supporting rationale:

As Surrey responds to the challenges of urban growth, climate change and demographic shifts, it is increasingly important to concentrate density in Town Centres. Creating compact, complete urban neighbourhoods with mixed-uses supports transit service, walkability, as well as economic and cultural vitality.



### Housing Diversity

#### What we heard:

Many residents wanted more affordable, family and senior-friendly housing types (e.g. townhouses, apartments). At the same time, many extension area residents expressed concern about the loss of existing single family neighbourhoods.

#### How we addressed your feedback:

We've included a wider range of residential land uses to support the diverse and changing needs of residents. We've also retained many of the existing single family neighbourhoods in the plan area.

#### Supporting rationale:

The average single family home in South Surrey costs \$1.5 million, yet the average Surrey family makes \$63,000 to \$120,000/year, which means many families will likely never own a single-family home here.

In addition, many seniors are choosing to age in place by downsizing over moving into designated senior housing or care facilities.

Surrey needs more apartments and townhouses to suit everyone's needs and incomes.



## Semiahmoo Town Centre | Plan Update

### Improved Connectivity

#### What we heard:

Many residents were concerned about existing and future traffic congestion and were opposed to a road being constructed through Bakerview Park.

#### How we addressed your feedback:

We've added new roads, enhanced bike lanes, sidewalks and pathways to link neighbourhoods, relieve congestion and improve pedestrian safety and walkability. We've removed the proposed road through Bakerview Park.

#### Supporting rationale:

152 Street is a Frequent Transit Network (FTN) corridor and provides service every 15 minutes during peak times. Transit service on 16 Avenue is approaching FTN service levels.

TransLink and the City have identified a conceptual unfunded future B-line express bus service to connect Semiahmoo with Newton and Surrey City Centre. The City is proposing a B-Line alignment that could run down 152 Street and along 16 Avenue to the Peace Arch Hospital. The B-Line would provide frequent and rapid transit service for local residents.



### More Community Spaces

#### What we heard:

Residents wanted more community and cultural spaces and places to socialize and interact.

#### How we addressed your feedback:

We've added four new neighbourhood parks to the plan and are exploring partnership opportunities with developers to construct community amenity spaces for recreation, arts and culture, as part of major development projects.

#### Supporting rationale:

As the town centre becomes more compact, the need for parks and community amenities increases. The City is committed to ensuring residents live within walking distances of a park. Large developments are required to provide community amenities for neighbourhood residents.

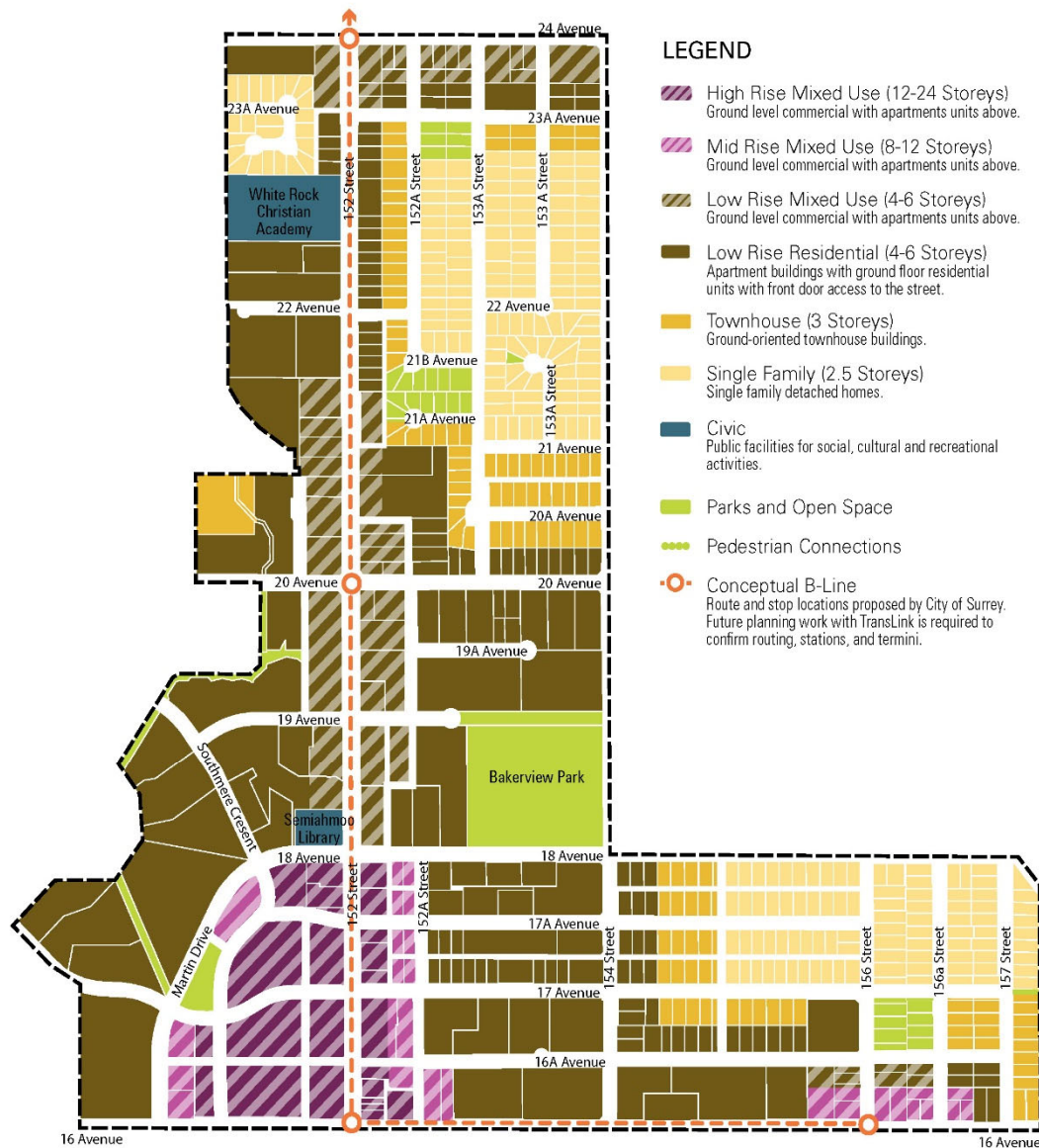




## Semiahmoo Town Centre | Plan Update

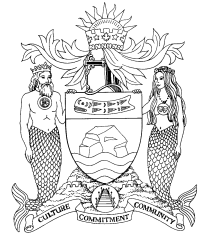
### Proposed Land Use Strategy

The map shows where and how the proposed land uses fit together to create a coordinated plan for future growth. The legend provides a brief description of each land use.





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



**DATE:** July 27, 2020

**TO:** Land Use and Planning Committee

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

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

**RECOMMENDATION**

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

**EXECUTIVE SUMMARY**

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

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

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

## **PREVIOUS COUNCIL DIRECTION**

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

**Table 1: Previous Council Motions regarding the Town Centre Review**

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

## **INTRODUCTION/BACKGROUND**

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

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

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

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

**Table 2: Level of Public Support for each Recommendation**

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

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

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

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

### **FINANCIAL IMPLICATIONS**

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

### **LEGAL IMPLICATIONS**

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

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

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

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

### **INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS**

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

### **CLIMATE CHANGE IMPLICATIONS**

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

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

### **ALIGNMENT WITH STRATEGIC PRIORITIES**

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

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

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

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

### **CONCLUSION**

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

Respectfully submitted,



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



**Comments from the Chief Administrative Officer**

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



Guillermo Ferrero  
Chief Administrative Officer

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

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

**APPENDIX A**

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





# White Rock Official Community Plan Review Process

## Town Centre Urban Design and Public Realm

### Phase 2 Engagement Summary and Recommendations Report



**WHITE ROCK**  
*City by the Sea!*



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



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

\*Estimated Construction Period (Start-End)



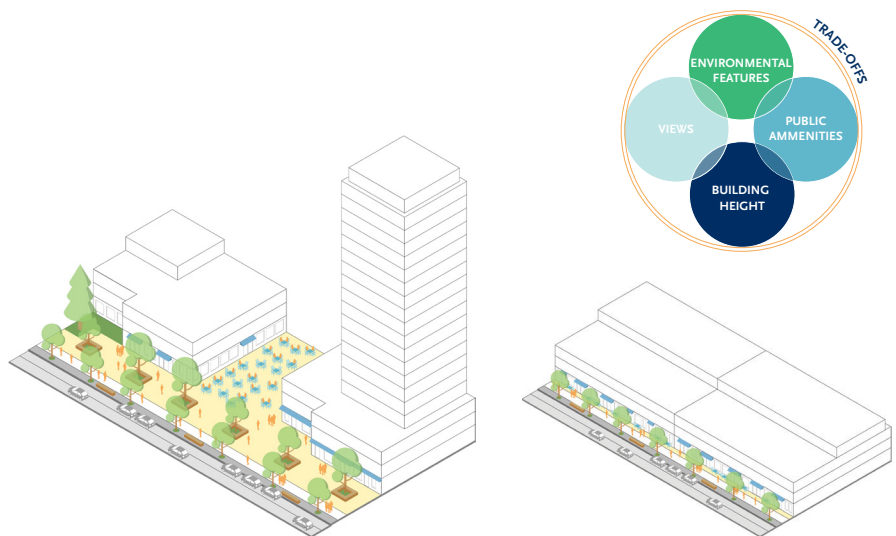
# Introduction

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

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

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

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



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



Phase 1 Workshop and Phase 2 Open House.

# Process

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

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

## PHASE 1

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

BACKGROUND REVIEW

ENGAGEMENT WORKSHOPS  
July 6 and 9, 2019 Workshops

OCP REVIEW ONLINE SURVEY  
May 31 - July 15, 2019

ENGAGEMENT SUMMARY  
REPORT

## PHASE 2

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

DRAFT RECOMMENDATIONS  
OPEN HOUSE  
December 10, 2019


ONLINE SURVEY  
December 10 - January 15, 2020

PHASE 2 ENGAGEMENT SUMMARY  
& RECOMMENDATIONS REPORT









# Phase 2 Engagement Outcomes and Town Centre Recommendations



## A Green Town Centre

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

### 1. Grow the Tree Canopy and Species Mix

a. The City should consider a policy requiring targets for tree canopy on large sites (8,094 m<sup>2</sup> (2.00 acres) or more) (e.g. 20% on the ground level); and, for medium sites (3,035 m<sup>2</sup> to 8,093 m<sup>2</sup> (0.75 to 1.99 acres) (e.g. 20% between ground and roof level).

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

### 2. Manage Rainwater Sustainably

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

### 3. Improve Soil Connectivity

The City should consider a policy requiring continuous soil for tree health and rainwater infiltration on medium to large sites (3,035 m<sup>2</sup> (0.75 acres) or more). For example, the City could establish a minimum percentage of continuous soil for sites (e.g. 10%) which would be achieved by reducing the size of the podium and by providing parkade setbacks.

### 4. Prioritize Green Buildings

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

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

## A Strong and Connected Community

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

### 5. Create Social and Affordable Housing

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

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

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

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

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

### 6. Increase the Mix of Uses

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

### 7. Identify Transit Exchange Options

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

## A Vibrant Sense of Place

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

### 8. Refine the Community Amenity Contribution Density Bonus Policy

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

### 9. Building Heights

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

Summary of Height Recommendations:

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

### 10. Plazas, Patios and Green Space

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

### 11. Build the Open Space Network

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

### 12. Identify Town Centre Priorities

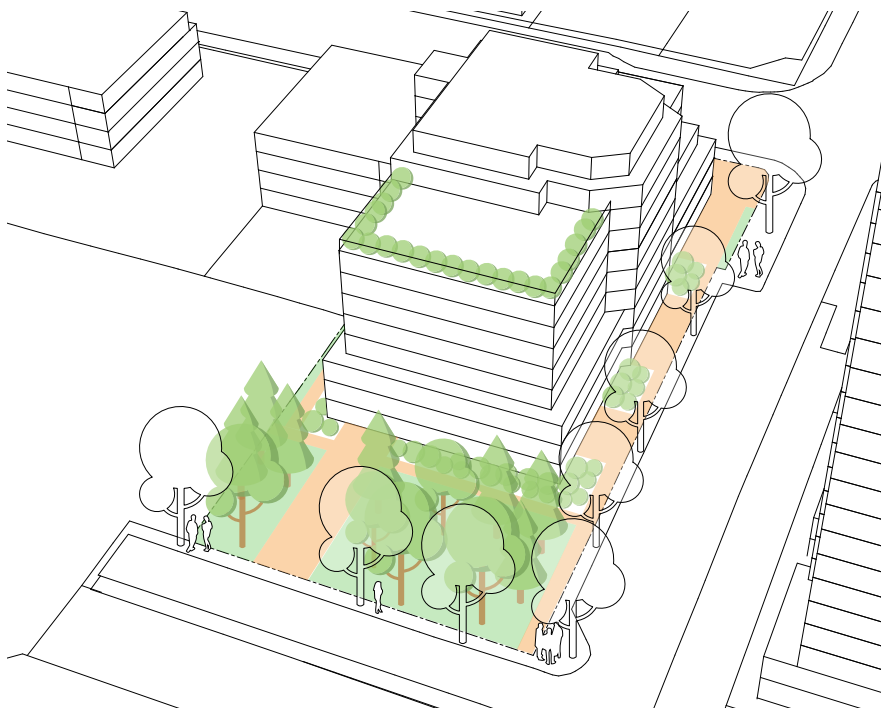
The City should identify pre-determined target amenities that they intend to seek from development sites. This will allow the City to establish priorities for Town Centre that clearly identify communities needs. In addition to ensuring that the impacts of development in the Town Centre are offset through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

# RECOMMENDATION 1

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

### CONTEXT AND RATIONALE

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



### RECOMMENDATIONS

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

- The City should consider a policy requiring targets for tree canopy on large sites (8,094 m<sup>2</sup> (2.00 acres) or more) (e.g. 20% on the ground level); and, for medium sites (3,035 m<sup>2</sup> to 8,093 m<sup>2</sup> (0.75 to 1.99 acres) (e.g. 20% between ground and roof level).
- The City should consider requiring that a minimum percentage of trees be coniferous trees (e.g. 10%).

### QUICK FACTS:

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

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

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

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

## HOW DID WE GET HERE?

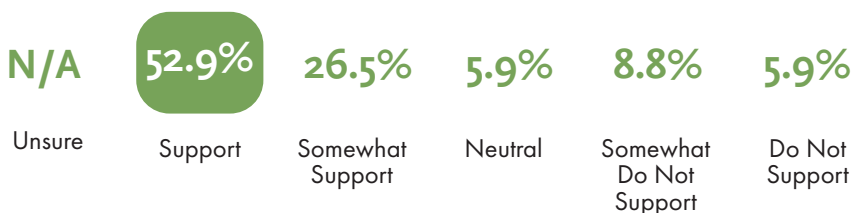
During the Phase 2 Open House and Online Survey, participants reviewed the draft recommendations below and shared their level of support:

a. The City should consider a policy requiring targets for tree canopy on large sites (8,094 m<sup>2</sup> (2.00 acres) or more) (e.g. 20% on the ground level); and, for medium sites (3,035 m<sup>2</sup> to 8,093m<sup>2</sup> (0.75 to 1.99 acres) (e.g. 20% between ground and roof level).

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

### Level of Support for this Recommendation

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



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

#### IN SUPPORT

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

#### ADDITIONAL RECOMMENDATIONS

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

#### NOT IN SUPPORT

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

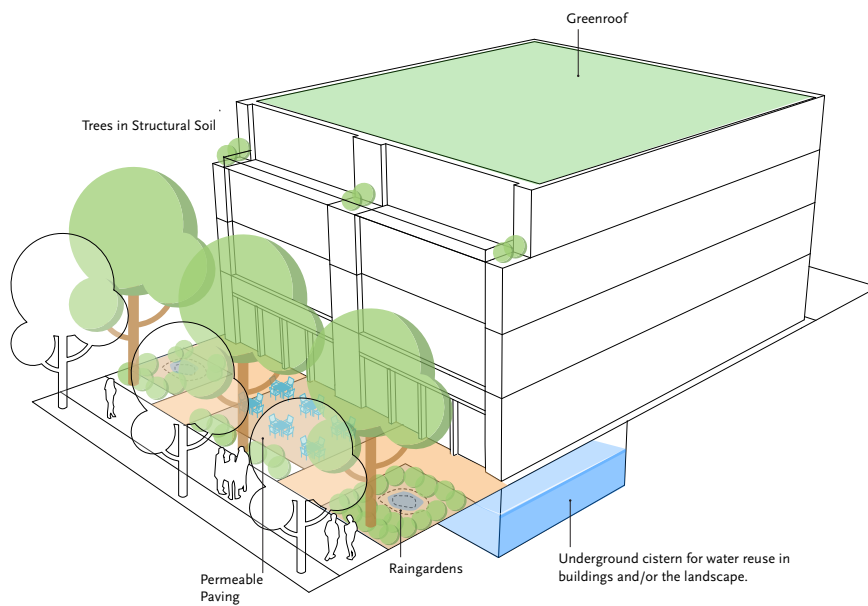


## RECOMMENDATION 2

### A Green Town Centre: Manage Rainwater Sustainably

#### CONTEXT AND RATIONALE

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



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

#### RECOMMENDATION

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

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

#### QUICK FACTS:

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

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

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

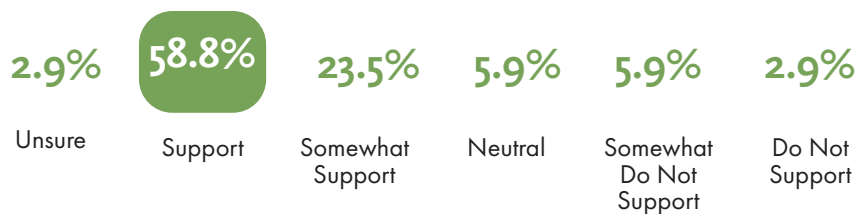
## HOW DID WE GET HERE?

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

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

### Level of Support for this Recommendation

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



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

#### IN SUPPORT

- This practice is a good way to reduce flood risk and improve stream health
- Again White Rock is 13th on the list - should be 1st
- Best use of H<sub>2</sub>O
- I am not knowledgeable in this area. However I do recall places down the hill suffering from flooding several years ago, when I was not a resident. Rain gardens and permeable paving are good ideas
- We should always try to minimize run off onto streets. As sated above it will manage rainwater in the best way possible.
- Water is our most important resource
- It is an effective and workable solution
- Any green ideas are working with the natural order of Nature. When we put something up that is manmade, we should take every effort to work with nature..have a symbiotic relationship with nature.
- I like the phrase “mimic nature”, you can’t get much better than that.
- Obviously a necessity to prevent massive future stormwater works.
- Water is a precious resource.
- It’s important to reduce impervious surfaces, managing rainwater in a way that mimics nature.
- Keeps contaminated water from flowing directly into the bay
- Rainwater collection and reuse will add to the overall reduction of water through municipal systems
- This idea is good for our environment to reduce runoff, flooding and soil erosion.

#### ADDITIONAL RECOMMENDATIONS

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

#### NOT IN SUPPORT

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

# RECOMMENDATION 3

## A Green Town Centre: Improve Soil Connectivity

### CONTEXT AND RATIONALE

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

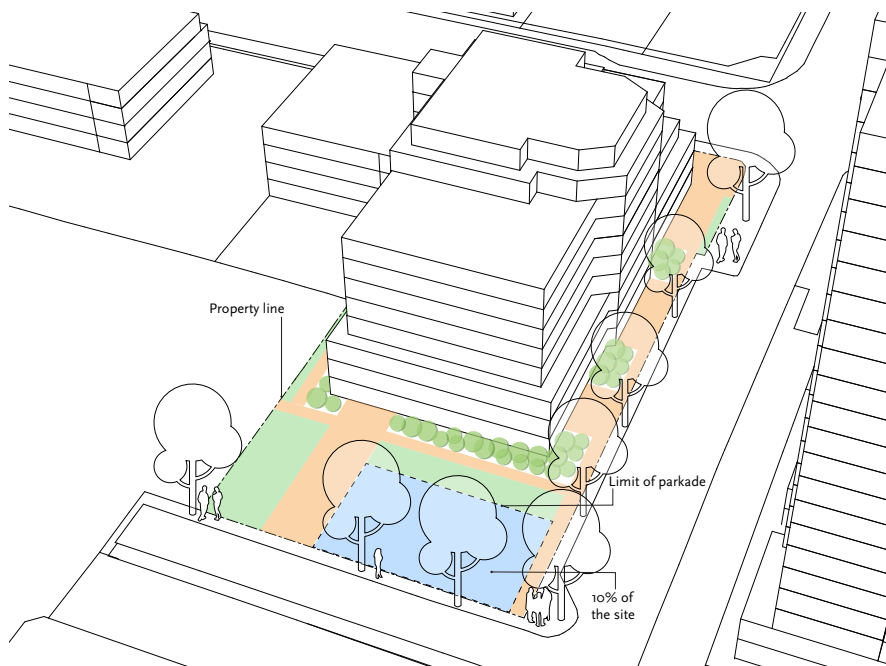


Illustration showing how 10% of a sample site in the Town Centre could be reserved for continuous soil where legacy trees could be established.

### QUICK FACTS:

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

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

### RECOMMENDATION

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

The City should consider a policy requiring continuous soil for tree health and rainwater infiltration on medium to large sites (3,035 m<sup>2</sup> (0.75 acres) or more). For example, the City could establish a minimum percentage of continuous soil for sites (e.g. 10%) which would be achieved by reducing the size of the podium and by providing parkade setbacks.

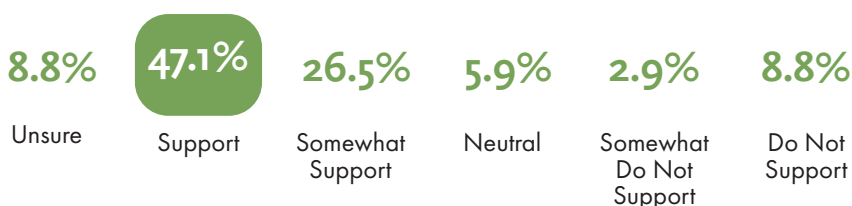
## HOW DID WE GET HERE?

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

The City should consider a policy requiring continuous soil for tree health and rainwater infiltration on medium to large sites (3,035 m<sup>2</sup> (0.75 acres) or more). For example, the City could establish a minimum percentage of continuous soil for sites (e.g. 10%) which would be achieved by reducing the size of the podium and by providing parkade setbacks.

### Level of Support for this Recommendation

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



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

#### IN SUPPORT

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

#### ADDITIONAL RECOMMENDATIONS

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

#### NOT IN SUPPORT

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

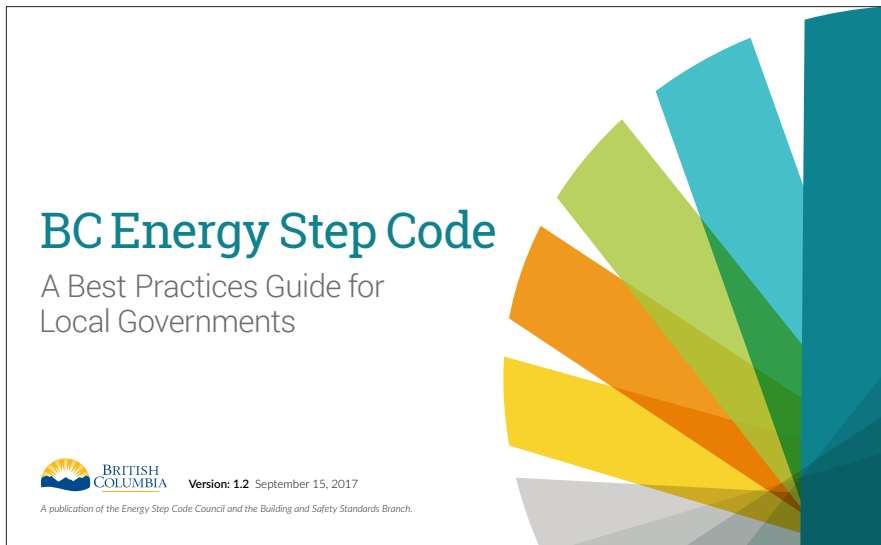


## RECOMMENDATION 4

### A Green Town Centre: Prioritize Green Buildings

#### CONTEXT AND RATIONALE

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



#### QUICK FACTS:

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

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

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

#### RECOMMENDATIONS

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

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

## HOW DID WE GET HERE?

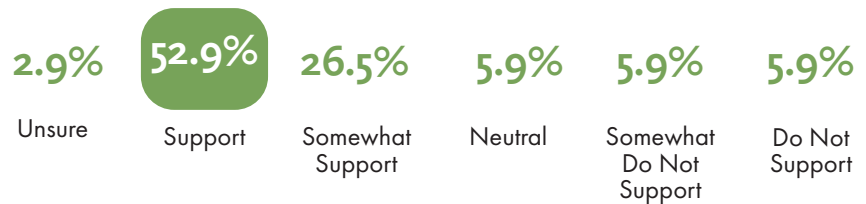
During the Phase 2 Open House and Online Survey, participants reviewed the draft recommendations below and shared their level of support:

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

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

### Level of Support for this Recommendation

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



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

#### IN SUPPORT

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

#### ADDITIONAL RECOMMENDATIONS

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

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

#### NOT IN SUPPORT

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

# RECOMMENDATION 5

## A Strong and Connected Community: Create Social and Affordable Housing

### CONTEXT AND RATIONALE

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



#### QUICK FACTS:

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

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

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

### RECOMMENDATIONS

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

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

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

## HOW DID WE GET HERE?

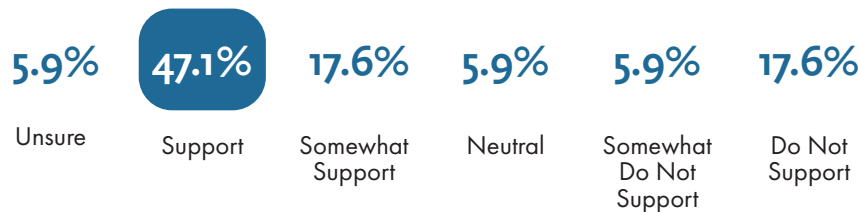
**During the Phase 2 Open House and Online Survey, participants reviewed the draft recommendations below and shared their level of support:**

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

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

### Level of Support for this Recommendation

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



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

#### IN SUPPORT

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



#### ADDITIONAL RECOMMENDATIONS

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

#### NOT IN SUPPORT

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

## RECOMMENDATION 6

### A Strong and Connected Community: Increase the Mix of Uses

#### CONTEXT AND RATIONALE

Diverse land uses will enrich the Town Centre:

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

#### QUICK FACTS:

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

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



City Hall Today.

Image: Jonathan Morgan & Company Limited.

#### RECOMMENDATION

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

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

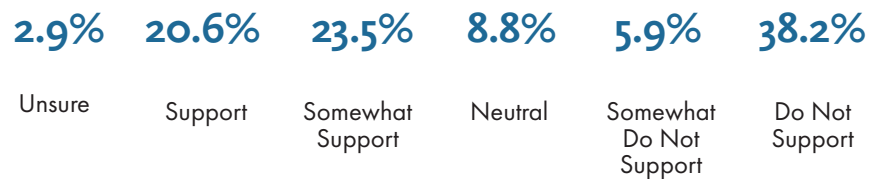
## HOW DID WE GET HERE?

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

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

### Level of Support for this Recommendation

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



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

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

#### IN SUPPORT

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

#### ADDITIONAL RECOMMENDATIONS

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

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

#### NOT IN SUPPORT

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



# RECOMMENDATION 7

## A Strong and Connected Community: Identify Transit Exchange Options

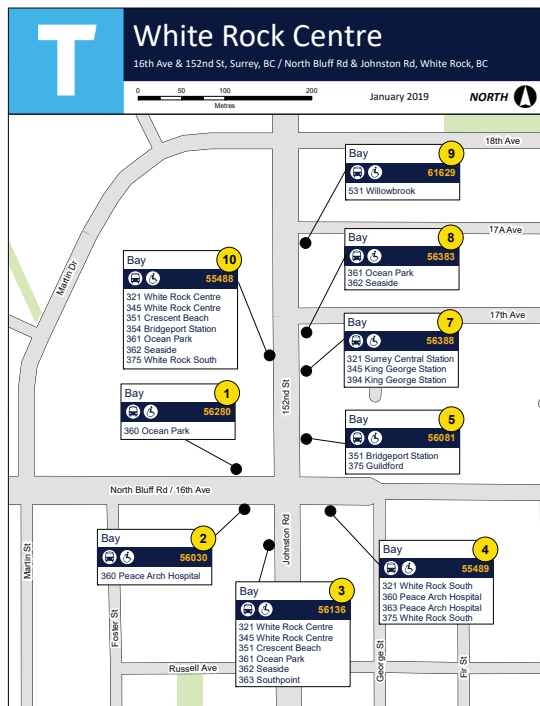
### CONTEXT AND RATIONALE

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

#### QUICK FACTS:

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

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



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

### RECOMMENDATION

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

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

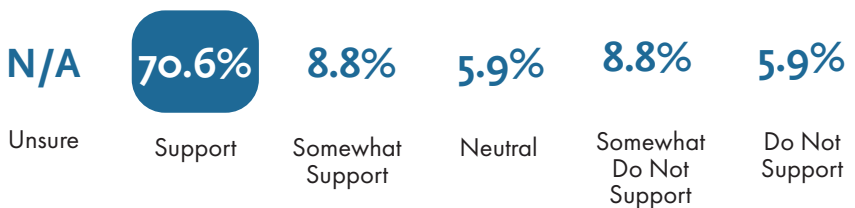
## HOW DID WE GET HERE?

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

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

### Level of Support for this Recommendation

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



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

#### IN SUPPORT

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

#### ADDITIONAL RECOMMENDATIONS

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

#### NOT IN SUPPORT

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

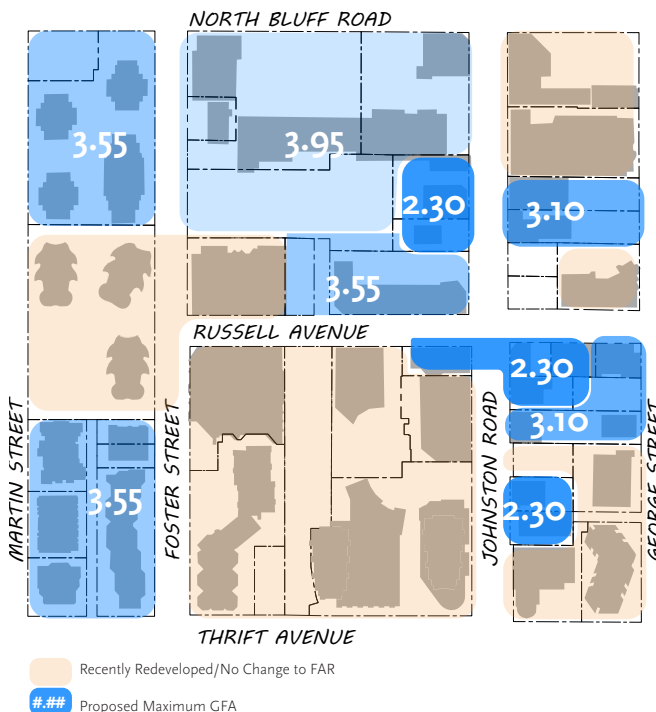
# RECOMMENDATION 8

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

### CONTEXT AND RATIONALE

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

### PROPOSED MAXIMUM GFA



### QUICK FACTS:

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

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

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

### RECOMMENDATION

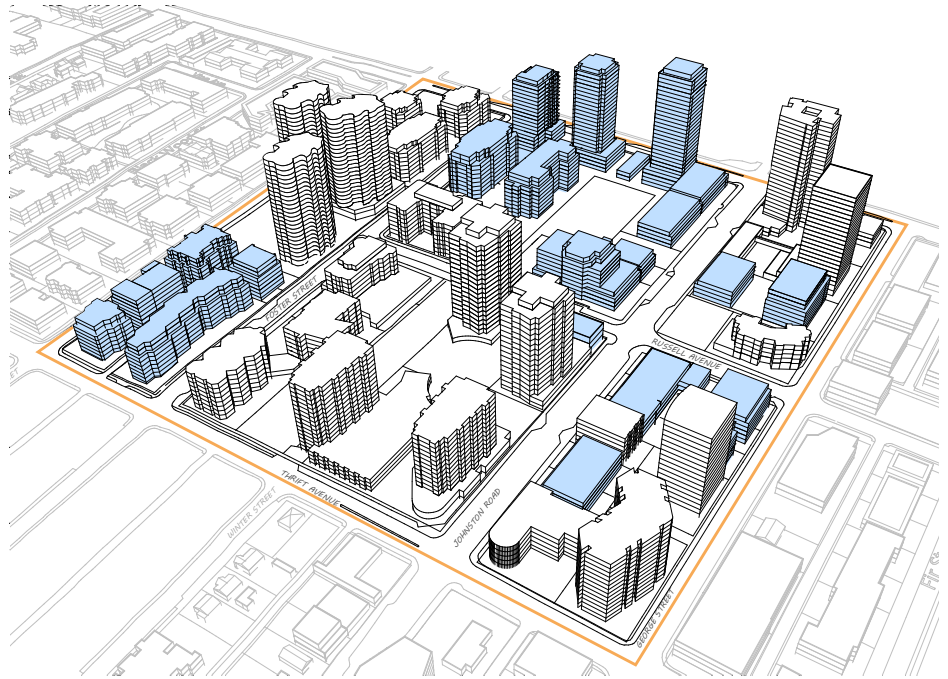
Based on participant feedback on the draft recommendations that were shared during the Phase 2 Open House and Online survey (see following summary), the following recommendation is being put forward:

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

## HOW DID WE GET HERE?

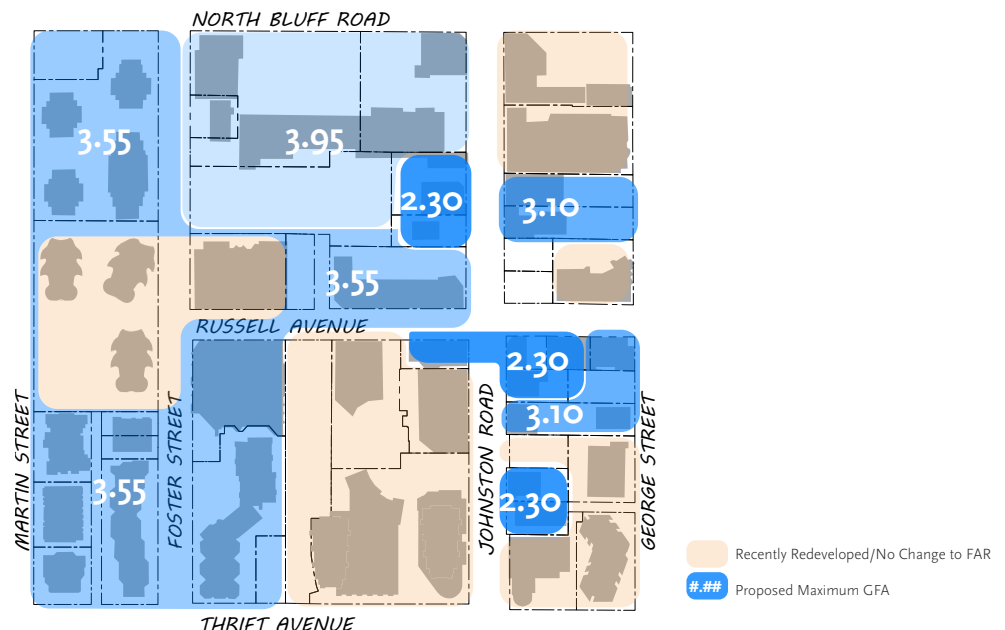
During the Phase 2 Open House and Online Survey, participants reviewed the draft recommendation below and shared their level of support:

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



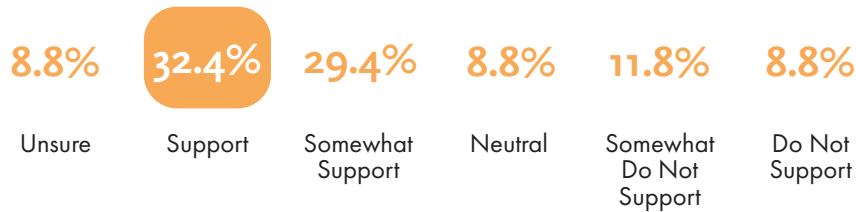
Buildings shown in blue represent the proposed maximum GFA.

## PROPOSED MAXIMUM GFA



### Level of Support for the Draft Recommendation

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



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

#### IN SUPPORT

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

#### ADDITIONAL RECOMMENDATIONS

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



#### NOT IN SUPPORT

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

# RECOMMENDATION 9

## A Vibrant Sense of Place: Building Heights

### CONTEXT AND RATIONALE

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

### RECOMMENDATION

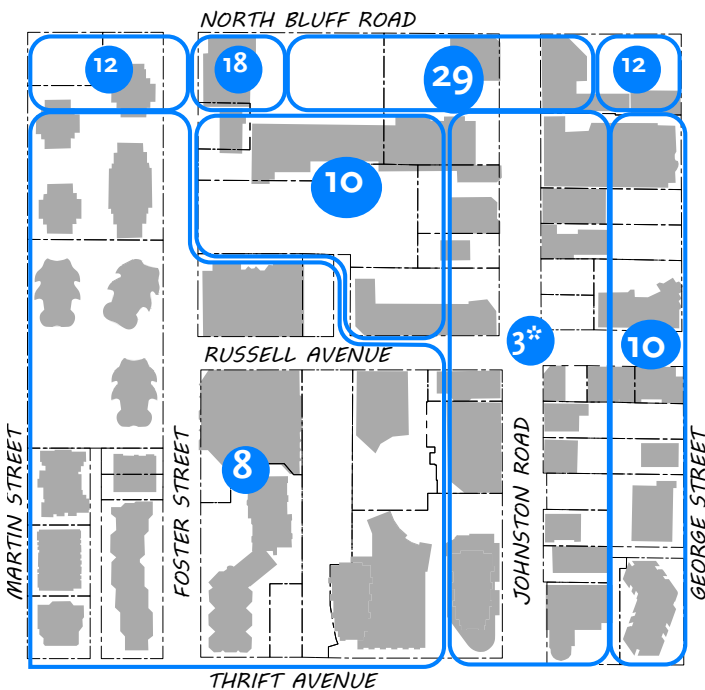
Based on participant feedback on the draft recommendations that were shared during the Phase 2 Open House and Online survey (see following summary), the following recommendation is being put forward:

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

### QUICK FACTS:

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

### PROPOSED MAXIMUM HEIGHTS



### Summary of Height Recommendations:

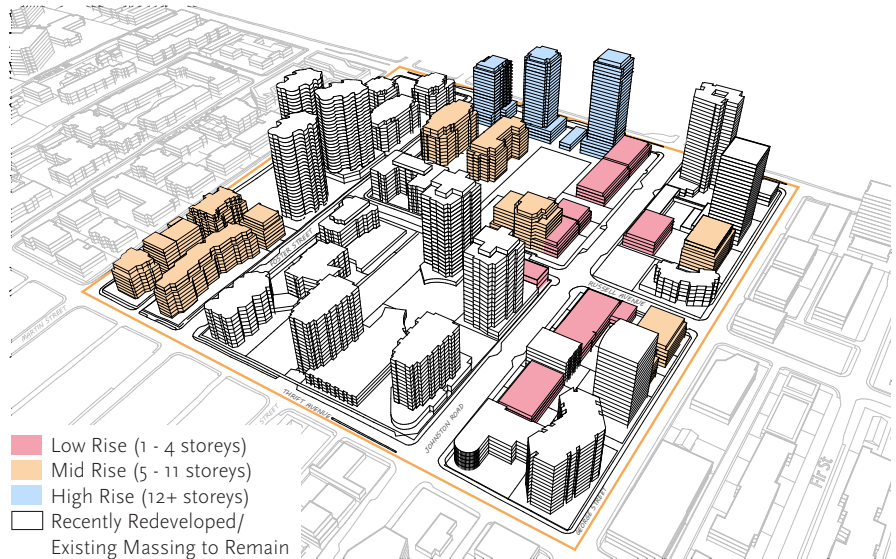
- Low rises retain the village quality of Johnston Road;
- Johnston Road is limited to 3 storeys (see Recommendation 10 for suggested variance);
- Mid-rises are the predominant neighbourhood form;
- High rises are permitted along North Bluff Road. These taller buildings allow for flexibility so that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

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

## HOW DID WE GET HERE?

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

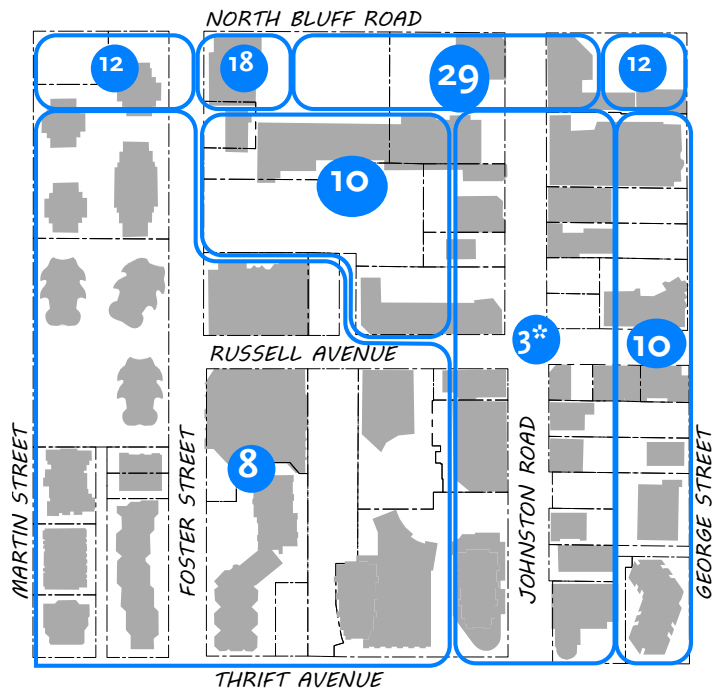
The City should consider restricting buildings to the height outlined in the diagram and perspective below.



## PROPOSED MAXIMUM HEIGHTS

Summary of Draft Height Recommendations:

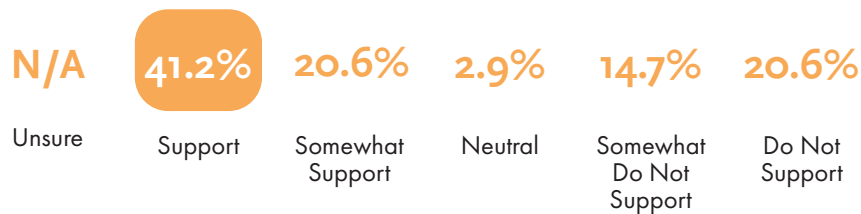
- Low rises retain the village quality of Johnston Road;
- Johnston Road is limited to 3 storeys (see Recommendation 10 for suggested variance);
- Mid-rises are the predominant neighbourhood form;
- High rises are permitted along North Bluff Road. These taller buildings allow for flexibility so that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



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

### Level of Support for the Draft Recommendation

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



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

#### IN SUPPORT

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

#### ADDITIONAL RECOMMENDATIONS

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

NOT IN SUPPORT

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



# RECOMMENDATION 10

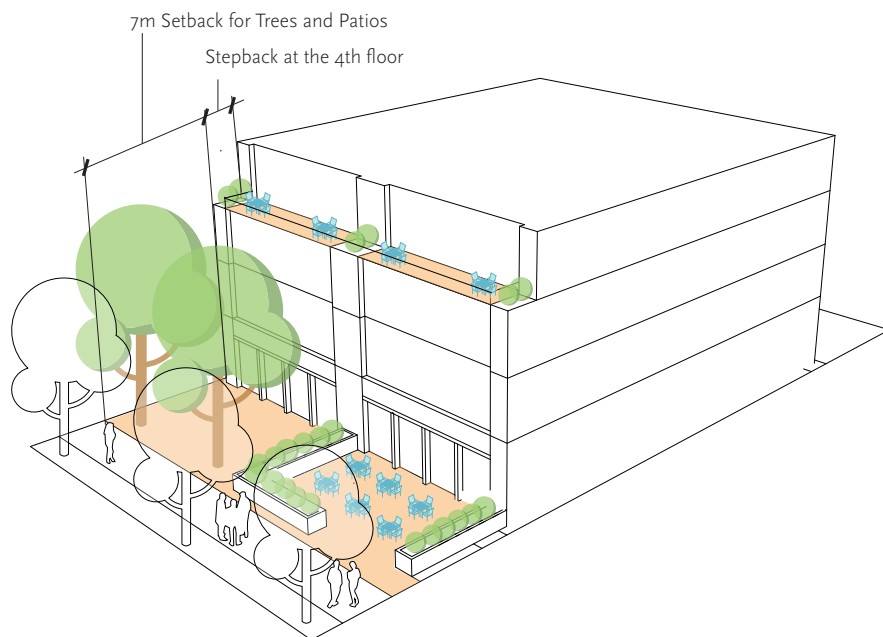
## A Vibrant Sense of Place: Plazas, Patios and Green Space

### CONTEXT AND RATIONALE

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

#### QUICK FACTS:

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



### RECOMMENDATION

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

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

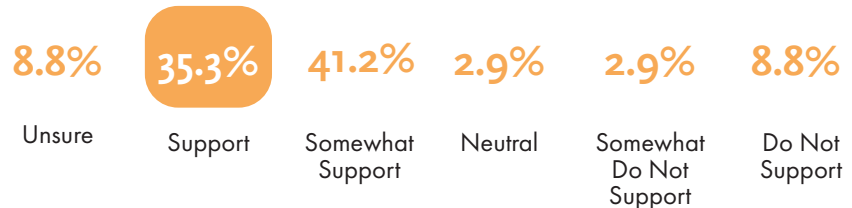
## HOW DID WE GET HERE?

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

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

### Level of Support for the Draft Recommendation

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



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

#### IN SUPPORT

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

#### ADDITIONAL RECOMMENDATIONS

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

#### NOT IN SUPPORT

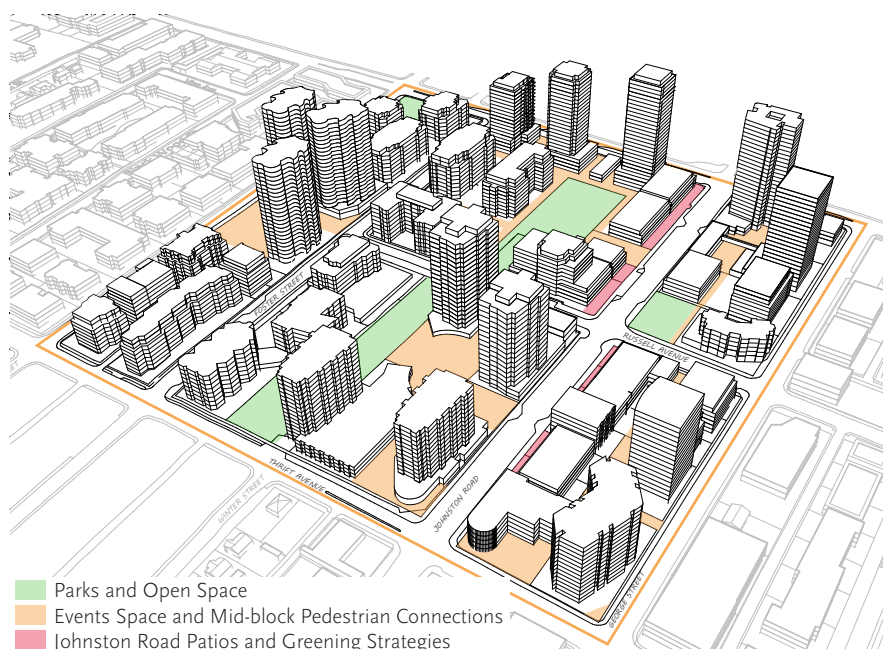
- You do not need higher buildings to have patios and plazas. In fact, it would be nice if patios and plazas had sunshine instead of shadows cast by cement towers.
- none of these spaces would be big enough to be viable, bigger spaces and bigger trees are needed

# RECOMMENDATION 11

## A Vibrant Sense of Place: Build the Open Space Network

### CONTEXT AND RATIONALE

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



### QUICK FACTS:

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

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

### RECOMMENDATION

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

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

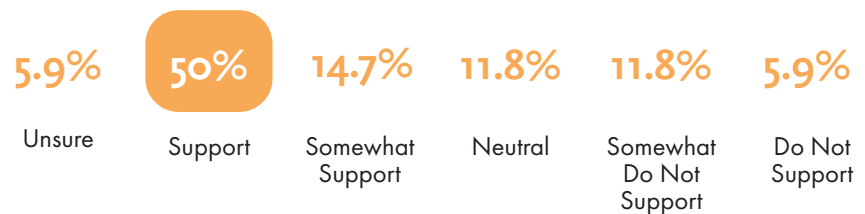
## HOW DID WE GET HERE?

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

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

### Level of Support for the Draft Recommendation

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



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

#### IN SUPPORT

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

#### ADDITIONAL RECOMMENDATIONS

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

#### NOT IN SUPPORT

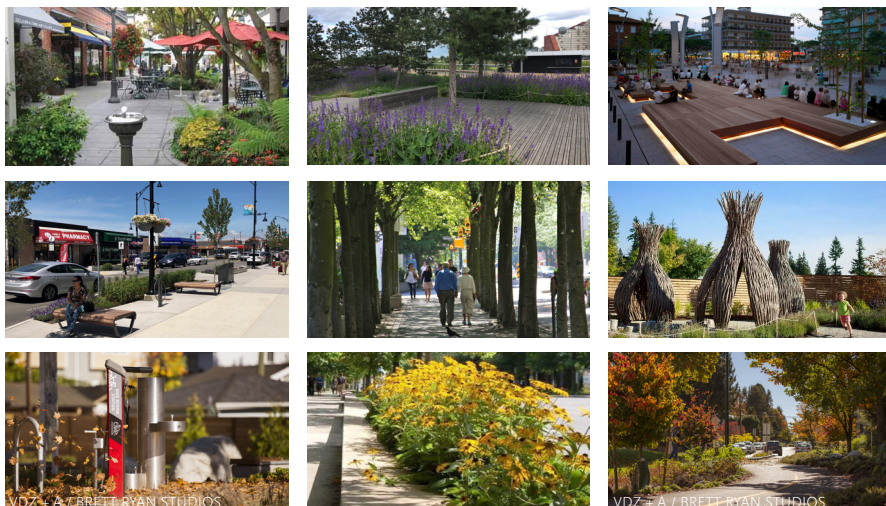
- The City should try to achieve the network through means other than density bonuses.

# RECOMMENDATION 12

## A Vibrant Sense of Place: Identify Town Centre Priorities

### CONTEXT AND RATIONALE

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



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

### RECOMMENDATION

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

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



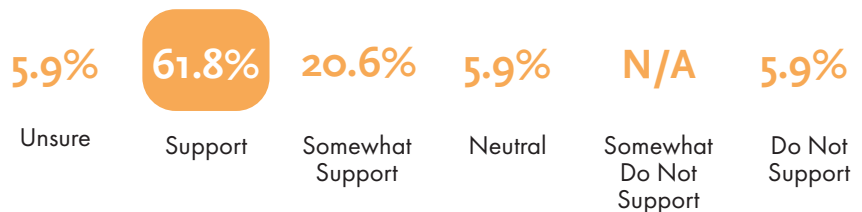
## HOW DID WE GET HERE?

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

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

### Level of Support for the Draft Recommendation

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



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

#### IN SUPPORT

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

#### ADDITIONAL RECOMMENDATIONS

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

#### NOT IN SUPPORT

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

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



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

### Complete List of Verbatim Comments:

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

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



## A Green Town Centre: Manage Rainwater Sustainably

### Complete List of Verbatim Comments:

- This practice is a good way to reduce flood risk and improve stream health
- Again White Rock is 13th on the list - should be 1st
- Best use of H<sub>2</sub>O
- Perhaps encourage brown water, garden barrels and ways to repurpose/store in the event of any drought in decades to come
- I am not knowledgeable in this area. However I do recall places down the hill suffering from flooding several years ago, when I was not a resident. Rain gardens and permeable paving are good ideas
- It's nice idea, but we need to be careful not to drive all developers to the other side of North Bluff because of excess
- The City should match the rain water sustainability of Semiahmoo Town Centre, otherwise business and development will move to Surrey
- Planting more trees and green roofs would help
- I think 65 % is too high for high density areas. Also consideration should be given to materials used for impervious areas
- We should always try to minimize run off onto streets. As stated above it will manage rainwater in the best way possible.
- environmental concerns
- in doubt about the infrastructure of this city including the cost to do what is suggested
- Water is our most important resource
- It is an effective and workable solution
- any green ideas are working with the natural order of Nature. When we put something up that is manmade, we should take every effort to work with nature..have a symbiotic relationship with nature.
- I like the phrase "mimic nature", you can't get much better than that.
- Obviously a necessity to prevent massive future stormwater works.
- Why not save the water to use for watering the greenery and save on the runoff!
- Really no shortage of water around here
- Water is a precious resource.
- The City needs to get with it in terms of environmental practices to improve liveability in the City and beyond.
- It's important to reduce impervious surfaces, managing rainwater in a way that mimics nature.
- I like the idea, but do not have sufficient understanding to agree with a 65% figure. We should not put onerous requirements on new businesses or development coming in to the area.
- Some rainwater integration is better than none = don't make it so restrictive make it an achievable amount and encourage over achieving rather than forcing something that isn't workable
- Assume part of the 65% impervious surface area includes the building , if not, the City can do better than a 65% impervious surface area
- keeps contaminated water from flowing directly into the bay
- Rainwater collection and reuse will add to the overall reduction of water through municipal systems
- increase the 65% to 80%%
- Important but other issues I consider more critical
- This sounds like environmental B.S.



- This idea is good for our environment to reduce runoff, flooding and soil erosion.
- I guess it sounds like a good idea. Do we have an expert we could ask?
- Stored roofwater used for low-grade usages now in many parts of the world so elements added for detention of conveyance now may be used for other purposes later.
- provide opportunity for water features as street level using rainwater to be included in the scope of surface area
- There are so many options now for porous surface materials.
- Recycled water sources could be incorporated into building design ensuring maximum resource savings
- this should be done in all zones in the city, starting with no impervious treatment of city property ie boulevards
- Water catchment ?



## A Green Town Centre: Improve Soil Connectivity

### Complete List of Verbatim Comments:

- Good environmental impact
- While this policy makes sense from an environmental perspective, the cost to the developer in terms of lost parking and space or less commercial on the podium needs to be considered
- 10% for soil where there are trees should be reasonable. Again I am no expert
- Not sure I fully understand concept. Will it add to the aquifer
- If we have higher tree canopy requirements, this will likely happen anyways
- The City should match the rain water sustainability of Semiahmoo Town Centre, otherwise business and development will move to Surrey
- It is important to provide a liveable environment for greenspaces
- White Rock should be leading the way in managing green spaces that are environmentally friendly and sustainable for future residents. environmental concerns
- not sure if you mean trees on the street for all to enjoy or on the roof of the 21 story highrises.
- have a natural setting around the city makes the city look and feel like you are in an urban oasis..not in a concrete jungle, it will make this city an attractive place to move or just for a visit.
- Sounds like a good idea.
- I tried to establish a soil management plan for the entire city years ago. It may still be many years away but society will soon understand all soils are in degeneration or regeneration.
- I like the idea!
- How will you have 65% impervious area and a decent tree canopy with only 10% continuous soil? It doesn't add up.
- Again I support returning our "village" to an attractive nature setting as much as possible. We have far too much concrete. I think we should stop monster houses with no garden or green space as well.
- To improve tree survivability and also importantly to provide larger green spaces for people to improve quality of life.
- Same reasons as question #1
- see previous answers
- when it makes sense - sure - but not every site will make sense for this
- Agree though would like to see a greater percentage for continuous soil and planting
- consider views with tree selection. only allow trees that max height is below residential floors
- Mature tree canopies are necessary for the shade enjoyment of public spaces
- if you want legacy trees start by saving existing "heritage" trees
- In principal I'm fully supportive but parking is at a premium in and around the town centre and that's critical to local business success. Ideally, we should be looking to a fully walkable town centre w/ adjacent or u/g parking.
- Reasonable suggestion
- Without stable healthy soil trees cannot thrive and grow to their potential.
- Parking setbacks would help to achieve this.
- What are the impact of the decisions?
- don't establish policies which can't be achieved and then have to be rewritten or varianced
- plan so green space and walkways enable a path from uptown to marine drive
- This is only for town centre, correct?





## A Green Town Centre: Prioritize Green Buildings

### Complete List of Verbatim Comments:

- Moving to green buildings is a must. Builders/developers are/should build to a LEED Gold standard to ensure a low carbon footprint
- Have sense from an environmental point & climate change - reduce GHGs as much as possible & set an example for other communities
- Best use of environmental compounds
- I fully command forward thinking
- Just follow the BC Step Code which is already sustainable
- My concern is that the targets may be too high - then either costs are passed on to tenants resulting in higher rents, or new buildings are built elsewhere altogether
- The more restrictions the city places on Town Centre development, the higher the rental/purchase costs will be for business and residents, thus reducing affordability
- Additional rebates for solar panels? or how can we use them?
- Have a strong tree by law for City and private properties - perfect legacy (old) trees; enforce regulations
- More trees period!
- A rose garden with benches. Check out the garden at Fleetwood Park, there are some grand ideas
- Seniors are not overly impressed by grasses and modern landscaping. It is a comfort thing and wakes memories. I know this because I tend the rose garden at the White Rock lawn bowling club and the many compliments I get
- Balcony uses - from vegetables, florals & suitable growth tips & safety measures could be on City website. Getting strata boards on-side with constructive info will be useful
- I like the idea of greenery being incorporated into walking paths and outdoor restaurant patios, not just tree planting to fill up requirements
- Waste reduction should start at the source not at the retail or consumer level.
- Clamshell food packaging for fruits, tomatoes etc. are a bad culprit in this area.
- As we move towards development of the town centre we should ensure that we meet and even exceed Green building codes to ensure that we are leaders in these areas.
- cost and again does the green apply to all or only the developers and their highrises.
- until India and China improve their green strategies, we are wasting our time
- Sharing expertise from the Provincial Gov. is very important in making this goal work.
- we need to move into the 21st century with how we produce and harness our energies. There are currently lots of green technology that is cost effective and it just makes sense to incorporate those things. Be the city that is on the leading edge of LEEDS
- We desperately need to act to improve our climate.
- White Rock hosted the first solar energized (thermal technology not PV) strat building in Canada. Much later the Green Operations building was built.
- Would like to know what the total cost would be to add this into the build!
- This is a must, but don't give money to "developers"; make them do the right thing. They've been destroying our town and the rest of the Lower Mainland for profit for far too long.

- I'm no expert, but it sounds reasonable.
- This is the way the progressive world by helping to address climate change and become a more liveable city.
- Green is good
- How about rewarding developers who build under the energy step code and penalizing those that don't
- Support green building strategies, not enough soon enough.
- should require more than minimum step code
- The fact that hardly a solar panel can be seen in the city is a testimony to how badly this policy needs encouragement
- start at step 3 or better
- The city should be a Metro Van leader in green/enviro/sustainable growth.
- I wish this was for more than town centre
- Environmental B.S.
- Leave generating renewable energy for others, as this is a very different business from municipal affairs.
- New developments should have rooftop greenhouses where residents can have a vegetable garden. It's therapeutic and the produce could be given to the food bank or sold at the farmer's market.
- Most of the infrastructure "form" we are building today could be here for centuries. Yet the netzero-ready code could be here in 10. We are currently building a lot of buildings that will be relatively speaking, instantly obsolete.
- Require adaptability.
- Residential builders with "green" plans should receive city support and owners get tax breaks
- require Passivehaus or Leed certification of Gold+ for all new permits
- do not prioritize,give large incentives to do this ie density bonus
- Don't "consider" prioritizing the adoption of the BC Energy Step Code, just do it.

## A Green Town Centre

### Complete List of Additional Verbatim Comments:

- It is very important to have staff with expertise in this area, as well as people to maintain and monitor the results after implementation. I have concerns that we do not currently have a sufficient level of maintenance for our current green spaces
- Flower boxes along Johnston Road between Russell and 16th.
- Build an open stormwater feature right through it!!!!!!!!!!!!!!
- Yes, Stop Building High Rises that block light and create wind tunnels with concrete abounding and a few bushes, pretending to be gardenesque.
- Green roofs, green walls such as the Semiahmoo Library which is gorgeous and appreciated by the community. Use Native coastal plants to attract birds and pollinators
- Make Johnston Rd pedestrian only between Thrift and N Bluff
- Rooftop garden spaces for lease to tenants to grow their own vegetables could be designed into some dimensions of building planning
- A thriving, vibrant and fully walkable town centre should be the goal. Efforts should be made to look at ways to achieve that through closing down certain streets to traffic, providing parking alternatives at the edges of the town centre area, mandating developers provide a certain percentage of u/g parking for public use.
- Plant many more trees.





## A Strong and Connected Community: Create Social and Affordable Housing

### Complete List of Verbatim Comments:

- Too many people who rent are basically out on the street downtown developers and very high rental cost. (Ex - the building on the corner of First and Russel st). 18 units there and the tenants are highly stressed at this time of Christmas and good will Ha!!!! Despicable
- Also encourage developers & stratas to have “inclusive” units; perhaps incentives to sell ‘at cost’ to non-profit to oversee/manager for screened tenants (seniors; persons with intellectual or other disabilities)
- We have lived in White Rock for almost 40 years and have seen/experienced a gradual increase in the number of cars/vehicles in driveways and logging up the roads all over the City. This is directly linked to an increase in the number of renters in the community - I suspect that there are a lot of illegal suites in White Rock contributing to this issue. Also, in general, renters do not care for the community, do not participate in events like this, as much as stable White Rock citizens.
- While there is a need for social and affordable housing, the above suggested policies may cause developers to look elsewhere. Too many restrictions/ policies have a negative effect on the business case for development
- The more Council restricts development, developers will choose to take this business elsewhere, like Semiahmoo Town Centre
- The market should decide how much of a given building is rental. Also I don’t feel that everyone has a “right” to live in White Rock - I had to wait a few decades before I could afford to live here
- The city needs to clearly define what it means by “affordable”. Affordability can be defined differently depending on a municipalities demographics
- Co-op housing as they have in False Creek? CMHC input?
- The moral obligation is fine, but there are several sad examples of Co-op housing. I Coquitlam a building had to be demolished due to its deplorable condition.
- A vibrant mixed community where many are welcome and can participate in the community is always going to create a more sustainable and healthy mix rather than a ghetto for the wealthy.
- where and how would the affordable housing be built. Would it really be affordable. What is affordable
- Some rental housing should be developed
- It is very important to support all segments of our community
- our city needs to be inclusive. if everything is expensive, how can people who work as servers work and live here.
- There is a need for low rental housing in this area.
- On trend!
- Because we need more affordable rentals in the area!
- In particular, we should be supporting non-profit housing organizations. We call them “non-profit” when, in fact, this simply means that communities and the public profit, not profiteers. Building a new city hall at this time is a bad idea- self-serving.
- Unfortunately we will never keep up with affordable housing. People will have to do what we did which was move to where we could afford
- I actually support all of the above, but my level of trust that this will occur meant I stepped back a bit.
- Too many HUGE new residences are not affordable for local families

- We've already seen an uptick in property and petty crime and it appears to be increasing as the population of rough looking characters is also increasing. We should not be encouraging that. Let the province or feds deal with this issue.
- I prefer the idea of an empty home tax levied against the owner of a property that is not in use
- Very long overdue
- Densify through allowing Coach houses and allowing single family lots to become duplex, triplex, or fourplex
- Unless some attention is paid to affordability, few if any workers can remain in the community to serve the coffee in shops
- again give density bonuses for permanent social and rental housing
- 1/3 of White Rock's population are renters. Smart housing policies are critical, particularly as the city continues to grow and existing rental stock is re-developed.
- Critical issue
- Left wing B.S.
- We are in a housing affordability crisis! White Rock has become a haven for the well off. Lower income seniors have little choice in any kind of affordable rentals in this city and beyond. Something has to change to address this.
- I have lived in a very successful mixed use community (South False Creek) the mix of young and old and the inclusion of every economic segment truly made that neighbourhood liveable and vibrant.
- If it means higher FARS in order to execute while capitalizing existing owners, it will not be popular with the public.
- I definitely support Co-op and non-profit affordable housing. We have little to none. This was a problem created by the Federal Government at the end of the 90's, (I think), however, anything we can do alleviate this I support.
- There should be no provisions for bonus densities. The goals for social and affordable housing should be met without giving more density.
- White Rock has less rain than Vancouver making it a more desirable location for homeless already. This is not an issue that the city should be dealing with. It needs to be dealt with on a national level. Or at least a provincial one.
- Encourage investors who buy properties in White Rock and rent them out for non-profit stock or rent controlled housing by offering them a rebate on their property taxes
- coach houses and basement suites are the easiest and cheapest way to create social and rental housing. encourage multiply basement suites and coach houses
- Badly needed
- Build more co-ops and low income rental units for seniors and families.



## A Strong and Connected Community: Increase the Mix of Uses

### Complete List of Verbatim Comments:

- Do not agree with relocation of City Hall but agree with civic facilities, hotel or/and conference centre
- Appreciate the age & limits of current City Hall; the potential for enhanced tourism & meeting space that's needed
- Not sure about this as there are private interests & will depend on so many other factors (eg. transit) not under the purview of the City.
- I support a hotel or conference centre within the Town Centre, but not the relocation of City Hall + Civic Facilities. These civic facilities are more suitable in the area they are in now
- The City should increase density, not decrease it, and require developers to incorporate Civic Facilities into their developments, to be paid for by CAC's
- If it is not broken, do not fix it and do not go further into debt. I do not think the public has an appetite in these
- Times of restraint
- Mixed use is good and in its own way enriching.
- A hotel and/or conference centre use would need to be required to provide, create a multi use facility/facilities to enrich the cultural life of the City. By making White Rock a destination for the Arts: Dance, theatre, Art, sculpture etc.
- If the City Hall moves into the Town Centre then maybe the existing City Hall would become an Art Centre or an art centre.
- I believe a hotel in White Rock would lose money. City Hall is fine where it is
- Where would this be situated and where will the money come from. The city seems to struggle to maintain basic amenities upgraded. We need to take care of the basics before we consider this idea.
- we need to focus on the arts FIRST..create a reason for people to come to the city first. Besides tourism, arts is the second reason people come to white rock.
- White Rock desperately needs a conference centre. The WRCC is fine, but we need a venue that can accommodate more than 220 people. The few facilities that are here are old and depressing.
- Despite all assertions to the contrary, a new storey can be built over the existing city hall whereby new structure captures and reinforces the old structure in a manner that addresses current seismic issues. The greenest building is the one already ....
- I like the idea of higher density in the city centre, but small town should be a small town!
- The town centre is now a blight on our community. City hall is fine where it is, closer to 5 corners which bears a resemblance to an uptown City By the Sea.
- A hotel/conference centre would be good, why would anyone come to ubiquitous ugliness?
- Also insist the first two levels of any new structure be commercial ie offices, retail etc. This is the only industry we can attract
- I do not support a new City Hall at the time. Sorry.
- It makes sense
- The city always needs to set target densities. I object to the building of a new city hall. Upgrade the old one. Use other space to house more employees if necessary. The tax burden on us is already too high. Do not waste money on new fancy buildings

- White Rock needs a conference centre/hotel which can attract overnight visitors
- Do not support moving City Hall, do not need a Conference Centre, do need a natural history interpretive centre
- Not for city hall. Extend the "town centre" definition down to Five Corners on Johnston Rd to Buena Vista to ensure plans consider all uptown
- This type of facility is badly required
- city hall is fine where it is, we do not need more civic facilities we need more parks. Leave the conference center to the private sector
- This just makes sense.
- Not of significance to me
- I like the current city hall
- Density is at it's limit already with highrise developments in the Upper Town Centre.
- By creating a cultural destination, White Rock would be able to differentiate itself from other cities in attracting people from around the Semiahmoo peninsula and benefiting businesses.
- it is very important that the arts culture be looked at for the city of white rock.
- This whole plan so far negates that. AS a matter of fact, space for art SHOULD BE PART of the negotiations with developers. We need space for arts (visual/performance)
- .....built. See Walrus article , <the false promise of green housing>
- Private-Public Partnership for a new conference/cultural centre in Town Centre
- A hotel/conference centre on the waterfront built on the City of the Sea theme, something reflecting WR's former unique character and charm, would have worked; however, the town centre looks like every other urban wasteland, so why come to White Rock?
- Partner with Semiahmoo and build a casino/hotel/conference centre on East Beach
- City Hall can be renovated as a green building. WR needs a nature interpretive centre, little nature or place celebrated in WR
- Create a proper town square, similar to those created over a century ago where 8 to 10 acres form the centre of town, with 3 to 4 storey buildings form the perimeter with courtyard for town events. Do so by trading existing city property for WR Elementary
- Re-use or repurpose the facilities we already have.



## A Strong and Connected Community: Identify Transit Exchange Options

### Complete List of Verbatim Comments:

- Public Transit options need to be beefed up for both residents and employers commuting to for work lowers carbon emissions
- Increasing transit options encourages business (employees) to take transit to work thus reducing dependency on providing parking spaces.
- With densification of the City Centre, a better, more efficient transportation system is needed.
- This is the only way to go
- Negotiate well-access yet limit iddling buses. Perhaps temp + Surrey benefactor to having name rights for funicular down to waterfront
- I myself do not take public transit downtown - a horrific experience. Taxi or Handy Dart only!
- I think this should be addressed in conjunction with South Surrey + one transit exchange on or near the border should be established
- To have the transit we need more density in the town center along North Bluff
- Eventually Sky Train should make its way to White Rock - or something similar. Highway 99 should expand to 3 lanes each way - this is inevitable as the population in South Surrey and White Rock continues to increase.
- No need more people in the town centre to revive the area and bring business back. For business we need more density in the town centre and along North Bluff
- White Rock Community Centre has been a huge boost to connect our community. Congrats on that one!!!
- Take a look at squares in small town USA. Arizona, New Mexico, etc. - they are the focal point of the community
- Community animators/embassadors for various age groups could share a storefront & workplace house to offer community info & tourism info plus do outreach on neighbourhoods
- Improved public transit should lead to lower individual car use.
- The bus exchanges on 152 and 16th block traffic and cause bottlenecks.
- They should be off road and connected to a transit stop for exchange to all buses rather than being spread around.
- If we wish to be green we need to get more cars off the road and give folks availability.
- Public transport is even more important in an ecological society and we should make it easy to take.
- I support better transit but do not believe that TransLink has the will or resources to expand transit options in our community.
- i don't take transit
- If White Rock continues to grow, it needs to address the transit facilities.
- Seniors are reluctant to go into Vancouver because they are unsure of how the system works and are used to the 351 which went straight downtown, very convenient.
- No climate change action makes sense without massive investment in public transpo.
- I don't use transit often, I think it works well now!
- The exchange in Surrey serves adequately, and there is not much room for this in Town Centre.
- works fine the way it is



- Again I have a lack of trust with regard to this point. However, I recognize we need more transit. Ours has been negatively impacted with the Canada line and Bridgeport. I understand YVR is calling for more rapid transit to our area.
- Improved transit needs to be factored in before more developments occur in the Town Centre rather than later when options will be more constrained.
- Better transit limits the need for single occupant vehicles
- We have YVR on our side. They want Skytrain to come here and direct express buses in the interim. Capitalize on that. There can be a low cost (for the city) high benefit improvement.
- White Rock needs better bus transportation period
- Improved transit can reduce car use
- Plan future needs assuming Skytrain will arrive within 20 years and will need a station
- Increased public transportation is the only way to encourage residents to abandon their vehicles
- We need more and more convenient transit,
- Folks in affordable housing and those decreasing energy footprint must be able to access transit
- Shouldn't spend so much on transit. People prefer cars
- White Rock needs to speak up now. When we have BIG players like YVR on our side, why are we not in the news every day pushing for better service from transit?
- Push for skytrain to have a stop in WR. Could require future tower development to plan for skytrain station as part of structure in exchange for 3 more floors
- Transit contributes to a walkable, vibrant town centre. Designs and location of a new transit exchange should be considered in conjunction with opportunities to shut down certain streets to vehicle traffic and create adjacent parking options.

## A Strong and Connected Community

### Complete List of Additional Verbatim Comments:

- As stated develop a multi use theatre/conference centre building with smaller rooms accommodating artists of varying disciplines. this would enhance the cultural life of the City.
- get that funicular..then you will really connect the community from uptown to the waterfront. The funicular satisfy 1) parking situation at the beach) 2) business development 3) art development 4) waterfront development 5) tourism development. there is no other funicular in Canada besides one in Quebec. You want people from uptown to go downtown and to the waterfront..that's how you connect the town centre to the rest of white rock
- The Arts community needs to be a focus for the development of the Town Centre. There is no central venue where artists can show and sell their art. Currently, there is the pop up gallery which is fine, but we need a much larger place that artists can call "home".
- Traffic calming on Johnston Road similar to Morgan Crossing, pedestrian friendly
- Yes, I have been a proponent of closing Johnston from North Bluff to Russell as a minimum, even better to Thrift to make the roadway a pedestrian, planted green way with sitting areas and cafes.
- In that Bosa buildings will benefit significantly from improvements in adjacent area I hope there is an expectation for cooperation and contributions to the improvements to City centre



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

### Complete List of Verbatim Comments:

- A huge impact on the pedestrian realm is that many drivers must think its fair game. I myself have been almost hit. Several other walking folks have shook their head after almost being run over. Yes, I now make eye contact with drivers. But a lot of the drivers look too stoned. God help us all!
- A set formula is too restrictive for the CAC bonus. Moving to GFA's outlining on the diagrams may make sense but again the developer would need to do a cost/benefit analysis
- Part of the quality of life here is the calm tranquility with nature, listening to birds and gentle vibe. People fled Vancouver, New West, other places to get away from party town 24/7 noise & traffic
- We need the tax base that higher densities provide
- In order to maintain the "Village by the Sea" image
- I'm not sure I understand the diagrams above, but support the idea of "identity of the Town Centre as a Village by the Sea."
- Because I wasn't at this meeting I have no idea what the resident aspirations are or were.
- If anything the CAC should be increased substantially. They are too low. The developers are benefiting from the current arrangement. The city must take a much stronger position.
- i don't have a issue with the buildings in that area... we are growing and we need more living space.
- The residents have expressed their disapproval of the Foster/Martin and also Bosa Towers previously. We were listened to, but not heard. Whatever ambiance White Rock has will be lost with all the high-rise development and look like Metrotown.
- TOTALLY SUPPORT ALL CACs being spent within Upper town centre.
- Otherwise courting failure of the entire enterprise.
- Not sure how this works
- This question is unclear. If you are suggesting that we no longer allow developers to buy us off so they can further ruin our city for their profit, then I strongly agree. Don't allow any bonus GFA. Stop building towers.
- Review the charette that was complete about 7/8 years ago
- Without attending the open house, I don't totally understand the concept... but if it means reducing High Rises and heights I support it. Sorry I'm not up to speed with the jargon.
- Strongly support this recommendation. Bonuses can destroy the feel and vision for the Town Centre.
- We need to consider residential needs
- Can't really tell what's being asked.
- Update the OCP to reflect the current situation so we are not facing anymore court challenges going forward
- To be used in upper town centre for green space
- Such considerations must translate into affordable housing for all income levels
- density bonuses should be used to achieve green housing and social affordable housing not to line the pockets of city hall to waste on vanity projects as we have continued to see in the past
- Overall, I'm comfortable with the current GFA for the town centre area. The city is small and we need to leverage this area to maximize growth and tax

revenue generation.

- It is logical to update and avoid poor judgment in recent past
- Too vague. What amenities? I prefer to stick to agreed density levels
- Density is at the maximum this small city can handle. With Semiahmoo Centre highrise development on our doorstep our city will be undriveable and unwalkable.
- Your not going to have much of a town if you cover the lots with trees and then don't allow tall buildings.
- I have been a resident since 1984. When we first moved here it was a little eclectic and we are totally losing that vibe. What aspirations are going to be left if we remove all the artists do we have left
- Continuing from #25. Our community must deal with the long term effects of allowing increased density....strain on facilities, maintenance, services. The current CAC levels are a gift to developers in my opinion.
- you can keep the CAC the way it is but you must address the amenities needed to service everything. The size of the roads, the need for art/creative space the need for parking. build a funicular...how do you tie everything in. look at the big picture
- Do we really need 24/25 story condos? They may be selling, but are people going to move into them?
- I couldn't help but chuckle when I read "enhance the identity of the Town Centre as a Village by the Sea." What a very sad joke! City Hall should be ashamed of what it has allowed developers to do.
- Yes, sorry I'm not more coherent with my comments.
- The previous council allowed too much development, too fast. We need high density, though. Allow for high densities. Just slightly slow down the pace of growth and use the CAC bonus money to put the necessary infrastructure in place.
- Keep in mind the developers will find other places to develop if the restrictions are too great. White Rock needs an increased tax base to survive or give over and become a community of Surrey again. Choices.
- develop a town square that is at least 6-10 acres. Work with Province Min Ed to exchange the land at WR Elementary for the existing land the city hall/ annex/RCMP block. Build a new WR Elementary to include the existing library location, then build town sq
- Don't you have 13M burning a hole in your pocket from CAC's?



## A Vibrant Sense of Place: Building Heights

### Complete List of Verbatim Comments:

- Too many high rises in White Rock. Downtown that fool --> Wayne Baldwin, such a dirty rotten trick. Just more money from the developers into the coffers of City Council
- I agree with densification of the Centre as displayed, but I question the use of CAC's agreements - does this mean that developers can build to 25 stories simply by entering into a CAC with the City
- Street front lower scale with set back of floors 3 or 4 or more helps reduce the sense of over bearing that towers impose
- Building height + density need to be correlated to the cost of land, construction & return on investment for the developer. Developers will allocate their invested dollars to the North side/Surrey side of 16th if that Council allows greater height + density
- Because the previous OCP recently adopted & we support the existing OCP
- It is obvious that the City does not want anymore development in Town Centre. With the cost of property developers cannot afford to develop with such low heights and densities
- A higher tower will allow a larger tax base while still allowing much more green space than lower buildings
- I do agree to a "stepped down" building height for buildings south of 16th towards 5 corners
- Doing this by paying a lot of dollars or whatever ?? This still needs to conform to the OCP
- Thank you to the present mayor Darryl Walker. Finally the sense of intelligence to involve the tax payers (your public)
- 1) Maintaining the Village by the Sea image. 2) Need to ensure that the infrastructure can support the rapid increase in population.
- Overdevelopment and too many high rises will destroy the concept of White Rock as a friendly liveable city. Increase density and all the inherent problems associated with that: traffic waste disposal, schooling etc.
- The high rises do allow for flexibility. What generous open spaces? Really? Only for the few who have a view or to be shortly taken away from another high rise to take away another view. We have no village left. Where is this village?
- High rises have no place south of Thrift Ave. We must maintain some ocean view to be considered a "Village by the Sea"
- Stick to the Plan!
- it's already done.
- As above, the Foster/Martin project will block sunlight, ocean views, and create another wind tunnel--regardless of what the planners say.
- Residents were promised lowering of heights in all directions from Bosa 1 apex. Not respecting this is lowering public trust.
- Every property in TC should have same rights
- This diagram reflects the continued manipulation in this process. How can anyone think that what is proposed here has anything to do with a "Village by the Sea"? I wish you were joking, but I know you aren't. This is a flawed process. Do you live in WR?
- we are too small to be a concrete jungle
- I totally support keeping Johnston Road as a low rise venue. Again my level of trust in what is being proposed is sketchy, having been burned so often in the

past by various administrations.

- Some development is desired in the Town Centre but needs to maintain a small community feel.
- It is foolish to blot out sun and views with too many tall large buildings
- We need way higher densities to increase the tax base so that our taxes can be lowered. Allow much greater density along 16th.
- I think the current OCP and Town Centre needs to get with the times and reallocate the height restriction to preserve the beach area and not worry about the Johnson Road area between 5 Corners and Town Centre - 3 stories is too low I'm a bigger fan of 12
- I agree with high rises on the stipulation there is more connected green space
- protecting views by reducing heights towards the bay is the right way to protect owners equity in current and future projects
- Tradeoffs will need to be made for affordable housing
- building heights should be used to create more light and open space, of course this is never done so low rises seem to be an alternative
- As stated in the previous question. We're small, we need to leverage the town centre to maximize growth & tax revenue.
- If current 3 floor rentals and older buildings are to be replaced the new buildings must be affordable and not luxury
- Keep the Lower Town Centre low-rise and less congested.
- 3 stories on Johnston? Have you seen 24th ave? No thank you
- Development on level ground is fine but on sloping ground, views must be maintained
- No Exceptions!
- once again, if developers want to build, they need to be 1)green 2)mixed used 3)provide art space 4) look at infrastructure to support the increased density
- I can only hope that residents of WR manage to get their vision of our "village by the sea" directly to Council and that they put a stop to the madness that will likely result from your flawed process. You are looking for the results you want.
- Count how many chain stores are located in White Rock. Very few. That's because most of them rate the cost of rental (of which taxes are a large component) highly in their formula's for determining profitability. We need our taxes lowered.
- Poor decision for heights on Oxford developments
- Let the community decide on density, not developers.
- I don't want to live in an ocean of townhomes like fleetwood thanks





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

### Complete List of Verbatim Comments:

- More public space is conducive to a more involved community downtown increasing socializing - suitable for improved mental health
- More green space incorporated into building designs is always a good idea from both an aesthetics + environmental perspective
- I agree as long as lots of green (trees, shrubs) are planted and roofs are green, not black top. Let's get into the 21st century. Too many
- Some broad side walks adequate, yet pocket parklets in the care likely not well used have sense of flow/connections versus many hiccups like are at saltair with Hilcrest Bakery way way back from walk by customers
- It is obvious that the City does not want anymore development in Town Centre. With the cost of property developers cannot afford to develop with such low heights and densities
- Building in White Rock have flat, asphalt roofs - the City should be demanding that existing (old) buildings plant greenery - are there roofs (if possible engineering wise)
- To beautify and green space the city.
- What is actually left on Johnston Road to promote patios etc.? At this point and time parking is also a major problem and where would all these people be from to enjoy these patios. The owners of the high rises on Johnston Rd.
- Okay but not south of Thrift Ave
- Confusing language
- creating a plaza for people to sit will naturally attract people to visit uptown to relax.
- I hope this can be implemented. I like the 4-story height.
- Lack of attention to green& open space will ultimately make UTC less attractive than what Surrey will do across the street. Long term but likely.
- You do not need higher buildings to have patios and plazas. In fact, it would be nice if patios and plazas had sunshine instead of shadows cast by cement towers.
- again see the charette
- Sounds good, but lack of trust....and not schooled enough to feel confident in what I'm understanding.
- This is very reasonable in order to improve the streetscape and enjoyment.
- Makes ecological sense
- Obviously we want pretty spaces. Not just density.
- Better to provide more stories and keep the patio/tree canopy
- But if go higher with step backs, would allow for more connected green space and pedestrian areas
- Max 4 stories would be good to keep open feel of Johnston
- The fourth level could itself provide green space, plazas, etc.
- none of these spaces would be big enough to be viable, bigger spaces and bigger trees are needed
- I like concept but believe it should extend to beyond city centre where open space is also desirable
- We need more public space to live in simply put.
- Green space good short buildings bad
- Perhaps we need to review and relax bylaws on sidewalk seating....go to Europe for reference
- we need to beautify all the old buildings so they don't look like dollar stores.

- you can't just have new building next to ugly buildings.
- Your questions assume your own answers.
  - lack of trust .
  - Sell 1510 Johnston Rd as it is way too small for a proper town square, and cost too much for only 0.33 of an acre. Invest the cash in building a new WR Elementary on the existing City Hall / Annex/RCMP, etc block (cost \$25MM?), and build new town square
  - add a couple of more stories and create a park at least 1 block square

## A Vibrant Sense of Place: Build the Open Space Network

### Complete List of Verbatim Comments:

- This network provides a good balance versus density + heights of buildings
- Goes without saying
- There is some flow now to building. The options with trade offs for inclusive housing us parklets need weight in value & likelihood of active of passive uses
- I think the plan is great + the density bonus program makes a lot of sense
- It is obvious that the City does not want anymore development in Town Centre. With the cost of property developers cannot afford to develop with such low heights and densities
- On one hand – City wants to reduce the CAC on the other hand - wants to build the open space network with CAC money. Doesn't make any sense
- Did not review the 2011 plan
- With control of density.
- Where would one park in order to enjoy these spaces on this drawing?
- It's a good mix.
- The traffic grid should be built around pedestrian traffic not vehicles.
- outdoor event spaces don't work if not thought out properly such as the bosa outdoor performance space where you can't even use it because of noise complaints. green spaces and places to sit are good.
- I feel that the downtown area will look bland and boring with too many highrises.
- All design should start with open space network. Had Rykon followed this principle, many future options would not have been closed off.
- If the Town Centre Urban Design Plan (2011) has created the ugliness of the present town centre and will continue with the ugliness reflected in your diagram above, then absolutely not.
- In the past it was so easy to shop and park uptown. I have lived here for over 30 years. I can't hike like I used to and I fear, I will soon have to park underground everywhere with no surface parking and shopping under this plan.
- The City should try to achieve the network through means other than density bonuses.
- It agrees with my view of a small town plan
- see previous answers
- As long as the money is used to create open space network and not used for archways across the road!
- Not a Village by the Sea, WR is a city with a lot of high rises, with 7 going up as this survey is being conducted. The City over the years has allowed the removal of all character buildings such as heritage cottage and decomoderne. Since we are here now
- Make it better planned than current patchwork of development's green space, that seem disjointed currently.
- we need even bigger spaces
- Does this preclude CAC contribution toward affordable units?
- I don't want high density
- I like that idea and the rotary park next to the farmers market
- More pedestrian only, traffic free streets would contribute a great deal to the livability of the Town Centre

- we need more indoor diverse convertible spaces for different uses such as for arts. That's more important than outdoor event spaces.
- Develop green space / pathway for pedestrians, bikes, and other sports down to Marine Dr. Link with the revised Parks Master Plan

## A Vibrant Sense of Place: Identify Town Centre Priorities

### Complete List of Verbatim Comments:

- This is a great idea - however I encourage Council to consult with the development community first to get their feedback - there won't be any CAC money based on the reduced height + densities being proposed
- Just makes a lot of sense!
- Again SAA
- Predict ability and certainty for developers is always helpful. Transparency of where CAC are allocation allows citizens to understand the significant contributions developers provide to the city. These contributions fund needed city infrastructure and keeps residential property taxes from increasing dramatically
- Have a few in mind to negotiate yet allow for evolving innovation, including inclusive housing
- I support this idea, as long as the priorities identified are amenities that can be enjoyed by all, such as open space amenities. I don't see that affordable housing fits in this category
- There should be some thought into how next to link the waterfront (marine dr) to the Town Centre. They are pretty well separate entities now
- Community resource info drop-in hub staffed by area non-profits & volunteers
- We don't support the changes in the existing OCP. We need more density & heights in Town centre
- Yes. Increase density and height - this will encourage the development of vibrant, affordable housing and rental rates that local, independent businesses can afford, and will encourage young families to move into White Rock
- The basic skills that all humans are capable of; 1)be kind 2) Be forgiving 3) Be helpful 4) Offer verbal support 5)Offer/give baked goods 6) End a arm or leg of support 7) Support others with anything they need 8) Pay/play it forward 9) Be forgiving 10) We must help other human kind + the wild life
- Balance the active & passive elements facilitate 'beating' west stops & conversation opportunities
- Provides a clearer, up front direction for potential developers.
- To support the concept of "enhance the identity of the Town Centre as a Village by the Sea."
- we need to develop a vision for the practical growth of arts activities in the Town Centre
- nice images and if White Rock was able to create something even close to them that would be amazing. My experience living here is where on earth would be have such open space with seating and trees and a meandering road. And where would a visitor park?
- I'd like to see an upmarket permanent "market place" similar to covered markets in Europe, containing restaurants, food courts, fish stalls, meat stalls etc.
- Hard not to support this initiative. The City must take an aggressive stance in negotiating with developers. Our vision of this must be well formed, articulate and not "slap dash"
- We are in dire need of art/performance/convertible spaces in development sites which wasn't even addressed in this survey.
- Hopefully, having the developers know what to expect will prevent any "surprises" regarding how the residents want White Rock to look and feel.



- And those amenities should prioritize green/open space.
- Again, this is a leading question. Of course this should be done, but I think you think you've been doing this and you haven't. Look at the pictures. Only one of them is possible with the mess you've made and especially the mess your diagram reveals.
- It sounds reasonable, but again....not sure my level of trust links to the language.
- Amenities should be required from developers as part of their plans without any bonuses.
- Taxpaying current residents need the opportunity to share their views
- Clarity and transparency have a high value in decision making.
- Let's figure out first what we want - then find developers who support the vision rather than letting developers give their vision and we are left to either support or not
- Agree though the greatest missing amenity is connected green space with trees, shrubs and perennials attracting pollinators and birds. The green space should be connecting throughout the city to road ends.
- Negotiations on amenities must be balanced with developers on other community needs such a designated rental and affordable housing integrated in the developments
- I am unsure about how the money would be spent, I do not trust council will do the right thing in the long run
- If amenities include significant affordable housing, not just enhancing town centre
- Absolutely support this approach. The previous council did nothing for our community and the results are stark and unsettling with over-development in the Upper Town Centre.
- arts spaces cannot be secondary uses or multi-use spaces, they must be dedicated space available for the community to grow into
- If we want a truly vibrant sense of place, time, staffing and sufficient funding must be in place.
- get developers to fund the funicular..the funicular will help in so many levels for the city of white rock.
- Notice there is sunshine and mature trees in your pictures. Why would you mislead residents to think that these things are possible in the town centre your diagram envisions? Only shadows if you are allowed to continue to collude with developers.
- Natural history should be celebrated here instead of hidden in the closet.
- Nature viewing is the top economic driver in North America yet where is WR on this front?
- Implement dedicated bike paths and more parks where street vendors can set up. ie. like a year round farmers market type vendors allowed and planned for all year

## A Vibrant Sense of Place

### Complete List of Additional Verbatim Comments:

- Cultural activities are beneficial to businesses as they attract residents and visitors.
- to be vibrant, you need people, and what would attract the people? the people want to feel like they want to be there ... so arts, green spaces, outdoor seating, a funicular are essential to creating a vibe for uptown which is currently dead. People want their senses satisfied with sight, sounds smells and feel. address these needs and wants from people and it will be vibrant.
- No more nail salons, acupuncture clinics--there are 4 within a 4-block radius of where I live. Also, local coffee shops only--no franchises. How about a movie theatre in White Rock and as I mentioned before, an Arts Community place.
- It also depends upon the type of business we attract. I think we have an over abundance of hair and nail salons. We used to have a well used vibrant plaza with easy access. Now we don't And I imagine Central Plaza's days are numbered...so people leave to shop at Morgan Crossing where is it still possible to surface park and shop. White Rock should look more like that.
- But I realize it's too late . We were sold out. Apologies for the negative attitude. I know it's not helpful.. Please make it as easy to get around as possible and with much greenery as you can foster!
- Build a tram to the beach from the Town Centre
- Said above, connected green spaces, interpretation, open air events and cafes
- Require new developments to include more parking for public use. Currently many new developments do not even build an equal number of parking spaces as strata units. Then the City would manage the public parking sections
- More open space, plazas and trees. At the very least.

## FINAL COMMENTS

**Participants were asked if there was anything else they would like to add. Below are their verbatim comments:**

- Don't forget about Marine Drive! The waterfront is important & considerations should be given to closing down traffic or making it go one way in the summer months. Other cities have done this & it improves the quality of life.
- More enforcement of by-laws is needed - noise (loud motorcycles), dogs, tree cutting, etc
- I am so pleased to be able to attend a meeting that welcomes the public input
- Have you added up the number of residents from these high rises when they are fully occupied? Assuming that at least of/these people will not be driving will there be enough green space and activities for them? I am sure that many of them would like to stay fit and walk as much as possible, so free shuttle to the waterfront would be an incentive for better health and quality of life. Just a suggestion

- Will promote engagement with neighbours. We all need to take initiatives to engage neighbours more
- Missed these engagement workshops because I attended these a few years back and was a waste of energy and the city did what they were going to do anyway. Which is build high rises - too many too fast and too high. We are left with out space for what this council deems to do and we also have lost the intended arts corridor to White Rock. Without a community that supports the arts the art is just another commodity.
- address the arts!!! and get that funicular
- White Rock is still struggling to find its identity. Hopefully, the new administration and the residents can define what that looks like and make White Rock a place to go to all year round.
- Given the current situation of all properties and zonings, I read all of the staff recommendations as positive.
- I hope others who are participating in this process are as attuned to its flaws as I am.
- Concern I have it will be another expensive study and then shelved as the previous ones have
- I think I took part in the earlier workshops, but frankly, I can't be sure. I've been out to many events. One with the consultant required more time that night than I could give and so I had to depart. I apologize for not being more helpful. Hoping for the best. Not a negative individual at heart....but trust is so broken.
- Thank you for the work so far. The OCP review is the most important initiative of the City.
- I am very pleased with the wiligness (and the interest) that the new council has in obtaining feedback from the residents. I am a resident, an owner of commercial property and an owner of a business (in that commercial property). We want a vibrant, safe and fun city without the insanely high taxes we now pay. To do that we need to allow a lot of development, but do it in a well planned way and in a way that does not encourage the "freeloaders" in our society.
- Look forward to the next phase
- Hope to see the City move forward with green infrastructure, green buildings and greenways planted with coastal native plants. Long overdue.
- Please ensure that the bylaws are modified to protect existing residents and taxpayers of the City so we do not have to pay more taxes to subsidize new developments that are not contributing enough fees to cover the increase in services, including traffic, water, parking, roadworks, parks, etc.
- I have never seen a public engagement in White rock or Surrey where the results were not manipulate to suit the powers that be or their supporters
- Thank you for consulting
- I appreciate the approach involving the whole community our new mayor and council has taken since being elected. Please continue your thoughtful approach to the needs of our citizens. Thank you for your hard work.
- Are we doing another recon 2024?

## APPENDIX B

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

#### **DIALOG Recommendation 1a):**

The City should consider a policy requiring targets for tree canopy on large sites (8,094 m<sup>2</sup> (2.00 acres) or more) (e.g. 20% on the ground level); and, for medium sites (3,035 m<sup>2</sup> to 8,093m<sup>2</sup> (0.75 to 1.99 acres) (e.g. 20% between ground and roof level).

#### **Staff Comment on Recommendation 1a):**

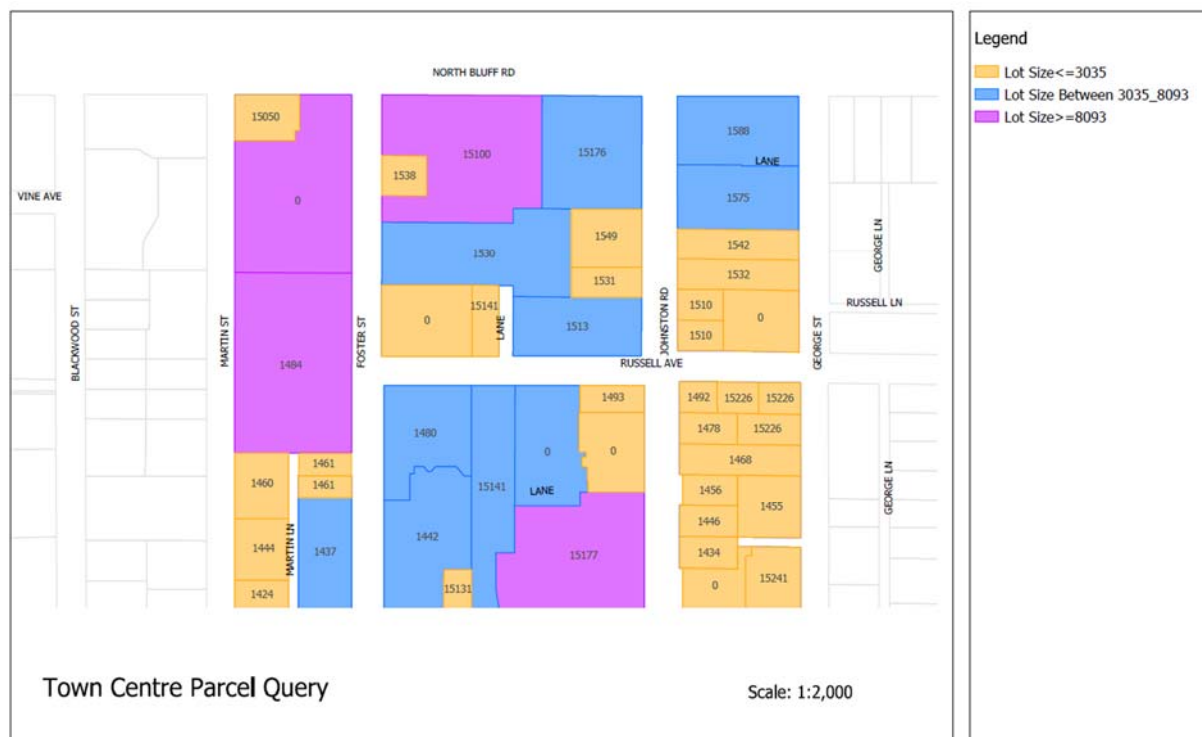
Concur with recommendation.

#### **Implementing Mechanisms:**

- a) OCP Amendment
- b) Town Centre Development Permit Area Guidelines

#### **Considerations:**

Figure 1.0 below highlights parcels within the Town Centre based on the area thresholds identified in the recommendation. It is noted that lot consolidation and/or subdivision would affect the threshold that properties fall within and accordingly the way the policy would apply to the lands.



- i) An amendment to the OCP could be made to introduce a policy which would set a target for the creation of spaces that could be used to support tree planting and an overall increase in the tree canopy. It is acknowledged that tree plantings on rooftops in a seaside City can be challenging due to winds and other climactic conditions. Taking this into account it may

be beneficial that this policy be introduced as an “aspirational” policy (i.e., not a requirement).

- ii) Amendments to the Town Centre Development Permit Area (DPA) Guideline could recognize the policy targets and provide direction regarding the types of tree species likely to thrive in White Rock. The DPA Guidelines may also recognize a period over which the tree canopy would be expected to make up the 20% canopy (ground and/or roof coverage) as noted in the policy.

#### **DIALOG Recommendation 1b):**

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

#### **Staff Comment on Recommendation 1b):**

Concur with recommendation. Appropriate species and tree selection at the time of planting, based on soil conditions, solar exposure, etc. will be essential for long-term health of trees.

#### **Implementing Mechanisms:**

- a) OCP Amendment
- b) Town Centre Development Permit Area Guidelines

#### **Considerations:**

This could be effectively implemented within the Town Centre DPA Guidelines with a corresponding, enabling, OCP Policy.

#### **DIALOG Recommendation 2:**

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

#### **Staff Comment on Recommendation 2:**

Concur with recommended regulation, but propose that it be implemented through Development Permit Area Guideline to allow flexibility and allow proponents to demonstrate through their design how the performance target is achieved (rather than a Zoning Bylaw regulation with less flexibility).

#### **Implementing Mechanisms:**

- a) Town Centre Development Permit Area Guidelines

#### **Considerations:**

- i) The intention of this DPA guidelines would be to allow for the controlled infiltration of stormwater into the municipal stormwater management system and/or to allow for stormwater to be absorbed naturally into the land.
- ii) The recommendation could be introduced as an amendment to Guideline 22.3.2(j), which currently reads “Incorporate Low Impact Development Techniques for stormwater



management, where appropriate and in accordance with the City’s Integrated Storm Water Management Plan (ISWMP). This includes but is not limited to bio-swales, cisterns, and permeable paving. Narrower lanes/access roads and the use of porous asphalt are encouraged.”

The amendment would establish a maximum effective impervious surface of 65% within lands designated Town Centre in the Official Community Plan. The standard would ultimately quantify that 35% of newly developed private lands within the Town Centre remain effectively pervious.

- i) Would want to create a definition of “effective impervious surface” to recognize components that would be applied in determining compliance with the standard.
- ii) There may be a need to recognize exemptions to the standard in circumstances such as the redevelopment of small, constrained sites, where it may be impractical to achieve 35% pervious surface while accommodating the core components of development (e.g., driveway access, building footprint, parking, etc.).
- iii) The City may also wish to exclude lands subject to a Statutory Right-of-Way (SRW) from the calculation of the percentage of effective impervious surface when these lands accommodate infrastructure such as pedestrian paths and bike lanes, recognizing that pervious surface treatments (e.g., permeable concrete, interlocking stone, etc.) can come with higher costs.
- iv) **Note:** In the Town Centre context, the ability to achieve 65% effective impervious surface may result in substantial costs to redevelopment as impervious surfaces, in some cases covering 100% of an existing property, would need to be replaced with pervious surfaces. In defining “effective impervious surfaces” there may be a means of recognizing (exempting) surfaces that allow for the retention of stormwater (e.g., rooftop retention) thereby acting to support the overall intention of the standard.

### **DIALOG Recommendation 3:**

The City should consider a policy requiring continuous soil for tree health and rainwater infiltration on medium to large sites (3,035 m<sup>2</sup> (0.75 acres) or more). For example, the City could establish a minimum percentage of continuous soil for sites (e.g. 10%) which would be achieved by reducing the size of the podium and by providing parkade setbacks.

### **Staff Comment on Recommendation 3:**

Concur with recommendation. Coniferous trees particularly would require areas of continuous soil to achieve healthy lifespans.

### **Implementing Mechanisms:**

- a) Official Community Plan Amendment
- b) Zoning Bylaw Amendment

### **Considerations:**

- i) The recommendation could be introduced as an OCP policy which identifies the intention behind establishing continuous soil while a zoning standard could be introduced to require a minimum percentage of continuous soil for sites greater than 3,035 m<sup>2</sup>.

- ii) A definition of “continuous soils” would need to be added to the Zoning Bylaw to ensure the standard can be effectively, and consistently, implemented.

**DIALOG Recommendation 4a):**

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

**Staff Comment on Recommendation 4a:**

Concur with recommendation. As Energy Step Code implementation is already endorsed as a Council Strategic Priority, staff proposed that a separate Green Building Strategy be deferred until after the Energy Step Code is implemented.

**Implementing Mechanisms:**

- a) Existing: Official Community Plan contains enabling policy to pursue Strategy (12.5.3)
- b) Town Centre Development Permit Area Guidelines
- c) Amendment to Density Bonus / Amenity Contributions Policy (No. 511)

**Considerations:**

- i) The preparation of a stand-alone Green Building Strategy may require additional resources. It is noted that some municipalities have retained an Environmental / Sustainability Coordinator responsible for reviewing measures to achieve enhanced levels of building efficiency and to provide in-house oversight in the implementation of such measures.
- ii) Efforts are underway to implement the BC Energy Step Code which will allow for the realization of improvements in building performance (sustainability) and may lessen the urgency / need for a Green Building Strategy specific to White Rock.
- iii) Changes to the Town Centre DPA Guidelines could allow for the recognition of sustainability measures that would allow for improved building performance. Recognizing these features within the DPA Guidelines would provide some flexibility not otherwise available in a municipal bylaw.
- iv) Amendments to the Density Bonus / Amenity Contributions Policy could allow for the recognition of enhanced building performance measures (i.e., those that go beyond the requirements of the BC Building Code) as a basis for the reduction in amenity contributions and/or the basis for an increase in density being exempt from a contribution requirement.

**DIALOG Recommendation 4b):**

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

**Staff Comment on Recommendation 4b):**

Concur with recommendation. This work is at early stages but underway with the addition of the Building Official III position.

**Implementing Mechanisms:**

- a) White Rock Building Code Bylaw, 2012, No. 1928

**Considerations:**

- i) The BC Energy Step Code establishes different levels, or “steps”, of energy-related building design measures applicable to different types and scales of development. The determination of which step to go to will be the focus of future review.
- ii) City staff are working on the implementation of the BC Energy Step Code. The work will require amendments to the White Rock Building Bylaw. As this work proceeds Council will be provided periodic updates.

**DIALOG Recommendations 5a) to 5d):**

- 5a. Rental Zoning – Negotiate a target Floor Area Ratio (FAR) (e.g.. 1.0 FAR) be preserved as rental housing after development;
- 5b. Density Bonus Policy – Negotiate a target FAR (e.g.. 1.0 FAR) or a percentage of new developments be affordable housing as a part of the existing Community Amenity Contribution density bonus policy;
- 5c. Non-profit Housing Organization – Support the establishment of a non-profit housing organization (or work with an existing regional housing organization) that would provide and manage non-market housing stock; and,
- 5d. Housing Needs Report and Action Plan – The City’s Housing Needs Report could be the basis for a Housing Action Plan.

**Staff Comment on Recommendations 5a) to 5d):**

Generally concur with recommendation 5a) and 5b), with additional specifics to be discussed in presentation to Land Use and Planning Committee. Support intent of recommendation 5c) and 5d), no further action required to implement these items at this time.

**Implementing Mechanisms:**

- a) Official Community Plan Amendment
- b) Zoning Bylaw Amendment
- c) Amendment to Density Bonus / Amenity Contributions Policy (No. 511)
- d) Housing Needs Report

**Considerations:**

**Regarding Recommendations 5a & 5b:**

- i) Policy amendments to the OCP may be used to enable greater density subject to the dedication of a specific amount of floor area (e.g., 1.0 FAR) to rental and/or affordable housing.
- ii) Policy amendments within both the OCP and the Density Bonus Policy (No. 511) may also be made to enable a waiver of a portion of the required community amenity contribution, perhaps being automatic, when the density is tied to either, or both, rental and affordable housing. The current policy allows for the waiver of up to 100% of the CAC when tied to “affordable rental” and up to 50% when tied to “rental” housing.

- iii) Policy amendments to the OCP and Density Bonus Policy may benefit from the introduction of a formal definition of “affordable” as the term relates to rental and ownership housing.
- iv) Amendments to the Zoning Bylaw could be made to require that specific proportions of development tied to a rezoning application for which a density bonus is sought be subject to specific allocations of density to rental housing and/or affordable housing.

**Regarding Recommendations 5c and 5d:**

- i) It may be advantageous to leverage the expertise that exists within established non-profit housing organizations such as Metro Vancouver Housing Corporation (MHVC), taking advantage of economies of scale, rather than directing resources to establishing a non-profit housing organization specific to White Rock.
- ii) The preparation of a Housing Needs Report is scheduled to occur this year. Note that UBCM has recently announced a new intake deadline for grant funding, being October 16, 2020. The City’s application for this funding has been submitted. Resource limitations and the on-going COVID-19 crisis have hindered the ability of staff to advance the Housing Needs Report in accordance with the timelines referenced in the original funding application. As the deadline for submissions draws nearer staff will provide UBCM with an updated work plan to reflect the status of the undertaking, at that time, and any adjustments that will be made to ensure the project continues to move forward.
- iii) The Housing Needs Report will ultimately be used to identify areas of local housing need. Stemming from this work, staff will seek direction from Council to implement measures that will help to address these areas of need. These measures may include, but are not limited to: policy and regulatory incentives to support affordable housing and the construction of various housing types; efforts to establish collaborative partnerships with local housing providers and agencies that deliver housing-related services; and, the creation of funding mediums (e.g., reserve funds, tax abatement programs, etc.) that make it more cost efficient for the development industry to address needs within the non-market housing sector.

**DIALOG Recommendation 6:**

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

**Staff Comment on Recommendation 6:**

Concur with intent of recommendation, with additional specifics to be discussed in presentation to Land Use and Planning Committee (see also recommendation 9). As the floor area of City owned community facilities (i.e. “community amenity space”) does not count towards a property’s maximum floor area, staff recommend that these types of facilities be incentivized at strategic locations near existing and future civic facilities through consideration of additional building height for properties incorporating these facilities.

**Implementing Mechanism(s):**

- a) Official Community Plan Amendment
- b) Zoning Bylaw Amendment
- c) Amendment to Density Bonus / Amenity Contributions Policy (No. 511)

**Considerations:**

- i) A review of how existing community amenity contributions (funds) ought to be spent was the focus of a recent review to help identify local interests as they relate to potential amenity investments. The results of this work were presented to Council on March 30, 2020. Investing in “civic facilities” was identified as the “most important” amenity project by only 12 percent of the 523 people who completed a survey related to the review.
- ii) Amendments to the OCP and Density Bonus Policy could be made to dedicate a portion of any amenity contribution, or space within a development which benefits from a density bonus, to the creation of civic facilities, including a hotel or conference centre.
- iii) Amendments to the Zoning Bylaw would be needed to ensure any pre-determined allocation of FAR (if it is not owned by the City) towards a specific facility or amenity is realized (i.e., make the allocation a clear requirement and not something to be negotiated through policy).

#### **DIALOG Recommendation 7:**

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

#### **Staff Comment on Recommendation 7:**

Concur with recommendation.

#### **Implementing Mechanisms:**

- a) Consultation and facilities planning with staff at both TransLink and the City of Surrey to look at opportunities for a transit exchange in the Town Centre
- b) Official Community Plan Amendment
- c) Zoning Bylaw Amendment

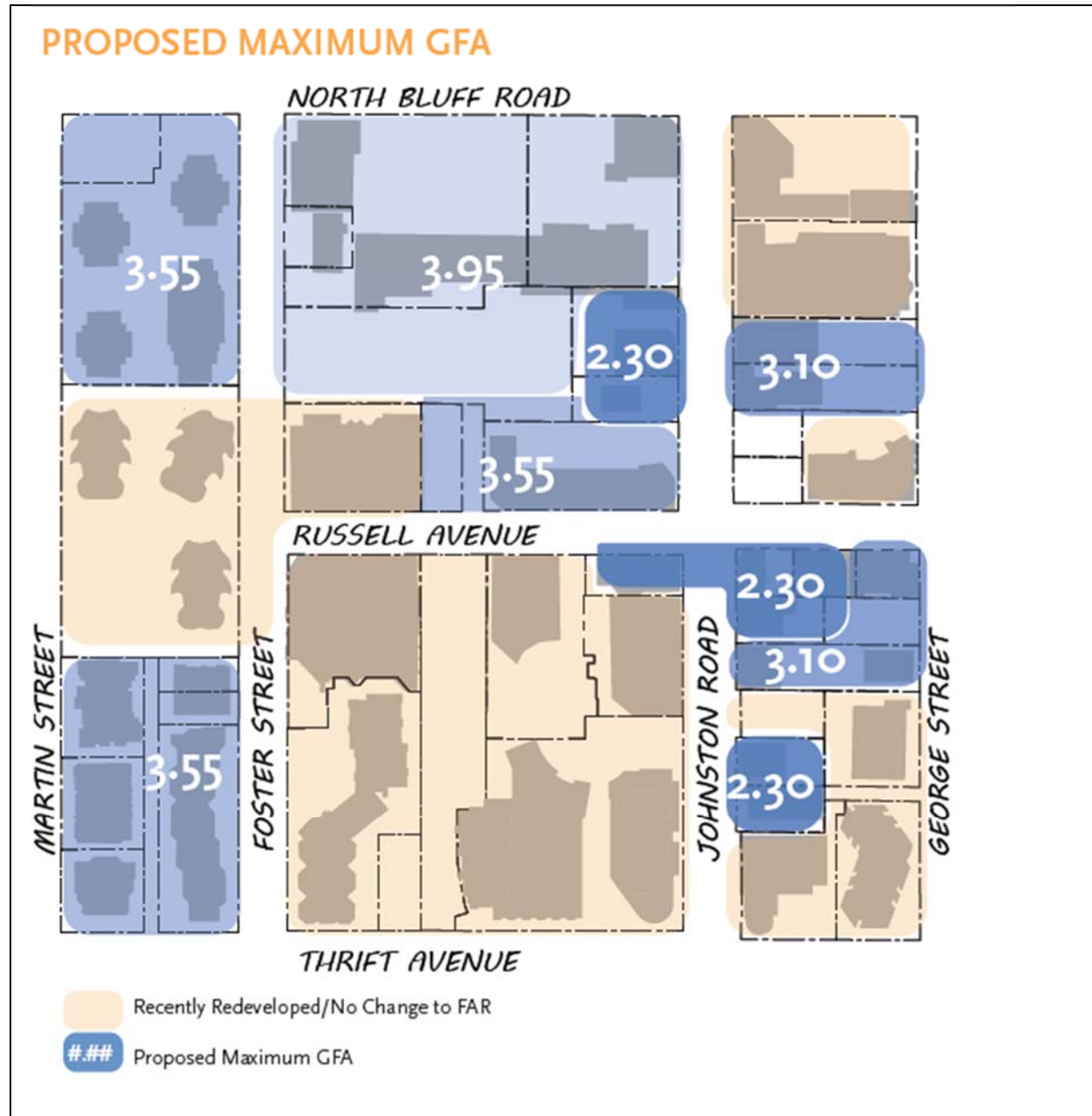
#### **Considerations:**

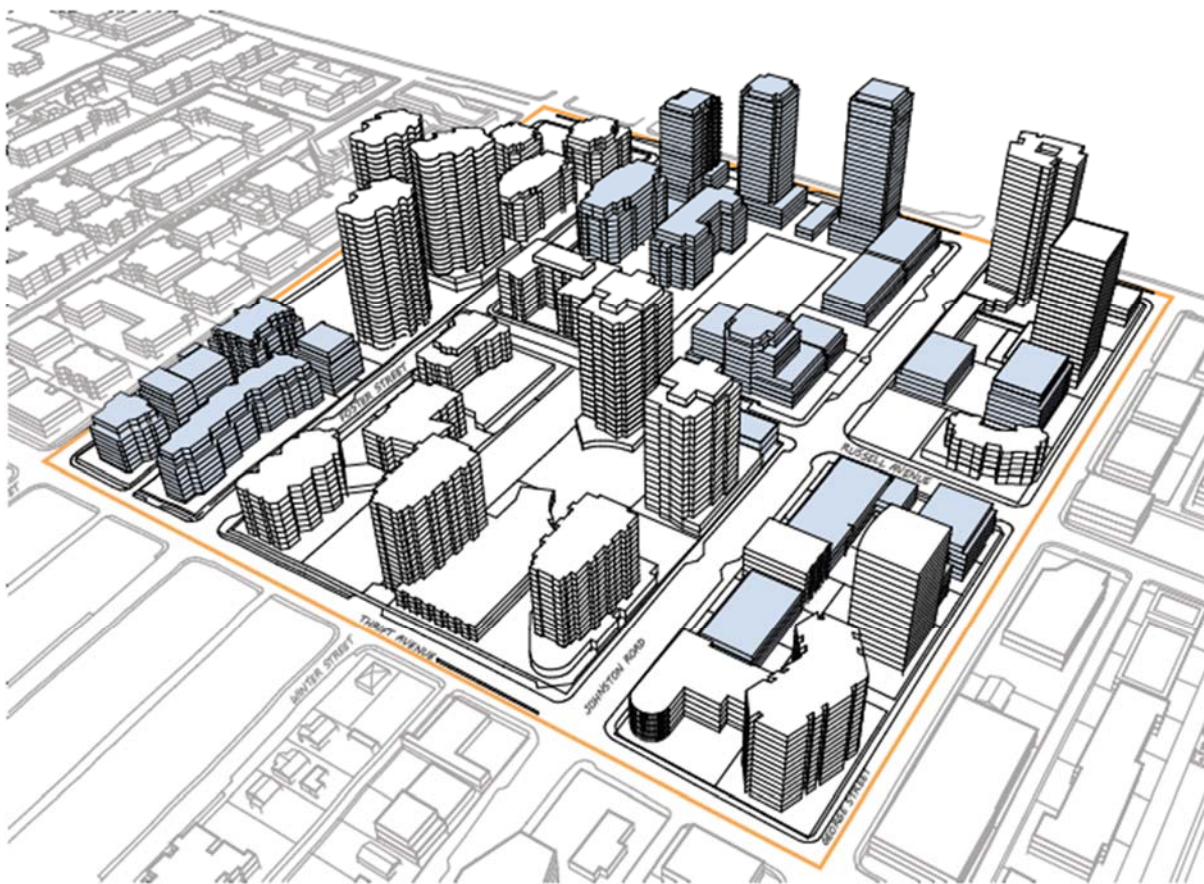
- i) City of White Rock staff have been working with planning staff at the City of Surrey as a plan for the Semiahmoo Town Centre continues. It will be important to collaborate on efforts to centralize a transit exchange, within approximately 500 metres of the northern portion of the City of White Rock’s Town Centre to take advantage of the population density (ridership) that is likely to be generated through the realization of the Semiahmoo Town Centre Plan and on-going development within White Rock’s Town Centre.
- a) Staff will circulate a copy of the minutes of this meeting to transportation / land use planning staff at the City of Surrey and TransLink as an indication of Council’s support for a transit exchange being situated within 500 metres of the Town Centre’s northern boundary (i.e., North Bluff Road or 16 Avenue).

#### **DIALOG Recommendation 8:**

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







Buildings shown in blue represent the proposed maximum GFA.

#### **Staff Comment on Recommendation 8:**

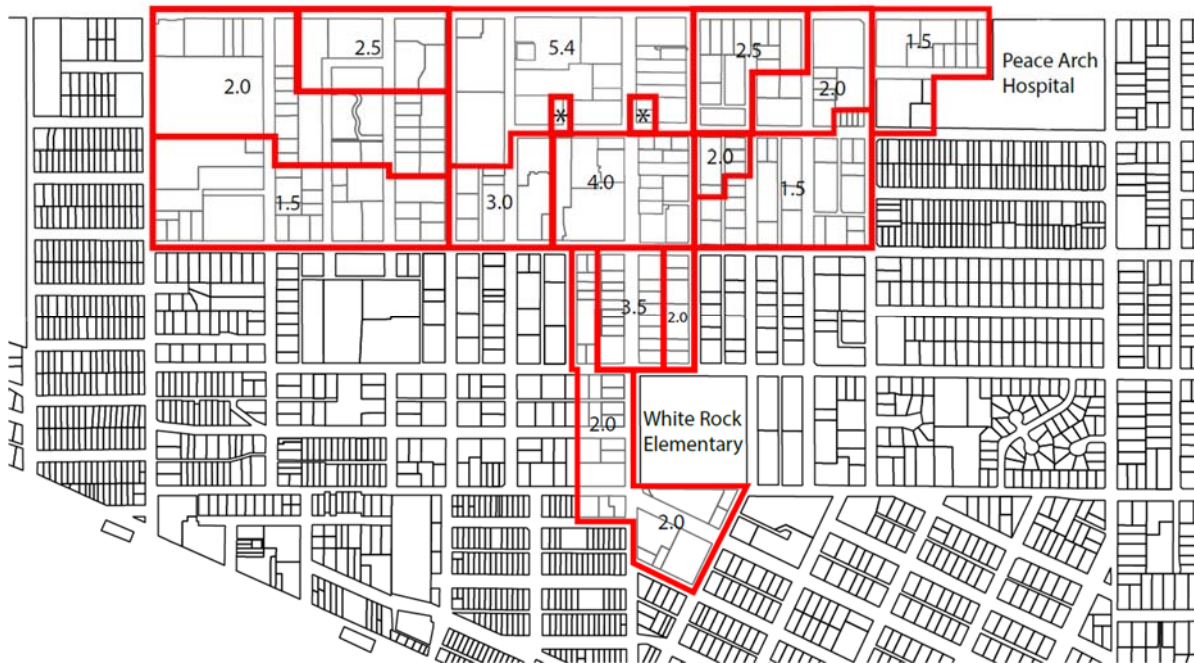
Generally concur with intent of recommendation (lowering of maximum GFA from what is currently identified as allowable in the Zoning Bylaw), but propose that the implementation mechanism be more broad (i.e. the same density allocation applying over an entire block, versus property by property) and that smaller sites be encouraged to be consolidated with larger adjacent parcels to provide more opportunities for the development to incorporate public open space (plazas, pedestrian pathways, landscaped areas, etc.) on the ground level. Smaller parcels would have the opportunity to transfer their development potential. The proposed densities (in the revised Figure 9 below) represent a reduction of approximately 12-25% from the level of density currently permitted in the OCP (with the exception of the block in the south-east corner, which has a potentially 16% increase), with further reductions if sites are not assembled into larger parcels. This reduction in development potential, whether at the level in the DIALOG recommendation or as proposed by staff, may result in some property owners delaying the redevelopment of their property.

#### **Implementing Mechanisms:**

- a) Official Community Plan Amendment
- b) Zoning Bylaw Amendment
- c) Amendment to Density Bonus / Amenity Contributions Policy (No. 511)

#### **Considerations:**

- i) The maximum Gross Floor Area Ratio (FAR) figure by DIALOG should be considered against the maximum FAR currently recognized in Figure 9 of the OCP. The portion of the Town Centre north of Russell Avenue currently considers a maximum (FAR) of 5.4, if developed in accordance with the City's 2011 Town Centre Design Plan (which does not illustrate a 5.4 FAR on all parcels) whereas DIALOG's figure, if implemented through amendments to the Official Community Plan and Zoning Bylaw, would lower the maximum FAR to between 2.30 and 3.95 FAR. For some land owners the reduction in what they understand to be their maximum FAR may render redevelopment plans financially unfeasible, leading to the stagnation of the properties.



\* indicates 2.0 FAR

- ii) South of Russell Avenue and north of Thrift Avenue the OCP considers maximum FAR of 4.0. For the most part, DIALOG's recommendation has excluded lands which have been recently redeveloped or where no change to the FAR is recommended as existing development would largely align with the current maximum. Lowering FAR permissions south of Russell Avenue, from 4.0 to between 2.30 and 3.10, would help to achieve the massing vision as communicated by members of the public but it may also render redevelopment of these lands financially unfeasible.
- iii) Tying zoning standards such as a minimum lot area and frontage requirements to increased density permissions may incent land assembly, thereby helping to realize a more cohesive build out of the Town Centre and its open space network. For example, land assembly may not only support the realization of the height and density permissions recommended by DIALOG but it may also enable developers to provide contiguous open spaces and urban design features as contemplated in the Town Centre Urban Design Plan.

For example, the following base density (i.e. FAR) provisions could be built into the CR-1 Zone to incent land assembly by allocating the density available to land based on its size:



i. Base Density by Minimum Lot Area:

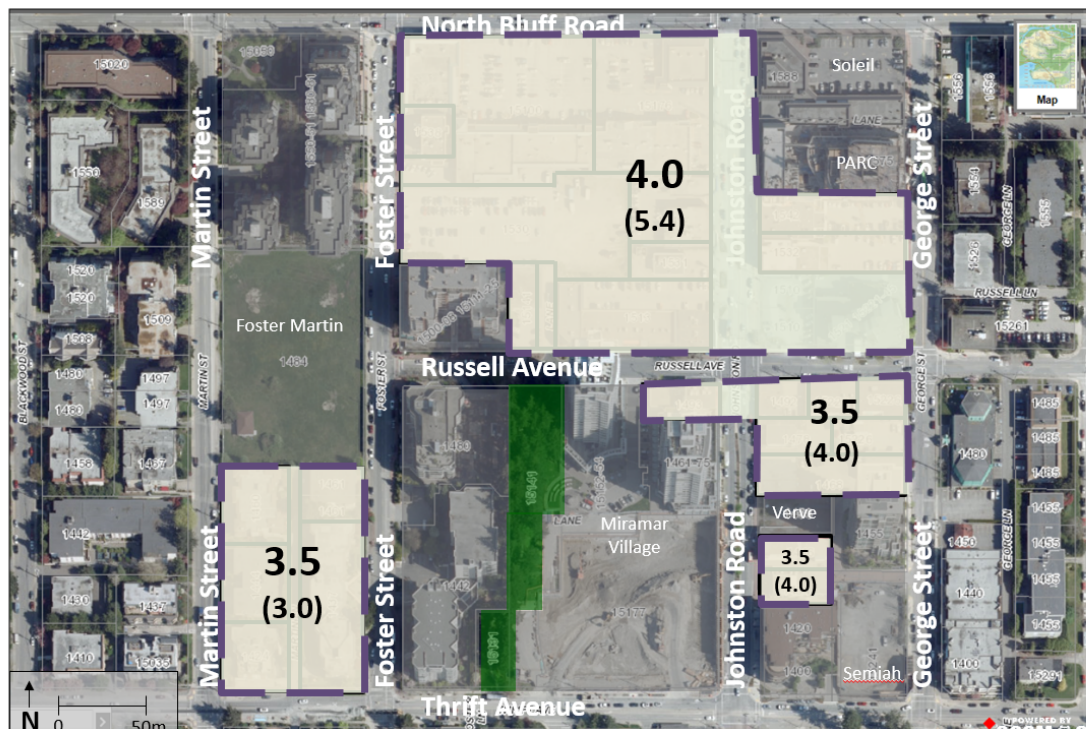
1. 1.75 FAR base with no minimum lot area;
2. 2.3 FAR base with minimum lot area of 0.75 acres;
3. 3.5 FAR base with minimum lot area of 1.25 acres;
4. 4.0 FAR base with minimum 2.0 acres

Additional requirements for accessing density above 1.75 FAR could include a minimum provision of rental units, a fully office/employment development to encourage local job opportunities, amenity contribution, and achievement of Energy Step Code levels.

The actual density achieved by the sites under the above size criteria may be similar to what is presented in Recommendation 8, due to the existing parcel configuration (smaller parcels along Johnston Road), but would be fairer to owners of smaller parcels who could transfer their development potential to adjacent redevelopments.

- iv) Alternative to the FAR figures presented by DIALOG, planning staff propose the following FAR figures which applies the same density allocation over an entire block, versus property by property. While still an overall reduction in allowable density (generally), this will encourage smaller sites to be assembled with adjacent parcels to allow the density to be shifted on the site and allow additional public green/open space at the street level. This is also a means of enabling some renewal of undeveloped properties in the Town Centre. The following Figure illustrates potential amendments to Figure 9 of the OCP.

**(Revised Figure 9 from OCP – previous FAR in brackets)**

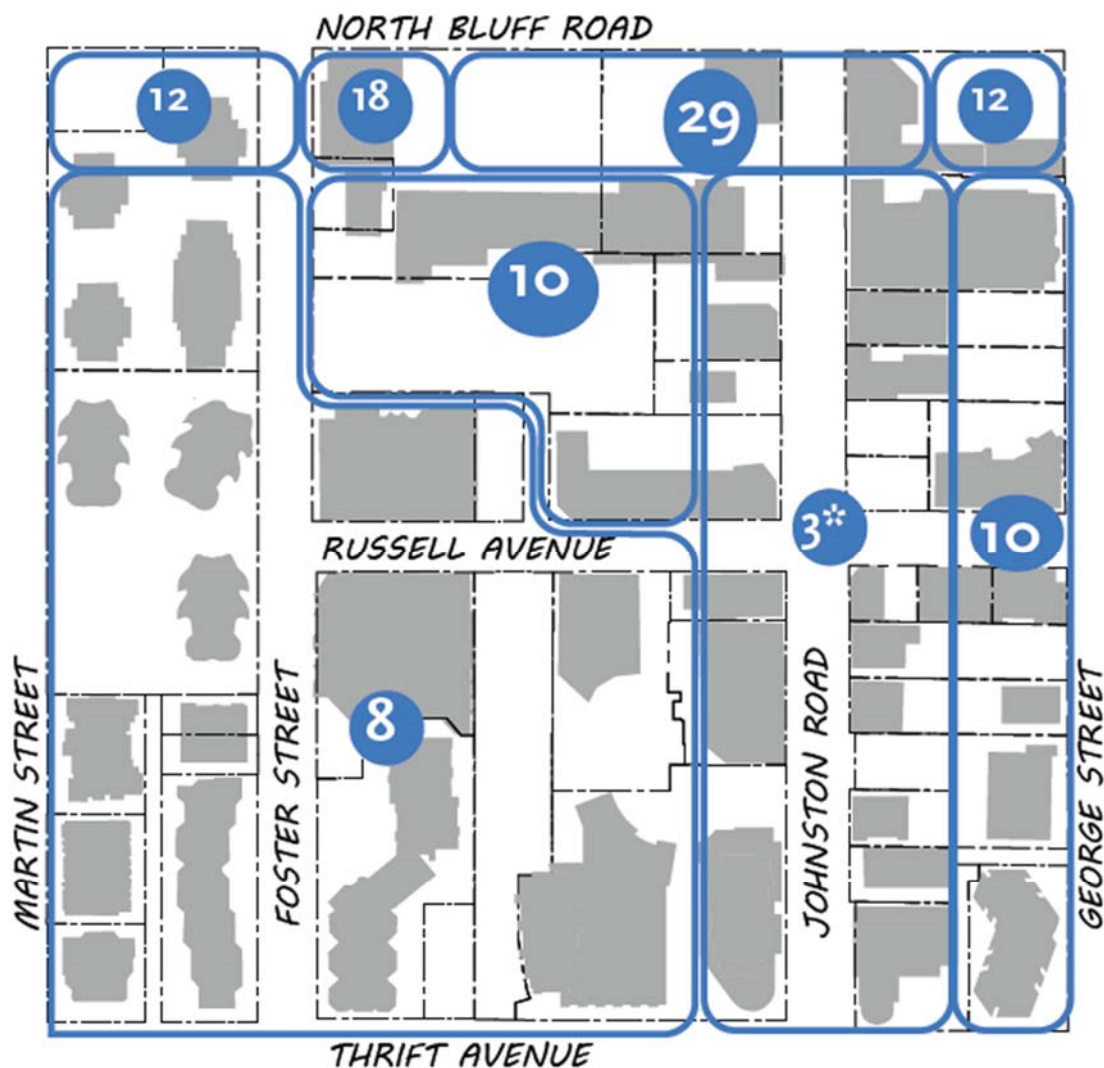


### **DIALOG Recommendation 9:**

The City should consider restricting buildings to the height outlined in the diagram and perspective below. Summary of Height Recommendations:

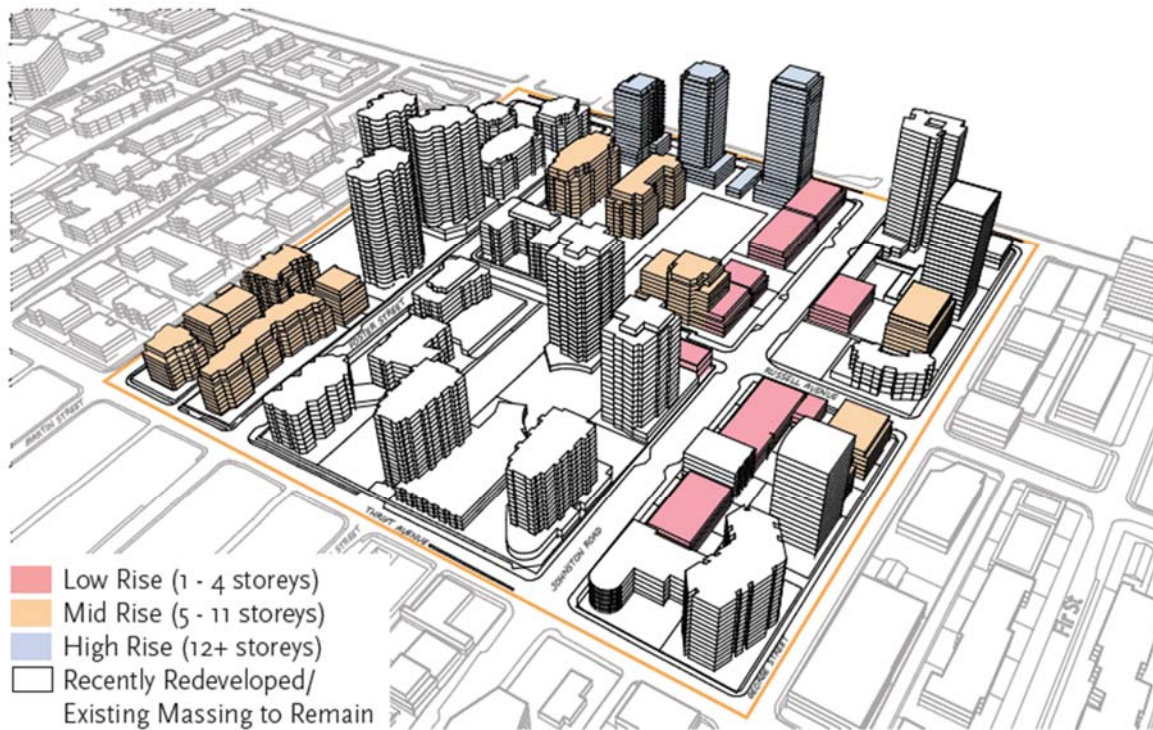
- Low rises retain the village quality of Johnston Road;
- Johnston Road is limited to 3 storeys (see Recommendation 10 for suggested variance);
- Mid-rises are the predominant neighbourhood form;
- High rises are permitted along North Bluff Road. These taller buildings allow for flexibility so that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

### **PROPOSED MAXIMUM HEIGHTS**



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





#### **Staff Comment on Recommendation 9:**

Generally concur with intent of recommendation, and believe that it captures the general consensus of public input in Phase 1 and 2 of this Town Centre Review. For clearer policy direction and graphical clarity, given that existing 8/9 storey buildings are unlikely to redevelop to 12 storeys and that sites with existing 23 storey buildings would not redevelop as 10 storey buildings, staff propose that sites which are not anticipated to redevelop in medium term (20+ years) do not have a maximum height specified in the diagram, and instead the maximum height for those properties is noted as the maximum allowed in the Zoning Bylaw at the time the building permit for the property was issued. Staff further propose that any taller buildings around the block bounded by Russell Avenue, Foster Street, North Bluff Road, and Johnston Road, including a taller building on Russell Avenue which was not illustrated in the DIALOG diagram, be required to incorporate a significant civic/public amenity (such as a theatre / art gallery / new City Hall) to access their maximum height, as a means to encourage a variety of uses in the Town Centre and complement the Community Centre facility.

#### **Implementing Mechanisms:**

- a) Official Community Plan Amendment
- b) Zoning Bylaw Amendment
- c) Amendment to Density Bonus / Amenity Contributions Policy (No. 511)

#### **Considerations:**

- i) The heights recommended by DIALOG reflect, to an extent, the build out of the maximum FARs discussed in Recommendation 8. The heights as shown in the “Proposed Maximum Heights” figure do not, however, align with the existing height of buildings in the Town Centre which, in several instances, greatly exceed those proposed. For example, existing

buildings in the Miramar Village development range from 15 to 21 storeys whereas the height mapping proposed, if implemented through amendments to the OCP and Zoning Bylaw, would “enable” heights ranging from 3 to 8 storeys. This change would also necessitate amendments to Figure 10 in the OCP, being a schedule that illustrates “conceptual height transitions in the Town Centre, Town Centre Transition, and Lower Town Centre Areas”.



- ii) Similar to the notes in the section above, the downgrading of height permissions recognized in the OCP and implemented through the underlying Zoning Bylaw, may limit the feasibility of any future redevelopment scheme on those lots that have not been the subject of more recent development.
- iii) Alternative to the building heights presented by DIALOG, planning staff propose the following heights. The following Figure illustrates potential amendments to Figure 10 of the OCP.

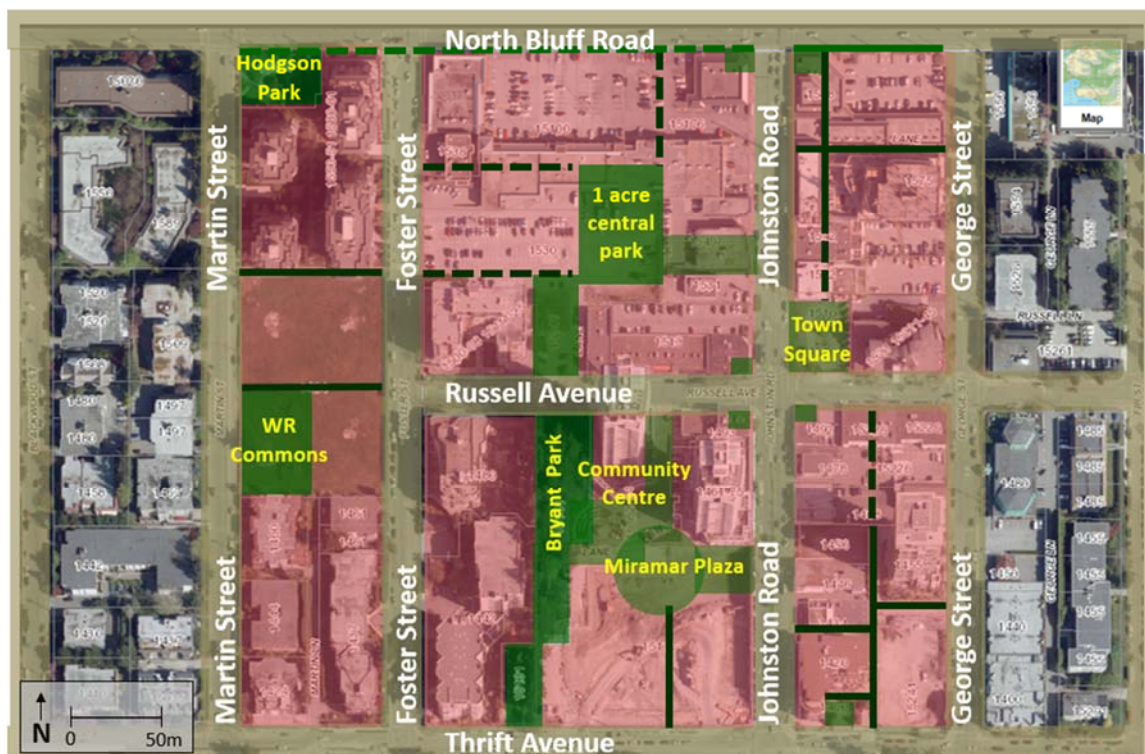
**(Revised Figure 10 from OCP)**



*Note: the “^” symbol identifies where additional density and height would only be enabled if a significant on-site amenity / civic facility (e.g., hotel / conference centre, City Hall, etc.) were provided to complement the Community Centre and future central park within the block as contemplated by the 2011 Town Centre Urban Design Plan (see figure below). The base height would otherwise be 10 storeys.*



## Town Centre Design Plan (2011) Green Space Network



- iv) If Council supports the changes to maximum FAR and height as recommended by DIALOG, additional changes to similar standards ought to be considered around the perimeter of the Town Centre so as to ensure an appropriate transition in building heights moving out of the City's downtown core. For example, at present, Figure 10 of the OCP contemplates heights of 18 storeys at the southeast corner of George Street and North Bluff Road and between Blackwood and Martin Streets at North Bluff Road. Opposite the abutting streets in these two locations, the height mapping recommended by DIALOG proposes heights of 12 storeys, creating a somewhat staggered interruption to the transition of heights moving east and west from the Town Centre.

### **DIALOG Recommendation 10:**

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

### **Staff Comment on Recommendation 10:**

Concur with recommendation. This would assist in enabling reasonable scale development on smaller parcels at the base density (1.75 FAR) if they are unable to be assembled with adjacent parcels, while achieving modest open space at street level.

### **Implementing Mechanisms:**

- a) Official Community Plan Amendment

b) Zoning Bylaw Amendment

**Considerations:**

- i) The recommendation could be implemented by way of introducing an enabling policy into the OCP, generally recognizing the desire to step buildings back away from Johnston Road where doing so is undertaken concurrent with greater step backs from the street, used to accommodate spaces for patios and plantings.
- ii) Amendments to the Zoning Bylaw would be undertaken to limit building heights in accordance with the recommendation.

**DIALOG Recommendation 11:**

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

**Staff Comment on Recommendation 11:**

Concur with recommendation.

**Implementing Mechanism:**

None required at this time. Staff could consider updates to the Density Bonus Policy to incorporate explicit reference to the open space network and eligible on-site amenities if additional emphasis/clarity on achieving the open space network is desired by Council (see recommendation 12 below), but staff do not consider this to be necessary.

**Considerations:**

The open space network identified in the 2011 Town Centre Plan is part of the existing OCP policies for the Town Centre area, and is discussed with applicants as part of the pre-application process. Staff

**DIALOG Recommendation 12:**

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

**Staff Comment on Recommendation 12:**

Concur with recommendation. Actual implementation of this recommendation should follow Council's workshop on the use of Community Amenity Contributions (anticipated Fall 2020), and any direction that comes following the workshop.

**Implementing Mechanisms:**

- a) Community Facilities and Amenities Study (if requested by Council following workshop)



- b) Public Engagement
- c) Official Community Plan Amendment
- d) Amendment to Density Bonus / Amenity Contributions Policy (No. 511)

**Considerations:**

- i) The “ear-marking” of eligible/candidate on-site amenities can be beneficial in setting clear expectations for both developers, staff and the public. The approach can also contribute to a more transparent negotiation process while allowing for a phased approach to obtaining higher-cost amenities (i.e., those that would not be covered by a single amenity contribution but may require multiple contributions to overcome cost constraints). Council has already requested a workshop to further discuss the outcomes of public engagement taken on Community Amenity Contribution priorities in January 2020.

Should further information be required following the Council workshop, the approach could benefit from the completion of a “Community Facilities and Amenities Study” (i.e. a detailed evaluation of the supply of existing and planned facilities and amenities relative to current and planned population of the catchment area of such facilities and amenities so as to determine whether there are gaps that may be addressed through targeted amenity investments).

- ii) If specific facilities and amenities are identified as being needed, the OCP could be amended to recognize these facilities and amenities as “priorities” in the Town Centre. Similar amendments could be made within the Density Bonus Policy, to further incentivize projects that contribute to facilities and amenities not just desired by the community but recognized as being of localized need.

# THE CORPORATION OF THE CITY OF WHITE ROCK CORPORATE REPORT



**DATE:** January 11, 2021

**TO:** Land Use and Planning Committee

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

**SUBJECT:** Official Community Plan Review – Preview of Phase 2 Public Input on Building Heights outside the Town Centre

## RECOMMENDATION

THAT the Land Use and Planning Committee receive the corporate report from the Director of Planning and Development Services, titled “Official Community Plan Review – Preview of Phase 2 Public Input on Building Heights outside the Town Centre.”

## EXECUTIVE SUMMARY

On November 23, 2020, Council passed a motion directing that the scope of the Official Community Plan (OCP) review be limited to focusing on the Town Centre and building heights outside the Town Centre (including waterfront/Marine Drive) as areas of priority interest. The original three-phase approach to the OCP Review, outlined in the diagram below (i.e., Phase 1 - Public Input, Phase 2 - Options Development, and Phase 3 - Recommendations), will carry forward in January 2021 under a condensed timeline.



The review of building heights outside the Town Centre is currently within Phase 2 of the consultation program (i.e., Options Development). The other two priority topic areas (i.e., Town Centre Urban Design and Waterfront Enhancement) went through Phase 2 in December 2019 and will be brought back with staff recommendations (Phase 3) in a future corporate report.

The purpose of this corporate report is to provide the Land Use and Planning Committee (LUPC) with a preview of the options to be shared with the public at a January 14, 2021 digital “public open house.” Feedback on the options will be requested through a questionnaire delivered on the City’s online public engagement platform ([www.talkwhiterock.ca/ocp-review](http://www.talkwhiterock.ca/ocp-review)), available on January 15, 2021. A postcard advertising the event and the survey was mailed out as a flyer to

White Rock households in the first week of January, and the notice was also included in the January 7, 2021 edition of the Peace Arch News.

The options being presented at the event and through the questionnaire focus on three geographic areas: east and west of the Town Centre (the “Town Centre Transition” areas), the “Waterfront Village” area along Marine Drive, and the Russell and Maple block within the “East Side Large Lot Infill Area.” Further details on these areas and options to be presented to the public are provided in the Background section of this corporate report.

The staff presentation at the live event, which is scheduled from 5:30 p.m. to 7:00 p.m., is anticipated to take between 30-45 minutes, in order to provide background on this complex and frequently contentious topic. The remainder of the time in the live event will be offered for Questions and Answers via that text-based function in Microsoft Teams, similar to the format of the City’s digital Public Information Meetings. A recording of this live event will be available for those unable to attend or to be viewed again on the City’s YouTube channel: (<https://www.youtube.com/channel/UCxIIOjGJ78o-ZQ28ABTVSpw>).

### **PREVIOUS COUNCIL DIRECTION**

<b>Motion # &amp; Meeting Date</b>	<b>Motion Details</b>
2020-570 November 23, 2020	<i>THAT Council directs the scope for the Official Community Plan (OCP) review be reduced at this time to only the Town Centre building height and density and building heights around the Town Centre and height at the waterfront along Marine Drive.</i>
2020-LU/P-027 September 16, 2020	<i>THAT Land Use and Planning Committee recommend that Council consider the Town Centre Phase 2 Engagement Summary and Recommendations Report prepared by DIALOG Design, attached to this corporate report as Appendix A, and direct staff to proceed with preparing the proposed implementing mechanisms as described in staff’s evaluation of the DIALOG recommendations in Appendix B.</i>

### **INTRODUCTION/BACKGROUND**

At the digital public open house on January 14, 2021, Planning staff will provide a background presentation on the topic of building heights. This will include recapping the overall OCP Review and the community feedback received to date, introducing some of the perceived advantages and disadvantages of taller buildings, sharing information about existing building heights in the City and current policies, and describing the alternative policy approaches (options) for which the public will be asked to provide their feedback through the questionnaire.

#### **Areas of Focus**

The three geographic areas/neighbourhoods being considered for OCP policy changes in the “Building Heights outside the Town Centre” Phase 2 engagement are the Town Centre Transition areas (east and west of the Town Centre, north of Thrift Avenue), the Waterfront Village area (Marine Drive area) and the Russell/Maple block in the East Side Large Lot Infill area (east of Peace Arch Hospital). A map of these areas is attached as Appendix A. Each area and the options being presented, are summarized below.

## Town Centre Transition

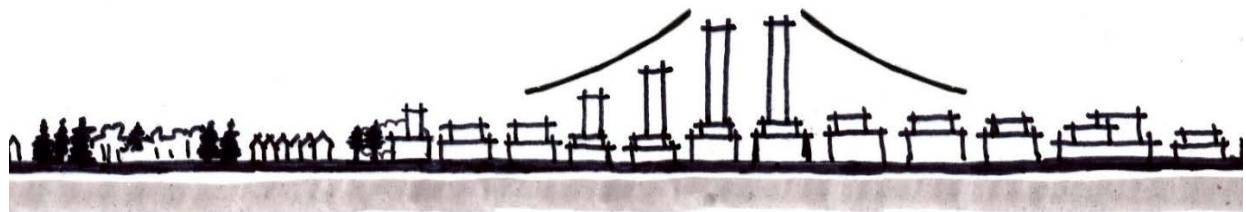
The feedback received on the online survey in Phase 1 regarding building heights in the Town Centre Transition (TCT) areas indicated similar support levels for both mid-rise (5-11 storeys) and low-rise (3-4 storeys) buildings as being appropriate building forms in these areas (approximately half of all respondents were supportive of each type), whereas high-rise buildings (12+ storeys) were supported only by 22% of respondents. Multiple respondents also noted a preference that any taller buildings be located along North Bluff Road. The three options below include retaining the current policies as well two alternatives, one with a greater allowance for mid-rise buildings and one which would generally cap heights at 3-4 storeys, with a small section of 4-6 storey buildings on North Bluff Road.

### TCT - Option A (status quo)

The first option presented for the Town Centre Transition areas would be to retain the existing height mapping as presented in Figure 10 of the OCP (see below).



The current height policy for the Town Centre Transition areas is to be a small drop in height from the Town Centre (e.g. 18 storeys on North Bluff Road, beside the Town Centre which is approximately 25 storeys in height) and for buildings to gradually reduce in height as you move outward east, west, and south with 12 storeys at Oxford Street, 8 storeys at Hospital Street, and 4-6 storeys along Thrift Avenue (6 storeys closer to the Town Centre). This east-west skyline could be described conceptually as like a ‘tent’, as shown in the cross-section diagram below.



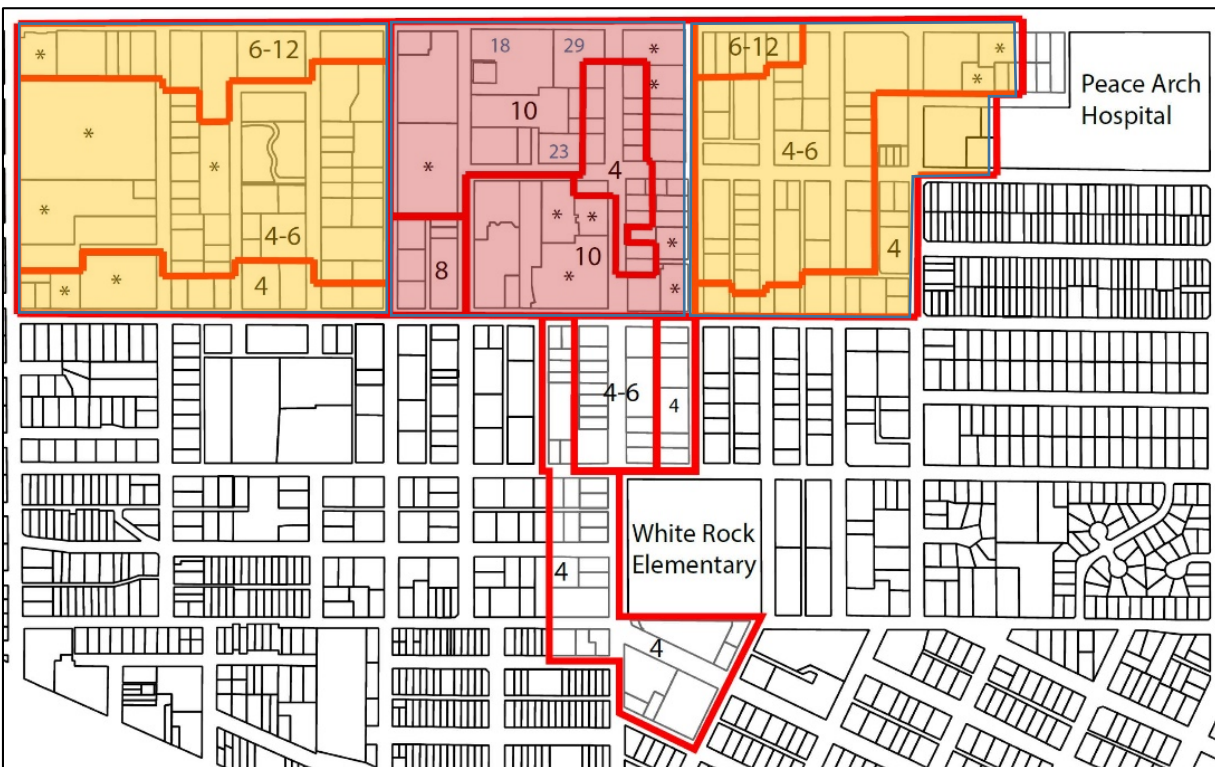
The “potential” heights in the OCP form a guideline such that if they were to be exceeded (e.g., a 13-14 storey building being located where the diagram indicates a 12 storey height), the Plan



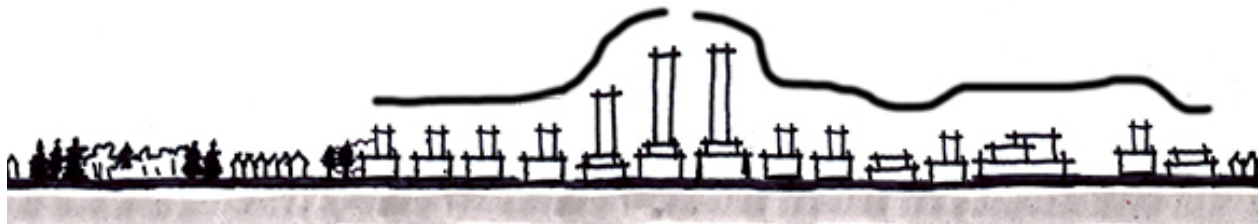
would not require amendment to accommodate the development; only changes to the density, building type or land use, as explicitly outlined in the Plan, would require an OCP amendment.

### TCT - Option B

As an alternative to the ‘tent-like’ skyline enabled by the current policies, this option would recognize the existing 12 storey buildings along North Bluff Road (i.e., the ‘Belaire’ and ‘Vista Royale’) as the basis for the upper maximums along the northern boundary of the City. Further, Option B would establish a maximum of 4 storeys along the Thrift Avenue, which is the southern limit of the Town Centre Transition area. In between the north (top of hill) and south (bottom of hill) limits, buildings would be allowed in the 4-6 storey height range, subject to an enhanced policy framework that establishes the need for new developments to demonstrate compatibility of both land use and building form. Unlike the current policy, any new applicant requiring a rezoning for a building that exceeds these new height maximums would also have to make an application to amend the OCP; in other words, reference to height guidelines in the Plan would be removed with the heights presented in a revised Figure 10 becoming absolute limits.



Heights which are shown within the Town Centre (red) are conceptual and have not yet been approved. Properties marked with an \* have buildings that exceed the proposed maximum heights. This version also excludes the Peace Arch Hospital Foundation parking lot and would re-designate those lands as Institutional in the OCP.



As the transition in this option from the taller buildings in the Town Centre is more sudden than that in Option A, Option B could be conceptually likened to a “dome” type of skyline (viewed at a distance from west to east), with a series of mid-rise buildings bracketing the taller high-rises

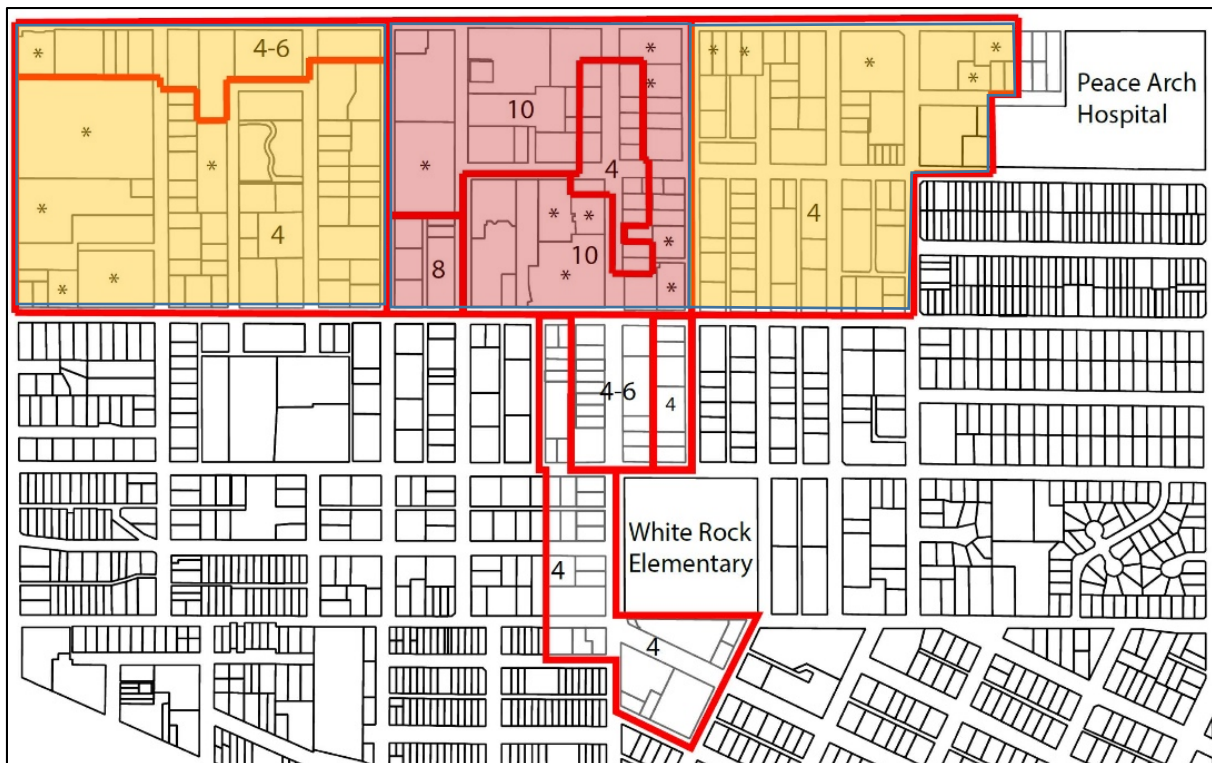


in the Town Centre (like the Parliament Buildings in Victoria flank the central rotunda). Option B creates a relatively sharp juxtaposition that would be created from buildings of 25 storeys in the Town Centre, and buildings being no taller than 12 storeys right beside the Town Centre.

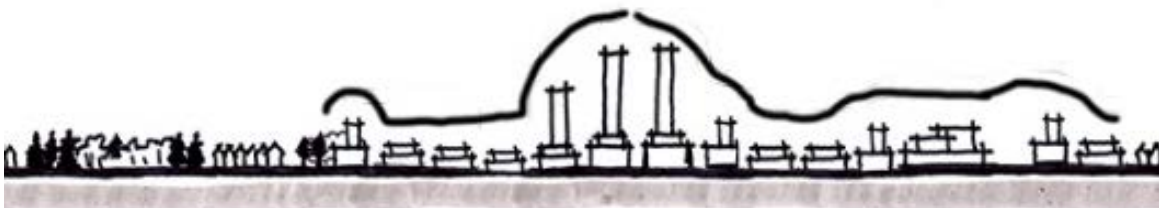
In this option it is proposed that where a range of storeys/density are allowed, that the height and density above the base 4 or base 6 storeys (i.e., up to 6, or up to 12 storeys) be conditional on the new building offering a certain portion of its units as affordable rental housing, in addition to any replacement rental units provided in accordance with the Tenant Relocation Policy.

### TCT - Option C

This option largely limits building heights for new buildings to the currently predominant building heights in the areas surrounding the Town Centre (i.e., 3-4 storey buildings), and would only allow up to 6 storeys on North Bluff Road west of the Town Centre to Oxford Street. As in Option B, this alternative to the current policy would require an amendment to the OCP if the maximum height was to be exceeded. Given that there are already several 7-12 storey buildings along North Bluff Road, the east-west skyline of this alternative could be described as ‘peaks and valleys’ and would likely result in the least redevelopment, compared with Options A or B.



Heights which are shown within the Town Centre (red) are conceptual and have not yet been approved. Properties marked with an \* have buildings that exceed the proposed maximum heights. This version also excludes the Peace Arch Hospital Foundation parking lot and would re-designate those lands as Institutional in the OCP.



### **Waterfront Village Area**

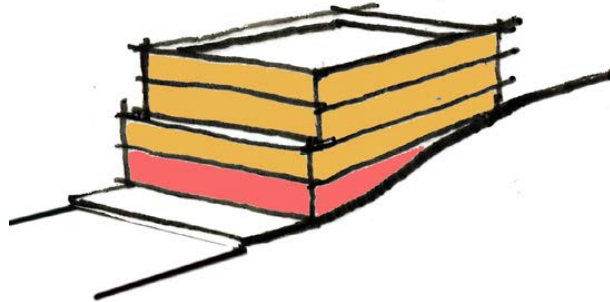
The feedback received on the online survey in Phase 1 regarding building heights in the Waterfront area indicated high levels of support for both low-rise (64% support) and 1-2 storey commercial buildings (61% support) as being appropriate building forms in the waterfront area, with 11% supporting mid-rise buildings, and only 1 out of 148 respondents supporting high-rise buildings.

Following this Phase 1 OCP Review engagement, staff brought forward separately a potential amendment to the West Beach Commercial/Residential Zone (“CR-3A”), during which the feedback from the public indicated that while 3 storeys is a generally accepted building height along Marine Drive, going beyond this height is a sensitive issue in the community and the greatest concern from residents is view impacts to uphill residents from a 4 storey building sticking out above the high point on the land.

The two options below include retaining the existing policy as well as an alternative that would continue to allow 3 storey buildings on all sites and define the conditions where a 4<sup>th</sup> storey would be acceptable and not require an amendment to the Official Community Plan.

#### WV - Option A (status quo)

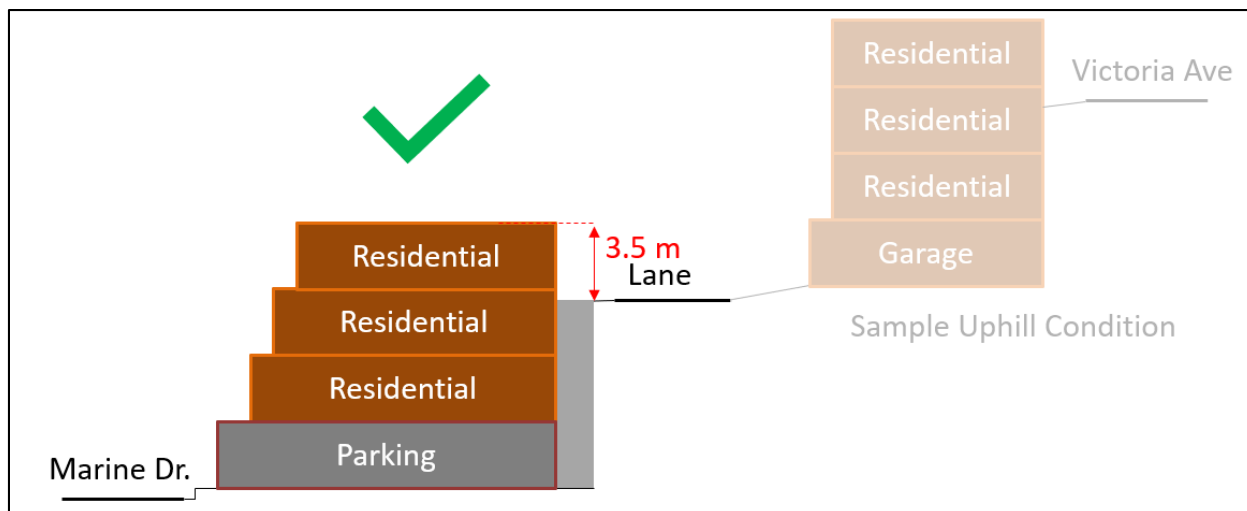
This Option would be to leave the existing policy framework intact. The current height policy in the Waterfront Village land use designation (area) allows buildings “up to 4 storeys in height”. The associated diagrams show buildings constructed on a hillside, with the lowest level typically commercial (adjacent to Marine Drive) and the remaining levels built into the hillside so only a portion of the building is above the property line at the high side of the property.



Under the current policy (Option A) there would be no requirement to amend the OCP for any proposal 4 storeys in height or less, and there is no specific guidance that would indicate when 3 storeys is appropriate. A floor area density of up to 2.0 FAR (gross floor area ratio) is allowed on all lands, regardless of whether they are commercial properties built right to the neighbouring property line, or apartment buildings with residential uses surrounding them.

#### WV - Option B

This proposed alternative would continue to allow up to 3 storeys on all properties (as is generally allowed in the Zoning Bylaw for properties in this OCP land use designation) and would establish conditions for when a 4<sup>th</sup> storey would be permitted during a rezoning process. The proposed criteria is that to allow a 4<sup>th</sup> storey, the building must be no higher than 3.5 metres (11.5 feet) above the highest point of the property boundary. This would reduce the likelihood of several storeys of building blocking the views to the water from properties uphill of the development site.



This approach would be implemented during a rezoning process if a proposed building sought to utilize the additional FAR density allowed in the OCP (2.0 FAR, as compared to 1.75 FAR allowed currently in the commercial zones). Under Option B, it is also proposed that a maximum FAR of 2.0 would only be permitted on commercial properties where there is a zero lot line setback with an adjacent property. For all other (residential) properties, the maximum FAR would be 1.5. This would reduce the bulk of new buildings in more residential areas.

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

#### **ES - Option A (status quo)**

This area-specific land use designation in the OCP permits specific heights on particular blocks in the area, including 6 storeys along Finlay Street adjacent to Peace Arch Hospital, 3 storeys along North Bluff Road (and up to 6 storeys if it includes affordable rental units), and 3 storeys along Maple Street. The designation includes a site currently under construction (i.e., the 13-storey 'ALTUS' building) which does not conform to the current policies as it was approved prior to the adoption of the OCP, and Option A would be to leave the policy framework unchanged. A current application to amend the OCP to allow a 5 storey building located next to the 13 storey ALTUS building (at Russell and Maple) can continue to be processed for a future decision by Council.

#### **ES - Option B**

Taking into account the approval and on-going construction of the ALTUS building, an alternative to the status quo would be to recognize the need for improved transition in building height and massing moving eastwards from the site. With this in mind, it is proposed that to blend/bridge the transition between the ALTUS and the surrounding low profile (i.e., currently single detached dwellings on Maple Street, with the potential for future three storey townhouse development) neighbourhood, the property to the east (at the corner of Russell and Maple) be allowed to have a maximum of 5 storeys, with portions of the building adjacent to Maple Street being 4 storeys. This alternative policy framework regarding maximum heights would provide a more gradual transition in built form as one moves west to east, into the City's Mature Neighbourhood land use designation.

### **FINANCIAL IMPLICATIONS**

There are no immediate budget implications associated with the OCP Review of the Building Heights outside the Town Centre, which is undertaken within existing departmental resources.

The approach of using a City-wide postcard mailout (at a cost of approximately \$1,850 for 10,700 households) to advertise for the digital open house and survey is new and being done as a trial to see if it is effective in encouraging greater participation and awareness of the OCP Review.

## **LEGAL IMPLICATIONS**

Section 475 of the *Local Government Act (LGA)* requires local governments to consider persons, organizations, and authorities who will be affected during the amendment of an Official Community Plan, and for any affected party to provide them with one or more opportunities that are considered appropriate for consultation. A formal resolution stating that Council has considered this will accompany any OCP amendment bylaw brought forward for first reading.

This consultation process is further specified in Council Policy 512 (Official Community Plan Consultation), with different groups identified for consultation in the White Rock context. In December 2020, staff contacted the following agencies at the staff level to advise them that the City's OCP Review scope has been reduced and that public consultation would be occurring in January 2021 regarding building heights outside the Town Centre:

- TransLink
- Fraser Health Authority
- School District 36
- Metro Vancouver
- City of Surrey
- Peace Arch Hospital Foundation
- White Rock Business Improvement Association
- South Surrey White Rock Chamber of Commerce
- Explore White Rock

The staff members at these organizations have been invited to participate, provide feedback, or discuss any questions they have on this topic with staff. Further, as any resulting OCP amendment bylaws are brought forward for LUPC and Council consideration, any formal initial comments from these organizations will be shared with Council in a corporate report, prior to a public hearing, and they would be sent the proposed bylaw(s) and given an opportunity to share comments with Council via the public hearing.

In addition to the above organizations, staff are also contacting Semiahmoo First Nation to offer an opportunity to discuss any of the proposed changes to the OCP.

Staff have not yet reached out directly to some of the other external organizations in the community that were previously identified in the original OCP Review scope of work. Engagement with the groups identified below via written correspondence or meetings would impact the timeframe in bringing amendment bylaws forward to LUPC and Council and would likely change the earliest opportunity for a public hearing from March 2021 to May/June 2021. In addition to the consideration of the extended timeline, should LUPC wish to seek feedback from these groups, or others, it may direct staff which groups should be contacted and specify the type of opportunity considered appropriate:

- BC Housing;

- Sources Community Resource Society;
- Peninsula Homeless to Housing Task Force;
- Committees of Council (Economic Development, Environmental, Advisory Design Panel).

## **COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS**

This corporate report previews the content of an upcoming virtual public open house and questionnaire on the OCP Review. Staff will report back to the LUPC on the attendance at the public open house as well as the results of the survey in a future corporate report.

## **INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS**

Not applicable.

## **CLIMATE CHANGE IMPLICATIONS**

Not applicable.

## **ALIGNMENT WITH STRATEGIC PRIORITIES**

The completion of the OCP Review has been identified as one of Council's top priorities.

## **OPTIONS / RISKS / ALTERNATIVES**

The Land Use and Planning Committee may consider:

1. Directing staff to revise the options being presented to the public in Phase 2 of the OCP Review for building heights outside the Town Centre, as specifically identified by Council, which may postpone the start of the engagement currently scheduled to begin January 14, 2021; or
2. Identify additional persons, organizations and authorities it considers will be affected by the proposed amendments and direct staff to provide an opportunity for consultation with them.

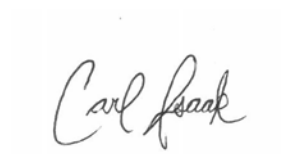
## **CONCLUSION**

Staff are restarting public consultation in January 2021 on the newly revised scope of the Official Community Plan (OCP) Review, with the "Building Heights outside of the Town Centre" topic going the Phase 2 "Options Development" stage of the process for public feedback.

This corporate report provides Land Use and Planning Committee (LUPC) with a preview of the options to be shared with the public at a January 14, 2021 digital "public open house." Feedback on the options will be requested through a questionnaire delivered on the City's online public engagement platform ([www.talkwhiterock.ca/ocp-review](http://www.talkwhiterock.ca/ocp-review)), available on January 15, 2021, and staff will report back to LUPC with recommendations on this topic as well as the other topics (Town Centre and Waterfront Strategy) in a future corporate report.




Respectfully submitted,



Carl Isaak, MCIP RPP  
Director, Planning and Development Services

**Comments from the Chief Administrative Officer**

This corporate report is provided for the Committee's information.

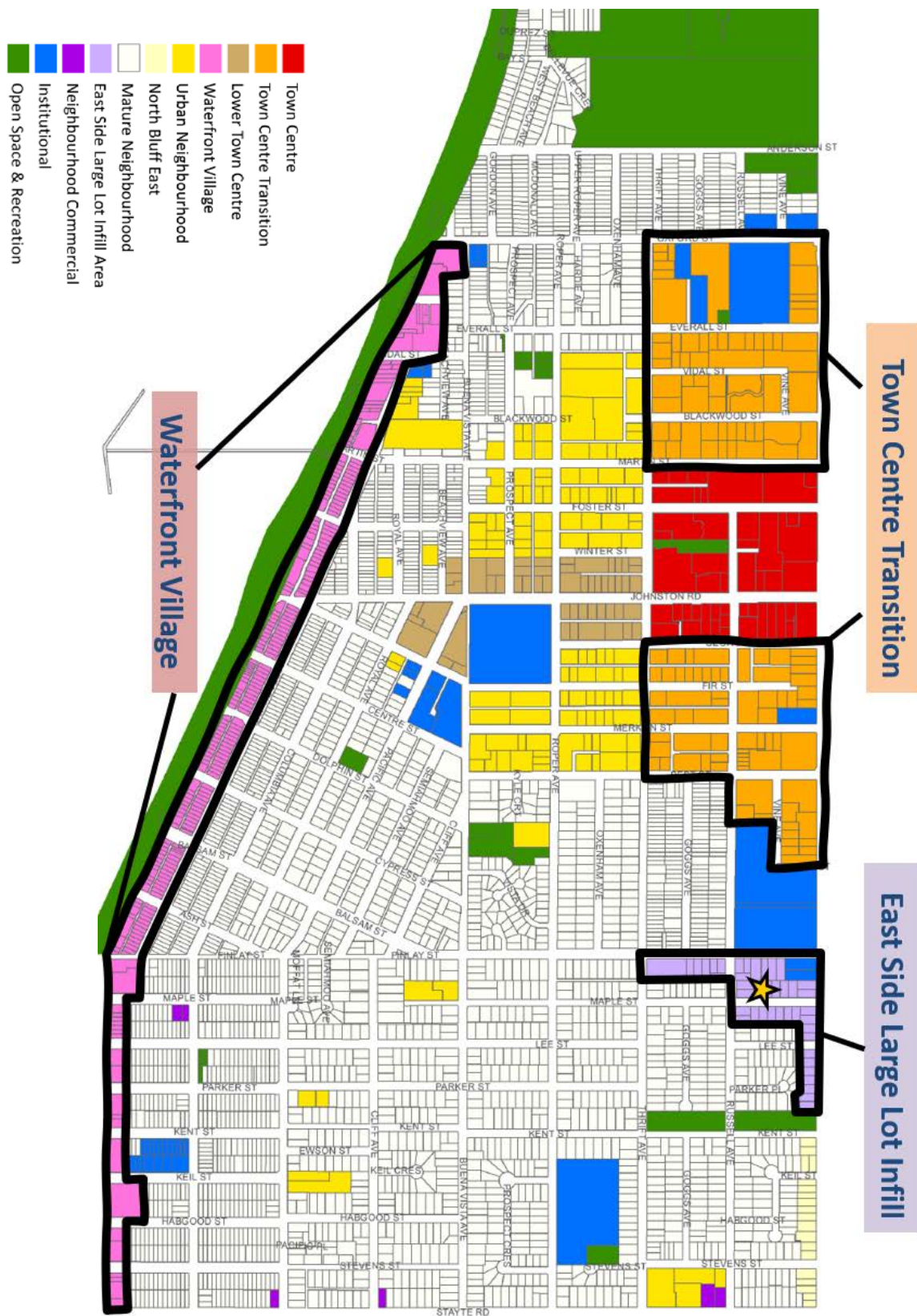


Guillermo Ferrero  
Chief Administrative Officer

Appendix A: Map of Areas under Review in “Building Heights outside the Town Centre” topic

## APPENDIX A

### Map of Areas under Review in “Building Heights outside the Town Centre” topic



# THE CORPORATION OF THE CITY OF WHITE ROCK CORPORATE REPORT



R-4

**DATE:** February 8, 2021

**TO:** Land Use and Planning Committee

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

**SUBJECT:** CR-1 (Town Centre) Zoning Amendment to Implement Official Community Plan Review Recommendations

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## **RECOMMENDATIONS**

THAT the Land Use and Planning Committee recommend that Council:

1. Give first and second readings to “White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CR-1 Town Centre Revisions) Bylaw, 2021, No. 2376;”
  2. Direct staff to schedule the public hearing for “White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CR-1 Town Centre Revisions) Bylaw, 2021, No. 2376;” and
  3. Direct staff, in addition to arranging the required newspaper notification of the public hearing, to mail notifications of this public hearing to the property owners of the 18 non-stratified properties in the Town Centre identified in this corporate report, despite this mailed notification not being required by the *Local Government Act* (per section 466(7)).
- 

## **EXECUTIVE SUMMARY**

At the September 16, 2020 Land Use and Planning Committee (LUPC) meeting, staff were directed to prepare implementation tools for recommendations related to the Town Centre topic in the Official Community Plan (OCP) Review, including amendments to the CR-1 Town Centre Area Commercial / Residential Zone. This corporate report introduces a draft zoning amendment bylaw that would revise the CR-1 zone to reflect the recommendations presented in the September 16, 2020 corporate report, including lowering the maximum heights and density permitted in the zone. The draft bylaw is attached to this report as Appendix A.

Owners of potential redevelopment properties in the Town Centre were invited to provide written feedback on the proposed policy changes, via a letter circulated in November 2020, which offered an opportunity to discuss the policy changes with staff and provide written feedback by January 15, 2021. To date, two (2) property owners contacted provided feedback on the proposed changes. Their written comments are attached to this report as Appendix B.

Key features of the proposed zoning amendment bylaw are:

- Limiting the scale of development by lowering the overall maximum density (the top end lowered 25% to 4.0 FAR from 5.4 FAR);

- Supporting greater housing choices and employment opportunities by requiring that any development above the base density of 1.75 FAR provide either 30% market rental units, 10% of the units as 10% below average rents, or that the building be entirely non-residential uses (i.e. employment generating space);
- Encouraging rational consolidation and redevelopment of smaller properties by introducing minimum site sizes necessary to obtain higher densities;
- Providing greater space for tree planting and better water infiltration by requiring a minimum 10% area for permeable surface area on development sites larger than 0.75 acres;
- Reducing the overall height allowed and supporting a greater mix of uses by introducing a maximum height of ten (10) storeys for CR-1 properties east of Foster Street and eight (8) storeys west of Foster Street, with additional height supported in prominent locations where an on-site civic use facility such as a conference centre or City Hall is provided;
- Reinforcing the pedestrian focused “high street” experience along Johnston Road by introducing a maximum height of three (3) storeys for most properties fronting Johnston Road, with a fourth storey permitted only if the top level is set back 2.0 metres from the floors below;
- Supplying housing that better meets the needs of those with mobility needs by requiring that 50% of all homes be designed to meet the Adaptable Housing standards in the Building Code; and
- Providing for future community amenities by continuing to require a contribution to the City’s Amenity Reserve Fund for any density above the 1.75 FAR base density.

Staff recommend that the draft Zoning Amendment Bylaw proceed to Council for consideration of first and second reading, and that Council authorize staff to schedule the required Public Hearing, which would be conducted by electronic means due to the current health orders.

### **PREVIOUS COUNCIL DIRECTION**

<b>Motion # &amp; Meeting Date</b>	<b>Motion Details</b>
2020-LU/P-027 September 16, 2020	<i>THAT Land Use and Planning Committee recommend that Council consider the Town Centre Phase 2 Engagement Summary and Recommendations Report prepared by DIALOG Design, attached to this corporate report as Appendix A, and direct staff to proceed with preparing the proposed implementing mechanisms as described in staff’s evaluation of the DIALOG recommendations in Appendix B.</i>
2020-570 November 23, 2020	<i>THAT Council directs the scope for the Official Community Plan (OCP) review be reduced at this time to only the Town Centre building height and density and building heights around the Town Centre and height at the waterfront along Marine Drive.</i>

### **INTRODUCTION/BACKGROUND**

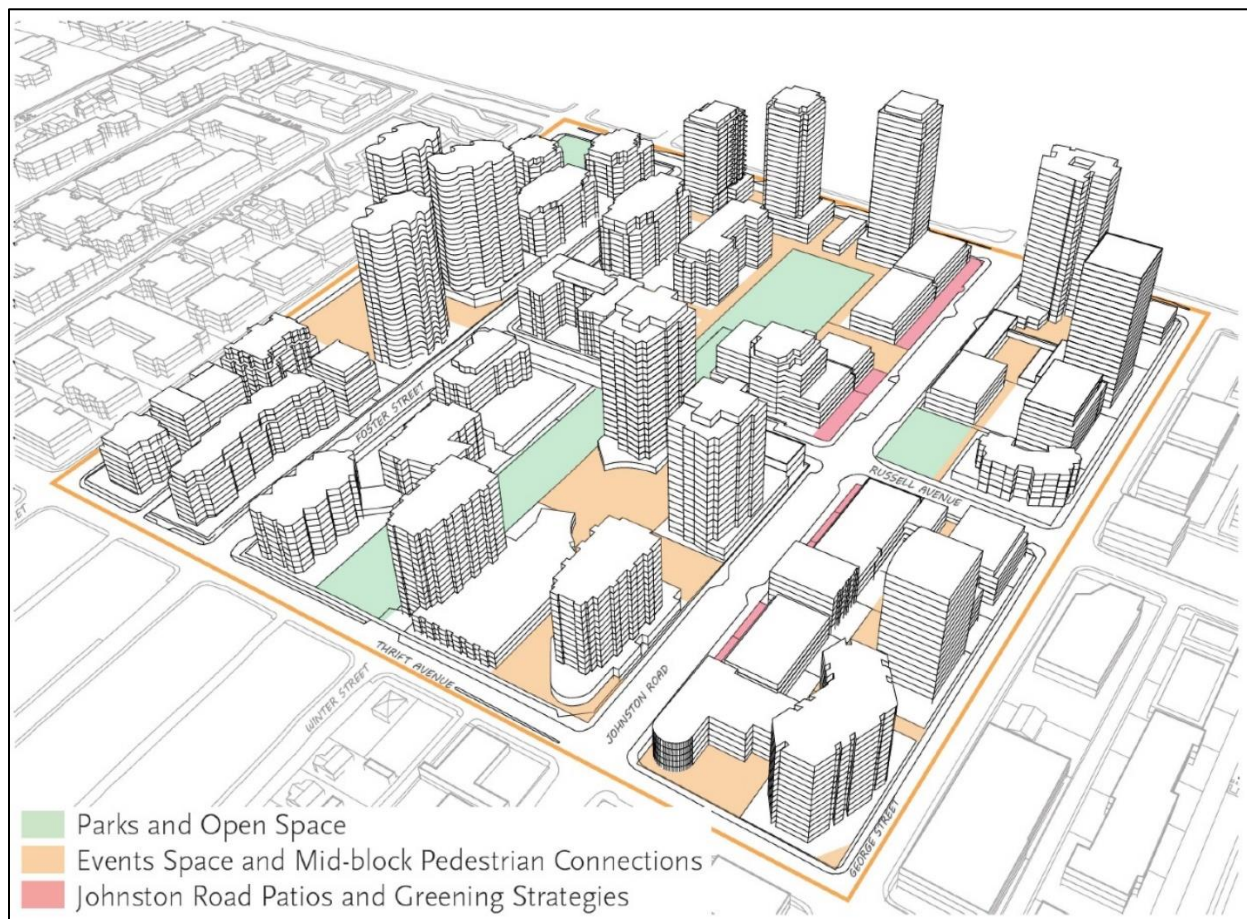
The Official Community Plan (OCP) Review was started in 2019, with the public engagement and design work for the Town Centre Urban Design and Public Realm topic supported by a consultant team from DIALOG Design. A summary of the Phase 1 public engagement was



provided in the November 4, 2019 LUPC agenda, and a summary of the Phase 2 public engagement was provided in the September 16, 2020 LUPC agenda.

Phase 3 of the Review Process involves taking the public input and feedback on options developed through Phase 1 and Phase 2, and presenting these recommendations for policy changes to Council (as in this corporate report). In the case of the Town Centre area, in order to implement these recommendations an amendment to the Zoning Bylaw is necessary in addition to amendments to the OCP, as many of the properties are already pre-zoned for heights and density (via a density bonus system) that would exceed the recommendations coming out of the OCP Review. If amendments were made to the OCP only, a CR-1 zoned property could still apply for a Development Permit at a height or density that exceeds the new OCP policies.

The draft zoning amendment bylaw would revise the CR-1 zone to ensure that the changes to the OCP are also implemented by the zoning bylaw. Two conceptual illustration of what the future built form and public space resulting from these changes (and from the completion of existing projects under construction) may look like are included for reference below:







The draft zoning amendment bylaw is attached to this corporate report as Appendix A. Key changes to the zone are described in the sections below.

## **Proposed Changes to CR-1 Zone**

### **1. Reduced Maximum Density**

The revised zone would scale down the massing of development by lowering the overall maximum density (dropping the top end by 25% to 4.0 FAR from 5.4 FAR). This change responds to the sentiments broadly expressed during the OCP Review Phase 1 workshops and Phase 2 open house and survey, that indicate residents consider recently developed projects at 5.4 FAR to be overly dense and would prefer a reduced scale. In the survey conducted during Phase 2 of the Town Centre OCP Review, 61% of respondents said they support/somewhat support reducing the current maximum density to a lower density.

Further, due to proposed lot assembly requirements, most lots in the CR-1 zone would not be able to obtain the maximum 4.0 FAR on their own as they would not be large enough, and would instead be limited to 1.75 FAR (no lot area minimum), 2.3 FAR (0.75 acres minimum), or 3.5 FAR (1.25 acres minimum).

These minimum lot size requirements would encourage smaller properties to consolidate in order to access the density permitted when they are combined, helping to promote orderly development and avoid stranded undevelopable parcels.

Reducing the development potential of properties will likely slow interest in redeveloping existing properties and potentially cause property owners to delay their redevelopment plans in the expectation that policies may change in the future. The proposed maximum density levels would still enable mid-rise development within the Town Centre in an urban form but may not be sufficient to result in redevelopment in the near term.

## 2. Encouraging More Affordable Housing Choices and Employment Uses

Supporting greater housing choices and employment opportunities by requiring that any development above the base density of 1.75 FAR provide either 30% market rental units, 10% of the units as 10% below average rents, or that the building be entirely non-residential uses (i.e. employment generating space).

## 3. Green Space

Provide greater space for tree planting and better water infiltration by requiring a minimum 10% area on the site for permeable surface areas on development sites larger than 0.75 acres (i.e. those which are likely to have enough size to permit flexibility in the design of the underground parking to allow for this without adding additional parking levels). These permeable areas would have to be free of any underground parking structures and impermeable landscape materials.

## 4. Lower Overall Building Heights

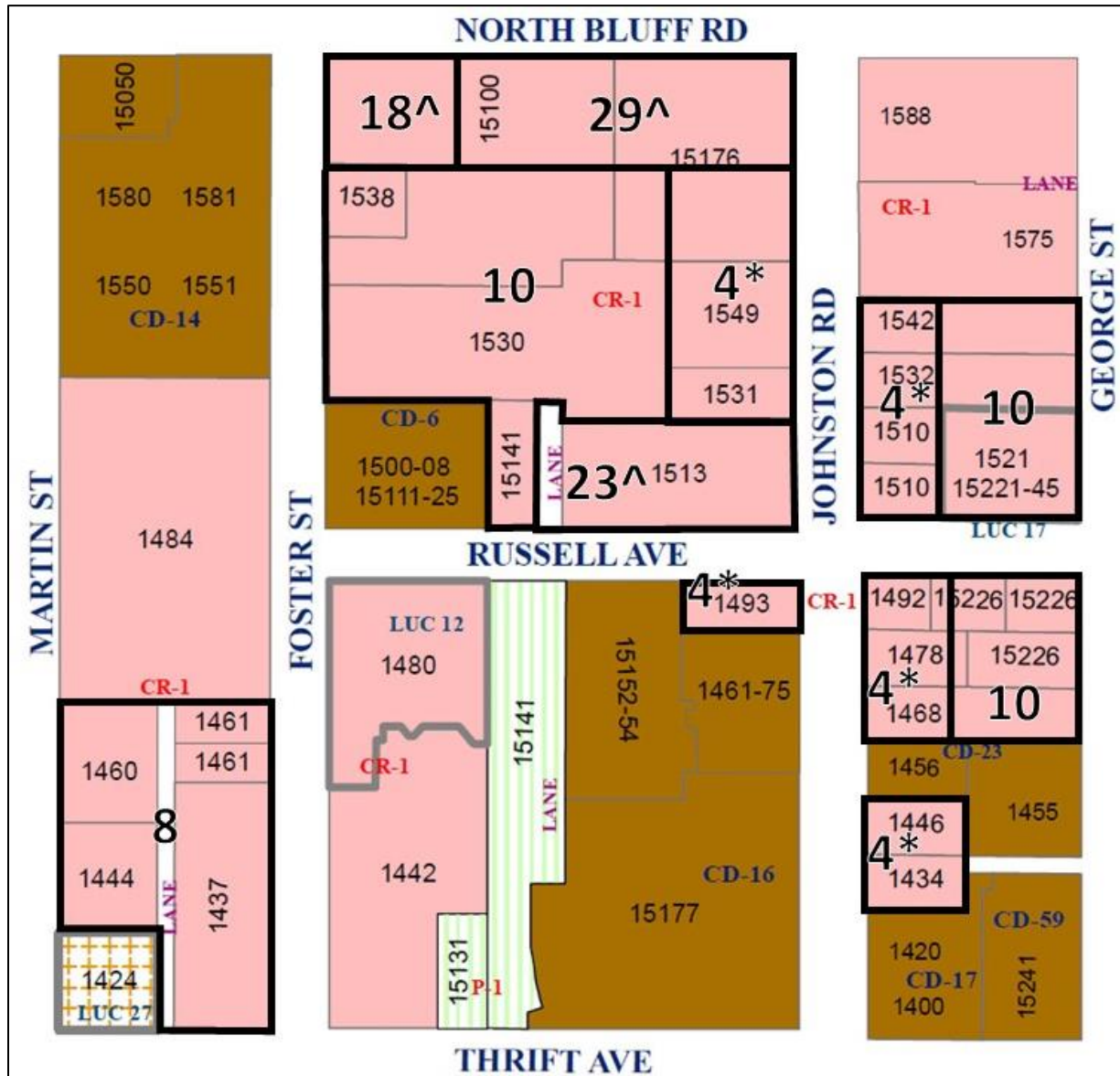
Reducing the overall height allowed and supporting a greater mix of uses by introducing a maximum height of ten (10) storeys for CR-1 properties east of Foster Street and eight (8) storeys west of Foster Street. A further height limitation would apply to portions of most properties fronting Johnston Road (as described in #5 below, relating to the “High Street Experience”).

Current height maximums in the existing CR-1 zone for buildings that provide an amenity contribution are 80.7 metres (265 feet), or approximately 25 storeys, which applies throughout the CR-1 zone. While the existing CR-1 zoning does reference the City’s 2011 Town Centre Urban Design Plan (TCUDP) as a general guide for the location and height of new buildings, and the concept plans in the TCUDP do not illustrate 25 storey buildings on every lot, this has not been an effective method for limiting height of proposed buildings in Development Permit applications given the flexibility of the existing CR-1 zone and the TCUDP.

The proposed CR-1 zoning would allow additional height (18-29 storeys) supported in prominent locations, but only where an on-site civic use facility (such as a conference centre, public art gallery or City Hall) is provided on the site, with a minimum floor area of 1,400 square metres (15,000 square feet). Additional heights in these locations are to help offset costs of providing public space by allowing more water views from units within these buildings. Encouraging space for civic uses in the Town Centre, in close proximity to the existing White Rock Community Centre at Miramar Village, helps to provide a diverse range of activities and services within walking distance for residents, and reinforces the importance of the Town Centre as a hub of community life.

The proposed locations where additional height would be contemplated are on the edges of the block, primarily on North Bluff Road, where there would be less shadow impact on the desired future public park in the middle of the block bounded by Russell Avenue, Foster Street, North Bluff Road, and Johnston Road. These locations are noted in the height diagram below (indicated with the ^ symbol beside the number of storeys).

It may be that the opportunity for additional height is not sufficient to generate interest by a developer in providing community amenity space within their building, in addition to the provision of a community amenity contribution. In these circumstances, the development would be limited to a maximum height of 10 storeys.

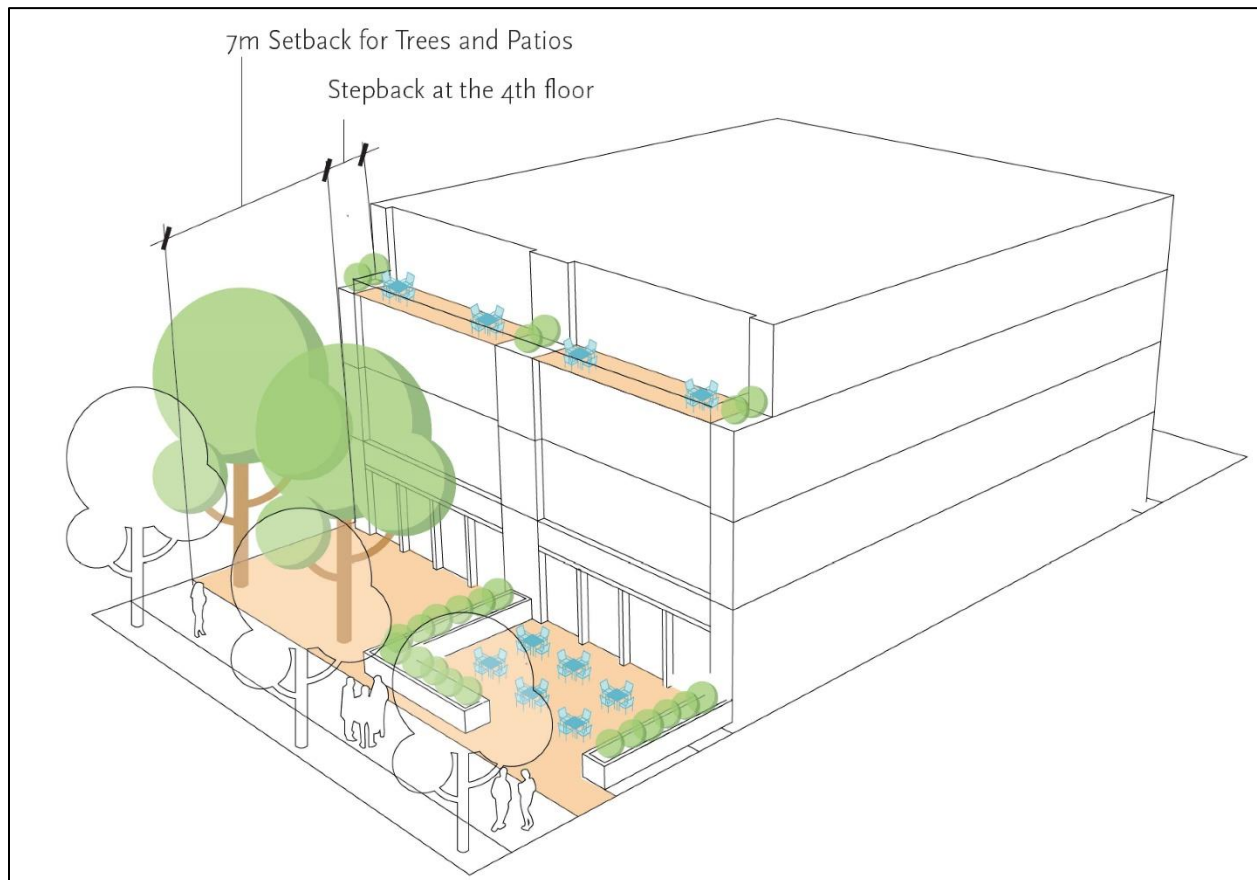


Note: CR-1 zoned properties are coloured pink in the diagram above; the ^ symbol beside the number of storeys above identifies where additional height is permitted if an on-site community amenity space (such as a City-owned conference centre, public art gallery, or City Hall) is provided in addition to the amenity contribution, with a minimum floor area of 1,400 square metres (15,069 square feet). The maximum height in storeys on these lots without such community amenity space is ten (10) storeys.

## 5. High Street Experience

Reinforcing the pedestrian focused “high street” experience along Johnston Road by introducing a maximum height of three (3) storeys for most properties fronting Johnston Road, with a fourth storey permitted only if the top level is set back 2.0 metres from the floors below, and the overall building has a generous setback for planting/patio/plaza area as illustrated in the diagram below:





## 6. Increasing Adaptable (Accessible-Ready) Housing

Adaptable housing design makes future adjustments to enable greater accessibility easier and less costly to provide. While there are increased costs for the builder at the outset, it is far more efficient to make provisions in the original design rather than renovating the unit after construction to incorporate items such as grab bars in bathrooms and reachable electrical outlets.

By requiring that 50% of all homes be designed to meet the Adaptable Housing standards in the Building Code this will help to supply housing that can help residents stay in their own home even as their mobility needs change due to injury, illness or aging.

The Town Centre area in particular is a suitable area for adaptable and accessible housing due to the number of businesses and services within walking distance and the relatively flat terrain.

While this topic has not been explicitly discussed during the OCP Review, the update of the Town Centre zone offers an opportunity to consider including this improvement to the zone. The current OCP policy 11.1.2 (Age-Friendly Housing for People with Disabilities) identifies the City's desire to 'incorporate age-friendly measures that respond to the needs of older individuals and people with disabilities by ... developing design criteria for accessible units and establishing a minimum number of units required to be accessible in new developments.' While "adaptable units" under the BC Building Code are not fully accessible, providing a minimum number of adaptable units will allow for greater conversion to accessible in the future as residents require.

## 7. Continued Requirement for Amenity Contributions

The growth in population resulting from development in the Town Centre also requires that new amenities such as parks and community facilities be provided for the new and existing residents to maintain a livable community. The proposed amendment to the zoning bylaw continues to

require a contribution to the City's Amenity Reserve Fund for any density above the 1.75 FAR base density, which will help to fund future public amenities.

### **Consideration of Impact on Pace of Development**

The City has experienced a large volume of development in the Town Centre area and beyond in the past four years, which will result in both new property tax revenues as well as increased demands for services from the new residents and businesses. The impact of construction activities simultaneously on multiple sites has included road closures affecting access to businesses as well as noise, low availability of street parking, and other impacts to residents. With the construction already underway in the Town Centre (at 1484 Martin Street, 1588 Johnston Road, and 1456 Johnston Road), there will be approximately two more years of construction activity to complete these projects in the Town Centre.

The proposed changes to the CR-1 zone would generally have the impact of lowering the development scale permitted within the zone while specifying requirements (e.g. minimum percentages of affordable units or accessible housing units) that would reduce the profitability of a proposal relative to a project that could be built without such restrictions. The overall effect is likely to be that the pace of development applications in the Town Centre under these parameters will be reduced until market conditions change to allow for enough profit from the overall development to cover the increased costs, or current land owners reduce the price at which they are willing to sell to a developer to a level that allows the builder to proceed with a financially viable project. Developers may also delay submitting new applications in anticipation of future changes that would support a greater financial return and/or develop projects in other cities.

### **Written Correspondence from Property Owners**

As noted in the September 16, 2020 corporate report, staff sent letters to non-strata property owners in the Town Centre area (i.e. those whose properties could be redeveloped without requiring consent from other strata owners) advising them of the proposed changes and offering an opportunity to discuss with staff and provide written comments to staff, with a January 15, 2021 deadline. To date, two property owners have provided written correspondence, and one property owner's representative requested a meeting with staff. The two letters from the property owners are attached to this report as Appendix B and are opposed to the proposed changes.

### **Additional Public Consultation**

In the September 16, 2020 corporate report, staff also indicated that an electronic Public Information Meeting (PIM) would be held to obtain further public input on the Town Centre policy changes, prior to bylaw readings and a public hearing. Council directed staff on November 23, 2020 to reduce the scope of the OCP Review to accelerate the project.

Given the desire to conclude the OCP Review, and the length of time required to advertise for, host, and report back on a PIM, staff recommend that the proposed Zoning Amendment Bylaw proceed directly to public hearing to obtain the views of residents and interested persons on the proposed bylaw, without an additional PIM.

### **Relationship between Zoning Bylaw change and Regional Growth Strategy**

The Town Centre area is identified as an Urban Centre (classified "Municipal Town Centre") in the Metro Vancouver Regional Growth Strategy, and the City's Regional Context Statement states it is the "focus for the majority of future growth over the life of this Official Community Plan and is noted as the City's centre for cultural, civic, economic, and public life in the City."

While the proposed amendment to the CR-1 zone would have the effect of moderately reducing the overall density and therefore population growth related to new development in the Town Centre, staff consider that despite the reduction in density, the Town Centre remains the principal



area for growth and that the City's population projections contained in the Regional Context Statement can still be met at the revised development scale. Further, by encouraging more civic and employment-generating uses and non-strata housing options in the zoning, this will help to promote the area as the centre for cultural, civic, economic and public life.

### **Additional OCP Review Recommendations**

Adoption of this proposed zoning amendment bylaw would address the majority of the 12 Town Centre OCP Review recommendations identified in the September 16, 2020 report, however there are further updates to the OCP Bylaw itself that will be brought forward in a future corporate report(s). These include:

- Heights permitted in the proposed CR-1 zone also being reflected in the Official Community Plan (this could be updated at the same time as the Town Centre Transition areas from the "Building Heights outside the Town Centre", as the height map in the OCP covers both areas);
- Minimum tree canopy targets (including rooftop planting areas as well as planting on the ground level), as well as tree species mix, through updates to the Town Centre Development Permit Area (DPA) guidelines;
- Performance targets for maximum effective impervious area (e.g. 65%), via DPA guidelines requiring applicants to demonstrate achievement through rainwater harvesting, porous paving, etc.;
- Green building strategy, which would be deferred to future years (i.e. 2023 or beyond) due to current resources and a priority for first implementing the Energy Step Code; and
- Bus exchange location – this will require further discussion with the City of Surrey and TransLink, as the immediately adjacent Semiahmoo Town Centre plan area in Surrey is also redeveloping and transit routes/service may change as a result.

### **FINANCIAL IMPLICATIONS**

The City's 2021-2025 Draft Financial Plan includes an estimate of new taxation revenues annually from new developments. These new construction revenues help to offset increasing costs and play a part in keeping tax rates down in future years. For 2022, \$1.1M in new taxation revenue has been budgeted for the completion of developments that are currently underway. Increases for 2023 - 2025 are budgeted at approximately \$700K annually. These estimates are revised in the annual budget process to reflect actual development projects that are expected to be built.

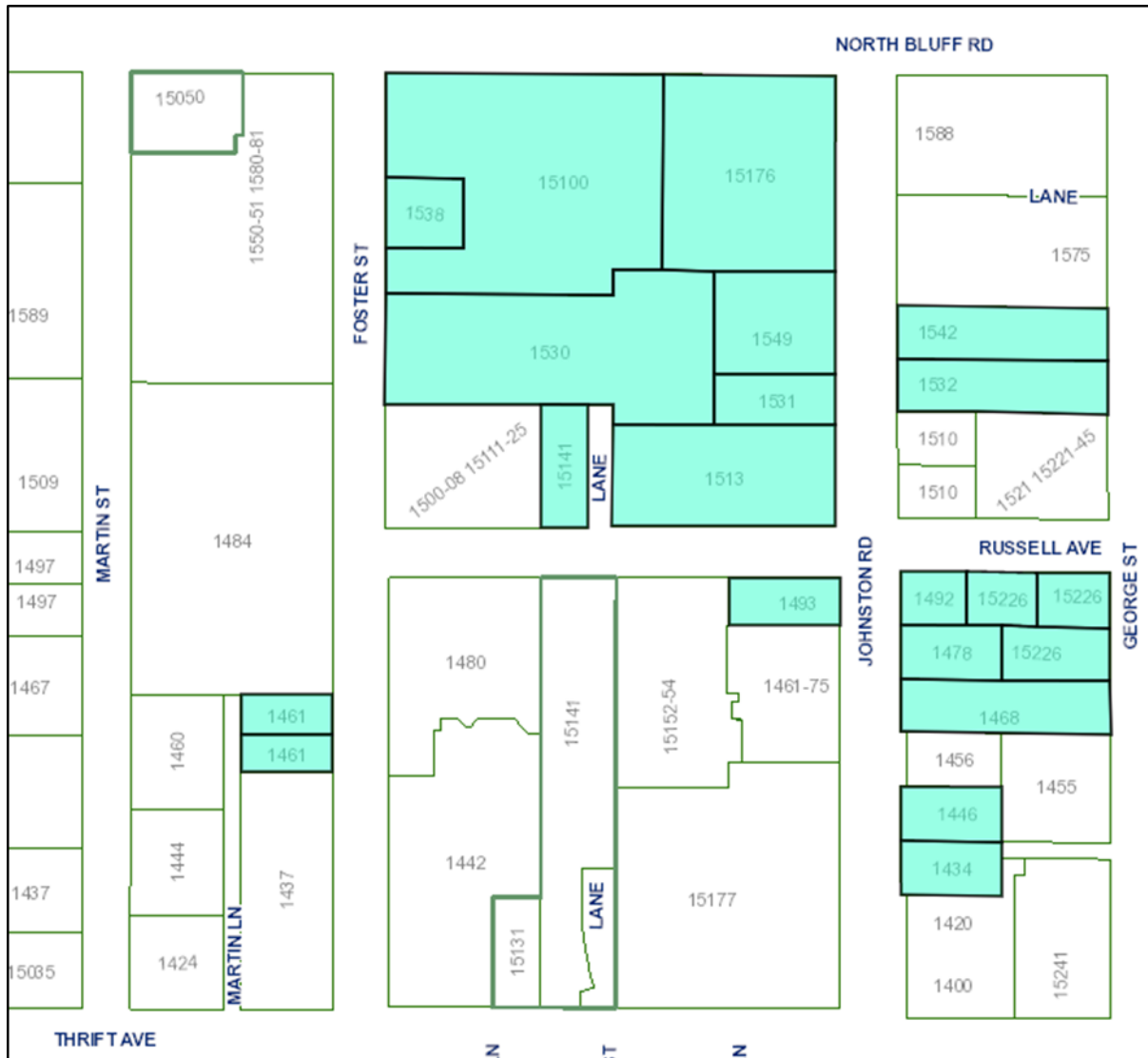
### **LEGAL IMPLICATIONS**

Under section 458 of the *Local Government Act*, compensation is not payable to any person for any reduction in value of that person's interest in land, or for any loss or damages that result from the adoption of a Zoning Bylaw (or official community plan).

As the proposed bylaw changes may have an impact on property values, particularly those of properties which have not been developed to the potential currently allowed in the Zoning Bylaw, it is advisable to provide opportunities for affected owners to share their views on the proposed changes with Council. This was the intent of mailing notification letters to property owners with an opportunity for them to provide written comments to Council as well as meet with staff if they had questions.

While the public hearing notice requirements for the proposed Zoning Amendment Bylaw would not require mailed notification to owners and tenants in occupation, per section 466(7) of the *Local Government Act* (as it would affect more than 10 parcels owned by 10 or more persons), staff recommend that in addition to the general newspaper notification, notice of the public hearing be mailed to the owners of the following 18 non-stratified properties to provide additional awareness of the Public Hearing, as indicated in the following list and map:

- 1) 1461 Foster Street
- 2) 1538 Foster Street
- 3) 1530 Foster Street
- 4) 15100 North Bluff Road
- 5) 15176 North Bluff Road
- 6) 1549 Johnston Road
- 7) 1542 Johnston Road
- 8) 1532 Johnston Road
- 9) 1531 Johnston Road
- 10) 1513 Johnston Road
- 11) 1493 Johnston Road
- 12) 1492 Johnston Road
- 13) 15226 Russell Avenue
- 14) 15141 Russell Avenue
- 15) 1478 Johnston Road
- 16) 1468 Johnston Road
- 17) 1446 Johnston Road
- 18) 1434 Johnston Road



## **COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS**

The September 16, 2020 corporate report to Land Use and Planning Committee summarizes the public engagement that occurred in Phase 2 of the Town Centre OCP Review.

Future opportunities for the public to share their views on the proposed bylaws (Phase 3) may be obtained through a public hearing. If directed by LUPC, staff could host an additional virtual public information meeting on this topic, however that would delay consideration of the bylaws, and it is recommended that the bylaw proceed to Public Hearing after receiving first and second readings by Council.

## INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS

The proposed amendments to the CR-1 zone have been reviewed by staff from within the Planning and Building sections of the Planning and Development Services Department, and the overall recommendations of the Town Centre OCP Review have also been reviewed by staff within the Engineering and Municipal Operations Department. Future amendments that relate to cross-departmental issues such as surface drainage and tree canopy targets will involve consultation with departmental representatives.

## **CLIMATE CHANGE IMPLICATIONS**

The increased requirement for permeability in the proposed changes to the CR-1 zone in the Zoning Bylaw will help with providing additional areas for plantings, thereby modestly helping in the uptake of greenhouse gas (GHG) emissions and reducing the urban height island effect. The recommendations also, however, lessen the amount of development that may be realized in the Town Centre. This, over time, could place pressure on the municipality to support growth in areas that are not as well-served by public transit facilities and the mix of uses which are known to reduce the overall need for private automobile use, being recognized as a key contributor to climate change.

## **ALIGNMENT WITH STRATEGIC PRIORITIES**

The Town Centre Review in the Official Community Plan (OCP) Review is identified as a Top Priority action in the 2021-2022 Council Strategic Priorities.

This action supports the “Our Community” objective of guiding land use decisions of Council to reflect the vision of the community.

## **OPTIONS / RISKS / ALTERNATIVES**

The following options are available for LUPC’s consideration. The LUPC may recommend that Council:

1. Amend the proposed Zoning Amendment Bylaw with items as directed by LUPC, give first and second readings to the bylaw as amended, and direct staff to schedule a Public Hearing;
2. Direct staff to host and report on a virtual Public Information Meeting on the topic of the proposed zoning amendment bylaw, prior to giving bylaw readings. This would delay consideration of the proposed bylaw at a Public Hearing by at least six weeks due to the need to schedule, advertise, conduct, and report back to Council with the meeting feedback;
3. Defer consideration of the proposed Zoning Amendment Bylaw pending receipt of information to be identified by the LUPC; or
4. Direct staff to undertake no further work on the proposed Zoning Amendment Bylaw and provide an alternative approach for implementing the OCP Review for the Town Centre. If Council does not amend the CR-1 zone in the Zoning Bylaw but does proceed with amendments to the OCP related to the Town Centre, a property owner may still apply for a development permit for a building under the existing CR-1 zone, which may go against the intention of policies in the amended OCP but still be legally valid.

## **CONCLUSION**

This corporate report introduces a draft zoning amendment bylaw that would revise the CR-1 zone to reflect the recommendations of the Town Centre OCP Review Process.

Key features of the proposed zoning amendment bylaw are limiting the scale of development by lowering the overall maximum density (the top end lowered 25% to 4.0 FAR from 5.4 FAR) and reducing the overall height allowed and supporting a greater mix of uses by introducing a maximum height of ten (10) storeys for CR-1 properties east of Foster Street and eight (8) storeys west of Foster Street, with additional height (18-29 storeys) supported only in prominent locations where an on-site civic use facility (such as a conference centre, public art gallery or City Hall) is provided in the development.

Additional proposed changes to the CR-1 zone encourage: rational consolidation and redevelopment of smaller properties, greater space for tree planting and better water infiltration, reinforcement of the pedestrian focused “high street” experience along Johnston Road, and requiring that 50% of all new homes be designed to meet the Adaptable Housing standards in the Building Code.

Staff recommend that the draft Zoning Amendment Bylaw proceed to Council for consideration of first and second reading, and that Council authorize staff to schedule the required public hearing, which will be conducted by electronic means due to the current health orders.

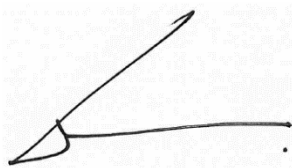
Respectfully submitted,



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

**Comments from the Chief Administrative Officer**

I concur with the recommendations of this corporate report.



Guillermo Ferrero  
Chief Administrative Officer

Appendix A: Draft Zoning Amendment (CR-1 Town Centre Revisions) Bylaw, No. 2376  
Appendix B: Written Correspondence from Property Owners (2)



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



**DATE:** March 8, 2021

**TO:** Mayor and Council

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

**SUBJECT:** Results of Official Community Plan Review Survey – Building Heights outside the Town Centre

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**RECOMMENDATIONS**

THAT Council:

1. Receive the March 8, 2021 corporate report from the Director, Planning and Development Services, titled “Results of Official Community Plan Review Survey – Building Heights outside the Town Centre;” and
  2. Provide direction to staff on:
    - a) proceeding with preparing related amendment bylaws by selecting from the options in this corporate report; or
    - b) deferring to a future Council or Land Use and Planning Committee meeting.
- 

**EXECUTIVE SUMMARY**

On January 11, 2021, the Land Use and Planning Committee received a corporate report introducing survey questions that would be used to solicit the community’s views on how tall buildings should be in specific areas outside the Town Centre (i.e. the areas designated in the Official Community Plan as “Town Centre Transition” areas east and west of the Town Centre, the “Waterfront Village” area, and a portion of the East Side Large Lot Infill area). This survey, conducted primarily on the [www.talkwhiterock.ca](http://www.talkwhiterock.ca) platform and also available in hard copy, is the main opportunity for public engagement in Phase 2 of the OCP Review on this topic. Respondents were given policy alternatives for each of these areas and asked to identify their preferred option (or “other”) and to provide additional comments regarding building heights in these areas overall. The overall phasing of the OCP Review process is outlined below:



The survey was open for responses between January 15, 2021 and February 12, 2021. Approximately 491 unique responses were received: 26 as hard copies and 465 as online responses. While participation in the survey is not random (i.e. participants self-select) and therefore the survey only represents the views of those who engaged on this topic, not necessarily the community as a whole, the number of responses received is considered high relative to other survey topics previously conducted.

The tabulated quantitative results of the survey are included within the in this report, and open-ended (qualitative/written) responses for each area attached as Appendix A. The next step in the OCP Review process for this topic (i.e. the final “Phase 3” of the OCP Review) would involve:

1. Directing staff to bring forward an OCP amendment bylaw(s) that would implement any related policy changes;
2. Consulting with potentially affected persons, organizations and authorities regarding the specific bylaw(s);
3. Holding a public hearing to obtain representations from the public on the proposed bylaw(s); and
4. Considering adoption of the proposed bylaw(s).

Staff are providing the results of the survey for Council’s information. Council may choose to provide specific direction on bringing forward OCP amendment bylaws, or only receive this report and defer consideration of these next steps to a future meeting. Several options for directing staff, if this is Council’s desire, are provided in the Options / Risks / Alternatives section in this corporate report.

It is notable that Council has also authorized the holding of a public hearing for a zoning amendment bylaw related to the Town Centre topic in the OCP Review (including building height revisions), which is anticipated to be held on the next public hearing date of April 19, 2021. Staff consider that it would be practical to complete this public hearing and have Council make a final decision on the Town Centre zoning amendment, and once that has been resolved, to then update the both the Town Centre and outside the Town Centre building heights policies through a single amendment to the OCP.

#### **PREVIOUS COUNCIL DIRECTION**

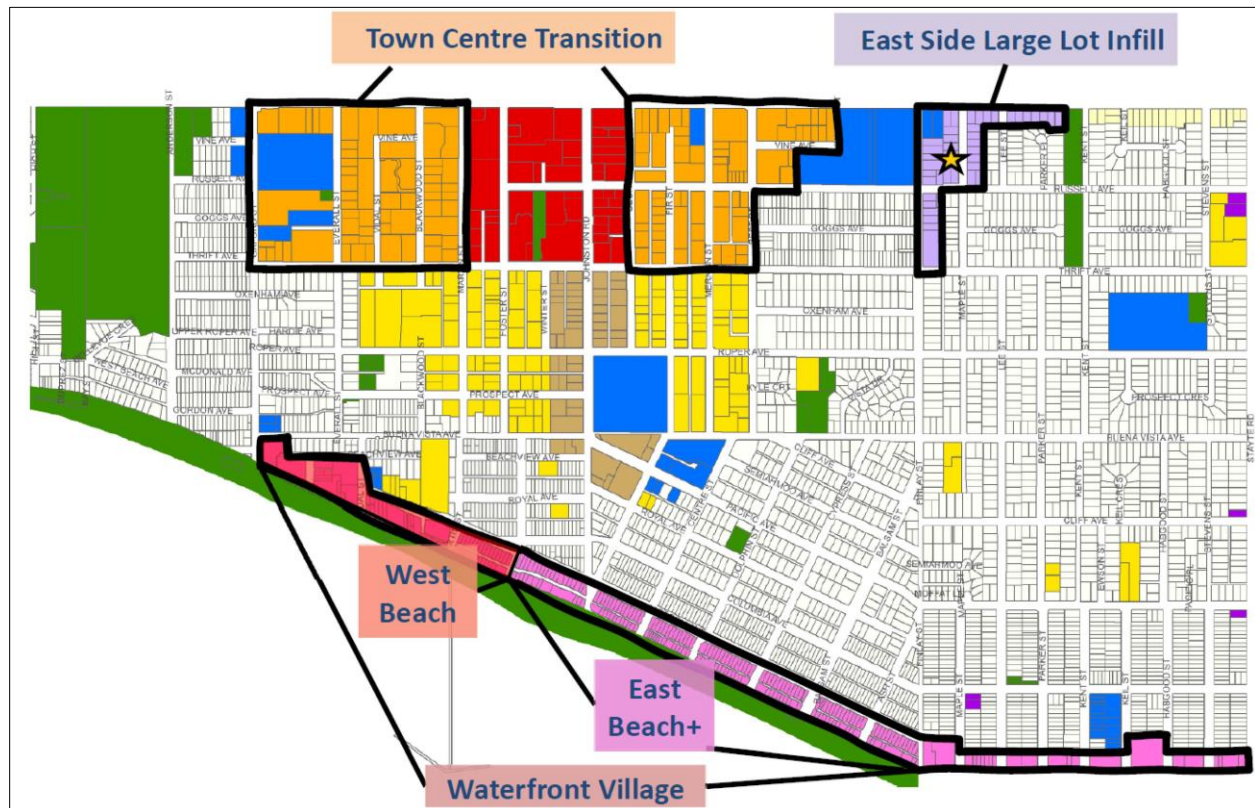
<b>Motion # &amp; Meeting Date</b>	<b>Motion Details</b>
LU/P-011 January 11, 2021	THAT the Land Use and Planning Committee directs staff to break down the information with West Beach as a separate option.
LU/P-012 January 11, 2021	THAT the Land Use and Planning Committee receive the corporate report from the Director of Planning and Development Services titled “Official Community Plan Review – Preview of Phase 2 Public Input on Building Heights outside the Town Centre.”

#### **INTRODUCTION/BACKGROUND**

The purpose of this corporate report is to share with Council the results of the Official Community Plan (OCP) Review survey conducted regarding building heights outside the Town Centre. This survey, conducted between January 15, 2021 and February 12, 2021 offered options to the public in either keeping current OCP policies or adopting a new approach, as part of Phase 2 of the OCR Review. A digital public open house was held on January 14, 2021 to provide a

detailed overview of the survey topic and answer questions from the public; approximately 90-100 attendees were in the open house, and the recording was posted to the City's YouTube channel (<https://www.youtube.com/cityofwhiterockbc>).

The geographic areas of focus for the survey were the following land use designations in the OCP, also identified on the map below: Town Centre Transition, Waterfront Village (both East Beach and West Beach), and East Side Large Lot Infill area (specifically the site beside the 'Altus' building east of the Peace Arch Hospital).



### Overall Survey Response

491 survey responses were received: 26 as hard copies and 465 as online responses. While participation in the survey is not random (i.e. participants self-select) and therefore the survey only represents the views of those who engaged on this topic, not necessarily the community as a whole, the number of responses received is considered high relative to other surveys previously conducted in the OCP Review.

Respondents were asked how they heard about the survey, with the following responses:

- Word of mouth: 40%
- City website: 35%
- Social media: 28%
- Mailout flyer: 35%
- Other (e.g. Peace Arch News, etc.): 8%

Participants were also asked to identify their location, with the following responses:

- White Rock (Town Centre Transition areas): 39%
- White Rock (West Beach): 16%
- White Rock (East Beach): 8%
- White Rock (East Side Large Lot Infill Area): 4%

- White Rock (Other): 24%
- Surrey: 6%
- Other: 4%

The quantitative results of the survey (i.e. the number of respondents supporting various options) are included in the sections below. The written (qualitative) comments for each section are included as Appendix A.

One of the hard copy responses received contained the signatures of an additional six households indicating support for the options selected by the primary respondent. While this written response is attached as Appendix B for transparency (with personal contact information redacted), for the purpose of the numbers below it is counted as a single response.

A corporate report dated January 11, 2021 outlining the details of the policy options is attached as Appendix C for reference.

#### Town Centre Transition

This area had three options presented:

Option A is maintaining existing height policies, Option B is a “medium” option in reducing permitted heights and density, and Option C is a “low” option in reducing permitted heights and density.

Of 491 responses, these are the total responses:

- Option A: 159 (32%)
- Option B: 94 (19%)
- Option C: 213 (43%)
- Other: 20 (4%)
- No Opinion: 5 (1%)

#### Waterfront Village (West Beach)

This area had two options presented:

Option A maintaining existing height policies (i.e. 4 storeys allowed generally throughout the area) and Option B which would allow 3 storey buildings generally, with more than 3 storeys only being allowed where the top of the building did not exceed 3.5 metres above the highest point on the edge of the lot.

Of 491 responses, these are the total responses:

- Option A: 191 (39%)
- Option B: 236 (48%)
- Other: 44 (9%)
- No Opinion: 20 (4%)

#### Waterfront Village (East Beach)

This area had two options presented:

Option A maintaining existing height policies (i.e. 4 storeys allowed generally throughout the area) and Option B which would allow 3 storey buildings generally, with more than 3 storeys only being allowed where the top of the building did not exceed 3.5 metres above the highest point on the edge of the lot.

Of 491 responses, these are the total responses:

- Option A: 188 (38%)
- Option B: 242 (49%)
- Other: 33 (7%)
- No Opinion: 28 (6%)

#### East Side Large Lot Infill Area

This area had two options presented:

Option A maintaining existing height policies for the properties east of the 12-storey ‘Altus’ building under construction (i.e. 3 storeys in a ground oriented townhouse form) and Option B which would allow 4-5 storeys as is currently proposed by the property owner in an active rezoning and OCP amendment application.

Of 491 responses, these are the total responses:

- Option A: 219 (45%)
- Option B: 200 (41%)
- Other: 28 (6%)
- No Opinion: 44 (9%)

#### **Next Steps**

The next step in the OCP Review process for this topic (i.e. the final “Phase 3” of the OCP Review) would involve:

1. Directing staff to bring forward an OCP amendment bylaw(s) that would implement any related policy changes;
2. Consulting with potentially affected persons, organizations and authorities regarding the specific bylaw(s);
3. Holding a public hearing to obtain representations from the public on the proposed bylaw(s); and
4. Considering adoption of the proposed bylaw(s).

Given the extensive open-ended comments that were received on this topic, Council may choose to defer the topic to a future Land Use and Planning Committee meeting to allow additional time to review and consider the submissions.

Alternately, Council may direct that staff prepare an amendment bylaw for the Official Community Plan Bylaw, with specific direction as to which option for each area the amendments should be based on (other an alternative approach). It is notable that for all four areas, none of the options presented achieved greater than 50% support of the respondents.

In considering Council’s options for moving forward, staff offer the following policy reflections:

1. Affordable Housing Supply: Council may establish height limits that apply generally for strata/market-based developments and incentivize more affordable housing supply by allowing additional height and density for projects operated/owned by a non-profit organization.
2. Energy Efficiency / Emissions Reductions: Council may consider establishing lower height limits for a specific period of time (e.g. 10 years), to continue to allow smaller buildings, with direction to review the limits when new buildings are required to be Net Zero Energy ready in the BC Building Code. This would allow potentially larger buildings with a long life-span to have a reduced impact on emissions and energy use.



### **FINANCIAL IMPLICATIONS**

New buildings result in new property tax revenue and development fees, as well as increased costs for providing services to the occupants.

### **LEGAL IMPLICATIONS**

The *Local Government Act* mandates specific consultation that must occur with an amendment to an Official Community Plan, and Council Policy 512 “Official Community Plan Consultation” outlines the City’s approach to this consultation. While the OCP Review process has included early opportunities for input, once a draft amendment bylaw has received first and second readings staff will ensure that any further consultation requirements of the LGA and Council Policy are undertaken prior to a public hearing.

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

This report shares results from a survey that received approximately 500 total responses. While the online and hard copy survey approach does not provide a scientific sample of the entire population, this level of engagement is relatively high.

### **INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS**

The Communications Department assisted with the mailout and advertisements related to this survey.

### **CLIMATE CHANGE IMPLICATIONS**

Not directly applicable. The environmental performance of buildings (i.e. energy use, occupant propensity to drive) depends on many factors beyond height and density.

### **ALIGNMENT WITH STRATEGIC PRIORITIES**

Under the “Our Community” theme, the Review of the Official Community Plan (OCP) is a Top Priority project to assist in achieving the objective to guide land use decisions of Council to reflect the vision of the community.

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

The following options are available for Council’s consideration:

1. Direct staff to bring forward a draft OCP amendment bylaw that would revise the Official Community Plan to establish maximum building heights based on the option with the highest survey responses in each area: Town Centre Transition Option C, Waterfront Village (East and West Beach) Option B, and East Side Large Lot Infill Area Option A (i.e. no change);
2. Direct staff to bring forward a draft OCP amendment bylaw with specific direction provided by Council; or
3. Direct staff to defer bringing forward a draft OCP amendment bylaw until a decision is made regarding the Town Centre CR-1 zoning amendment bylaw.

## **CONCLUSION**

The corporate report shares the results of the Official Community Plan (OCP) Review survey conducted regarding building heights outside the Town Centre. This survey conducted between January 15, 2021 and February 12, 2021 offered options to the public in either keeping current OCP policies or adopting a new approach, as part of Phase 2 of the OCR Review.

Given the extensive open-ended comments that were received on this topic, Council may choose to defer the topic to a future Land Use and Planning Committee meeting to allow additional time to review and consider the submissions before proceeding.

Alternately, Council may direct that staff prepare an amendment bylaw for the Official Community Plan Bylaw, with specific direction as to which option for each area the amendments should be based on (other an alternative approach).


Respectfully submitted,



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

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

I concur with the recommendations of this corporate report.



Guillermo Ferrero  
Chief Administrative Officer

- Appendix A: Open Ended Comments from Building Heights Survey (by Area)
- Appendix B: Hard Copy response with Multiple Signatures
- Appendix C: Corporate report dated January 11, 2021 titled “Official Community Plan Review – Preview of Phase 2 Public Input on Building Heights outside the Town Centre”

## **APPENDIX A**

### Open Ended Comments from Building Heights Survey (by Area)

#### **Do you have any further thoughts about building heights in the Town Centre Transition areas?**

- No age restriction and More rentals needed!!!! So tired of "no rentals allowed... this is my main reason for the vote of more height and size!
- The tall the buildings the lower our taxes. More big box stores to shop and places to go.
- The actual development disruptions have spoiled our tiny little city. Noise and dust, speeding and noisy traffic and lack of parking on side streets is inexcusable. Blocked sidewalks and confusing road closures make it near impossible to navigate. Stop building and you won't have to worry about heights.
- Affordability and below market rent definitions seem to be considerably above mean average income resp. above affordability and would need adjustment, as they provide the basis of builders height allowances.
- White Rock needs more housing... if we restrict heights too much, it will be very hard to respond to the communities needs.
- Staggered heights to the south - highest at North Bluff
- This is the area that is most appropriate for higher buildings which will give us an increased tax base and provide more commercial business options.
- Please do not approve any more buildings over 6 stories in the Town Centre Transition zones. I say this since natural habitat is lacking in these areas as large building are constructed. We need to respect existing tall, older growth trees in these areas of White Rock. The environmental and social benefit are immense when these natural green spaces are protected. This is very difficult to do with these types of developments although The Beverly at 1501 Vidal St. is a good example where natural environment has been preserved to some degree.
- 1) Taller buildings - as long as they are confined to specified areas in the town centre should be built with sufficient space between them to allow for sunlight on the paths below and views for neighbours.  
2) Any height limits specified in the OCP MUST be enforceable otherwise there is no point doing all this work and having an OCP.  
3) Whatever height, the streetscape should provide for a more intimate feel for pedestrians, i.e. not rising to max height from the edge of the property.
- We need the density to service the stores and restaurants. Also with limited land W.R. needs the height for tax revenue to continue to be its own municipality.
- I believe its important to add more building stock to the city to increase tax revenue and to create more housing.

But this has to be done carefully because once high rises are approved and built there is no turning back. One tower sets a precedence for another and yet another.

In the past decade or more developers in British Columbia have been like another level of government - provincial, municipal and then developer. The business of development is slick, profitable and aggressive. The goal is to make as much money as possible and then move on to the next neighbourhood. Its relentless. Its a high stakes game that profits the developer, realtors and investors.

The towers that have gone up recently in White Rock are too high. It would have been nice to see a cap at 8 floors rather than the 18 plus that have gone up on Martin and on George Street. There is a "Vancouver West End" vibe coming to the area now that is out of step for White Rock. Some communities are more attractive and more livable with low rise buildings, such as Steveston and Ladner. Sadly White Rock was one of those communities.

- Globally high rise construction is down 20% due to pandemic and people seeking single family residences. Vancouver vacancy rates are increasing. higher buildings regardless of hgt. should take into consideration the overall design. just saw the cedar tree shaped artists drawing for the new vancouver high rises. These are a bit much but innovative. Lets get something interesting built not just boxes with timbered entries and bright coloured minimal paint. Also too much glass is becoming blinding and I'm sure the MIGRATORY birds are feeling the pain. we are currently creating an extreme wind tunnel by the extensive clearing of trees both commercial and residential. There is no longer a stop point for the coal dust on the hillside and blows directly into the house. Also council should study the shade factor which can create black ice. has anyone considered the snow removal costs into the yearly budget. Nothing like wearing a winter coat during the summer months which is already common. No longer 'sunny white rock'.  
On any building there should be a solar collection for electricity. eg. the high rise on George is soooo hot with no unit AC that the tenants all leave their doors open to the common hall and use fans to blow the building AC into their units. Note it doesn't help...you break out in a sweat immediately. All blinds are closed to block the sun. so much for height to get the view.
- We do not need to live in a concrete jungle and walk in canyons. Keep building heights at 4-6 stories. White Rock is dense enough and does not need to densify. Instead, we need more green space and trees!
- White Rock is a small city. Each street is different & unique both in topography & existing structures. No subdivision type lots. That is the beauty of the city & this "one of a kind" streetscape should be visited by all elected councilors & planners before any major projects are approved to ensure they "fit in" with the existing properties whether newer or older. Do we really want to become a "bedroom community" for surrounding cities or do we want to preserve and improve ourselves as a sought after seaside community where many want to live & contribute to life here?
- The current heights on Oxford St (Evergreen Baptist and Fantom) seem to be in keeping with the tree heights. I'm concerned with the 24 and 21 storey towers approved for IOM. These seem to be ridiculous heights in what is primarily a single family home/townhome neighbourhood.
- There are quite enough high rise in Towncentre .
- Concerned higher density will cause over crowding/use of infrastructure (roads, sewage capacity, etc)and use more water than the City can supply, requiring connection to Surrey's water supply.
- Thanks for inviting input. I've long been concerned about the very high buildings going up in the Town Centre. I don't feel White Rock has the infrastructure in place to support this level of population density ...
- No more "Foster Martin" travesties on my street (Martin)
- Some smaller lots exist which will need higher density if redevelopment is going to happen for aging buildings inside the Town Centre Transition Area.
- I think it would be beneficial to the future of the city if the majority of low, mid & high-rises have the ground floors accommodating commercial & retail space.
- White Rock needs to maintain the older buildings below Thrift to provide more affordable options
- There are many old buildings, both rental and strata, in the western section of TCTA and most are 4 storeys. It will likely be prohibitively expensive for developers to assemble these sites and replace with "affordable housing" units if the height limits proposed under Option B or C are in force.
- This is White Rock, NOT West End
- I live in this transition area. I am already impacted from the height of the Foster Martin project blocking my light and the third building is just coming out of the ground. The traffic is so bad that it is impossible to make a right hand turn on North Bluff and also due so any cars parked on North Bluff. It takes much time to get out of my area because of the construction in this zone. These high rises take years to build compared to months in building the low rises.
- Low rise; green space; low income housing & housing for persons with disabilities.

- Keep the highest buildings along North Bluff Road.
- Don't mind the heights as long as the infrastructure is there to support higher density.
- Our roads, schools, and hospital are stretched already. Massive highrises and traffic calming measures are going in at the same time in the same area - oxymoron! We already have to avoid the TCT due to traffic congestion and we're dreading the day hundreds of families and cars move into the new highrises at Thrift and Johnston.  
Residents of several municipalities are crying out for a moratorium on development - please listen. Less space for people affects their mental health and wellness. Please stop cramming more people into our tiny municipality so we don't have to join Surrey for more resources like water. Tell developers to take their money and hit up larger municipalities with more land space and area options instead of destroying the views, peace, and tranquility of our tiny corner just so they can make more money off water views which really aren't affordable but reduce the values of our homes if you make it so. We feel affordable housing options are more suitable for larger municipalities. Resist greed and think long-term - resist developer's pursuit of their own wealth at the expense of ours. What's wrong with saying "we're full?" People who want to move here should go where there's more room for them - into growing communities, not full communities. South Surrey is already turning into another Walnut Grove and more traffic lights are coming. Our land is being eaten by greed.
- Townhomes would be fantastic to have outside the town centre on quiet streets like Vidal, Everall...
- Let's not become Port Moody.
- I am open to all creative ideas to address the need for affordable rentals in perpetuity. Much of the area already has heavy traffic use, especially with the multitude of private garbage and recycling trucks, so modest homes with purpose built rentals would address congestion while also providing affordable rental space and a range of housing options.
- The lower the better to maintain the community look and feel.
- We are two 32yr old new residents to WR and believe large buildings by city centre to be good for the area (brings residents, helps with city revenues, doesn't block existing views, promotes a downtown centre feel)
- Maintaining the current OCP will allow affordable rental buildings to become present within the community
- White Rock needs to do its part to provide more housing in Metro Vancouver, both to existing residents (such as older people who want to transition from a single-family home to a condo) and new people who want to move to our community. The only way to tackle sky-high housing prices in Metro Vancouver is through a combination of reducing speculative demand and increasing housing supply. The Town Centre is the perfect place for larger towers, as it is well-served by transit and within walking distance of many shops and services. Even market-rate housing without lower-income units helps everyone by reducing pressure on the remaining housing stock. For example, a high-income senior who moves into a condo tower is no longer overhoused in a single-family home or competing with lower-income residents for rentals.
- I would like to see developers contribute extensively to green space walking and cycling access and attractive lighting waste management on lanes streets and through ways. I like the new waterfront development and the area around the boss buildings is ok but I am Unaware of how Foster Martin and Altus are improving the surrounding areas
- Nothing above 3 below Thrift.
- Currently there is too much large construction going on. Too many Large Trucks, creating Noise, Bad Air & too much traffic congestion. We need to have a relaxation period in the construction to assess the neighborhood.
- Whatever is decided, the street infrastructure needs to improve. It's already getting dangerous to pull out onto Thrift.
- My concern is the lack of daylight and wind tunnels. Also the increase of traffic.
- All in Opinion 'A' should be 4 or better stories taller. From the looks of things, Surrey will be going even taller, and we'll end up being the poorer cousins once again.
- I would say 6 stories but I don't trust the government & developers they will always choose higher. Let's not become a concrete city of high rises & lose our sunshine & have nature become a concrete planter.



- High density should be concentrated along North Bluff. I think it is too late to restrict heights in town centre as so many buildings have already been approved. Below Thrift I would like to restrict buildings to 4 stories.
- I believe that it is critical to White Rock's future is ensuring availability of suitable housing options to serve the community. It's important to increase Rental availability for the white rock community so as to continue to accommodate all of White Rocks current and future residents. Additionally, maintaining the current OCP will allow affordable rental buildings to become present within the community.
- volume of traffic, parking currently is busy, adding higher towers will only increase this with little option to improve infrastructure. These areas already have newer buildings in the 4-6 storeys, and or town houses, this creates a very scenic vista not a concrete jungle.
- Keep buildings over 4 stories north of Thrift. Make building height maximums absolute.
- The promenade needs further upgrades on east beach. Need land reclamation for a bigger path
- In the town centre itself, I have heard rumors that potential development of high-rise buildings would be 36 stories! This is definitely not acceptable. What were the results of all the meetings held in 2019 regarding development of the town centre?
- my concern is the current road infrastructure. These 1 lane roads that travel through most/all of White Rock were never intended to hold this much traffic. As it is Thrift has become a thoroughfare with people speeding up and down it to avoid North Bluff. Transit is at capacity.
- I'm not so much concerned about building height as I am about population density. At almost 4,000 people per square kilometer in this little city, how many more people can be accommodated without adversely affecting everyone's quality of life? I would, however be in favour of much more purpose built affordable rental housing. People who work in the area should have the opportunity to live here. Less commuting improves everyone's quality of life through less congestion and lowered emissions to name just two.
- The height of new buildings in a neighbourhood should not exceed the height of established buildings. This is very important to ensure the special character of each neighbourhood.
- It seems going down Johnston road below thrift is limited more than necessary (i.e., dropping from 16 to 6???). And provides no real benefit, aesthetically or otherwise. Why not decrease heights more gradually. I.e., going from 16 to 12, 8 gradually down 6 at five corners (pacific/buena vista).  
It's already a corridor and it would help to put more viable businesses down the slope. Right now that strip is downgraded beyond repair without more incentive for developers to put in more \$\$\$ and they'd have to build up the infrastructure.
- We should be planning for the future of White Rock, not today's "opinions" of a few. Many residents don't want high density because they feel this increases the price of end product when in fact the lack of available housing choice is what creates the increase in price.
- The current OCP was well designed and well thought out. It should be kept as is
- I don't think any building higher than 4 below thrift including the south side of thrift
- We have enough high rises already. Let's try to keep some of our views and quaintness!
- Are we really trying to turn these areas into mini downtown Vancouver copies?
- This area is fast becoming a concrete jungle, downright ugly in my opinion, far too much concrete and glass, no ambiance, no greenery, no connection to white rock and the sea. This area could be "concrete jungle anywhere town"...looks like everywhere else.  
Very disheartening.
- As an "end of the road" destination, White Rock cannot handle the additional traffic of very high densities - there is no room for any overflow on the streets which are already clogged with cars
- Tree preservation is also important for birds and wildlife
- No need to go to skyscrapers on North Bluff
- The current OCP allows our city to grow and provide more traffic and important customers to local owned businesses in the City
- I am concerned about as much about the esthetics of moving away from the current plan as well as the impact on changing the current plan when developers have invested in acquiring

property that will have a return on investment congruent with the long term vision of the City of White Rock. Our City requires an expanding tax base to continue to meet infrastructure expectations and confounding the real estate marketplace with OCP plans that wildly fluctuate in a short period of time is counterproductive to progress.

- Any changes in the OCP Transition areas should reflect the majority of existing homes in height, density and design. Look at the potential building lot, within 100 meters of the perimeters, any proposal should look to fit into the current heights, density and design. Including the enhancement of green space.
- It seems that all three building height proposals are flawed when you are trying to say that let's keep 8 stories west of the hospital, and put a completely out-of-place 13 story building east of the hospital. How is that a transition?
- we need the tax base
- The monstrous buildings already in place have turned White Rock into another Richmond or Metrotown. No rid to destroy the charm of the town by the sea.
- max 3 stories south of Roper
- Downtown looks great, keep it going
- Please consider adding language like, "All efforts will be made to preserve view corridors when considering building footprint location on the site." As an example, the Foster Martin buildings could have be sited better so that despite their height, the people in existing condos to north could have at least maintained their view corridor down the north/south streets.
- Option A at a Minimum. I believe we need development in White Rock and the current administration has stopped what the previous Mayor and Council was achieving so well. Please embrace similar attitudes as the previous Mayor and Councilors.
- It's not just about height and views it's about population density. How will more people impact our resources? During the Five Corners condo fire a few years back we had to pipe water in from Surrey because our infrastructure is already taxed to the max.
- Along North Bluff Road, the building height shall be kept as high as the existing OCP, so the "tent "-like skyline from town center to transition area looks very beautiful. We have an established business in the City and definitely hopes more professional families can move to our city to support our local business. The current stock of rental buildings are too old (40-50 years) to satisfy young professional families and current new sales units are too large to satisfy diversified demands. We need diversified development in the city and higher density with height along North Bluff road to meet our demands.
- I am concerned about the vastly increasing density and how that will affect city transportation and other city services.
- I think that the building heights should be taller than 18 stories in the west transition area because it actually supports that kind of density. This area consists of big lots and is the only area that really supports the growth. It is near shopping and transportation. Surrey has already increased density in this area north of this area so I believe White rock should do the same. Everall Street needs more density becuae it can actually support highrises becuae it consists of single family houses on large lots.
- Build affordable housing
- I really want the higher building heights because it makes it economically viable to tear down older low rise buildings that are in great need of replacement. This benefits the community by providing more accessible housing as three storey walk-ups are limiting for seniors.
- Stop overpopulating our small town that is already crippled at providing the necessary services adequate for quality of life.
- The City will be under construction for years if more towers are build with little regard to infrastructure in our small town .  
Everything is changing the liveability in WhiteRock for the residents. Why is the whole town being rebuilt in such a hurry. How much can the people tolerate.  
How many years of constant noise , traffic issues, parking problems, toxic pollutants are fair to inflict upon the tax payers, the senior seniors. Many of whom built this town . Every major build has affected the businesses around its viability and ability to stay open .
- Keep as is.
- Keep it low. Keep it green. Keep density low.

- I would support even taller buildings for our town centre before I would support any reduction in height limits.
- No more high risers please!
- I think building heights should be tall because we ended up scaring the developers away from white rock
- The City needs to be more pro-active in design guidelines so as to not allow bland towers to go up. Buildings like the Beverley and Foster Martin are far superior to some of the other towers recently constructed. There needs to be some vision in terms of what the skyline might look like.
- I have been a resident / owner in the Crescent Beach , South Surrey & White Rock areas for over 35 years . The rapid development to the north and south east on the peninsula is rampant! There is no rhyme nor reason and the population is exploding ! We do not have the infrastructure to support the growth !  
WR is a gem and has the potential to be the Sausalito of South Surrey but not by destroying the views and increasing the population! Extreme consideration and consultation with the residents who already reside here must be your number one priority! ALSO - goband talk to the West Vancouver Council - they are redeveloping Ambleside ! The demographics are very similar to WR . The owners like us want views maintained and manageable development! They are working with their residents not against them !  
There is no reason for the WR Council to reinvent the wheel !
- I would support increasing heights in these areas -- there is not an option for this in the survey -- given how density is a more eco-friendly policy I feel like White Rock could do more to increase density in our City. There are many good ways to increase density and the areas highlighted in option A are good places to do this.
- Tall building height/increased density is OK if balanced by providing adequate parking. The problems arise where developers are permitted to reduce supplied parking with increased density. Parking should be mandated as not owned by individual strata units but shared...
- Not only are the apartments too high, they are too close together choking off all the sun and ignoring the shade corridors. Option B is too low and Option A is too high. I do like the wide sidewalks and I do hope we see more open spaces and plazas woven into the design of the high rises. Too dense and too high with little regard to people places and options for social gatherings and open spaces
- I feel existing residents who have paid top dollar to live in the area should not suddenly be faced with the prospect of a multi unit tower being built next door which would effect their livability and enjoyment.
- It's important to keeps heights proportional to how close to the road the buildings are being built. If they are going to be taller than 6 stories the building footprint should be smaller/narrower. Light is able to filter down into the street area more readily. We don't want to become like New York city with large and tall buildings which block sunlight reaching the ground.
- In my view the previous OCP represented an agreed set of heights for the town center and transition areas that were appropriate following a lengthy process of consultation and public engagement. However, previous councils have consistently approved heights outside of what is outlined in the OCP, and this has undermined the whole process. Unfortunately, at this point, given currently constructed and proposed/approved building construction heights, I don't think that options B and C will be consistent visually or practically since there is so much that is already outside of these proposed limits. I think it is appropriate to utilize the previously agreed heights in Option A, provided that these are "absolute limits".
- There is no need for a small community to have a bunch of high rises. Look what a mess the west end of Vancouver is. Horrific.
- Not only should thought be given to max heights in the Town Centre, but should include the need to provide view corridors so in an area of 4 storeys, the views should not be interrupted by buildings of greater heights. The motto of White Rock is " City by the Sea" and it is getting time that the OCP reflects this on an as broad as possible basis.  
At this time, we have a mismatch of planning objectives in all of White Rock and as possible should this extend further to at least 24th Avenue and integrated with the OCP of south Surrey. Planning does not end at municipal boundaries and horrible examples are all over Metro Vancouver like Boundary Road between the city of Vancouver and Burnaby.

- Town Centre transition area , particularly along North Bluff Road shall keep highest buildings as existing OCP proposed. Our business in town centre and waterfront area needs more residents' support to make them survive and prosper. As well, the height of buildings along North Bluff road ( North Boundary of the city) will not negatively affect the view of adjacent neighborhood.
- I have read in other reports that when we have lower heights there is a trade off between height and FAR and therefore with lower buildings greenspace and setbacks are often lost. This is a concern as it is important in ALL cases to ensure we maintain setbacks and green space (grass especially). Our OCP frequently recommends limiting lot coverage, ensuring underground parkades setback to allow natural drainage and yet this is not evident in any of the current construction. If we have an OCP lets follow it.
- I support building height limits up to 30 storeys in the TCT area
- When do improvements in services for citizens happen?  
Hospital, medical doctors, dentists, groceries, other goods and services?
- My main concern is that transit , roads and services are not adequate to service high density
- Tier the heights as you move away from the town centre
- Maintaining the current OCP will allow affordable rental buildings.
- I wonder about the capacity of services such as water and sewage to handle the current 3 buildings on Foster/Martin, which will be 26 stories each. White Rock's water quality (TDS) is 150-170, a whopping 3 times that of Montreal, and 5 times that of Victoria. Building bigger buildings will eventually over run our essential services. Also, the traffic in the Thrift/North Bluff/Johnson/Martin area is already congested. I hate to think how bad it will be once these 3 buildings of 26 floors will be occupied. Enough with the high rises in White Rock! The roads and utilities can't handle more people! These high buildings are an eyesore on the landscape of our town.
- Building height bylaws should change over time moving from the Town Centre progressively to Marine waterfront at the same maximum height to protect existing views and investments of the property owners. Its is likely over time that 25 storey buildings will be needed all the way to the sea to house the growing population.
- South of North Bluff building should be limited to 3 stories max
- No more than 6 stories anywhere in White Rock. And more affordable housing. Not everyone here can afford the ridiculous prices in all these big towers.
- Please keep the hospital parking lot on Vine as a parking lot. No building on this lot and fees should be lowered or no fees at all.
- Keep white rock a community for families without bustle
- Our street is not suited for any more tall buildings.
- Building a dense area that has shops and services in walking distance will benefit us all
- The 4 storey max south of Thrift Ave should NOT have a 6 storey option. This option gives developers a chance to make endless legal challenges to the OCP. Make a plan and enforce it.
- No more high rise. Our infrastructure will struggle with the high rise built or underway.
- Keep lower heights in the lower town center for light and views
- Surrey will be developing Semiahmoo Mall with high rises and I worry about the shadow effects around 152/North Bluff and in the transition area. I also worry immensely about the increased traffic and the safety of seniors who walk in this area. Cars frequently speed along North Bluff. When driving I avoid turning right onto North Bluff from 152 as I am afraid I will hit a pedestrian. It is a scary corner.  
I think White Rock needs to be very careful as to what they allow to be built in all areas of the city.
- Having moved from the West End in Vancouver, I know how much shadowing occurs when buildings get higher. I really appreciate the need for greater density for a variety of reasons, but hope that could happen in a more generalized way - more low-story buildings over a wider area rather than the high rises. I have been in cities in the world where that is the norm and it seems to make for a more liveable city.

- There should be nothing higher than 12 storeys in town center and no more than 4 storeys everywhere else
- Higher heights across a larger area will let the rest of white rock stay a single family homes.
- In order to achieve denser population we must first think about the services required for the increase in population. (Roads, schools, healthcare, etc.) Driving in White Rock right now is a nightmare with all the construction projects under way.
- Info structure doesn't support more high rises than currently under construction which has turned the Town Centre into a cold concrete jungle. WR doesn't have the hospital, roads, police, fire department etc to even support what we have now.
- Building should have part commercial and residential
- I am fine with it as long as we do not go higher than stated - should be in OCP
- I do not want to see anything above 6 stories west or east of the town centre. The TCT area should be no higher than 6.
- I think they could be higher especially along North bluff
- What drew us to White Rock was the view and the fact it did not resemble a typical Downtown environment. Allowing hi rise development will significantly change that look and feel. While I realize there is no way to go but up to increase population density, it changes the dynamics too much.
- Adequate off-street parking MUST be included. Below-market value incentives are a good idea as a trade-off for increased density.
- There should be nothing higher than 12 stories on North Bluff and nothing higher than 6 stories in the rest. We don't need any greater density. The Town Center is already creating too much density for the parks and recreation facilities and other amenities. We have been living in a construction zone for 5 years now and it is getting very tiring. If I were 10 years younger I would sell and get OUT of White Rock and Surrey. Sadly at 80 I am probably condemned to staying and watching the destruction and overcrowding.
- Parking should be heavily considered when deciding on building heights. Parking is already problematic, adding density compounds the problem.
- Option A but it should be absolute max
- Town Centre should be the tallest with TCT being the bridge between the existing single family residential neighbourhoods. I really like the tent like context city officials presented for North bluff Road. This tent ought to continue along north bluff with 3 story townhomes past the TCTs as well.
- I think higher building height is important for the development of our town and economy. As a younger resident of White Rock, condos are more affordable and make home ownership in our beautiful town a more realistic prospect. More people will also increase the captive market for businesses and help our economy to flourish. Development and new buildings are important! Let's not keep White Rock stuck in the 80s!
- I don't think building height is necessarily the most important issue. The apparent mass of the buildings and their placement is often more important. Well-spaced tall thin buildings can be less obtrusive than shorter fat ones and tall fat ones too close to their neighbours are the least desirable of all. Miramar Village provides a reasonably good example of the former while the Foster Martin project is shaping up as an unfortunate example of the latter. There the buildings are excessively massive, are too close to each other and are far too close to their neighbour to the north. Tall thin buildings, in comparison to much lower but equally dense ones, will allow greater areas of green space between them. On newly developed sites the green space will allow the planting of large evergreens which, as they mature, tend to lessen the impact of the tall buildings on their surroundings. The relationship of Bryant Park to the Miramar and the stands of mature trees adjacent to The Beverly are good examples of this and while such trees obviously take a long time to grow, in the long term they make the presence of tall buildings less imposing while gaining the advantages of the increased density. None of the above is new insight; it has been demonstrated for decades within the Metro region and throughout much of the world.
- Just 4 to 6 stories
- Encourage colorful pedestrian friendly landscaping for all seasons with value added fruit trees, berries and vegetable gardens. Provide information to land owners/family assets/estates with links to Federal/Provincial incentives for selling/donating land to non-



profits and partners to replace old inventory with social housing/market rental mix complexes with name rights. Approach affluent benefactors to be in a pool/roster to be informed of opportunities.

- No exceptions. Create a bylaw requiring massive fees for exceptions
- As we all know (at least those of us that live in the Town Centre) the construction causes great wear and tear on the present infrastructure. Along with that there is the constant noise pollution (sometimes past hours), congestion on the roads, and lack of parking due to the construction workers parking all through our neighbourhoods, sometimes illegally. Then of course there is the looming spectre of the centre of White Rock being perpetually in shadow. However, progress is inevitable, so....
- Heights should not be any higher than what is presently there now. Going forward, we want to keep White Rock unique. We have already lost that with the high rises that have been built or are being built. We do not need to add to that. We voted this Council in for their platform of no more high rises. Please listen to that.
- I feel that White Rock is more than dense enough already. Traffic is much busier and grocery shopping is crowded. In a city that could have capitalized on a "seaside" feel, it's become a "westend" feel. Why? Apartments up to six stories would provide adequate housing. I'd be curious to know how many suites in the high rises would be occupied by regular members of the community. The obsession with density has ruled out other creative possibilities for White Rock growth. Many of our favorite White Rock stores have closed (pre-covid). Please maintain some village feel. Our main motivation at the moment is to escape the density once we are retired.
- too many storeys means too many people and too many cars
- High buildings should be concentrated along North Bluff. Would prefer nothing over 4 storeys below Thrift
- The heights should be restricted to 3-4 stories not 6 stories
- must be presented in context of building plan ocp for entire city white rock, planning for greater integration with adjacent (on 16th) town centre of south surrey; should include planning for eventual - longer term - tram or lite rail along 16th, both directions, with loops king george ocean park etc
- Medium and high are good for this section
- Allowing tall buildings higher than 4-6 storeys would lead to very high volumes of vehicular traffic on our residential streets as well as major street parking issues.
- Please stop removing affordable housing uptown by allowing developers and staff to run the show. Please!
- I would like to see 4-6 stories on the South side of Thrift and Fir st.
- I think building heights should be higher in the west transition area to 18 or more stories.
- Being a young generation, I hope I live in White Rock what can become more urban.
- Transition areas should be kept to 4 storey max
- I voted for "A" which would allow and limit tall buildings between North Bluff and Thrift. As well as building heights between 4-6 storeys on Johnston, south of Thrift. However, the Solterra is planned at 12 storeys which I'm very much against. In addition to blocking views of the Saltaire just up the hill, it sets a precedent along that street. It looms over top of neighbouring residences on George Street and retail on Johnston. It's completely out of place. In looking at options B and C, both of those restrict builds to 4-6 storeys in lower town centre as well.
- We are much too over populated here now. Please no more high rises. Please.
- Please add better walking / biking pathways
- We do not have the infrastructure (primarily roads) to support Option A. Our quality of life is already being degraded by the high rises under construction.
- Do this using a phased approach. Impact on pedestrian and vehicle traffic is too disrupting.
- Anything taller than 4 storeys will create too much shade, affect winds, change the serene character of this area causing too much density and traffic issues on narrower residential areas. We want to see greenery rather than walls.
- overbuilding will put a strain on infrastructure

- Would like to see the Everall neighborhood remain at 4 stories to maintain the current community and spacious feel.
- With current increase in tower size and construction, we have lost supermarket space and traffic is horrendous. When Foster Martin was being advertised, when I visited site, it was in a foreign language, I had to search to find English version. Please don't let developers line their pockets while WR citizens struggle to make ends meet due to increased costs related to housing. The past 5 years have been insane. Keep the cozy, "accessible" nature of a small city environment in White Rock. It is beautiful please do not destroy so the rich can get richer and yes, that is exactly what happens! I will leave WR if Option 'A or B is approved. Current council was voted in based on the 4 - 6 storey option. Thank you.
- I hope the City is consulting the appropriate seismic experts. We are overdue for a M9 megathrust earthquake and buildings perform very differently based on their height. The offshore megathrust earthquake will likely have a frequency that resonates with buildings higher than 20 stories. 4-6 storey woodframe structures will likely experience the most damage from a crustal earthquake. Planners must account for this real and imminent risk.
- I prefer option #C. Please be realistic about our very small city. Our Roadways barely support current housing. Large trucks going east on Russell Ave cannot make left turn to go north on Best St if a vehicle going south on Best is at stop sign. This is my neighborhood, see it all the time. Many similar situations around city center and surrounding areas. Intersection at 152nd and Russell is terrible. I was in Left turn lane going South on 152 at Russell and had to back up at least 3 car lengths in order not to be hit by an eastbound big truck on Russell made a left turn to go North on 152. The crazy configuration of Northbound left turn lane on 152 at North Bluff Rd was an afterthought because of these "no room" for trucks turning south onto 152 from North Bluff. Enough said.....please stop this nonsense of continual OCP reviews, yet developers only have to ask for "spot rezoning" and the city seems to feel obligated to agree. I thought the current council would make a priority of keeping our city more livable and not perpetuate the tearing down of perfectly good houses to build higher and higher and put in housing that only the very rich can afford. Hey, there's still a lot of us who enjoy our city for more than a billion dollar view in a new building being built for only the very rich. I grew up in this city, I'm a retired nurse who worked at PAH, and I would like to continue to feel comfortable in My City by the Sea too. Thank you. S. Lindsay 15420 Russell Ave. White Rock 604 536-4415.
- The quality of life in White Rock has changed dramatically and not in a positive way with the current proliferation of 20 to 30 storey high rises. There is no need to have increased density in any of the zones in the city currently being reviewed. Buildings of 4 to 6 storeys are reasonable and acceptable.
- Two years ago a 4 story condo unit at Five Corners burnt down. It badly affected our water supply and brought to the fore that we are not able to deal with fires in building higher than 4 stories. So, it's not just about view planes, but population density as well and what the extra residents would mean.
- This is where the most density needs to be placed, it is a no-brainer from an Urban Planning stand point. White Rock will continue to grow over time and so will demand, and without appropriate supply prices and cost of living be a resident in White Rock will continue to increase. Ultimately what this will do over a longer period of time is push the newer generation out of White Rock, we want White Rock families to be able to stay in White Rock!
- I have seen how random the building heights seem to be. I am worried that left uncontrolled there would be so much competition for a view that traffic flow, light, and airflow would be compromised horribly.
- The tall buildings are beautiful, however placement along edge of lot lines can create darkness and wind tunnel effects for pedestrians. Brightening the street level is important to maintain welcoming atmosphere. Parking, and access points to turn in and out of parking from the main streets safely, to access the new businesses at street level will be critical as well.
- I feel strongly that the height limits should be lower throughout White rock to keep the feel of the community small and Seaside.
- Not like skyscraper tall but like medium tall
- Twelve stories should be the maximum in all areas
- Waterfront max. three storey. Not three story plus 8 ft. from curb.

- No building higher than 4 stories adjacent Oxford Street as it impacts the single family residences on the other side of Oxford.
- Please consider erosion, tree canopy and hill stability. Martin Street from Russell down needs to stay lower density (Option C) but increase density on hilltop or North Bluff Road. A range of housing options, row houses, keeping the street-level community feeling (remember Jane Jacobs?) is welcome. Too many tall towers make lonely places.
- Starting to look like a cement jungle!
- Absolutely no 6 story buildings in Lower Town Centre. It should always remain always as 4 story maximum. Keep all the high rises close to 152 st.
- I like to see a traffic free zone in the TCT areas
- The City of WR should also provide detailed plans which confirm that the additional population to be housed by this plan, will be served by adequate utilities, including sewer, water, electricity, and roading, which must be in place before the additional housing capacity is allowed.
- "Building heights to be a firm, fixed and maximum height of no greater than 3 stories, measured from the Marine Drive curb"
- Height lower wouldn't take away from the buildings already there. Higher buildings would take away sunlight and character of the centre.
- Perhaps leaving a few gregarious way over height buildings to stand out would be a good reminder of why residents need to be told honest facts and be involved in OCP
- I know this is a bit unrelated but we would like to propose developers of future high rises help our community's youth by contributing to the laying of a turf soccer field. Some areas could be on the White Rock Elementary School grounds (in partnership with the Surrey School board) or on the Centennial Park grounds. This would provide children with a walkable open-access field on certain days of the week for unstructured play, and allow soccer academies such as ours (White Rock United FC) to rent it on other days to provide professional training and opportunities to play soccer for our city :) \*\*We have partnered with The Peace Arch Hospital Foundation to donate 10% of our membership fees to them each year. Please consider adding this to the OCP. Even if some buildings would be required to provide rooftop accessible space that could be used as a mini turf field to train on (rentable through the city), this would help local businesses such as ours to coach kids right here in White Rock. Currently, we must operate in South Newton, with White Rock families traveling to us because they wanted other options. If you'd like we can garner community signatures, as I'm sure plenty of families would benefit from having their very own lit turf field. I think we are the last city in the Lower Mainland to have one. We can be emailed at [whiterockunitedfc@gmail.com](mailto:whiterockunitedfc@gmail.com) if anyone would like to discuss this idea further. Thank you very much for your time and attention.
- Increase the height and or amount of storey
- We need to slow down the increased density of White Rock. The town is quickly loosing it's charm as a quaint, desirable, seaside village.
- If buildings continue to be 18 storeys, we will never see the sky. Try driving in Richmond. All you see is concrete.
- More density means more people living in the City, which benefits economy in long run...
- Overpopulation is ruining our town. Think Fort Langley, Ladner.
- We have enough high rise buildings now. With a couple under construction. Maintain Option C for a walking and cozy friendly neighbourhood ambience. Concrete sterilizes a city into cold and unfriendly prisons.
- Please ensure there are affordable rentals for those who cannot buy!
- No 12-18 storeys needed! The heights are too high. Lower density is much preferred. Better neighbourhoods.
- Towers are not needed. White Rock is a bedroom community, low rise allows this.
- Lower is better - we are not Hong Kong. Don't destroy our city and our future. Take a look at Qualicum Beach as a model - not Yaletown.
- There are reasons buildings are 4-5 storeys south of Thrift Avenue) and beyond. #1: People want the view but now #2: we must stop endless expansion. White Rock does not have the capacity or infrastructure - we are choking our city - stope at 4-6 storeys below Thrift and

beyond. We live on Vidal Street. The traffic, the endless construction will lead to a Yaletown horror!

- Bringing more people to this never increasing size city is just madness, do you ever think of the quality of life? Don't live here if you can't afford to. No more bureaucrats to help support this nonsense.
- Higher buildings mean more people - our once small city is now a dusty, noisy traffic filled mess.
- Definitely do not want to see more than 13 storey buildings in the Town Centre.
- No more taller than 12 storeys!
- Density on Oxford is already high! Infrastructure on Oxford at Vine and Russell is non-existent! (I think pre-approved building on Oxford should be reconsidered!)
- No more highrises! There's already so much daily construction loud noise non-stop. We have only been here 14 months but are thinking of moving someplace "quieter."
- Already the area is "overboard" "overbuilt". Past Council has not considered the want of people that have lived in area for 40 years. Council has had many meetings until developers has made promises. People give up.
- The height (in Town Centre) at southwest corner of Foster and Thrift should be held to 4 storeys. This to protect views of mid-rise buildings on east side of Foster.
- With addition of Bosa highrises now erected, and more coming which were granted by former White Rock Council, no further density/high rises should be allowed.

**Do you have any further thoughts about building heights in the Waterfront Village (West Beach) area?**

- The higher the better for all.
- Consideration should also be given to esthetics of the building, and how it fits into the larger picture
- Raise the FAR to 2.0 from 1.5 .. rent and taxes already put the burden on land owners. Allow more square footage allowance. Keep the 4 storey height for consistency for what is already built. The old buildings will be removed sooner than later. They are hazards.
- i am a homeowner directly behind the Cilantro Restaurant and having an increase in the building height is not fair or acceptable. i do not agree with limiting building heights on the hillside and not following suit at the beachside. it is unfair and we pay a very high tax amount yearly to insure that the City protects our interests for quality of life/view and our investment. We have paid alot of money to live here, to improve our homes for someone to build higher in front of us. Please oppose any changes where it will increase to 4 storeys. Worse case, at least limit the ceiling heights to 9' commercial level, 8' & 8' residential above commercial unit with underground parking only. if unable to do parking underground, unable to raise height of building to more than what is allowed on hillside behind it. it should not exceed height of new parkade.
- The lower you can keep these waterfront buildings, the more they will conform to the overall village feeling you are trying to plan for.
- I don't know if the stepped storeys are only for illustration but I like the concept of having less "bulk" and "height" directly on the property boundary as shown most clearly in the first diagram
- 4 stories is ideal, it won't block the views for residences behind them.
- The qualities that draw people to the West Beach Waterfront Village area should be kept. Low rise buildings that are well planned and not a jarring aspect close to the water as seen in Vancouver's West End.
- There should not be any below grade parking anywhere on Marine Dr. I've already seen flooded parking levels. Below road level the ground is always shifting as is witnessed by infrastructure replacement over the years. And then there was the flood of 1999 which devastated the hillside and town centre. nothing like being rescued by boat and losing your valuables because your entry is ground level (town centre). Guessing the City has more than enough insurance to cover this. Oh right...it becomes the homeowners and business owners problem.
- "Building heights to be a firm, fixed and maximum height of no greater than 3 stories, measured from the Marine Drive curb"
- Each lot on the west beach "hill" is unique and careful consideration must be given to any zoning changes from freehold to strata. I believe freehold should be maintained as often as possible. I don't see British Properties trying to become "affordable" or changing their zoning to allow for multi unit buildings. There are still lots of strata properties that are "affordable" in White Rock.
- Encourage shops and restaurants on the strip .
- Buildings set back from sidewalks gives a less crowded feeling.
- I prefer that Elm street is excluded from the waterfront area.
- Again. Please preserve the views of current residents.
- Attractive, wide sidewalks, no visible parking to maintain ocean view.
- Our water views should be protected despite what any past elected official has said. Given property prices and property tax costs, there should be some protection to protect the values we've already invested. Businesses get tons of visitors - this area gets easily overrun on a sunny weekend at any time of year.
- Redevelopment is fine as long as option B - 3 stories is used
- I would NOT like to see anything over 4 floors. The dwarfing approach should NOT be allowed; we must protect the vistas. If developers purchase land/buildings in this area, they should not be allowed to sit on empty buildings waiting for the possibility of a height increase.... this devalues the appearance of the area and allows the emphasis of greed.



Existing residents in the area are faced with look of abandonment instead of a thriving business.

- Keep them low and simple.
- Again, road infrastructure isn't there. Come to think of it, does the aquifer that White Rock currently rely on hold enough water to maintain all the added residents?
- There will always be some that will oppose but the minority loud voices should not dictate what's good for the majority. White Rock is no longer the small "quaint" place of the 50's. We should start to try to make it alive and thrive.  
I believe the majority of people here want a vibrant community rather than run down, rat infested beach scenes.
- Any property that blocks neighbour views should override max heights
- I feel the city should be sensitive to what is already there. If there is already 4 stories fine, if 2 stories fine. If residential housing stay with that. Be sensitive to people that paid a premium for views.
- I have been a West Beach hillside resident since 2009 and up until last year had no idea that there had been a revision to the OCP for building heights on the waterfront.

We purchased this home only because of the view and had no reason to believe the view would ever be put in jeopardy. Our perhaps elementary belief was that due to the number of properties on the hillside with high property values (due of the view) that protecting these views would be sacrosanct.

We overpaid for home and pay significant property tax due to its view. Our home sits on a 33 foot lot, has no yard, and yet we pay over \$9000 in property tax! Why would anyone purchase such a home without a significant asset or benefit. In our case it is the view..as it is for the vast majority of us homeowners on the hillside.

Another very disturbing detail I noticed on several artist's renderings (which does not seem to enter the conversation) are rooftop patios and elevator shafts over and above the high limit...essentially a 5th story! which of course further impacts views by as much as another 3 meters by my estimation.

For these reasons my wife and I are obviously and passionately opposed to option A.

- Nothing higher then 3 storeys measured at the curb on marine drive
- Must have commercial on West Beach
- The current OCP allows our city to grow and provide more customer traffic to local owned businesses in the City
- Why is this area now being called the West Beach Waterfront Village? I know of no mandate from any jurisdiction that has requested that the Marine Drive area be referred to the Waterfront Village. What is the purpose of this terminology. Is Marine Drive to be know and the Waterfront Village of the City by the Sea?  
We have East Beach and West Beach and Marine Drive. They are all parts of our Waterfront. The definition of a "village" is a rural population smaller than a town and bigger than a hamlet usually consisting of a population of 500 to 2500 people.
- Enhance greenspace
- Build a gondola or funicular from the newly revitalize Town Centre to the hump. A tourist attraction and parking problem solver.
- 3 storeys from the lowest curb. For SF homes, please also address the driveway grade issue as it has a direct relationship to building height requests. It is better for neighbouring properties to keep the building as low as possible and allow slightly steeper driveways than all the variance requests that to try to deal with the building code requirements up/down to the drain within 15% and min/max driveway lengths/widths. Location of driveway (e.g. off lane vs street etc) are also 'need' for taller buildings. Generally, we just need a more reasonable flexible approach for driveways, including up to 18% grade.
- Keep the seaside ambience (what little is left)

- The Elm Street section should be taken out of the Waterfront Village area, as it includes some homes that should remain and not be turned into condos.
- Maintain current views
- The two options are not sufficiently different, i.e. they do not ask for an absolute maximum less than four storeys. My strong preference is a firm maximum of 3 storeys above Marine Drive curb level. Three storey maximum not only protects views from behind, but it keeps the streetscape from feeling built up; Four storeys anywhere along Marine Drive West would negatively and significantly affect the feel of the street along that section.

Also, we want to emphasis to have character buildings.

- Stop over populating our small town that already has crippled social and general services due to the sheer number of new residents.
- I would keep West Beach to 3 levels. In the past 5 yrs we have had at WB the gelato fire, the Cosmos Fire and rebuild, the complex on Oxford that until recently remained half empty, the massive parkade that is empty much of the time, the rebuild of Memorial Park, the railway crossing rebuilds, the major pier rebuild and now the Hump restoration. This is the first summer in 5 yrs we could sit on our patio without constant noise, dirt and disruptions in parking, walking our pets and even leaving our bldg. Large builds on Marine will only further disrupt the businesses trying to hold on thru now covid.
- I want to see more density or a stronger plan to make the area more viable for businesses.
- It is imperative that views to the water be preserved and spot zoning not be entertained that allows increased height in these areas. The views to the water from the hillside are what make White Rock very special. Option B is a very good step in the right direction and I am extremely supportive. There should be strict adherence to such guidelines and the City should explore doing whatever it can to ensure it can't easily be changed in the future.
- Option A - with NO exceptions !!!!!
- Please work towards increasing density -- and thus heights -- there is not an option for this on the survey. Density is a really important policy to start to address the climate emergency and will also allow for increased housing for an aging population that will want to live in White Rock.
- again, it is important to not reduce parking requirements for residential buildings. Maintain a 1.5 parking space per unit ratio, not owned individually but managed by the strata corp.
- keep height low and designate a mix of commercial and office space. put more shops in the mix and less restaurants, Music should be allowed and ensure the sidewalks are flat and safe and that open spaces and stairs to the uptown centre are clearly marked and accessible and safe. A funicular, elevator or gondola should be built to carry customers up and down the hill. Gardens, lookouts and rest stops should be installed along the climb. Use your imagination and do something to encourage walking (with ease) and making it accessible for all with elevators, escalators, moving trains or gondolas.
- Higher buildings would destroy the atmosphere of White Rock. Tourists come here because of the cities cozy feeling.
- All of west Beach Waterfront should developed as an integrated Waterfront development area, thought should be given to provide only one-way traffic on Marine Drive, parking should be located away from the waterfront, the rail should be lowered in this area and all of the area developed as a integrated civic area. Waterfront belongs to the people and not commercial developers. THINK BIG
- Building frontages should have setbacks and three storeys should only be permitted when they do not obstruct views of existing buildings behind them
- Remove Elm Street from the Waterfront Village designation.
- Do not destroy White Rock views!
- Let us keep the quaint and pretty looking of our waterfront! Enough with the higher buildings.
- No building should exceed the height of the building located directly behind to avoid impediment of the others ocean view directly affecting property value
- Can remain lower to not ruin views behind

- Building heights to be a firm, fixed and maximum height of no greater than 3 stories, measured from the Marine Drive curb
- Keep buildings as low as possible to prevent any loss of views \*strongly limit\*
- keep heights restricted to preserve views
- Don't give in to greedy developers!
- Please keep the building heights low & maintain West Beach's atmosphere. It's already looking too commercial.
- 4 storeys should be the maximum with 3 storeys preferable
- Building heights to be a firm, fixed and maximum height of no more than 3 stories measured from curb side on Marine Drive. By having it stated at a fixed height in the OCP, potential developers will know exactly what can be built.
- the feel of the building should conform to the existing styles
- Stop destroying views of existing properties. I certainly don't want to walk along a one-sided canyon on the waterfront. The canyons of the town center are bad enough.
- Buildings should be entertainment district style. The beach should look like a beach.
- Remember the beach vibe is important to tourism. Concrete is not welcoming and will not help to create successful businesses.
- Development is important in this area. Old commercial buildings that could use redevelopment are not being redeveloped and the allowance of another story will increase potential returns for developers and encourage development
- Step back stacked shoe boxes could have a bit of flair in design; any way to incentivize inclusive accessible units as rentals.
- Building heights to be a firm, fixed and maximum height of no greater than 3 stories, measured from the Marine Drive curb
- FAR should be increased to 2.5 to maximize use of the lot.
- No exceptions
- The built form is also important, e.g. set backs to allow wider sidewalks and require step backs above the ground level.
- Setbacks for wider sidewalks and patios are important in creating ambiance and adds to keeping the character of the beach.
- Please respect preexisting properties and don't eliminate their view.
- New construction should maintain the look and feel of existing structures. Seaside community, preserve heritage and history. Perhaps we have too many mixed use buildings as there are so many store fronts empty.
- Do not block views from the hillside. Preserve neighbourhood character.
- Seems a bit confusing. Maintain status quo at 4 levels, or change to 3 levels + parking. I voted for "B" but would like the height to remain as low as possible. If B allows for that, so "B" it. It's ultimately about respecting the views for residents along the back. There's nothing worse than going to a movie and having a very tall person sit directly in front of you as the picture starts.
- After the CR-3A re-zoning attempt it should be obvious that there is no appetite for 4 storeys anywhere on West Beach. I applaud the Planning Department for engaging the public in that exercise and I believe that ship has sailed. I also like how you have separated West Beach and East Beach in this survey. It should also be separated in the revised OCP.
- No exceptions
- new construction should not affect the view of existing buildings behind
- please refer to my comments above. 3 stories include parking !!!
- make sure there is no doubt about the height . 3 stories is it. no exceptions!
- allow development for the buildings that are not habitable for businesses or residents anymore.
- Keep as is; it is quaint, it is attractive, and it is why I moved to WR with intent or retiring here.
- These properties would be directly impacted by a tsunami and therefore higher floors would help save lives if people could get to the higher floors or to the roof. Planners need

to be informed about the natural hazards and should research the tsunami that hit Japan in 2011.

- Maximize views for all.
- Why are we redoing well planned policy? The proposed heights in the OCP are gentle and appropriate. No need to revisit this in my opinion.
- the question is deceiving, referring to the OCP as current OCP does not reflect what has been built in the past decades, thus making people think picking A is the current heights.
- I think it is pretty unfair to limit heights on the waterfront if you don't limit the heights in the same manner in the upper White Rock area.
- Some of the west beach lots are very flat, so it is difficult to use the "lane level" for reference for height. This is an area of longstanding commercial buildings so is a bit different than the rest of the new "waterfront village". There does not seem to be anywhere for delivery trucks to park to drop off restaurant and bar supplies, when trucks deliver, they end up stopping in the driving lane and blocking traffic which creates some safety issues for both cars and pedestrians. Could defined access for delivery vehicles and garbage pickup etc be factored in to future development plans, as they impede traffic flow significantly at times.
- Max Three Story on Waterfront. No added 8 ft from curb.
- I am totally opposed to anything higher then mention under other above.
- All should be kept low. This is sunny White Rock, higher structures cause so much shade
- The 4 stories heights would allow better development mix with option for 3 stories over commercial - as in common around the lower mainland. This doesnt appear to impact established residential areas to a great degree. Victoria Ave could have building heights 3.5m height above street level with very minor impact with the residential balance on the north side.
- 3 floors only
- New construction in this area should be concrete only. Stick built 4 story properties are a huge fire hazard, and there is not adequate fire fighting access in much of this area.
- "Building heights to be a firm, fixed and maximum height of no greater than 3 stories, measured from the Marine Drive curb"
- We purchased our home on the hillside and pay 9 thousand worth of taxes for a 33 ft lot all because of the view. Our views should not be impacted by increased heights for future developments on the waterfront.
- Will owners that lose views be compensated from the City?
- As low as possible
- Your options are unclear. Option A does not mention whether parking levels are included or not. Option B is disingenuous. The exception says "(either 1 parking level plus 3 storeys, or 1 parking level plus 4 storeys) - which is it? And why is it that both Options allow for 4 storey buildings? Why are there no other options than 4 storeys?
- Stop overpopulating and taking away the views of existing residences.
- Keep view open to everyone. Lower is best! Keep them low. No need for high density it destroys our neighbourhood.
- The view should be open for everyone. High density in a small community only leads to traffic congestion.
- If you start giving exceptions you allow developers to creep up.
- Keep the buildings low. Don't ruin our city due to developer greed.
- 3 storeys
- White Rock homeowners in Waterfront Village areas paid a lot extra for homes with ocean views with the reasonably held understanding their views would be protected by the City. If a developer is allowed to build anything on Marine Drive that degrades an existing view, then the developer must be required to buy properties with views being degraded for 100% above fair market value, with such value being determined as if there was no change to the views, or for a negotiated price, whichever is higher. Amount paid above fair market value is to compensate homeowners for effectively being forced to move, negative impacts on mental and physical well being, loss of peaceful enjoyment of their

property, future appreciation of their property value, costs to buy a different house, moving costs, and other costs.

- Where is parking area? People behind area? Where will they go?
- Consider water consumption - maintain lower density for long term view of water supply. Water is the next oil.



**Do you have any further thoughts about building heights in the Waterfront Village (East Beach) area?**

- Do not stop to attract new home owners to White Rock.
- Consistency to allow for 4 storeys and also 2.0 FAR. Larger floor space provides larger tax base for the City - can't keep raising parking rates to supplement city income.
- Please go below grade for parking opportunities but preserve the low-rise environment on both West and East Beach. This approach lends itself to the heritage nature of the waterfront region with the old train station and pier design. building bigger and higher would overshadow the heritage design with the subtle blending of modern amenities like the concrete stairs/ seating and bathroom area of the waterfront proper.
- as above...I don't know if the stepped storeys are only for illustration but I like the concept of having less "bulk" and "height" directly on the property boundary as shown most clearly in the first diagram
- 4 stories is ideal, it won't block the views for residences behind them.
- The qualities that draw people to the East Beach Waterfront Village area should also be kept. Low rise buildings that are well planned and not a jarring aspect close to the water as seen in Vancouver's West End.
- Make sure at least east beach remains family friendly.
- "Building heights to be a firm, fixed and maximum height of no greater than 3 stories, measured from the Marine Drive curb"
- Encourage shops and restaurants on strip
- Require further set backs from the sidewalk. Uptown buildings are causing a closed in feeling.  
Marine Dr should have a more open feeling .....as with other beach front Towns.
- Ground level should be retail, even if heights are limited to 3 storeys.
- East Beach is East Beach. :Lets keep it East Beach
- Attractive, wide sidewalks, no visible parking to maintain ocean view.
- Keeping building heights lower will help prevent foreign buyers from scooping up the lovely waterfront and they don't care what it looks like. they just want to hike the rents.
- Our water views should be protected despite what any past elected official has said. Given property prices and property tax costs, there should be some protection to protect the values we've already invested. Businesses get tons of visitors - this area gets easily overrun on a sunny weekend at any time of year.
- I live in this area and want zero current residents' views blocked at all.
- I am tired of loopholes for developers to squeeze through for personal gain. This is our home, neighbourhood, and future. Why should be living with a looming change. We purchased here to contribute to the City, pay higher taxes and accept certain compromises, not be be a pawn or a piece of a Monopoly game.....
- Keep East Beach quiet and peaceful. The way it was intended to be.
- As in comments regarding west beach. This east beach slope may warrant designing 3-4 storeys.
- Same as comment for west beach. be sensitive to what has been built in the area and to the people that once upon a time paid a premium for their ocean views
- Same as West Beach
- The current OCP allows our city to grow and provide more customers to local owned businesses in the City
- Why is this area now being called the East Beach Waterfront Village? I know of no mandate from any jurisdiction in White Rock that has requested that the Marine Drive area be referred to as the Waterfront Village. What is the purpose of this terminology. Is Marine Drive to be know and the Waterfront Village of the City by the Sea?  
We have East Beach and West Beach and Marine Drive. They are all parts of our Waterfront. The definition of a "village" is a rural population smaller than a town and bigger than a hamlet usually consisting of a population of 500 to 2500 people.
- Enhance Greenspace

- 3 storeys from the lowest curb. For SF homes, please also address the driveway grade issue as it has a direct relationship to building height requests. It is better for neighbouring properties to keep the building as low as possible and allow slightly steeper driveways than all the variance requests that to try to deal with the building code requirements up/down to the drain within 15% and min/max driveway lengths/widths. Location of driveway (e.g. off lane vs street etc) are also 'need' for taller buildings. Generally, we just need a more reasonable flexible approach for driveways, including up to 18% grade.
- Maintain current views
- The two options are not sufficiently different, i.e. they do not ask for an absolute maximum less than four storeys. My strong preference is a firm maximum of 3 storeys above Marine Drive curb level. Three storey maximum not only protects views from behind, but it keeps the streetscape from feeling built up; Four storeys anywhere along Marine Drive West would negatively and significantly affect the feel of the street along that section.

Also, we want to emphasis to have character buildings.

- Stop over populating our small town that already has crippled social and general services due to the sheer number of new residents.
- I want to see more density or a stronger plan to make the area more viable for businesses.
- Same as for West Beach
- I think for both consistency and fairness it should be the same rules in both locations
- Increase density and heights from the current plan
- same parking requirements as above. 1.5 parking per unit not owned individually but managed cooperatively.
- Keep east beach to 3 stories and mixed use again. Limit the number of restaurants and encourage a balanced mix of shops to restaurants. We need small hotels and B&B type accommodations.
- Higher buildings would destroy the atmosphere of White Rock. Tourists come here because of the cities cozy feeling.
- East Beach area should be develop as a transition area and the boundary with West Area should probably be relocated more east
- Ensure existing views are protected and along the commercial area incorporate setbacks in building frontage
- Definitely would like to maintain the village feel of the waterfront both at East and West Beach
- Try to keep it acceptable to all while letting small developers make a few bucks! Do not copy West Vancouver waterfront!
- Let us keep the attractive look of our waterfront by keeping the buildings low.
- Remain lower to not ruin views behind
- Building heights to be a firm, fixed and maximum height of no greater than 3 stories, measured from the Marine Drive curb
- Keep heights lower along waterfront area
- Keep heights restricted
- Please keep the building heights low & maintain East Beach's quaint "village" atmosphere.
- 4 storeys should be the maximum with 3 storeys preferable
- Building height to be a firm, fixed and maximum height of no more than three stories, measured from curb side on Marine Drive. By having it stated at a fixed height in the OCP, potential developers will know exactly what can be built.
- the feel of the building should conform to the existing styles
- All of the buildings should look like they are a beach resort. We need desireable, profitable businesses.

- Try for a vibrant, open and inviting look. Restaurants and bars should look spacious and welcoming. The stack everything in, crammed together atmosphere is not appealing.
- Again, development is important in this area. Old commercial buildings that could use redevelopment are not being redeveloped and the allowance of another story will increase potential returns for developers and encourage development
- Town houses stacked skinny complexes like Grandview corridors are not desirable. Homes, commercial retail street level and resident apartments above better best use.
- Building heights to be a firm, fixed and maximum height of no greater than 3 stories, measured from the Marine Drive curb
- No exceptions
- The built form is also important, e.g. set backs to allow wider sidewalks and require step backs above the ground level.
- Less density would have a more "village" feel.
- New construction should maintain the look and feel of existing structures. Seaside community, preserve heritage and history. Perhaps we have too many mixed use buildings as there are so many store fronts empty.
- Preserve low rise neighbourhood character.
- Keep them low.
- The "fair" approach is to ensure that ocean view north of the area is not adversely affected.
- new construction should not affect the view of the existing buildings behind
- preferred uniform look along marine. heights can increase as we go north .
- preferred to keep the height at 3 stories.
- cosistant development needed- there are unsuitable buildings ( residential) in commercial zones.
- Keep as is; it is quaint, it is attractive, and it is why I moved to WR with intent or retiring here. Don't let landlords increase rents so that people go out of business. Get rid of greedy landlords :)
- East beach is a lot flatter and more properties would be directly impacted by a tsumani. Therefore higher floors would help save lives if people could get to the higher floors or to the roof. Planners need to be informed about the natural hazards and should research the tsumani that hit Japan in 2011.
- Maximize views for all.
- Why are we redoing well planned policy? The proposed heights in the OCP are gentle and appropriate. No need to revisit this in my opinion.
- The old OCP had East and West beach as separate entities with commercial purposes. But the Waterfront Village proposal now includes a lot of additional residential properties in between, and that run along Victoria. The new OCP Waterfront Village diagram and text seems to imply that commercial ground level development is desired/anticipated over the entire hump area south of Victoria Ave.

Is that intended, or can that be better clarified?

Will there be a city sidewalk and street lighting etc on the other side of Marine Drive (it currently ends at Cypress) for people to access all the new commercial ground level units over the hump? How will we control additional new commercial traffic from using Marine Lane and Victoria Ave where there are no sidewalks/inadequate pedestrian lighting?

The diagrams showing the plan B do not actually say anything about the zoning height or commercial use for the homes that are south of Victoria Ave - the ones that are not on Marine Drive. Could that be clarified in the plan. Are you proposing commercial ground level use be allowed for all of these current south of Victoria homes as well, or just the ones on Marine Drive? Can't tell from the proposal..

Currently there are some homes on Marine Drive in the 15300 area, that already come up higher above the lane than one story (if the lot slope formula is not being used any longer). Do they get grandfathered in?

To summarize, it seems unclear regarding what is really proposed for the south of Victoria Avenue residential properties in the new Waterfront Village designation of the OCP, that do not run along Marine Drive. If the changes do not really apply, why are they included on the diagram?

- It seems that pushy developers are constantly trying to get approval to build high buildings on the waterfront. Obviously this would be lucrative for them but would change the whole feel of the hillside community. If you look at other gorgeous hillside communities around the world such as throughout the Mediterranean, their beauty comes from the fact that all the housing is tiered allowing views for everyone. WR does a good job of keeping residential home builders on the hillside to height restrictions. I feel it is time that WR stops developers from trying to get approval to break the OCP.
- Max. 3 storeys on Waterfront. No added 8 ft from curb.
- Again, keep structures low. This is sunny White Rock, high structures cause so much shade
- East beach has a mix between areas where more commercial buildings should benefit the local development and 4 storey buildings should be more suitable for this. But east beach has established residential areas where the increase to 4 storey heights would be disruptive to the existing residential balance. There could be a commercial zone along east beach with 4 storey buildings - but leave the residential area of the east beach with existing heights.
- Concrete construction should be mandatory in this area for three or four story buildings. There is not adequate access for fire fighting for stick built multiple stories to be allowed.
- "Building heights to be a firm, fixed and maximum height of no greater than 3 stories, measured from the Marine Drive curb"
- Keep it beautiful. Managers and engineers can be proud of maintaining a wonderful community. Making it another Miami will not be a great thing to be proud of.
- keep it low
- There needs to be a description of what White Rock should be and look like. It is not just about revenues from developers and property taxes. If White Rock becomes just like any other city, it would not be special enough for tourists and visitors. It needs "the look".
- Stop overpopulating and taking away the views of existing residences.
- Keep it low. White Rock is a people friendly city. Higher density does not encourage neighbourhood communities. Know your neighbour keeps us all connected. That's why I moved here from Richmond 7 years ago.
- Please keep the beach as a beach not a forest of high rises.
- Don't ruin our city and our future for generations due to developer greed. Please we beg of you, there are "limits to growth." Ours is a "City by the Sea." Indiscriminate building below Thrift will destroy the desirable view of the bay. It will cause traffic jams and strain on all aspects of infrastructure. We cannot become a Coney Island - where people don't want to live or move to. We are at the tipping point. Lower is not just better, it is vital for our future. Thank you.
- Do you care for the people who already live here. Can't move in this village as it is and you want more people. Give your heads a shake. Have you ever lived in an overcrowded city? No I bet. Try thinking of a way to lower taxes not bring more people. New City Hall, new police building, new fire station, more police. Do you get it?
- White Rock homeowners in Waterfront Village areas paid a lot extra for homes with ocean views with the reasonably held understanding their views would be protected by the City. If a developer is allowed to build anything on Marine Drive that degrades an existing view, then the developer must be required to buy properties with views being degraded for 100% above fair market value, with such value being determined as if

there was no change to the views, or for a negotiated price, whichever is higher. Amount paid above fair market value is to compensate homeowners for effectively being forced to move, negative impacts on mental and physical well being, loss of peaceful enjoyment of their property, future appreciation of their property value, costs to buy a different house, moving costs, and other costs.

- Maintain current policy - parking can't sustain any more parking - too crowded. Beach walk is over kill. People come from everywhere to get away from overcrowded areas like Langley, Chilliwack. Re: coronavirus, there is no 2 metre distance between people. Taxes in White Rock are already too high. "Stop highrise" - if we can't pay for existing amenities - should we join South Surrey and back to Surrey as in 1956. More high rises -> more traffic and people.
- Keep the buildings lower in consideration of population density in that already dense and high traffic, highly visited zone especially in summer months. The shops along the streetfront will benefit from local traffic in off-months just by the fact the some densification will increase even by the plan as proposed above and, as it is, they are used to lessening of businesses in off-season months.

**Do you have any further thoughts about building heights in the East Side Large Lot Infill Area? [primarily the properties east of the 'Altus' building on Finlay Street]**

- More rental properties needed
- We need more housing for seniors in our community.
- Staggered heights North highest south lowest
- Now Altus is going in, I see no purpose in creating problems for the 5 storey proposal beside it.
- I am 100% for option B, 3 stories beside 13 stories just doesn't work there is no transition it would look terrible. This is a great compromise and suits the area.
- Its unfortunate the Altus project was approved at 13 storeys. Its too high for that area.
- currently people are leaving and losing equity in high rises in search of single residences. townhouses are more of a big sell and retain a sense of community.
- I think option B would be acceptable & actually "soften" the harshness of a 13 storey building which is not really fronting on North Bluff because of the Utility property. We want to create some "character" to even our main streets. Nobody wants to look at a wall of concrete all the same height as they walk or drive down our streets.
- I would like to move from condo to a townhouse in that location.
- YES.....STOP THE VERTICAL GROWTH
- Providing affordable housing (purchase / rent) is key.
- Don't allow low income rentals. There is enough further up into Surrey. Keep the area close to the hospital safe and walkable for seniors and residential care walking traffic.
- There are tons of apartment buildings already in White Rock. Altus shouldn't have been allowed to happen - stop the madness of cramming, don't add to the problem that created Altus. Look at Clayton Heights and Walnut Grove - those areas create huge parking problems and claustrophobia for its residents.
- I have no issues with increasing building heights in this area.
- Again, no loopholes designed to attract developers. This is our home, let's keep it attractive for all.
- Townhouses offer nice homes for families or people downsizing.
- As said above gradual reduction in heights going east down north bluff is still better. And add mixed so there could be some commercial as Surrey is doing on the other side. It needs parking but that gets built in to development permits.
- Not pleased that a 13 story building was approved, I could see 6. But because of this ridiculously high building, it only seems fair to allow the 5 stories directly beside and tapering down to 4 and then sensitivity as to what current residential houses are staying in the area. I see quite a few are slated for revitalizing on the east side of maple otherwise I would have chosen Option A to be sensitive to residential houses.



- This is a critical decision. The only reason increased height on the east lot would even be considered is because of the disastrous decision to allow the Altus to be built in contravention of all the promises and proposals of the previous council. Either we have a plan or we don't ... and a plan that allows the OCP to be chipped away one rezoning application at a time isn't really a plan. There is little incentive to invest in the life of a neighbourhood when the existing housing unit becomes nothing more than holding properties to be developed at maximum density for maximum profit. Run down rentals awaiting development do little to maintain a vibrant, healthy community. Stick to the rules. If you give an inch, the next request will be for a mile. Who is planning the city: developers living elsewhere who want to maximize their profits or leaders with a vision for stability and sustainability, who can inspire the citizenry to invest in the life - not just the land values - of their home town?
- must think of present home owners
- Greenspace
- If building heights are allowed to be more than 3/4 stories high, how is there going to be a transition point to the residents with 2-story homes that are immediately beside this area. If the density is increased in this area, what will happen to the ALREADY OVERCROWDED high school that is across the street. That school is over populated by 400 students....and it's not slowing down
- 4 storeys on North Bluff, 3 storey townhouses behind, simple.
- How will more population impact street traffic and parking? How will it impact the waterfront and pier?
- If I lived across from this development I would want townhouses. I also have concerns about city infrastructure handling the increasing number of people living in White Rock.
- I understand fully how the new developer would feel but I don't think you should "correct" a mistake with a mistake. I feel sorry for the nearby single dwelling residents. Consider 4 storeys and 3 storeys.
- Increase heights and density from Option A -- need to maximize density as a climate change policy
- Put 5 stories abutting Altus and three stores on Maple
- Altus was approved by developer corrupted former councillors, none who were re-elected. This was WAY TOO BIG, it should have been 3 stories. What apparently helped the decision was when the developer was questioned about the possibility of low cost rental units. "Oh, I think we can squeeze a couple of rental units in". Those on the north side, on the lowest residential floor, with a lovely view of the B.C. Hydro substation!
- Infill areas should not be negotiated as to height allowed based on rental units. This is totally wrong and not supportable in the long term. White Rock need to develop better planning objectives.
- In my opinion, the approval of the "over height" 13 storey Altus should not be allowed to act as a tall "tent pole" that thereby forces expansion of the zone of increased density into additional RS-1 areas (in the interest of having a smooth "tent like" into the RS-1 area). Altus is an outlier, and a creating a pleasing transition to the 3 storey ground oriented town house zone and current RS-1 areas will require architectural creativity, but I do not agree with letting the approval of the Altus building result in the enlargement of, nor the max storey heights in, the transition to the RS-1 neighborhoods in the area.
- I don't see a need for affordable housing in White Rock! There are many options in South Surrey. People who can't afford to live here can go elsewhere. Why does such a small town, so far from Vancouver, need to entice low income families. They can't easily get to Vancouver, or even get around WR, using public transit. This is not a big city, it's a small town. Asside from seniors on fixed pensions that already live here and want to retire here, I don't agree with providing low income housing in White Rock.
- Adding housing option behind such a big building is a good idea. It adds more housing while being next to big building.
- It's almost tragic how the Altus development was allowed at such a height in this area, creating unnecessary issues for this single family neighbourhood.
- There should be no amendments to the OCP for increased height.
- It seems like a good area to have both increase height and density

- The population of White Rock is already sufficient for a city of this area.
- could go to 6 storeys adjacent to the Altus
- Residential complexes in White Rock should provide 2 off street parking spots per unit. There should be guest parking as well.
- Each unit should be required to have 2 off street parking stalls. There should be guest parking too. Do not permit row housing. Show some variety and creativity.
- Please do not allow any other residential blocks of the east side of north bluff to also be ruined by over development. The block between Finlay and Maple is already a right off, so please do not make the same mistake again!
- The Altus building is an eyesore
- There is a generation who will follow us seeking rental; some may work at the hospital, may be home care providers for the aging population in our community and/or work from home knowledge ecomania so designs need to make it economically accessible. A mix of sizes of family units would be helpful.
- Attempt to lower traffic congestion with fewer but larger apartments
- Four or five stories seems reasonable in this area. Could they not find a developer who would have some lower rent apartments to help people and keep the building to five stories Surely that must exist. Developers are harding living at the poverty line.
- The people in the neighbourhood should vote on what to do.
- Prefer low-rise apartments and townhouses.
- White Rock needs density- allow more duplexes in fully residential areas or smaller lots with suites
- Would look to see more focus on building townhomes to attract families to the area.
- Keep everything to 4 storey height MAXIMUM; we have enough tall buildings which are destroying the landscape for residents. Remember who voted council in - building height was top of the agenda. Don't spin it into something self-serving; we are watching!
- ALTUS will be one tower sticking out like a sore thumb. I see it with the Foster+Martin next to the Sussex House development. There has to be consideration to how new builds will blend into the existing environment. Having a glass façade next to a mixed-brick envelope just looks tacky. Planners should take a field trip to Yaletown, Lonsdale Quay or the Olympic Village. As a resident in White Rock I want to see growth that maintains the sense of community. Developers are not going to solve our problems for us. We need to be proactive and enforce larger CACs.
- Traffic on Russell Ave and Findlay St.....  
I live on Russell near Best and the long uninterrupted length of roadway between Best and Findlay attracts the "speedsters" who try to break the speed record all times of day and night. The 4-way stop at Russell and Findlay will be problematic once the new developments at this corner are fully occupied. Please consider the soon to be greatly increased number of people and traffic patterns on these already busy roadways. S. Lindsay...15420 Russell Ave.
- What will be the impact of all these new people on our water supply?
- This is the correct way to handle the transition of density. I have read the Advisory Design Panel minutes for this project and there was unanimous support by educated advisors providing a third party opinion. If we don't listen to them, why even have the panel? Also - this appears to be 4.5 stories, not a full 5 storeys. It's evident that no views will be impacted, so what is the issue?
- Altus is already a monstrosity of a building which looks like it has NO public plaza/green space and that is extremely over height for the neighborhood. Should not have been allowed. Let's not compound the error by allowing higher buildings in the area.

What is proposed for the area on Finlay between Thrift and Russell?

- Max. 3 storey height. No added 8 ft from curb
- What precautions has the City taken so the developers, real estate agents and other industry groups who would benefit from some of these policy proposals do not submit this survey and skew the answers?

However, time and time again, we have seen out-of-town property developers come with

their teams in tow to city meetings to push their personal agenda and interests on the tax paying citizens of White Rock.

We need to make sure that we, the tax payers, of this town who live here has the say. Not those who do not live here.

- Prefer to see low, enough high rises in the downtown core
- If option B is allowed, any buildings over 3 stories must be concrete construction. No stick built over 3 stories. Too little attention is paid to new building sewer and drainage design resulting in multiple floods of multi story buildings and prohibitive insurance premiums for all Strata corporations. The City of WR must ensure that adequate services are in place before any of this high density housing is added.
- I feel that it the surrounding and affected land owners should be able to vote. As it is their neighbourhood and investment that will be affected
- Increase density by building up to 26 storeys
- Always have a view to water/energy consumption.
- Keep them low - 4-5 storeys max. Stay consistent around the Bay - stay low.
- Keep it low 3-4 storeys
- Low is the way to go.

### **Is there anything else you would like to share about building heights in White Rock?**

- Build and they will come to purchase.  
It's time to give White Rock more growth.
- Stop the building. Let us live our lives in peace.
- Lower building heights improve micro climate, and also encourage greening of roofs (incl. urban gardens), as well as reduce the high levels of green house gases associated with concrete & steel buildings.
- We have enough high buildings. Limit new constructions to single family homes.
- I've already shared my thoughts on heights in WR. We need heights that allow for the development of rental housing and affordable housing, not just condominium.
- No building heights above 2 stories dumped into single family neighbourhoods such as that disgusting apartment building at the SE corner of North Bluff Road and Nichol Road. Thanks for nothing White Rock Coalition!!!
- Please listen to the residents of the area especially in the areas that concern the waterfront. You listened when it came to the parkade and i am hopeful that that will continue. i do not agree with allowing any further height increases than what is allowed on the hillside residence height restriction allowances. i believe it is 25ft. from lowest point on lot. We do not agree with the Cilantro restaurant to exceed height of the boathouse top level not the elevator/stair shaft which goes higher on the south east corner of building.
- It's my opinion that the building of high-rise towers has reached capacity for our city by the sea. The look of White Rock has changed significantly in 6 years and keeping density to towncenter was the best thing about that change. We have pretty much reached capacity so not to blur the lines of our lovely sea side community with those of larger GRVD.
- I believe very close observation and review of each building application in the subject areas must be given by staff and council. it is too easy to move ahead with expansion and building the community up at the cost of the cozy, green nature of most of White Rock. I worry that the growth upwards will create wind tunnels and destroy the greenspace or make this greenspace uninhabitable when high wind periods take place. I have seen this take place in so many coastal urban areas where high-rise jungles are built. It would be a shame to have this happen here. We have a beautiful community with some lovely hidden and green gems. I would hate to see these precious natural spaces replaced by contrived new growth between high residential buildings. This model is so common and can be seen in cities almost anywhere. Could we not give pause and deep thought to smart low and medium height buildings and still retain the coastal charm that defines White Rock? People chose to live outside of the large urban cores of the Lower Mainland for the green space. If we wanted to live in an urban jungle, we have many choices. I for one have chosen the "City by the Sea" so that we can see the sea, and walk among small groves of large 60' plus trees . This opportunity is special and should continue to be afforded to all residents of White Rock.

Please stick with a well planned tent design of tiered heights as you move west, east and south of Johnson Street. Protection of the natural environment and old growth trees should not have to be sacrificed for redevelopment. I hope we are better than that. I love my community of White Rock and I hope we all pause to consider what the built and natural environment will look like here 25, 50 and 100 years from now. Thoughtful, long term planning is a must...

- As mentioned before, by whatever legal means possible, the OCP should be "the law" not just a suggestion. So many people have put time and effort into thinking it through, it should not be open to any developer to consider a proposal that varies from it. Likewise it should be binding on all Councils until the next review of the OCP in it's entirety, i.e. no piece-meal re-zonings to suit the purposes of the few.
- We should build the great wall of W.R. along North Bluff we won't be blocking any residences views. Surrey is proposing 12 stories on 16 from 156 to 157 why give Surrey residence our ocean views when they aren't paying any taxes to W.R.
- Please no more skyscrapers! I appreciate hearing my input
- I'd like to add again that its important to add more building stock to the city to increase tax revenue and to create more housing. However it has to be done with care. We are at a critical development stage that will shape the way the city looks and feels going forward.

Aggressive South Surrey developments have themselves added to the enormous pressure on existing arterial routes, services and amenities in the White Rock region. White Rock beach and Crescent beach have been selling points in every developer's promotional brochure for years which has resulted in near gridlock on a sunny day. Its unfortunate that many residents are thinking of leaving as the pressure on our community ramps up.

Another important consideration is that the new towers contain a large number of inhabitants who will require essential services such as a family doctor and hospital access. These services were already in short supply a few years ago and have not become more available as the region grows.

- There are many reasons why White Rock should remain visually low rise.
- "Building heights to be a firm, fixed and maximum height of no greater than 3 stories, measured from the Marine Drive curb"
- Too many tall buildings in White Rock. Must lower the height of new construction
- Lower the height of new construction in White Rock
- The recent development rate of tall buildings has been excessive in White Rock. Need to get low income rental units.
- Do not let White Rock become another West End and lose what's left of its charm
- I am disgusted by the number of high rises that were authorized simultaneously during the last administration. The aftermath is ongoing disruption of life for everybody living uptown. We voted this present administration in on their promise of limiting high rises and expect them to keep their election promises.
- Set backs from sidewalks, a feel of space rather than encroaching on pedestrians space.
- I'm not opposed to growth - but it needs to happen in a thoughtful and sustainable manner that preserves the "neighborhood" feel of our lovely and unique community.
- Any progress on changing the community charter so as to implement an "Empty Homes Tax" as in Vancouver? Hard to prove but with the new provincial office to register trusts hitherto a preferential client/lawyer body registered at the Land Title Office we'll get more clarity on our offshore/dark/drug money laundromats. A just revenue source as opposed to higher property taxes on permanent year round residents and businesses which create jobs.
- White Rock has become much busier due to all of the devolpment in South Surrey. I would love to see a walkable core that is vibrant with shops and businesses. It is annoying to have to drive to Grandview to visit there stores when we could have a great selection right here in White Rock.
- Future developments will insure the viability & sustainability of our city so I believe there should be allowances made for increased density/height of projects.

- Higher density should be permitted along the 16th avenue corridor to the west, including townhomes and low-rise apartment buildings such as the development at North Bluff & Nichol. However, I would like to see more mixed-use development with street-level retail
- In my opinion the City shouldn't consider building height limitations separately from the issues of "affordable" and "market based" housing including "bonus density" and "CAC reduction" incentives for all new projects.
- Again, I do not want building height increases, especially when they affect views of property owners on the hill. The view is reason why I moved to White Rock.
- Thank you for the opportunity to express my opinion. Please keep White Rock's infrastructure from being overwhelmed by tall buildings, and their population increase.
- White Rock is being ruined by the Coalitions (Baldwin) vision. PLEASE STOP THIS.
- Baldwin and his Coalition was sacked mainly because of bldg heights. Let's stop this now and retain the fabric of White Rock.
- I am living in a high rise building zone. It is impacting my neighbourhood greatly. The traffic is horrible due to the increase in numbers of people living here and the on going construction and the trucks and equipment in area and also workers parking here, There is very little parking for any visitors due to the workers on the buildings and so many people moved into area. Also, due to the increased numbers of people in the area the hospital is impacted with increased demand and this will continue to grow. I don't believe we have enough water supply for the continued growth either. I'm afraid my building will be torn down to build much higher buildings thus moving me out of the community I have lived in for nearly 25 years. Thus losing affordable housing. Please stop this out of portion growth!
- Please keep building heights low. The walkability and ambiance of White Rock is being spoiled by too many high rises, which seem to be investment properties and not meeting the need for attractive, low rise, low rent / low cost options for those with limited means. The population has remained stable since we moved here in 1989 and it can't be due to all of the old folks dying off! Investment properties do contribute to a vibrant community where people will live, work and shop local.
- White Rock has its own unique advantages, we shall not waste it.
- Keep White Rock and South Surrey safe and walkable. It is a higher cost to live here and that's okay for those who want that lifestyle. 2 things will ruin it - low income and rental housing, and foreign buyers of property and businesses on the waterfront and uptown. I'm all for growth and high density but keep local as much as possible. These bubble tea and sushi places are empty and have no character. I would like to see a restriction to purchase to BC or even Canadian residents. The biggest mistake previous Council made was to promote White Rock to foreign buyers.
- White Rock is NOT Surrey or Langley. Please remain "boutique" by default staying true to the size we actually are. I'd like to see an actual DECENT off-leash dog park and more green space to accommodate the huge increase in our population with the existing highrises under construction and all the pets they'll be bringing with them not to mention wider roads to accommodate their cars too.
- We moved from Vancouver just over a year ago. What we loved about White Rock was how low all of the buildings are, how much space there is, how you don't have a large amount of neighbours staring into your home. The whole charm of White Rock was the low buildings; we would hate to see it lose that.
- Thank you for seeking input. I support a close, creative look in order to plan for a range of affordable housing options in White Rock.
- We are a young couple and we moved here because we wanted to get out of Vancouver and the anonymous city feeling. White Rock was our preferred option out of the Vancouver suburbs because of the community feel. By limiting building height, you'll retain that.
- I am ok with building heights being changed everywhere else except for along Marine drive.
- The current OCP allows our city to grow and provide more traffic to local owned businesses in the City
- Thank you for the opportunity to give feedback
- Please protect residents investments with regard to building heights. Allowing views to be blocked in the name of progress would be wrong.



Any redevelopment or new building will survive with 3 stories.

Thank you.

- 6 storey maximum for all future developments.
- Slow down on the amount of large building construction. We currently have too much noise, bad air and traffic congestion because of all the heavy trucks & equipment.
- Be careful what you wish for. I have seen cities and small villages “decide” on new approaches to accommodate diversity. The extent it is taken to must be guarded. Devastation can happen in a heartbeat. Our City has taken drastic steps and the path has been set. Are we happy with the results? Are we happy that the numerous high rises are not geared for purchase by too many locals. I am seeing strata fees incredibly high, who can afford these as the population ages? I feel it's a noose around our necks. I am speaking from a six figure household income - I would have a very restrictive retirement in this environment. We must seek some stability to the affordability of property and not be a magnet to the mighty developer.....
- If you build beside a 13 story building, 8 stories would be more reasonable than 5. These buildings will be there for MANY years.
- Please keep density north of Thrift. I feel town centre is already too dense but the cat is out of the bag so I would like to keep density concentrated in that area and fiercely protect or reduce the allowable maximums in the rest of the city.
- I am very concerned about new buildings blocking sunlight and view corridors for existing residents. I purchased an apartment in lower town centre in an affordable (for me) older low-rise building with an ocean view. The value and enjoyment of my property will decrease significantly should I lose sunlight or ocean view. Do not turn WR into Vancouver.
- As previously mentioned, I heard a rumor about a 36-story high rise in the town centre core. I sincerely hope this not true. I live in the Sussex House development on Foster Street and am EXTREMELY concerned if this is true. The Foster/Martin development is horrific and adds nothing to the "feel" of White Rock. We are not Metrotown, Manhattan or Dubai and previous councils, although getting lots of feed back at various town halls, obviously ignored the thoughts of the residents. We are not opposed to development, we are opposed to ugliness and that's what high rises are.
- Great job. Thank you for asking our input. Though this has nothing to do with building height restrictions; may I put in a request to get rid of the hideous clock tower off Johnston Rd that adds to esthetic value of any sort to enhance the city.
- I think White Rock has enough skyscraper type condos already, with more on the way due to previous mayors permits. Build more unique looking lowrise condos and larger 3 and 4 bedroom townhouses. Road infrastructure is a big concern. Side streets have become thoroughfares for people trying to avoid the traffic of Johnston st. and North Bluff.
- The transition neighbourhoods along North Bluff Road should be determined in conjunction with the City of Surrey to provide for some cohesion. There is no sense in having the White Rock side of North Bluff and the Surrey side with totally different height restrictions
- I've pretty much said it above, but it would also be helpful to build in incentives to put monies into major and specific city projects. E.g., Build community corners that could be outside places to sit and have coffee with you neighbours. Five corners might be expanded by closing off that small 1-way piece of Johnston where restaurants could put out tables, etc. And/or, I might put in \$1m toward implementing a funicular from 5 corners to marine dr. Tourists from everywhere. We will need more revenue from other than property taxes and parking. :o)
- Besides building heights, density should be a major issue
- Along main arteries, 6 stories should be given and higher densities for rental and affordable projects
- I stand firm on not allowing any high buildings over 4 below thrift. It would impact those that purchased views, and the walkability of lower town centre with special ocean views. Not that my voice matters regarding the proposed tower next to blue frog but my hope is that the city wins the case against them. If I wanted all these towers that somehow got approved, I would live in beautiful downtown Vancouver. I chose rather to be in the White Rock area for a small quaint quiet beach area.  
Although my address is city of surrey, I live on the border of white rock and spend my time and money in white rock. Thanks for the survey

- I'd like to see a more treed and green space and more interesting architecture. We could look more like Fort Langley in the Johnson road area. Be an attraction again.
- I would like to see more new residents in order to promote the business in white rock
- I was in favour of higher building heights until the last 4 buildings now under construction in o e of the transition areas. I now realize that, as beautiful as the new architecture looks, it closes in the area too much. There is not enough allowance for busses to door off/pick up out of the driving lanes. Congestion's abounds.
- I actually live in the US in Semiahmoo. I love the look of White Rock at a distance, particularly at night with all the beautiful lights. The City looks like a mini San Francisco (this is a compliment). The City seems to be doing the right thing....taller buildings on top of the hill and shorter ones down by the waterfront.
- While height(s) are definitely an issue as we certainly do not to become the concrete jungle, one has to be realistic and allow folks places to live at a reasonable price, the other big issue which does do not appear to considered here is all the infrastructure required to support any proposed increase in population, traffic, schools, hospitals, etc. I would sincerely hope that is taken into consideration in these decisions. Thank You
- This city is being torn apart by the concrete jungle created by all this construction of towers, which have no life, no ambiance, and most definitely not overly pleasing to the eye; which is the exact opposite of what a livable community should be.  
Was your campaign promise of no more towers just that...a promise that you had no intention of keeping?
- The Altus decision was the worst example of a lack of integrity by a council (admittedly the previous council) I have ever seen. After promises on maps, plans and maquettes to go no higher than 6 stories, we now have the Altus, of which the architect stated in the Vancouver Sun "is perfect since it fits in so well with the heights of the surrounding buildings". Beyond belief.
- must be a balance between present home owners and redevelopment
- There must be a logical process of determining height restrictions in White Rock. The OCP plan should make sure that the height measurements slowly reduce the further down the slope toward the waterfront. Our natural environment should be available for more people to enjoy and removing the opportunity for 12 and 8 storey buildings outside the town centre will not assist with the long term economic development in our community.
- Slow down and let the existing new properties fill up before approving anything else new. Stop giving density bonuses for rental homes and get the real number of rental spaces available. Stop using the Planning Departments definition of rental homes and use a new model that reflects what is truly in the overall White Rock rental locations. Private Condo's; private homes; mortgage helpers etc. Google White Rock rentals.
- The meeting that took place on Jan 14th also talked about preserving trees and how white rock should try its hardest to keep all the greenery that it can. I'm not going to bring up the specific property that was talked about. However, how does the city plan on having a balanced look with the concrete jungle that developers keep proposing and being approved for. Why are they not being told to plant more trees than they have been taking down for these high rises.

There is no public playground, swimming pool, basketball court...etc on the east side of White Rock. Individuals have to count on the schools to provide those areas. Those playgrounds were put up at the cost of the parents who have children going to the school. Extreme exhaustion when it came to fundraising for those projects....why should it be shared with the public when the vast majority of the public wasn't involved. You had the Legion funding for both schools!

Instead of allowing developers to continue to increase the heights of building and increasing the density, why not look at what the city is currently lacking....High rises are not one of them. White rock is supposed to be a small town community feeling. That feeling is going away.

- Just have a master plan going forward that brings both function and fashion to the City. Don't let the builders/architects bring in their own impressions on what they think the City

should look like. Now is the perfect time to expedite this plan as the Lower Mainland will see a boom in the next few years and White Rock wants be ready, welcoming, and desirable.

- 3 stories maximum  
has covid 19 not taught us that you don't cram a bunch of people into areas that are too small  
lets keep the European small city flavor  
the reason people moved to White Rock.
- Thank you for this opportunity. I would love for building heights in White Rock to be crystal clear for all concerned. It would create a lot less stress for all and improved efficiency for applicants and staff.
- When the current City Hall councillors were elected, a large part of their platform was based on keeping building heights low in White Rock. The town does not have the infrastructure to support high rises with the increased population which they bring and attendant demands for resources. In addition, to retain the unique and historic character of the town it is imperative to keep heights low, which also ensures that current residents do not have their views blocked nor access to sunlight.
- White Rock is a so beautiful city in the Lower Mainland. If we can manage our development well, the city will have a strong financial foundation as well as being a liveable and affordable community. From the highest belt along North Bluff Road with 18 stories gradually decreased to Thrift AV with 4 stories can support our above vision..
- The beach areas have an extreme amount of traffic congestion as well as parking issues for much of the year. For this reason I believe that residential four storey buildings considered for density purposes should be in areas NOT in close proximity to the beaches
- Buildings below Thrift should not exceed current heights to maintain affordability and the feel of the community.
- Increase the heights of buildings in the town centre. This will make available rentals for people that want to live in White Rock. This will also bring more tax base to the community. This will allow for infrastructure, park and facility improvements. Leave east and west beach as an oceanside community that is frequented by so many and welcomed by us
- Don't like high building ,they block sunshine and makes large shadows around town , not friendly ,easily and warmly for resident, feels preasure , bring traffic jam, not safe for eldly.
- Buildings outside the TC should not be allowed to be as high as that on the corner of Nichol & No. Bluff. It does not fit the housing neighbourhood.
- There should be no new towers or taller buildings in the West TCT. Save the green character there. The East TCT already lost it. Do not create more traffic problems by overbuilding, especially limit height, which brings it about.
- Stop over populating our small town that already has crippled social and general services due to the sheer number of new residents.
- The towers are going up as approved by Mayor Baldwin and the WR Coalition against the will of the people who showed up for Public Hearings, had petitions and worked very hard to be heard. The new Mayor and council ran on keeping heights low. Standing outside the farmers market getting signatures and talking with the people. We hope developers and spot zoning do not win out again. Thank you.
- Being a business owner at west beach area, I am disappointed with the business environments in White Rock currently. I think we need a change. Development is the trend that nobody can stop. If the White Rock doesn't do, somehow, we give the chance to other cities.
- I have concerns that a council can override the OCP guidelines as in the past leaving the city with large stranded buildings like the Altus for example. There should be a maximum increase over OCP so an outgoing council can't tie the hands of the next council to such a large degree.
- The City needs to find a way to ensure that people can rely and count on the OCP and zoning being strictly adhered to and that it isn't a matter constantly up for debate. Many have invested and built based on strict height guidelines that make sense and work to preserve views on the hillside. To allow developers to come along later and get OCP or zoning concessions that would erode the views of others (who conformed to the height guidelines) should in all instances be a non-starter and should simply not be entertained.

- Buildings higher than 3 storeys do not belong outside of the town centre areas that you have included.
- I find it EXTREMELY frustrating that somehow White Rock thinks of itself as superior to other Oceanside locations ! Thus , often finding itself a mockery by other communities! Spend time and effort meeting via Zoom or ???? to chat with Deep Cove - how they keep their waterfront shops financially successful and viable , North Van - re : building heights , West Van. - ambience and practicality with redevelopment, Horseshoe Bay - redevelopment, character , traffic ...
- I find this a biased survey -- not providing options for increased density or heights in White Rock. We must provide space for voices that are in disagreement with the current leadership of the City.
- Centralizes survey process so that the height of a build is not all laid in the hands of third party surveyors. This would ensure houses in a neighborhood would have the same height measurements etc
- increased density requires more parking....
- Please keep waterfront (marine) heights low
- The higher you build the further apart the building should be. Shade corridors, open plazas and activity and park areas should be included and strategically placed.
- Would be nice to have balanced development in White Rock.
- Please keep building heights to a minimum to preserve unrestricted views which is fundamental to the the attraction to and of this city.
- Please help the businesses on the strip. It's sad to see it dying. The strip is the white rock's heartbeat. Thank you.
- Please keep our community lower density. If we wanted to live in downtown Vancouver we would be there now. There is already too much traffic and not enough parking and amenities.
- OUR BEAUTIFUL VILLAGE IS TURNING INTO A DENSE MONSTER OF HIGH RISE TOWERS. STOP THIS IMMEDIATELY AND LETS RETURN TO FOCUSING ON THE NATURAL BEAUTY AND SMALL COMMUNITY FEEL.
- With the topographical nature of White Rock and its location near the sea, there is the opportunity to change and develop a proper vision for the CITY BY THE SEA.
- We need more residents and green buildings in our town Centre and transition area to support our city's business survive. Without local business, a city will have no future.
- Building heights alone do not address the concerns with loss of green space, drainage, tree coverage.
- I hope the City of White Rock wins the suit regarding Lady Alexandria - what a debacle. Again, beyond the Town Centre and transition areas - the village feel can be maintained with a max of 6 stories in the lower town centre. Too bad the other one on Johnston snuck through.
- We need the tax base that more home owners bring. If my property taxes keep going up, I will lobby (hard) to be absorbed back into Surrey. They can deal with the infrastructure, since South Surrey is being out of control developed and causing most of the traffic problems.
- The current OCP makes good policy. The City will get the amenity fees for parks and community features, renters will get lots of rental options, property owners will get less pressure on our taxes, businesses will get plenty of space and , with the occupants above, will have a large base of potential customers. The City will look fresh and vital with the higher density up town. Excepting Johnson Road, we can hold fast on no tall buildings below Thrift. Perfect!
- Please consider roads and services before opening the flood gates for developers and new residents from all over!
- Maximum 8 stories in Lower Town Centre and Stayte Road .
- Stick to the OCP and maximize heights in the town centre and tier the heights in the transition areas east and west as well as down the slopes. Need to attract developers and increase our tax bas3!

- Please, please stop the building of these ugly oversized buildings in our small quaint town. Our water quality is already terrible, and traffic in the town center and waterfront areas is atrocious. It will only get worse as the buildings already under construction are occupied.
- The gem of White Rock is its vicinity to the Pacific Ocean. All buildings should be considered based on maximizing residents view to this.
- Please keep the heights at 4 or no more than 6 stories depending on the area. We have more than enough too tall buildings in the city centre. We need more affordable rental buildings and I mean affordable not like the one on Best and Roper. \$2500 and higher is not affordable.
- Enough towers!
- It would be best to develop a dense city core so we do not need to drive to Grandview to do our shopping
- I can not understand why you allow developers to endlessly challenge the OCP. Make a plan and stick to it.
- It is extremely important to consider preservation of current views and descending heights from uptown to the beach area.
- Keep heights lowered to preserve views
- Can our fire department service the high rises? Let's not go too high!
- It would be nice if not just height, but design was considered in order to maintain the spirit and sense of a smaller community. I think Steveston Village has done that well.
- What benefits & resources do towers (buildings over 3 or 4 stories) add to our community? I struggle to find positives. They add to population density, parking & traffic problems, & block existing views of the ocean. When I think of White Rock, I'd never imagined the towers that are already there. It's becoming just another suburb with a sprawling core--sprawling up as well as out. It's losing its "village" identity and perhaps gaining an identity that makes it like any other community that has given control of its planning to developers who want to build UP, sell, and move on to the next community. Please keep your eye on the "prize" that is and has been White Rock.
- Mayor and Council were elected on a policy of no more high rises. I expect that policy to be carried out.
- Size of footprint of concern. Provide green space.
- Many roads in our city are in terrible disarray. Our property taxes and water cost is up. We buy water because ours is not safe in our opinion. We had it tested professionally. Often we turn on the water and it is brown.
- The towers that have been allowed stick out like proverbial sore thumbs. Although the town centre is looking pretty much like "all thumbs", I'm still in favour of maintaining the small-town feel, so attractive and desired by the majority of residents, as best as we can.
- Maximize town square centre for taller buildings.
- set them in the OCP so they are not easily changed
- People seem to fixate on heights of buildings. other issues such as how buildings relate an PhD interact with the street get overlooked. Also, instead of having point towers try having buildings step back more gradually as they rise.
- I am obviously biased regarding f heights as we recently bought in the Tower D of Miramar and would like to see NO hi- rise buildings beyond Thrift St.
- We voted this Council in because of their platform of "no more high rises in White Rock". That says it all. High rises take away residents views, sunlight and privacy. The residents of White Rock have spoken loud and clear. Please listen to us and stop the high rises by creating a firm and solid OCP to protect our wishes.
- I understand that development is necessary and that change is inevitable, but I would not like to see our beautiful little city become like some others with tall towers that block the sun and views. 3-4 stories maximum in the transition areas. 3 stories maximum in the waterfront area.
- If believe that there must be a trade-off of increased density in return for providing some % as affordable units, AND some percentage able to accommodate the physically disabled. I'd like my family and I to be able to continue to live here. My brother, who was on disability,



moved to Mission to live. That put him in a community that is not well-served by medical facilities, and contributed to a deterioration in his health.

- the lower town center must remain at a max of 4-6 stories. It is shame that a building was approved in that area at a height greater than 6
- High density is not a wonderful aspiration. White Rock needs to establish serious limits and adhere to them.
- We already have some very tall buildings in White Rock. That cannot be changed. It has impacted the charming "vibe" of our town. To continue adding skyscraper style apartments would transform our lovely seaside city into a cold, impersonal urban centre. Additionally, the density implications are still not understood. Two new Bosa towers, Semiah, three massive Foster Martin buildings, Altus, Phantom, Soleil are all yet to be occupied. Are we prepared with infrastructure? Will we be running out of water like we did a few years back when there was the apartment fire on five corners? Parking is already challenging. This problem should be addressed before we consider increasing density by approving more tall buildings. Example: I live on Vidal Street just south of North Bluff Road. A few weeks ago I had to wait 15 minutes to get into my parking garage because the street was crowded with parked cars and drivers on the road in gridlock because the recycling was being picked up. There would have been absolutely no way an emergency vehicle could even enter the street if necessary. The driver of the recycling truck was mostly out of his vehicle on the street doing his job. All of us driving were stuck while more vehicles backed up creating a rather surprising traffic jam. How will this be improved by increasing density? I do not oppose growth, but it MUST be responsible and consider the impact on existing citizens.
- Wish to maintain the character and charm of white rock. I feel we already have too many high rises. Hope Marine Drive restaurant row can be preserved.
- Current development in White Rock does not provide a welcoming and nurturing environment. Its all concrete boxes meant to stuff in as many unfortunate souls as possible.
- There is far too much development for too little space.
- I am a 25-year-old young man and live in South Surrey, I hope my neighborhood becomes prosperous and active.
- Focus density to uptown centre
- Our views living on the hillside are important...please do not take away from our views that we pay dearly for to live here.
- Keep the heights low in particular along the waterfront. Views along the hillside are important.
- Please encourage more multi-story single family residential developments. These soon to be coming developments will greatly increase the "below market value" rentals this council so eagerly desires.
- I think limiting building height is not a very forward thinking way of city planning. The population out here is increasing, affordability is an issue, and we're going through a bit of a recession. It's simple supply and demand. White Rock is beautiful and a highly desirable place to live. The amount of new home built should be maximized to avoid unattainable prices. Encouraging development will bring people into the area and help local businesses year-round and perhaps mitigate the seasonal cyclical business cycle that we have right now. The increase in residents will also boost city revenue and help us to further improve and better our town and waterfront. Let's not hinder progress for the sake of people scared of change. Creating opportunity should be a priority of the city council.
- no, just lets maintain status quo.
- I'm concerned with all the new condos our roads will become even more heavily congested or should not take 30 min to go ten min down the road
- The City is going to have to accept taller buildings if it has any hope of increasing the stock of affordable rental housing.

What input has the City received from the development community? Options B and C, with the imposition of requirements for below-market rental housing, may not be at all viable from a developer's point of view.

Who would subsidize the below-market housing? is there some plan in place for government

involvement.

How will the presence of below-market housing in what may otherwise be marketed as "luxury" condominiums impact that marketing?

Are there any guidelines in place to govern the spacing of proposed tall buildings in relation to one another and to adjacent properties?

- Would be a legacy for our community to have planned for range of income levels and not become an enclave of elite and/or empty off-shore owners flipping and renting inappropriately to gangster's to use for whatever.
- Need greenway path from Centennial to hospital to make up for all the concrete
- Work toward maintaining ocean view for any property that currently has one. Loss of view equates to loss of property value.
- Outside of the uptown area, buildings should be limited to 3 storeys. Rooftop terraces should not allow for a 4th storey, they should either be included in the 3 or excluded.
- Protect the small town ambiance of White Rock!!
- High rises are not going to make our city more prosperous. Keeping it small and unique, with development being creative and desirable is better than a city full of high rises with constant threats of stealing views.
- PLEASE stop being ruled by developers! I feel my quality of life as gone down as my taxes have gone up. Keep it lower and nicer.
- I think there are already more than enough high rises in the White Rock area!
- We already have felt serious issues with the high and increasing density in White Rock. Look at what happened in Vancouver ... too many high rise buildings - we can barely see the city, with more people, more problems, more costs without even mentioning the increased parking and traffic issues - main reason why I never drive to Vancouver os because it is too difficult to get in and out of there. It is frustrating and frankly sad that such a beautiful city became such a nightmare and expensive place to live. I would not want to live like that in WR. Such a beautiful small city already getting too crowded.
- Please keep density and higher buildings north of Thrift. Protect (grandfather?) current allowable heights below Thrift.
- All these towers are ruining White Rock, with limited land put the tall buildings in Surrey where there's not an issue of views, not White Rock
- want to see end to "tower wars", esp in context of development at semiahmoo and eventual tram or lite rail johnston king george 16th north bluff; ocp should incorp as context likely addition of 5 or 7 towers at semiahmoo mall also 152nd north
- Really don't want White Rock to look like Metrotown. I worry that the liveability will be ruined with a huge influx of living places and what that means for infrastructure and traffic. It's changed dramatically over the thirty years I've been a resident and I have trouble understanding how the current infrastructure (roads, hospital) can accommodate a large a large amount of development.
- Buildings are too high and too heavy for the soil to support.
- Building heights should balance the need for more housing with the need to maintain the character of White Rock. Tower heights need to be carefully managed so that the City does not become overly dense.
- Please stop the destruction of our community. Soon no families will be able to afford to live here. White Rock was a mixed demographic and I want it to stay that way. Thank you.
- Once this is done, there should be none of the continued applications for exemption to the policy decided on (please)
- High rises on Johnston Rd to Thrift have enhanced White Rock. However it's a shame what's happened on Martin with the three very high condos. That should never have happened and has taken away from the beauty of our small city. It's sad to look at condo in front of them on 16th Ave. The views are completely blocked. Roads are going to be overly congested and living in White Rock will no longer be of value.
- I think in my choices I've allowed for max height, particularly in upper town centre. The towers belong above Thrift. I've noted previously how disappointed I was with the Solterra

down along Johnston blocking views of the Saltaire. I'm also not a fan of the luxury 4-storeys that went up at Johnston and Royale, effectively blocking the view for residents in the Ocean Ridge. There's space for a sidewalk between the two builds. I do like the Bosa Miramar (I think). This is a large tower development, but with adequate space to walk and explore between towers. And, it's terraced at the front along Thrift.

- Please no more high rises, please keep everything to low rises, we want to preserve the beauty of our city, we want it to be attractive to visitors but we are already at capacity for residents. It looks so much nicer being a quiet, coastal town, than a massive, corporate high rise urban city.
- Building heights are extremely important to owners, especially so in White Rock where new development can have a major impact visually and financially to existing owners. Any changes should ensure that there is public input. Kudos to the Planning Dept. and Council in the manner that this is being done, that is a public information meeting first followed by a survey. Transparency in the process is vital.
- I am very much opposed to applications which propose very high density plans with no plans to add or protect trees and green spaces like the one on both of Thrift and Vidal. The height in areas like that should be kept to 4 storeys or less and following the sloping grade. Density, traffic, crowding, shade, wind are all major issues.
- remember, we are not downtown. we choose to live here for a reason and that is less congestion. developers are here to make money and don't live in the area. they build and leave. we live here for the quality of life that white rock provides. it is a blessing and a privilege to live in white rock. i have travelled all over the world and every major city that cares, limits building heights and that includes underdeveloped countries. this is crucial for the environment. white rock should not be influenced by outside forces. prime example of a total mess is the parkade. 3 stories would have sufficed. the last council did not listen and the taxpayers are on the hook for millions. its unacceptable. do not make the same mistake. listen to the taxpayers of white rock. this is a good start!
- totally concerned about working used when making these policies. make it clear and precise so there is no conflict!
- height is good- maintains green spaces
- Building proposals should minimize obstructing views of existing homes, leave plenty of space between buildings to maintain the feel of privacy and spaciousness and take consideration of maintaining or introducing green space.
- I moved here with intent to retire; the high rises in progress and approved by previous council have completely ruined WR, in my opinion. Stay true to what White Rock is; stop destroying the landscape and keep it affordable for those who want to stay in WR.
- I hope the City is thinking about the downstream effects of new developments on our linear infrastructure (roads, sanitary sewer, water mains). How will we pay for the upgrades? Will the developers contribute?

The City is in desperate need of funds, we can see that from the state of Ruth Johnson Park. One idea is for the City to become a landlord. There are so many aging low-rise apartments in White Rock that are selling for \$300 psf. The City could think about rebuilding the site and renting out the units. This would be a steady income stream.

Lastly, I just want to reiterate my point about engaging a seismic expert to advise on building heights.

Thank you for all your efforts and God bless.

- It's time to put some brakes on the development requests that put city infrastructure and livability at risk. Time to be firm about livability and not be tempted to approve massive developments that offer money incentives to the city coffers in order to get approval for unreasonable variances. For example, it has been reported in local news that the city might get a break on being able to move a new city hall into a new high rise yet to be approved. Why bother?.. Current City Hall can obviously get by quite well in the new hi-tech age, and no extra room required because city hall is now closed to the public. Probably need fewer staff now too...No receipts provided for tax forms left in city mail box at front door (my name wasn't on the unpaid tax list in PA News, so I assumed the city got my forms). Staff no

longer get interrupted by citizens coming to their counter to ask questions, either. So, it seems to me that if City Hall stays with this arrangement even after COVID-19 is gone, a new City Hall may not be needed. .?!?

- We feel that the number of 20 to 30 storey high-rises currently under construction is the ruination of our city. The infrastructure is unable to handle the number of new residence due to the increased density. Has there ever been any consideration of a review of the fire safety, water supply, or the effect on the hospital due to this densification? This should be done if it hasn't already, before we have a review of heights.

Also the aesthetic impact of these high-rises has been, frankly shocking. Most current residents do not like this change and visitors who have come to the city question why there are so many high-rises and do you not like what they see. The previous City Council was soundly defeated on the basis of their high-rise development policy. Let's put a stop to White Rock being another West End Vancouver.

- With each scenario comes different population estimates. These should be part of the discussion. How many more people would be in White Rock if we permitted the maximum heights? What extra costs and revenues would follow? What would be the impact on the facilities or on the environment. Would the pier and the beach become too crowded? What about congestion in the streets along these developments? What about our water supply? It's not just building heights, it's managing population growth.
- The approved 12 storey building on the east side of Johnston, just south of Thrift should not be allowed. It should be no more than 4 storeys.
- I'm sick of talking about building heights as if a developer is out here asking for 50 storey towers. The proposed density is appropriate where planned. I'm disappointed in Council scoffing at applications where there is a clear benefit to White Rock and its tax payer base. How long before we start to have failing infrasture and aging buildings? These votes against density will be tied to history with a cord of steel, and one day residents wondering why it's impossible to buy a home (Condo, Townhouse, Single Family = Yes these are all "HOMES") in White Rock will look back and point the finger at those who opposed. Stop kicking the can down the road and plan for the future RESPONSIBLY! Your constituents are demanding accountability for rising housing costs - some of these projects take 2-3 years to build, what do you think the prices for homes will be then?
- The most important thing on waterfront is to take into account the lot slope and the 3.5 meters above the back lane does this. this is the most fair rule for property owners behind marine dr.
- I cannot understand how in this tiny area White Rock proper, how the traffic of 1000's of new residents will not negatively affect our fragile environment. The added noise, pollution and general humanity in this area will destroy our air and ocean.
- When purchasing a home in White Rock, a lot of residents have paid quite a bit "for their view" which is supposed to be protected by the OCP and zoning, height rules in place at the time of purchase. It seems very discouraging when there are defined building height rules, and then exceptions made by the city that are dependent upon developer buyout payments for bonus amenities for the city. That really seems to be an ethical conflict of interest for the city. Perhaps for situations where the developer gets agreement to go higher than the OCP permits, the adjacent homeowners should also be compensated for their loss of view or their city taxes should be accordingly reduced to reduce the city conflict of interest situation.
- Continue to concentrate high density / high buildings in the town center. Require ground floor commercial for buildings facing Marine Drive. Priority given to protecting hillside view properties.
- Ya more medium tall buildings and less very tall New York city type of buildings.
- Height increases amount of people in the area , we don't have that much space to support the traffic, emergency situations etc

Also, with approving to build, our city turns into many making machine for developers and rich investors

Who can honestly afford a 800 k apartment in here ?

What happens when you approve hight somehow the strata companies work together with developers and start pushing people to sell or they offer to "buy them out" lowballing at the same time

They list multiple problems with your building and offer that investor would free you from the cost as long as you give up your apartment basically for free  
It happened in my building as we had this scare of developer being interested in our property  
All of the sudden our strata management came up with this huge reno plan that no one could afford threatening us with law action  
We as residents wiggled out of it and still had to do some renovating which was bogus but I think we got off the hook mainly because you guys put the stop on the height increase near the white Rock elementary  
Thank you for that !!!!

- What planning has been done re fire department, etc?
- encourage developers to renew our aging city by allowing minimum 6 story apts
- No added 8ft from curb. In formulae of building height
- Time to stop 15+ story high rises. Nothing higher than 3 stories along the water front from curb side.
- Too many tall buildings being built.
- Again, I ask a worrying question: What precautions has the City taken so the developers, real estate agents, and other industry groups who would benefit from some of these policy proposals do not also submit this survey and skew the answers?

Time and time again, we have seen out-of-town property developers come with their teams in tow to city meetings to push their personal agenda and interests on the tax paying citizens of White Rock.

We need to make sure that we, the tax payers, of this town who live here has the say. Not those who do not live here.

Thank you, city council, for listening to your citizens.

- Great to see a housing survey but can we frame it as building community -- small business, space for public art, affordable spaces for non-profit service providers too?
- Tallest buildings should be in town centre. Commercial space should be encouraged on the ground floor of buildings facing Marine Dr. Protect views for other residential areas
- There is no consistency in building heights outside the town centre, should all be kept low except along North Bluff
- The east beach waterfront area has both a commercial and a residential area. This area should be divided into two distinct zones to allow better development regulations.
- No buildings exceeding 4 stories past thrift street going down the hill
- Council should resist pressure from developers to increase heights along Marine drive. Try and find revenue from other ventures. If you increase height it will be a short term gain (extra revenue) and a long term loss.
- Once this is decided make sure that there are no exceptions allowed to the OCP. In the past, the OCP has been ignored.
- Each neighbourhood plan should consult individual owners.

I think many property owners are curious if the planning department staff and the council members are at personal risk of their investment in their personal family home being compromised.

- Our family has called White Rock home for the last 7 years, and my wife has worked at Peace Arch Hospital for the past 15 years. We love it here. We would like to see the city grow and become modern while maintaining its charm. Walkability is the best part of living here. Please ensure that with the higher density we are supporting, that traffic congestion is mitigated by providing walkable amenities for our citizens. One of the key amenities all communities need are areas for our youth to play freely and to also train to chase their dreams of a possible career in athletics. We could become a future hotbed for soccer talent, with kids who are able to be trusted by parents to descend the elevators of these new high rises, walk a block or two, and join in hours of games with their friends on the city's new turf :) We would love to help give this generation of kids the memories of representing their City



by the Sea when they grow up. This is the opportunity to make it happen, and for the relatively low cost of rolls of turf and led lights.

- Go very tall at the 16th Avenue level with gradual height reduction towards the south
- PLEASE, let's not let White Rock become another Yaletown!!!
- The latest highrises are way to high, ie Foster Martin,. Please keep this city charming and dont let it become like the West End.
- Lets not make White Rock the West End of Surrey
- White Rock is not only belong to the seniors, it's belong to young families, your generation as well.
- I thought this topic was settled when the new Council was voted in. Strange how we keep revisiting it.
- I have two children each with 22 years and 16 years, our family are so close and do love to live here. I hope our neighborhood can attract my children to stay.
- Still 'paving paradise' but not even putting up a parking lot. Non-residents do better than us/
- I want to be able to see sky, hear birds, enjoy lush gardens. I would really hate to see White Rock another city like Coquitlam Town Centre (impersonal concrete)
- No need for higher density. Keep it low. Share the beauty for all.
- I don't think any apartment building in White Rock should be any higher than 10 storeys.
- Look at Qualicum Beach - livable - a great destination - goal.
- It doesn't talk much to spoil your own world. Keep buildings below 5-6 storeys please.
- Stop these developers before this place is totally ruined. How many more times are you going to change the height restrictions?
- These changes will increase White Rock's population. Presently, traffic gridlock exists in the Uptown area by 3:00pm. City Hall will need to improve our roads to accommodate the population influx.
- Infrastructure in White Rock doesn't support more high rises in some areas (Oxford).
- -We must always bear in mind to keep a sense of character and community as we move forward and preserve any greenspace available. :)
- There is so many highrises that they block out the sun and too many more people and traffic increase is horrendous for pedestrians. Please leave some small buildings for contract to tall highrises.
- Developers keep pushing - build and then move on to somewhere else. Please! If it takes days for people to have public meetings... let's sign up for this. That's enough of builders having their way in White Rock area.
- Lack of amenities to support larger population i.e. water, schools, hospital size, small fire department.
- Tops of high rises/low rises: forget penthouses, put solar panels on the roofs.

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



**DATE:** May 31, 2021

**TO:** Land Use and Planning Committee

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

**SUBJECT:** OCP Height and Density Review – Amendment Bylaw and Consultation Summary

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**RECOMMENDATIONS**

THAT the Land Use and Planning Committee recommend that Council:

1. Give first and second reading to “Official Community Plan Bylaw, 2017, No. 2220, Amendment No. 2 (Height and Density Review), 2021, No. 2387;”
  2. Consider the consultation strategy in the corporate report dated May 31, 2021 as appropriate for consultation with persons, organizations and authorities that will be affected by “Official Community Plan Bylaw, 2017, No. 2220, Amendment No. 2 (Height and Density Review), 2021, No. 2387,” pursuant to Section 475 of the *Local Government Act*;
  3. Consider “Official Community Plan Bylaw, 2017, No. 2220, Amendment No. 2 (Height and Density Review), 2021, No. 2387” in conjunction with the City’s Financial Plan, and Metro Vancouver’s Integrated Liquid Waste Resource Management Plan and Integrated Solid Waste and Resource Management Plan; and
  4. Direct staff to schedule the public hearing for “Official Community Plan Bylaw, 2017, No. 2220, Amendment No. 2 (Height and Density Review), 2021, No. 2387” and mail notice of the public hearing to those property owners of properties where the land use designation would change to a different land use designation as a result of Bylaw No. 2387.
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**EXECUTIVE SUMMARY**

On March 29, 2021, the Land Use and Planning Committee passed a series of resolutions directing staff to prepare revisions to the Official Community Plan (OCP) bylaw, as part of the third and final phase of the City’s OCP Review. This report introduces the related draft OCP amendment bylaw for consideration, and the next step in the process would be to proceed to a Public Hearing.



Prior to conducting the public hearing for the OCP Amendment Bylaw, Council must also pass a resolution that considers the consultation strategy as appropriate, and pass a resolution that Council has considered the OCP Amendment Bylaw in conjunction with the City's Financial Plan and relevant waste management plans (i.e. Metro Vancouver's Integrated Liquid Waste Resource Management Plan and Integrated Solid Waste and Resource Management Plan).

The proposed changes to the OCP generally would have the effect of reducing the scale (height and density) of new development, and future rezoning applications for redevelopment would be required to be consistent with the policies in the OCP. There are existing approved developments with site-specific zoning that exceeds the scale of development contemplated in the OCP, and these can proceed based on their prior approvals, but any new rezoning application would be subject to the OCP.

The OCP Amendment Bylaw also introduces a new definition for Affordable Rental Housing and related housing policies, which increases the expectations for developments in providing greater levels of affordability (i.e. lower maximum rents) in exchange for receiving additional height and density.

### **PREVIOUS COUNCIL DIRECTION**

<b>Motion # &amp; Meeting Date</b>	<b>Motion Details</b>
May 10, 2021	THAT Council give final reading to "White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CR-1 Town Centre Revisions) Bylaw, 2021, No. 2376".
2021-200 April 12, 2021	THAT Council: Whereas the Official Community Plan (OCP) includes Elm Street as part of the Waterfront Village; and Whereas Elm Street is the only street off Marine Drive that is part of the Waterfront Village; and Whereas Elm Street has no commercial activity; and Whereas Elm Street is in fact part of a mature neighbourhood, Amends the OCP be amended to remove Elm Street from the Waterfront Village designation.
2021-LU/P-038 March 29, 2021	THAT the Land Use and Planning Committee endorse in relation to Town Centre Transition area Option C as noted in the March 8, 2021 corporate report, with an amendment noting four (4) to six (6) stories where it is defined that along North Bluff on the east or west side permit six (6) stories; and

	For the remaining sites it be noted as four (4) stories to six (6) stories with a notation that proposals over four (4) stores would be considered when there is an affordable housing component.
2021-LU/P-039 March 29, 2021	THAT the Land Use and Planning Committee endorse Option A as noted in the March 8, 2021 corporate report titled "Results of OCP Review Survey- Building Heights Outside the Town Centre" in regard to the East Side Large Lot Infill.
2021-LU/P-040 March 29, 2021	THAT the Land Use and Planning Committee endorse removal of the row of single family homes on Finlay Street - section below Russell Avenue from the area titled as "East Side Large Infill" from Official Community Plan and it remain with the mature neighbourhood designation.
2021-LU/P-041 March 29, 2021	THAT the Land Use and Planning Committee endorse a maximum of a four (4) storey height along North Bluff road along the east side (East of Lee Street to Maccaud Park).
2021-LU/P-042 March 29, 2021	THAT the Land Use and Planning Committee endorse the Waterfront Village be limited and/ or referred to as only the buildings that front onto Marine Drive.
2021-LU/P-043 March 29, 2021	THAT the Land Use and Planning Committee endorse, at West Beach along Marine Drive, permitting a building height of three (3) stories.
2021-LU/P-043 March 29, 2021	THAT the Land Use and Planning Committee endorse Option B as outlined in the March 8, 2021 corporate report in regard to East Beach (along Marine Drive) permitting three (3) stories and up to four (4) stories.
2021-113 March 8, 2021	THAT Council: <ol style="list-style-type: none"> <li>1. Receive the March 8, 2021 corporate report from the Director, Planning and Development Services, titled "Results of Official Community Plan Review Survey – Building Heights outside the Town Centre;" and</li> <li>2. Defers the topic to a future Land Use and Planning Committee meeting.</li> </ol>
2020-570 November 23, 2020	THAT Council directs the scope for the Official Community Plan (OCP) review be reduced at this time to only the Town Centre building height and density and building heights around the Town Centre and height at the waterfront along Marine Drive.
2020-LU/P-027 September 16, 2020	THAT Land Use and Planning Committee recommend that Council consider the Town Centre Phase 2 Engagement Summary and Recommendations Report prepared by DIALOG Design, attached to this corporate report as Appendix A, and direct staff to proceed with preparing the proposed implementing mechanisms as described in staff's evaluation of the DIALOG recommendations in Appendix B.

2020-110 March 9, 2020	Council received for information the corporate report dated March 9, 2020 from the Director of Planning and Development Services titled “Official Community Plan Review – Waterfront Enhancement Strategy and Town Centre Public Engagement Update.”
2019-LU/P-038 November 18, 2019	The Land Use and Planning Committee received for information the corporate report dated November 4, 2019 from the Director of Planning and Development Services titled “Official Community Plan Review - Summary of Phase 1 Public Engagement”.

## **INTRODUCTION/BACKGROUND**

The purpose of this corporate report is to introduce a draft amendment to the Official Community Plan (OCP) that would implement the direction of the Land Use and Planning Committee in relation to the OCP Review for the Town Centre and Building Heights outside the Town Centre (including Town Centre Transition, Waterfront Village, and East Side Large Lot Infill Area). As the amendments to the Town Centre Transition land use designation also involve incorporating a new approach to defining affordable rental housing based on the work of the Housing Advisory Committee, revisions to the policies in the Housing chapter in the OCP are also included in the draft amendment. Associated changes to the land use designations are proposed for the Development Permit Area guidelines (removing references to towers where no longer applicable, etc.), the Land Use designations map, and map of form and character Development Permit Areas. The amendment bylaw itself is attached to this report as Appendix A, and a table listing the consequential changes to the OCP is attached as Appendix B.

This report also provides an opportunity for the Committee to consider and discuss other related resolutions which would be required prior to the bylaw advancing to a Public Hearing, specifically confirmation that Council considers the consultation for the proposed amendment to be appropriate, and consider the proposed amendment in conjunction with the Financial Plan and any waste management plan (i.e. Metro Vancouver’s Solid Waste and Liquid Waste Management Plans).

### **Overview of Changes to the Bylaw**

The most significant changes in the draft OCP amendment are changes to the height and density permitted for new buildings. By making these changes in the OCP, any new zoning amendment application that is received will need to either be consistent with the new OCP height and density parameters, or else it would require an OCP amendment before the zoning amendment could be approved.

New buildings outside of the Town Centre area typically require a zoning amendment application, as their present zoning relates to the existing land uses and buildings on the property. New buildings in the Town Centre, which is pre-zoned to allow for additional height and density, can proceed with only a Major Development Permit if they do not request additional density beyond what is permitted in the zone. The CR-1 zone, which applies to the majority of Town Centre properties that have not been recently redeveloped, was amended on May 10, 2021 to reduce the maximum height and density these properties are “pre-zoned” to allow. The proposed OCP amendment for the Town Centre area would match the maximum heights and densities that are specified in the recently amended CR-1 zone.



### Town Centre, Town Centre Transition, and Lower Town Centre Areas

The maximum height and density for the Town Centre (TC), Town Centre Transition (TCT), and Lower Town Centre (LTC) areas are illustrated in the OCP by Figure 9 and Figure 10. The current and proposed versions of these figures are provided below for reference.

It is notable that in the TCT designation, the current OCP allows an increase in density (FAR) of 40% where the proposal provides market rental housing (e.g. 2.5 FAR becomes 3.5 FAR, 2.0 FAR becomes 2.8 FAR), whereas the proposed OCP would only allow an bonus density/height for properties identified as otherwise allowed 1.5 FAR and 4 storeys in the TCT land use designation (up to 2.5 FAR and 6 storeys, in exchange for providing an affordable housing component in the new development, per new housing policy 11.2.4).

The heights identified in the OCP in storeys in the proposed Figure 10 are now proposed to be considered maximums instead of conceptual height guidelines. This means that a new rezoning application exceeding these heights would also be required to apply for an OCP amendment.

The six parcels owned by the Peace Arch Hospital Foundation (top right of images) and currently used as a parking lot are proposed to be changed to Institutional land use designation and accordingly have been removed from proposed Figures 9 and 10.

*Image 1 – Current Figure 9 “Maximum FAR”*



*Image 2 – Proposed Figure 9 “Maximum FAR”*



*Image 3 – Current Figure 10 “Conceptual Height Transitions...”*



*Image 4 – Proposed Figure 10 “Maximum Heights”*



#### Waterfront Village Area

In the Waterfront Village land use designation area, the main proposed change is to limit buildings on West Beach, (west of Foster Avenue) to a maximum of three storeys, and on East Beach (east of Foster Avenue) to three storeys or four storeys where the top of the building is not more than 3.5 metres above the highest ground elevation on the property line. The current zones that apply to West Beach and East Beach Commercial/Residential properties (CR-3 and CR-4 respectively) will likely be updated as part of the Zoning Bylaw Review to be consistent with these parameters.

In the proposed Land Use Map, properties currently designated Waterfront Village which do not front on Marine Drive have been removed from the Waterfront Village land use designation and changed to a designation that is consistent with their current land use and zoning. For properties on Elm Street, and those which have frontage on Victoria Avenue, the proposed new designation is Mature Neighbourhood. For the existing Montecito and Silver Moon apartment buildings the proposed new designation is Urban Neighbourhood. While not directly fronting on Marine Drive, the property at 1122 Vidal Street (new site of Galaxie Brewing) is recommended to remain as Waterfront Village due to it being contiguous with other commercial properties on Marine Drive.

The areas proposed for a change in land use designation are highlighted in the map below (pink colour indicates properties remaining as Waterfront Village).



*Image 5 – Proposed Land Use Designation Changes from Waterfront Village Designation*



Several Elm Street property owners have provided correspondence to the City noting their opposition to being removed from the Waterfront Village designation and being designated as Mature Neighbourhood. This correspondence is attached to this report as Appendix D. As noted above, the proposed OCP amendment bylaw has been drafted as directed by Land Use and Planning Committee, however, as an alternative to the Mature Neighbourhood designation for Elm Street (which would allow redevelopment as single family, duplex, or triplex homes), should Council wish to continue to allow multi-family development on these properties, in the Options section of this report it is noted that the draft bylaw could be amended by Council resolution prior to first reading.

Council could direct staff to keep the properties on Elm Street as Waterfront Village with the new three storey height maximum that will apply to West Beach, along with a maximum gross floor area ratio (FAR) of no more than 1.5. The reduced FAR of 1.5 (or less) compared to the typical 2.0 maximum FAR for other properties in the Waterfront Village designation is appropriate due to the fact that if multi-family residential development occurs in this area off of Marine Drive, it would be in a more residential setting, with setbacks from all property lines to allow for landscaping around the buildings, as opposed to Marine Drive commercial lots which are typically built up to adjacent commercial buildings properties and can therefore accommodate additional floor area. This alternative version of the Waterfront Village land use designation would specify that all properties without frontage along Marine Drive (i.e. those on the east side of Elm Street) would be limited to a maximum of 1.5 FAR, and is provided as Appendix E.

#### East Side Large Lot Infill Area

In the East Side Large Lot Infill land use designation, properties south of Russell Avenue are proposed to be changed to the Mature Neighbourhood designation.

For the properties along North Bluff Road, east of Lee Street, the maximum height is proposed as four storeys without an affordable housing requirement, whereas west of Lee Street (i.e. the ‘Beachway’ project which has conditional approval) the base maximum would be three storeys and up to six storeys allowed with the provision of affordable rental housing.

### General

Policies related to building heights have been revised throughout the land use designations and in the general policy 8.13.4 to state that these heights are maximums and not conceptual height guidelines.

Policy 8.13.7 is a new policy proposed to clarify that there are properties with previously approved existing site-specific zoning (including architectural drawings which new buildings must conform to) that would not necessarily be able to achieve the Development Permit Area guidelines now in place, which are based on buildings of a reduced scale. In those instances, to the extent that the zoning constrains the form of development, this policy explains that those projects would not be prevented from having a Development Permit issued or amended, despite the inability to fully achieve the Development Permit Area guidelines.

### Housing Policies

The major change to the Housing chapter (section 11) is the new definition for affordable rental housing (rents capped at 20% below average rent for purpose built rental units, as reported by CMHC), which lowers the maximum rent that was previously determined to qualify as affordable.

This change in definition of affordable rental housing applies to the properties identified in Figure 11 of the OCP as eligible for additional height and density (up to six storeys and 2.5 FAR), which would now be required to provide 20% of the units in a development meeting this criteria for affordable rental housing. Figure 11 has been modified in the proposed bylaw so that it no longer includes properties east of Lee Street on North Bluff Road (these properties would only be allowed four storeys, but no affordable housing component would be required).

The new definition of affordable rental housing would also apply in the Town Centre Transition land use designation as a way to determine if a development is eligible to exceed the four storey heights (up to six storeys) and 1.5 FAR by providing an affordable housing component.

Depending on the tenure (strata ownership vs. rental), a development would be required to provide either 20% or 10% of the units in the building as affordable rental housing, or 5% when the project includes replacement rental units and compensation to existing tenants has been provided in accordance with the City’s Tenant Relocation Policy. For rental replacement projects with applications submitted prior to 2021 (i.e. at 1485 Fir Street) this affordable housing component could be 5% of the units at average rent for a period of 10 years rather than at 20% below average rent in perpetuity.

### Development Permit Area Guidelines

The current Town Centre and Multi-Family Development Permit Area (DPA) guidelines both refer to “tower” portions of new buildings and setbacks / terracing of the building at levels that would exceed the new maximum heights. These guidelines have been revised to remove references to towers, and in the Town Centre area the guidelines note that the setbacks/terracing identified in the guidelines may be reduced to a more streamlined building form if that results in greater energy efficiency for the building (“thermal bridging” from extensive terracing/balconies in the building envelope can result in heat loss and energy inefficiency).

Related images in the DPA guidelines have been modified to largely remove references to buildings at heights that would no longer be permitted in the OCP.



### Additional Land Use Map Change

In addition to the land use designation changes noted above, a land use designation change for the treed area at 1454 Oxford Street which was recently dedicated to the City through a lot line adjustment subdivision as part of the Phased Development Agreement and development contribution for that site. This would extend the Open Space & Recreation land use designation at the City's original parcel (1487 Everall Street) across the newly expanded City-owned treed area.

### Development Permit Area Map Change

The map of Form and Character DPA is proposed to be amended reflecting the other land use designation changes in the proposed bylaw. For the properties converting from Waterfront Village designation, the Silver Moon and Montecito building properties would become Multi-Family DPA, and the other parcels now Mature Neighbourhood (Elm Street, Victoria Avenue fronting parcels) would no longer be in a specified DPA. The properties formerly in the East Side Large Lot Infill designation south of Russell Avenue would also no longer be in the East Side Large Lot DPA.

## **Consultation on Official Community Plan Bylaw Amendment**

### Legislative and Policy Background

Section 475 of the *Local Government Act* requires that Council consider whether there should be early and ongoing consultation with any of the following: regional district; adjacent regional district; adjacent municipality; first nations; school district or other boards; and/or provincial and federal governments.

Council also has a policy guiding considerations regarding this requirement, Council Policy 512 (Official Community Plan Consultation Policy). This policy is attached to this report as Appendix C.

In the case of this OCP amendment, in accordance with Council Policy 512, it was determined that early and ongoing consultation with one or more of the persons, organizations and authorities listed in Section 475 (2) be in accordance with the strategy and rationale provided in the table below.

It is also noted that the primary changes proposed to generally reduce the scale (height and density) of development are differences of degree from the current OCP policies, and would still allow for redevelopment to multi-storey mixed use and multi-unit residential buildings, albeit in a smaller building form, and would not fundamentally change the future uses of the properties. The population and employment growth forecasted in the current OCP would still be attainable over the 30 year horizon of the plan, but in a format that is predominantly low-rise and mid-rise buildings instead of high-rise (i.e. more than 12 storeys).

The following table identifies the person, organization, and authority noted in section 475 and staff's review and determination if consultation is required with these entities in relation to the proposed OCP amendment. In some instances it has been determined that early and ongoing consultation is not required by Council Policy 512, but staff have contacted these organizations for their awareness and an opportunity to comment if desired. If written correspondence is received from any of these persons, organizations and authorities is provided prior to the public hearing, it will be included in the public hearing information package.

<b>Section 475 (2) person, organization and authority</b>		<b>Determination if consultation is required and should be early and ongoing</b>
(i)	Metro Vancouver Regional District	Not required, as the areas subject to change in the OCP are already designated “General Urban” in the Regional Growth Strategy and in the opinion of the Director of Planning the change is not inconsistent with the regional context statement.  During the overall OCP Review process, staff have referred the draft options and materials to MVRD staff for their awareness and offered additional opportunities to meet if necessary to discuss.
(ii)	Adjacent regional district	Not applicable; the subject area is not adjacent to another regional district.
(iii)	City of Surrey	Required, as proposed changes to the OCP are in areas immediately adjacent to the City of Surrey, specifically the City of Surrey’s Semiahmoo Town Centre Plan area.  During the overall OCP Review process, staff have referred the draft options and materials to City of Surrey staff and offered additional opportunities to meet if necessary to discuss.
(iv)	first nations;	Required, as the changes are in areas immediately adjacent to the Semiahmoo First Nation Reserve.  Staff have referred the draft options and materials to Semiahmoo First Nation for their awareness, opportunity to provide comment, and offered to meet if necessary to discuss.
(v)	School District 36 Surrey	Staff also have ongoing annual contact with school district staff regarding their Eligible School Sites Proposal and other matters and discuss current development proposals.  Staff have referred the draft options and materials to School District staff for their awareness and offered to meet if necessary to discuss.
(v)	Greater boards and improvement district boards;	Not applicable.
(vi)	Provincial and federal governments and their agencies (including Greater Vancouver Sewerage and Drainage District Board and TransLink per Council Policy 512)	TransLink early consultation is not required as this is not a new plan but an amendment to an existing plan. Staff have referred the draft options and materials to TransLink staff for their awareness and offered to meet if necessary to discuss.

		Waste management staff at the GVS&DD (MVRD) were referred the draft bylaw by MVRD Regional Planning staff. The proposed changes reduce the scale of development and but do not fundamentally alter the future use of lands in the City, and growth projections are not expected to differ significantly from the existing OCP as a result of proposed changes.
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### **Financial Plan and Waste Management Plan Consideration**

Section 477 (3) (a) of the *Local Government Act* requires that Council must consider an official community plan (in this case, the subject OCP amendment bylaw), in conjunction with its Financial Plan and any waste management plan, prior to a public hearing for the OCP bylaw. It is not necessary that the OCP bylaw be determined to be in complete alignment with these plans, but they must be considered as part of the approval process for the OCP bylaw.

In terms of the Financial Plan, as there may be a reduced amount of community amenity contributions received as a result of reducing the density for the buildings in the Town Centre and Town Centre Transition areas, the impact will be primarily be a reduction in projects that could be funded with future community amenity contributions. Future city amenity projects within the current Financial Plan that may have benefitted from these amenity contributions may be delayed or be removed if an alternative source of funds is not available. Reducing the development potential for commercial and multi-family residential properties will likely have an impact on their assessed land values and may impact the distribution of property taxes in future years. The policy changes may delay new developments as land values adjust to the revised development potential and requirements, and developers adjust the price they are willing to pay for redevelopment sites to reflect the new development conditions. In the preparation of future Financial Plans staff will continue to review impacts on tax revenue.

In terms of the applicable waste management plans (Metro Vancouver's waste management plans), the OCP amendment would generally reduce the scale of future development in the City (i.e., maximum density and height) but it would still not fundamentally change the future uses of the properties, therefore substantial impact on liquid and solid waste services are not anticipated as a result of the OCP amendment bylaw.

### **FINANCIAL IMPLICATIONS**

The City's 2021-2025 Financial Plan includes an estimate of new taxation revenues annually from new developments. These new construction revenues help to offset increasing costs and play a part in keeping tax rates down in future years. For 2022, \$760K in new taxation revenue has been budgeted for the completion of developments that are currently underway. Increases for 2023 - 2025 are budgeted at \$438K, \$231K, and \$261K respectively. These estimates are revised in the annual budget process to reflect actual development projects that are expected to be built.

### **LEGAL IMPLICATIONS**

Under section 458 of the *Local Government Act*, compensation is not payable to any person for any reduction in value of that person's interest in land, or for any loss or damages that result from the adoption of an official community plan (or zoning bylaw or other land use bylaws and permits).

The public hearing notice requirements for the proposed OCP Amendment Bylaw include advertising the public hearing in the local newspaper, but would not require mailed notification of the public hearing, per section 466(7) of the *Local Government Act* (as the proposed OCP Amendment Bylaw would affect more than ten parcels owned by ten or more persons).

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

There have been numerous opportunities for community engagement throughout the OCP Review process, though in a more digital format during the COVID-19 pandemic restrictions. Previous staff reports have outlined the workshops and open houses, and surveys that have led to the proposed policies as directed by the Land Use and Planning Committee. A public hearing on the proposed OCP Amendment Bylaw provides an additional opportunity to hear from the community on their views on the proposed changes.

Staff recommend that in addition to the newspaper advertisements and publicizing through the City's social media channels, despite it not being required by the *Local Government Act* (as noted in the Legal Implications section above) that the City mail notices of the public hearing to the owners of the approximately 180 properties where the OCP land use designation is proposed to be changed to another land use designation, specifically the following areas:

- East side of Elm Street (from “Waterfront Village” to “Mature Neighbourhood”)
- Montecito and Silver Moon apartment buildings (from “Waterfront Village” to “Urban Neighbourhood”)
- South side of Victoria Avenue between Martin Street and Finlay Street (from “Waterfront Village” to “Mature Neighbourhood”)
- East side of Finlay Street south of Russell Avenue (from “East Side Large Lot Infill” to “Mature Neighbourhood”)
- West side of Hospital Street north of Vine Street (from “Town Centre Transition” to “Institutional”)

The mailed notice would identify the proposed land use designation changes in the bylaw and provide information on where to access the draft bylaw and current OCP bylaw, and how to obtain further information from staff.

A city-wide mailout for the public hearing (unaddressed flyers to all households), as was done with the Town Centre CR-1 public hearing, would likely delay the public hearing to July in order to prepare, print and the send the materials. This would also cost approximately \$2,500 for the materials and \$1,600 for the postage, which is not in the budget. Staff recommend that due to the time and cost associated with the city-wide mailout, that notice of the public hearing be done through newspaper advertisements, social media posts, and a direct mailout to the properties as noted above, but not through a city-wide mailout.

### **INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS**

Multiple departments have been involved in the overall OCP Review process. The work of preparing the amendment bylaw is primarily undertaken by Planning and Development Services staff.

### **CLIMATE CHANGE IMPLICATIONS**

While decreasing development potential through reduced building heights and density in the City may influence growth patterns in areas outside of the City with less transit service and walkability, resulting in increased private automobile use (and correlated increase in carbon

emissions), the more common form of development in the long term may consist more of wood frame, mass timber and tall wood buildings, which may have a positive impact on the carbon emissions associated with the building materials than concrete high-rises.

### **ALIGNMENT WITH STRATEGIC PRIORITIES**

The Review of the Official Community Plan (OCP) is identified as a Top Priority action in the 2021-2022 Council Strategic Priorities.

This action supports the “Our Community” objective of guiding land use decisions of Council to reflect the vision of the community.

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

The following alternatives are available for LUPC’s consideration. The LUPC may recommend that Council:

1. Amend the proposed OCP Amendment Bylaw to allow the properties on Elm Street to remain as Waterfront Village with a three storey height maximum and 1.5 FAR (gross floor area ratio), give first and second readings to the bylaw as amended, pass the related procedural resolutions and direct staff to schedule a Public Hearing;
2. Amend the proposed OCP Amendment Bylaw with items as directed by LUPC, give first and second readings to the bylaw as amended, pass the related procedural resolutions and direct staff to schedule a Public Hearing; or
3. Defer consideration of the proposed OCP Amendment Bylaw pending receipt of information to be identified by the LUPC.

### **CONCLUSION**

This corporate report is to introduce a draft amendment to the Official Community Plan (OCP) that would implement the direction of the Land Use and Planning Committee in relation to the OCP Review for the Town Centre and Building Heights outside the Town Centre (including Town Centre Transition, Waterfront Village, and East Side Large Lot Infill Area). As the amendments to the Town Centre Transition land use designation also involve incorporating a new approach to defining affordable rental housing based on the work of the Housing Advisory Committee, revisions to the policies in the Housing chapter in the OCP are also included in the draft amendment. Staff recommend that LUPC endorse Council give readings to the amendment bylaw, pass the resolutions relating to the consultation, Financial Plan and waste management plans, and advance the bylaw to a public hearing.

Respectfully submitted,

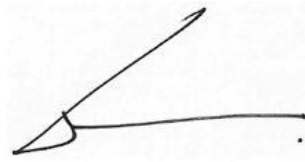


Carl Isaak, RPP, MCIP  
Director, Planning and Development Services



**Comments from the Chief Administrative Officer**

I concur with the recommendations of this corporate report.

A handwritten signature in black ink, consisting of a stylized 'G' followed by a horizontal line and a small dot.

Guillermo Ferrero  
Chief Administrative Officer

- Appendix A: Draft OCP Amendment (Height and Density Review) Bylaw, No. 2387
- Appendix B: List of Significant Changes in Bylaw No. 2387
- Appendix C: Council Policy 512: Official Community Plan Consultation Policy
- Appendix D: Correspondence from Elm Street Property Owners
- Appendix E: Alternative Waterfront Village Land Use Designation Section (Elm Street)

**The Corporation of the  
CITY OF WHITE ROCK  
BYLAW 2387**



A Bylaw to amend the  
“City of White Rock Official Community Plan Bylaw, 2017, No. 2220”

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**WHEREAS** pursuant to Part 14, Division 4 of the *Local Government Act* in relation to Official Community Plans, the Council of the City of White Rock is empowered to establish objectives and policies to guide decisions on planning and land use management;

**AND WHEREAS** a Public hearing was held in accordance with the *Local Government Act*, and notice of such Hearing has been given as required;

**NOW THEREFORE** the Council of the City of White Rock, in open meeting assembled, enacts as follows:

1. The existing Section 8 (Land Use) is deleted and replacing in its entirety with a new Section 8 (Land Use) as shown on Schedule “1” attached herein and forming part of this bylaw.
2. The existing Section 11 (Housing) is deleted and replacing in its entirety with a new Section 11 (Housing) as shown on Schedule “2” attached herein and forming part of this bylaw.
3. The existing Section 22.3 (Town Centre Development Permit Area) is deleted and replacing in its entirety with a new Section 22.3 (Town Centre Development Permit Area) as shown on Schedule “3” attached herein and forming part of this bylaw.
4. The existing Section 22.6 (Multi-Family Development Permit Area) is deleted and replacing in its entirety with a new Section 22.6 (Multi-Family Development Permit Area) as shown on Schedule “4” attached herein and forming part of this bylaw.
5. The existing Schedule A (Land Use Plan) is deleted and replacing in its entirety with a new Schedule A (Land Use Plan) as shown on Schedule “5” attached herein and forming part of this bylaw.
6. The existing Schedule B (Form and Character Development Permit Areas) is deleted and replacing in its entirety with a new Schedule B (Form and Character Development Permit Areas) as shown on Schedule “6” attached herein and forming part of this bylaw.
7. This Bylaw may be cited for all purposes as the “Official Community Plan Bylaw, 2017, No. 2220, Amendment No. 2 (Height and Density Review), 2021, No. 2387”.

RECEIVED FIRST READING on the	day of
RECEIVED SECOND READING on the	day of
PUBLIC HEARING held on the	day of
RECEIVED THIRD READING on the	day of
RECONSIDERED AND FINALLY ADOPTED on the	day of

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Mayor

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Director of Corporate Administration

## Schedule “1”

### 8.0 Land Use

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



## Overview

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

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

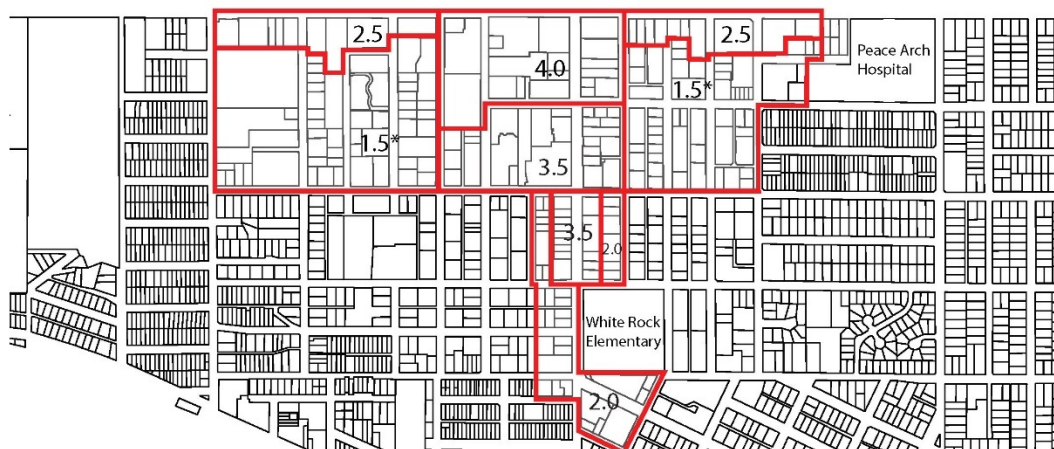


Figure 9 Maximum FAR in the Town Centre, Town Centre Transition, and Lower Town Centre Areas  
(\* indicates density may be increased with inclusion of an affordable housing component)



Figure 10 Maximum Building Heights in the Town Centre, Town Centre Transition, and Lower Town Centre Areas  
(\* indicates where 6 storeys permitted with inclusion of affordable housing component)



## Objectives and Policies

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

### Town Centre

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

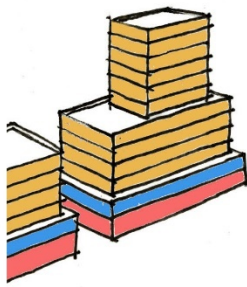
**Objective 8.1** - To enable a concentrated mix of multi-unit residential and commercial uses to strengthen the heart of the city, reinforcing it as a neighbourhood, city-wide, and regional destination, and to provide sensitive transitions between the Town Centre and adjacent areas.

**Policy 8.1.1** Uses and Building Types – Allow mixed-use (commercial/residential/ civic), multi-unit residential, and civic uses in a range of low-rise to high-rise buildings, with any new high-rises not to exceed 12 storeys.

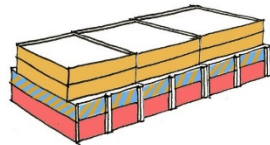
**Policy 8.1.2** Density and Height – Concentrate the highest densities and heights in the area bounded by North Bluff Road, Johnston Road, Russell Avenue, and George Street. Maximum allowable densities (FAR) are outlined in Figure 9 and maximum heights (in storeys) are illustrated in Figure 10. Any portion of a building within 15 metres of Johnston Road is not to exceed four storeys in height.

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

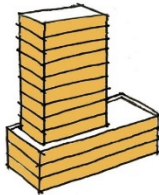
**Policy 8.1.4** Urban Design – Enhance the built and public realms through policies identified in Section 9 and guidelines in the Town Centre Development Permit Area in Part D.



Town Centre mixed-use (on North Bluff Road)



Town Centre mixed-use (on Johnston Road)



Town Centre residential

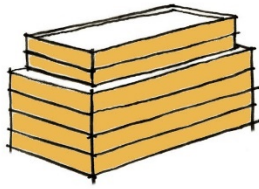


Maximum Height in Town Centre



Gross FAR in Town Centre

## Town Centre Transition

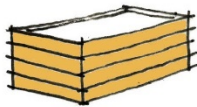


The Town Centre Transition area is residential in character, with densities and heights that support the Town Centre and provide transitions to neighbouring low to mid rise residential areas.

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

Along North Bluff Road, and where an affordable housing component is included in the building

Policy 8.2.1 Uses and Building Types – Allow multi-unit residential uses, with mixed-use (commercial/residential) on George Street and adjacent to the hospital. Existing institutional and utility uses are also supported and may be mixed in new buildings with multi-unit residential uses. Building types range from low-rise to mid-rise.



Properties south of North Bluff Road, and east and west (without an affordable housing component)

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

Policy 8.2.3 Affordable Housing Density / Height Bonus – Allow properties in the areas identified with the \* on Figure 9 and 10 to rezone up to six storeys and 2.5 FAR where the development includes the one of the affordable housing components identified in policy 11.2.4.

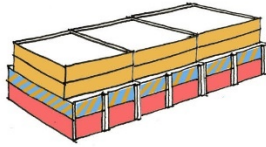
Policy 8.2.4 Urban Design – Enhance the built and public realms through guidelines included in the Multi-Family Development Permit Area in Part D. Focus on the establishment of a greenway between the Town Centre and Centennial Park, as per Sections 13 and 15.



Maximum Height in Town Centre Transition  
(\* indicates where up to 6 storeys would be permitted with an affordable housing component)



Gross FAR in Town Centre Transition  
(\* indicates where up to 2.5 FAR/2.8 FAR would be permitted with an affordable housing component)



Primary form: mixed-use low rise buildings

## Lower Town Centre

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

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

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

**Policy 8.3.2** Density and Height – Concentrate the highest heights and densities adjacent along Johnston Road between Thrift and Roper Avenues. Maximum allowable densities (FAR) are outlined in Figure 9 and maximum heights (in storeys) are illustrated in Figure 10. Buildings adjacent to Roper Avenue should step down to four storeys on the Roper Avenue frontage.

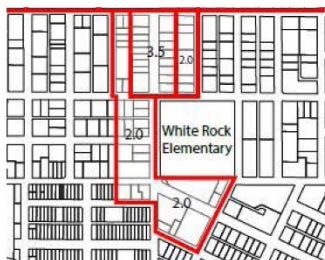
**Policy 8.3.3** Retail Streets – Strengthen existing retail streets by requiring street-fronting commercial uses on Johnston Road, and on Pacific Avenue from Johnston Road to Fir Street.

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

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

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

From the Town Centre, transition from 6 - 4 Storeys along Johnston Road between Thrift and Roper

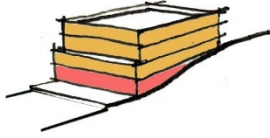


Gross FAR in Lower Town Centre



Maximum Heights in Lower Town Centre

## Waterfront Village



Mixed-use

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

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



Flex-residential

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

Policy 8.4.2 Density and Height – Allow a density of up to 2.0 FAR, in buildings up to three storeys in height, in the West Beach area west of Foster Street. East of Foster Street, allow a density up to 2.0 FAR, in buildings up to three storeys in height, or four storeys where the building's height does not exceed 3.5 metres above the highest ground elevation along the property line.

Policy 8.4.3 Retail Areas – Strengthen existing retail areas by requiring street-fronting commercial uses on Marine Drive between Oxford Street and Foster Streets, and between Balsam Street and Maple Street. Allow street-fronting commercial uses elsewhere on Marine Drive.

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

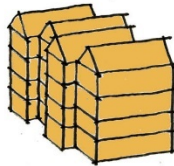
Policy 8.4.5 Flexible Housing – Require the ground floor of new residential buildings fronting on Marine Drive outside of existing retail areas to be designed as flex spaces for potential future use as retail or office space.

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

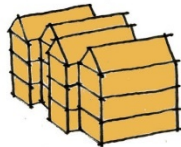




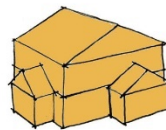
Low-rise residential



Townhouse



Ground-oriented townhouse



Single family home

## Urban Neighbourhood

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

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

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

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

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

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

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

## North Bluff East

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

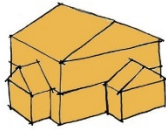
Objective 8.6 - To enable multi-unit residential units that support the transit corridor on North Bluff Road.

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

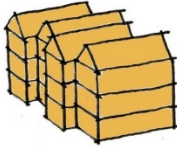
Policy 8.6.2 Density and Height – Allow a density of up to 1.0 FAR for townhouses, in buildings up to three storeys in height. Density and height maximums for duplexes, triplexes, and single family homes shall be as required in the City's Zoning Bylaw.

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

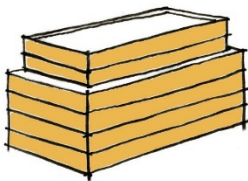




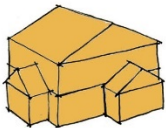
Single family home



Townhouse



Low to mid-rise residential (six storeys allowed only with Affordable Rental Housing included)



Single family home

## East Side Large Lot Infill

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

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

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

Policy 8.7.2 Density and Height – Allow mixed-use buildings on Finlay Street with a maximum density of 2.5 FAR in buildings of up to six storeys in height. Allow ground-oriented townhouses on Maple Street with a maximum density of 1.5 FAR in buildings of up to three storeys. On North Bluff Road, allow townhouses and low-rise buildings up to 1.5 FAR, in buildings up to four storeys east of Lee Street, and up to three storeys west of Lee Street, with six storeys and 2.5 FAR west of Lee Street if Affordable Rental Housing is included as outlined in policy 11.2.1.c. Density and height maximums for single family homes shall be as required in the City's Zoning Bylaw.

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

## Mature Neighbourhood

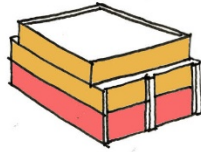
Mature Neighbourhoods are comprised largely of White Rock's existing single family housing stock. These areas will continue to be characterized by low-scale residential uses while accommodating gentle infill.

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

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

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

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



Mixed-use

## Neighbourhood Commercial

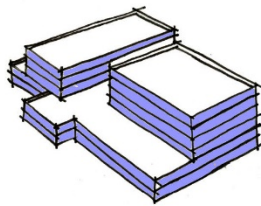
Neighbourhood Commercial areas are small-scale retail nodes within largely residential areas, providing amenities and locally-oriented commercial services in established neighbourhoods.

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

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

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

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



Institutional

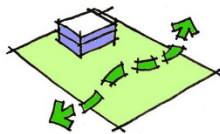
## Institutional and Utility

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

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

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

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



Park with accessory building

## Open Space and Recreation Area

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

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

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

## General

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

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

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

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

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

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

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

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

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

Policy 8.13.4 Maximum Heights – Apply maximum allowable heights to all new development applications, but not to previously approved developments where the existing zoning allows height beyond the maximum height contemplated in this Plan, buildings under construction, or existing buildings. An amendment to this Plan is required to allow height above the maximum contemplated in this Plan.

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

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

Policy 8.13.7 Existing and Previously Approved Developments – To the extent that existing site-specific (Comprehensive Development) zoning on a property inhibits the ability of buildings to fully achieve Development Permit Area guidelines in Section 22, the guidelines shall not prevent the issuance or amendment of a Development Permit in that zone.

## Schedule “2”

### 11.0 Housing

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





## Overview

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

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

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

New Affordable Rental Housing is defined as being intended to be affordable for very low and low income households by making the maximum rent at least 20% below the average rent in the White Rock area, as determined by the most recent rental market report from Canada Mortgage and Housing Corporation. For reference purposes, the following table provides the income thresholds for different income groups, using 2016 Census gross household income data for White Rock. By capping the rent for Affordable Rental Housing at no higher than 20% below the average rent in White Rock, these rents would generally not exceed 30% of the gross household income at the top end of the low income range, or near the low end of the moderate income range. Further reductions below average rent that would make the Affordable Rental Housing units even more affordable would likely require grants or operating subsidies from senior levels of government.

Household Income Group	Percent of Median Income	Income Range (2016 Census)
Very Low Income	Less than 50%	Less than \$31,173
Low Income	50% to 80%	\$31,173 to \$49,875
Moderate Income	80% to 120%	\$49,876 to \$74,813
Above Moderate Income	120% to 150%	\$74,814 to \$93,516
High Income	More than 120%	\$93,517 or greater

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

## Objectives and Policies

Objective 11.1 - To expand housing choices for existing and future residents, and increase diversity of housing types for a variety of household sizes, incomes, tenures, needs, and preferences.

Policy 11.1.1 Family-Friendly Housing – Increase the attractiveness and affordability of housing in White Rock for families by:

- Encouraging applicants to provide ground floor units with front door access to the street in all rezoning applications for residential developments greater than three storeys in height;
- Providing a minimum of 10% of units with three bedrooms and a minimum of 35% with either two or three bedrooms in all rezoning applications for residential developments with more than 20 dwelling units; and



- c. Establishing outdoor amenity space requirements for multi-unit residential developments.

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

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

Policy 11.1.3 Housing Choices Everywhere – Focus residential densities in the Town Centre, but ensure that housing choices are distributed throughout the city in all neighbourhoods. Allow duplexes and triplexes throughout the Mature Neighbourhoods.

Policy 11.1.4 Secondary Suites – Explore opportunities to allow additional secondary suites to increase rental housing stock and improve housing affordability for homeowners, where relevant requirements such as parking and BC Building Code issues are addressed, including:

- a. Considering secondary suites in duplexes and triplexes;
- b. Considering two secondary suites in single-detached houses; and
- c. Reviewing and updating parking requirements for secondary suites.

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

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

- a. Using the Affordable Housing Reserve Fund to support the creation of new Affordable Rental Housing units in partnership with other agencies and organizations;
- b. Waiving community amenity contributions for affordable rental housing developments and considering reductions for developments that include secure market rental units;
- c. Allowing rezonings for projects with at least 20% of the units secured as affordable rental housing with a density of up to 2.5 FAR and a maximum of six storeys in the areas identified in Figure 11. Despite the present definition of affordable rental housing in the overview, zoning applications which have received third reading under a prior determination of affordable rental housing may be approved;
- d. Considering making City-owned land available to non-profit organizations for use in affordable housing developments;
- e. Supporting the addition of ancillary rental housing on institutional sites, such as places of worship, where additional development can be accommodated;
- f. Requiring a minimum one-to-one replacement of the existing rental dwelling units when an existing rental building is proposed for redevelopment, with the average unit size of the replacement units at least 80% that of the units being replaced; and/or
- g. Reviewing parking requirements to determine the extent to which they can be relaxed for non-market and rental housing within walking distance (i.e. 400-800 metres of real travel distance) of frequent transit service and/or commercial areas.

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

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

Policy 11.2.4 Affordable Housing Bonus – Allow rezonings in the Town Centre Transition area to permit buildings up to six storeys and 2.5 FAR where the development provides:

- For strata housing development, at least 20% of the units as Affordable Rental Housing;
- For secured market rental development without a requirement to replace existing rental units, at least 10% of the units as Affordable Rental Housing;
- For a development replacing existing rental units and providing compensation to tenants in accordance with the City's Tenant Relocation Policy, at least 5% of the units as Affordable Rental Housing. Projects with applications submitted prior to 2021 may be approved with at least 5% of the units secured at average rents for a period of 10 years, instead of 20% below average for the life of the building. Developments in this category may have a density up to 2.8 FAR.

For projects owned or operated by regional or provincial housing agencies, or non-profit housing co-operatives, Council may approve rezonings up to six storeys and 2.5 FAR according to the merits and affordability in the proposal.



Figure 11 Potential Affordable Rental Housing Sites





### 22.3 Town Centre Development Permit Area

The objectives of this Development Permit Area are to:

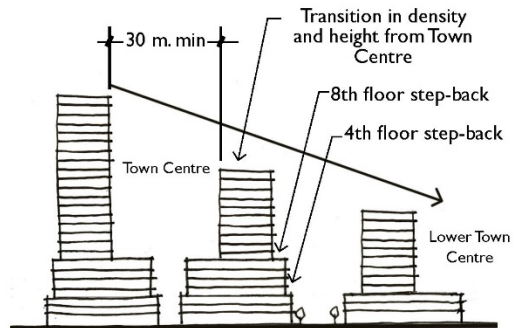
- Reinforce Town Centre as the cultural, commercial, and civic heart of White Rock
- Establish an attractive, comfortable, well-connected, pedestrian-oriented environment that fosters vibrant public life
- Ensure the compatibility of new development with adjacent existing buildings
- Enhance quality of life
- Conserve energy and water and reduce GHGs
- Enhance the character of the built environment and public realm in the City of White Rock



The Heart of Our City

### 22.3.1 Buildings

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



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



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



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



create character and visual interest. Reflective glass or other similar material on the ground floor façade of any building facing a street will not be accepted.

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



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



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



Guideline k: Commercial projecting signs



### 22.3.2 Pedestrian Realm and Landscape

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



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



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

■ Park Space / Greenways  
■ Plazas / Sidewalks

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



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



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

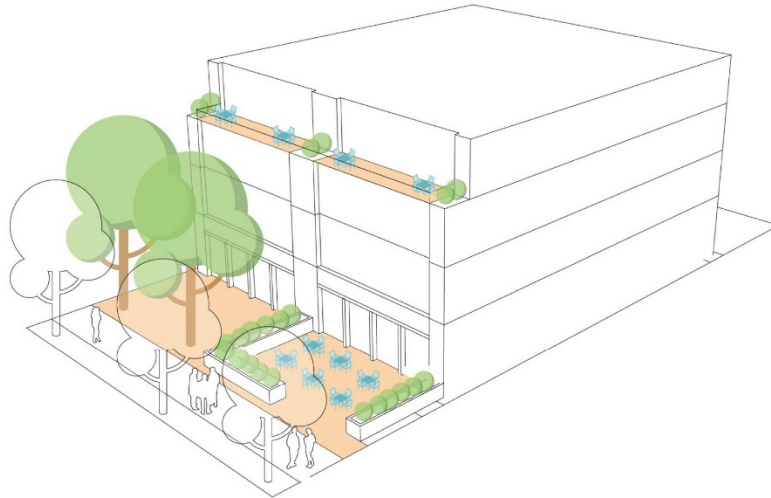


Diagram showing mixed-use building step-backs and pedestrian realm along Johnston Road.



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

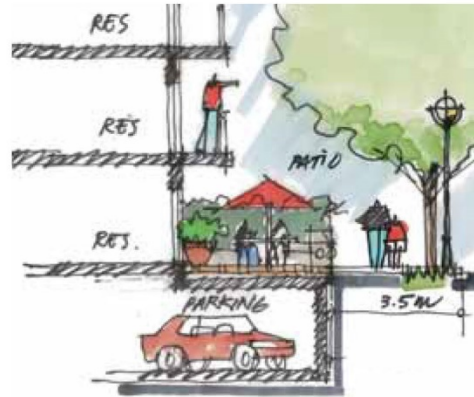


### 22.3.3 Parking and Functional Elements

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



Guideline a: Parkade entrance softened by landscaping



Guideline b: Below grade, off-street parking

## 22.6 Multi-Family Development Permit Area

The objectives of this Development Permit Area are to:

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



Life Near the Centre



## 22.6.1 Buildings

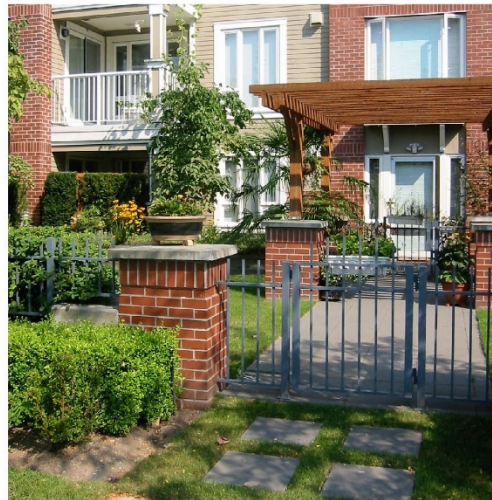
- a. Ensure buildings are compatible with or complementary to adjacent developments in terms of height, density, and design, with height transitions as outlined in Figure 9 in applicable areas. Vary heights, rooflines, and massing to minimize impacts to views and solar exposure enjoyed by adjacent buildings and open spaces.
- b. Set buildings back from the property line at least 3 metres to provide enough space for gardens and shade trees in the front yard. Include a further step back above the fourth floor.
- c. Create visual interest and comfort for pedestrians along all elevations with architectural details. Incorporate windows, doors, bay windows, porches, setbacks, and vary colours, massing, and materials. Townhouse developments are encouraged to provide for individuality from site to site and unit to unit, and to vary the front set-back between units. Non-street facing elevations shall be treated with the same architectural details as the street facing elevations.
- d. Ensure the main entrances of residential apartment buildings are level with the sidewalk to create a barrier free environment for aging in place. Townhouses may have elevated patios and entrances. Entrances shall be clearly identifiable, and weather protection with overhangs and awnings shall be provided over all entrances. Residential units on the ground floor should be ground-oriented.
- e. Address all street edges on properties fronting multiple streets or public walkways. Orient buildings toward intersections or design independent frontages along both intersecting streets, and incorporate windows, doorways, landscaping, and architectural detailing along all street frontages and walkways.
- f. Provide articulation to break up building mass and to establish a rhythm along the street front in commercial areas. Ground-level commercial spaces should reflect traditional patterns of diverse, small-scale retail with storefronts of approximately ten metres wide. Include no more than six contiguous units



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



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



Guideline d: Ground-oriented residential units

fronting a given street without incorporating architectural elements.

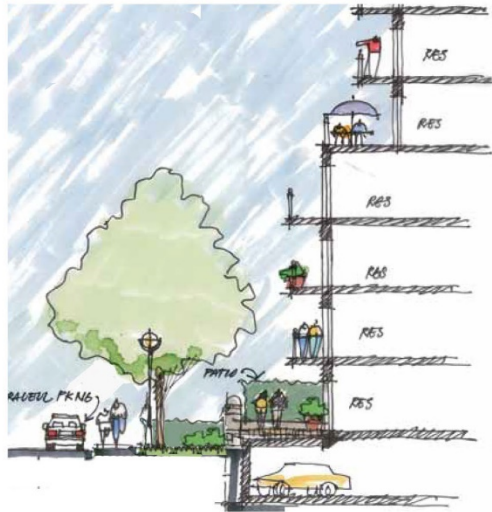
- g. Provide shared outdoor amenity spaces for residents in mixed-use and residential buildings. Shared roof decks with gardens are encouraged where appropriate. Incorporate dining and seating areas with outdoor cooking facilities, play areas for children, areas for air-drying laundry, communal vegetable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

#### 22.6.2 Public Realm and Landscape

- a. Improve the public realm with widened sidewalks (minimum 1.8 metres). Plant street trees and design curb let-downs to accommodate wheelchairs and scooters.



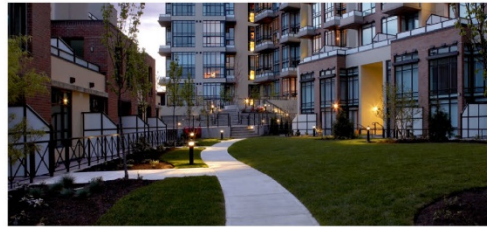
Guidelines c and i: Massing and natural materials are varied to break up the building front and create visual interest



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



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



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



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



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



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

### 22.6.3 Parking and Functional Elements

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

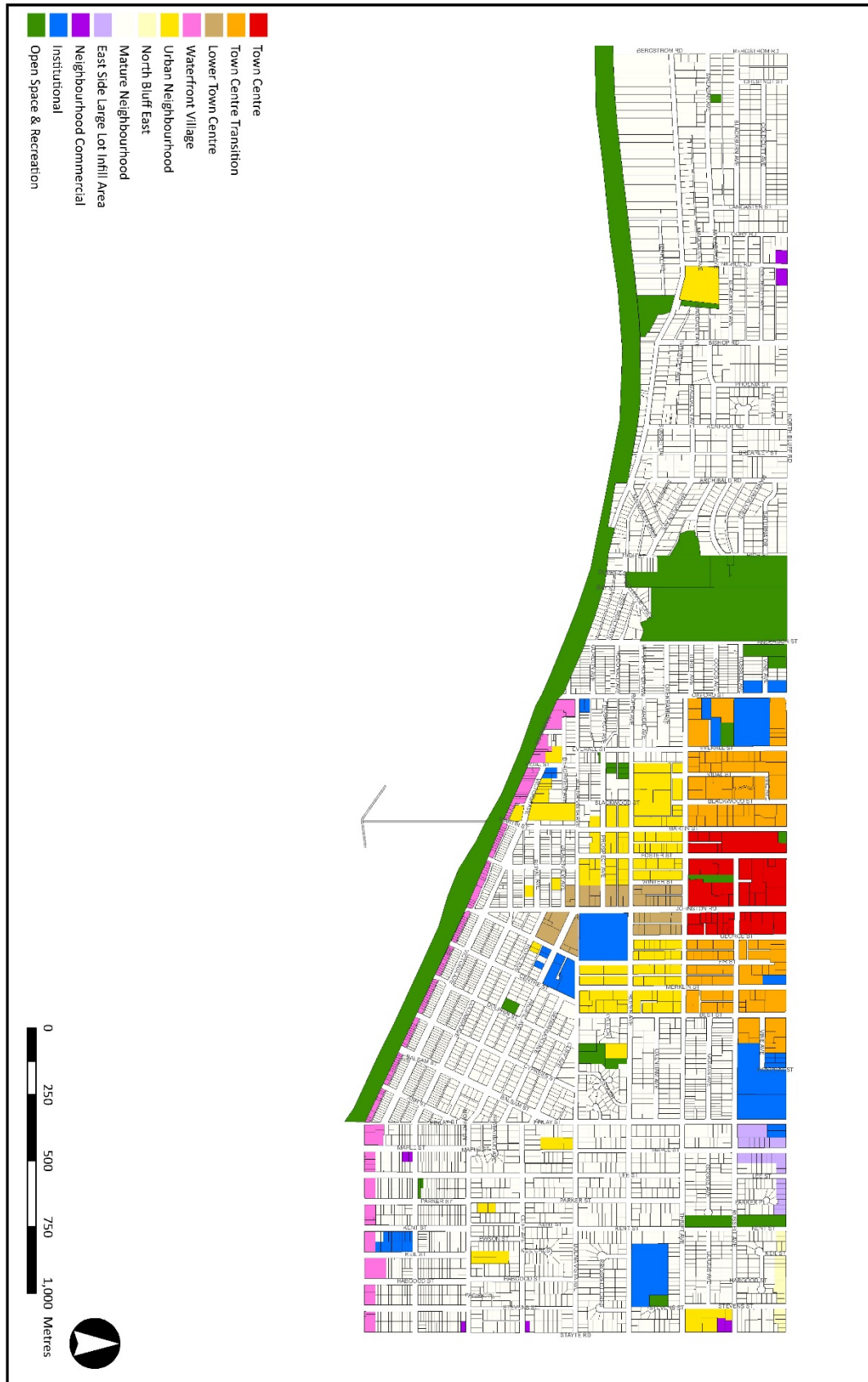


Guideline a: Parking entrances are designed to be discrete and softened by landscape

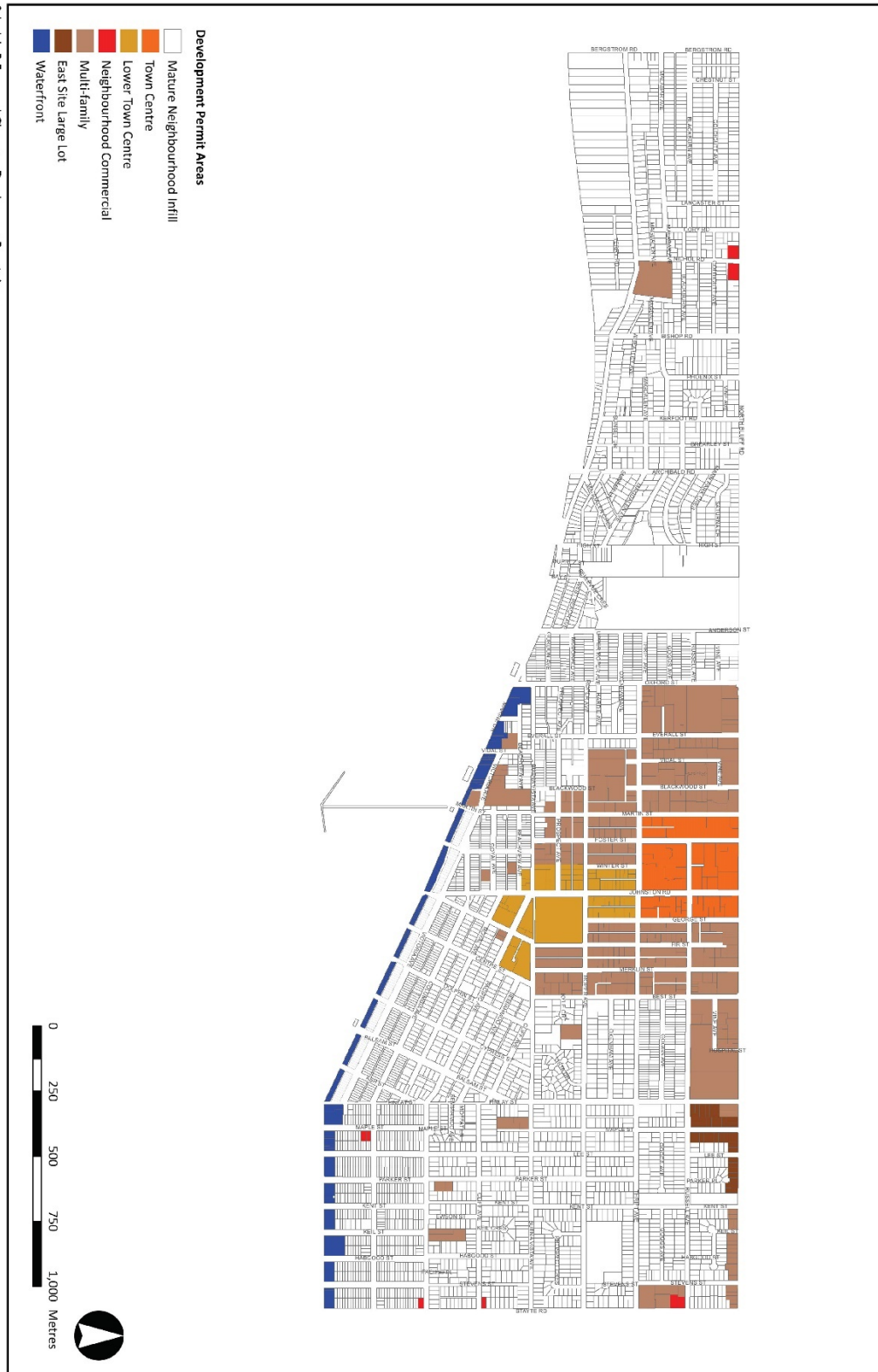
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# Schedule "5"



# Schedule “6”



OCP Section	OCP Sub-section	Description of Change
Section 8 (Land Use)	Overview	Heights in Figure 10 (Town Centre, Lower Town Centre and Town Centre Transition building heights) are noted as maximums instead of guidelines for conceptual height transition.
	Overview	Figure 9 (Maximum FAR/Density) is replaced with new Figure 9, based on LUPC direction for Town Centre and Town Centre Transition. Excerpts of this Figure 9 are replaced throughout this section.
	Overview	Figure 10 (Maximum Building Heights) is replaced with new Figure 10, based on LUPC direction for reduced heights (4-6 storeys in Town Centre Transition and maximum of 12 storeys in Town Centre, per Town Centre CR-1 zone). Excerpts of this Figure 10 are replaced throughout this section.
	Town Centre Land Use Designation	Policy 8.1.1 states buildings are not to exceed 12 storeys.
	Town Centre Land Use Designation	Policy 8.1.2 states that portions of buildings within 15 metres of Johnston Road are not to exceed four storeys (generally consistent with Town Centre CR-1 zone), and notes that heights are maximums, not guidelines for height
	Town Centre Land Use Designation	Images updated to only include buildings 12 storeys or less
	Town Centre Transition Land Use Designation	Policy 8.2.1 adds that existing institutional and utility land uses are supported and may be mixed in new buildings with multi-unit residential uses (institutional and utility land uses previously not allowed).
	Town Centre Transition Land Use Designation	Policy 8.2.1 states building types are to "range from low-rise to mid rise" instead of "low-rise to high-rise."
	Town Centre Transition Land Use Designation	Policy 8.2.2 states that heights in storeys are maximums, not guidelines for height transitions.
	Town Centre Transition Land Use Designation	Policy 8.2.3 changes the density bonus from 40% additional floor area for providing market rental to additional density and height for including new affordable housing components per new Housing policy 11.2.4.
	Town Centre Transition Land Use Designation	Policy 8.2.5 which supported additional height in Everall Neighbourhood area is deleted.
	Town Centre Transition Land Use Designation	Images updated to only include buildings 6 storeys and 4 storeys in height.
	Lower Town Centre Land Use Designation	Policy 8.3.2 notes that heights are maximums, not guidelines for height transitions, and notes that buildings adjacent to Roper Avenue should step down to 4 storeys on the Roper Avenue frontage.
	Lower Town Centre Land Use Designation	Images updated to remove buildings over 6 storeys in height.
	Waterfront Village Land Use Designation	Policy 8.4.2 revised to note that buildings west of Foster Avenue (West Beach) may be up to three storeys, and buildings east of Foster Avenue may be up to three storeys or four storeys where the top of the building is not more than 3.5 metres above the highest ground elevation on the property line.
	Waterfront Village Land Use Designation	Policy 8.4.3 has the last sentence removed ("Mixed-use buildings that do not front onto streets other than Marine Drive are not permitted.") as due to changes in the Land Use Plan, all Waterfront Village designated properties have frontage on Marine Drive.
	East Side Large Lot Infill Land Use Designation	Policy 8.7.2 revised to remove references to "between Russell Avenue and North Bluff Road" as the properties south of Russell Avenue have been changed to Mature Neighbourhood in the Land Use Plan. On North Bluff Road, east of Lee Street buildings up to four storeys and 1.5 FAR are permitted, and west of Lee Street buildings up to three storeys and 1.5 FAR are permitted, with additional height and density (six storeys and 2.5 FAR) allowed west of Lee Street if Affordable Rental Housing is provided.
	East Side Large Lot Infill Land Use Designation	Caption for image of six storey building (low-rise residential) revised to note that six storeys are only permitted with provision of Affordable Rental Housing.
	General	Policy 8.13.4 revised to note that maximum heights are to be applied as maximums and not as a height transition concept. New applications for height above these maximums will require an amendment to the OCP, and previously approved developments may proceed under their existing zoning.
	General	Policy 8.13.7 added to state that where existing zoning for a previously approved development on a property does not allow it to fully meet the current Development Permit Area guidelines, that to the extent they are inhibited by the zoning the DPA guidelines will not prevent the issuance of a Development Permit for the property.

OCP Section	OCP Sub-section	Description of Change
Section 11 (Housing)	Overview	New definition for Affordable Rental Housing defines it as being intended to be affordable to very low and low income households at rents not to exceed 20% below the average rent in White Rock as determined by the most recent CMHC annual rental market report, per the recommendation of the City's Housing Advisory Committee.
	Overview	Table added to include income thresholds for different income level groups.
	Objectives and Policies	Policy 11.2.1.a revised to state that Affordable Housing Reserve Fund (now established) is to be used to support the creation of new Affordable Rental Housing.
	Objectives and Policies	Policy 11.2.1.c revised to state that bonus density for areas identified in Figure 11 is applicable where 20% of the units are secured as Affordable Rental Housing. Additional clause notes that projects with previous third reading (i.e. Beachway) from Council under prior determination of affordable rental housing may be approved.
	Objectives and Policies	Policy 11.2.3 revised to state that Tenant Relocation Policy (now established) is to be followed.
	Objectives and Policies	Policy 11.2.4 added to provide three options for receiving support for additional density in Town Centre Transition area through providing an affordable housing component, and a general provision that would allow projects owned or operated by regional or provincial housing agencies to be considered. Policy would allow a rental redevelopment proposal submitted prior to 2021 (i.e. 1485 Fir Street) to provide a portion of the units at average rents rather than at 20% below average rents.
	Objectives and Policies	Figure 11 revised to exclude properties on North Bluff Road east of Lee Street from being eligible for height and density bonus for provision of Affordable Rental Housing.
	Objectives and Policies	
Section 22.3 (Town Centre DPA)	Buildings 22.3.1	Guideline B revised to remove reference to "lower portions" of buildings as no more than 12 storeys are now permitted for new buildings. Sentence added to note that fewer steps (terracing; set backs) in building form may be acceptable if the building thereby achieves greater energy efficiency through a streamlined form.
	Pedestrian Realm and Landscape 22.3.2	Image of 8+ storey mixed-use building on Johnston Road replaced with diagram of 4 storey mixed use building, as buildings along Johnston Road must be no more than 4 storeys for at least 15 metres from the property line.
Section 22.6 (Multi-Family DPA)	Buildings 22.6.1	Guideline B revised to remove reference to "tower portions" of buildings, and step backs above the seventh floor, as no more than 6 storeys are now permitted for new buildings in areas under the multi-family DPA (i.e. Town Centre Transition, Lower Town Centre, East Side Large Lot Infill Area and Urban Neighbourhood designations).
	Buildings 22.6.1	Image for guidelines B and G cropped to remove storeys above the sixth storey.
Schedule A (Land Use Plan)	Map (Designation) Change	Parcels west of Hospital Street, owned used as parking lot changed from Town Centre Transition to Institutional designation.
	Map (Designation) Change	Parcels on Elm Street changed from Waterfront Village to Mature Neighbourhood.
	Map (Designation) Change	Parcels south of Russell Avenue previously in East Side Large Lot Infill Area designation changed to Mature Neighbourhood.
	Map (Designation) Change	"Montecito" property at 1153 Vidal Street changed from Waterfront Village to Urban Neighbourhood.
	Map (Designation) Change	"Silver Moon" property at 1081 Martin Street changed from Waterfront Village to Urban Neighbourhood.
	Map (Designation) Change	Parcels not fronting on Marine Drive between Martin Street and Finlay Street changed from Waterfront Village to Mature Neighbourhood.
	Map (Designation) Change	Portion of 1454 Oxford Street dedicated to City changed from Town Centre Transition to Open Space and Recreation.
	Map (Designation) Change	Parcels on Stayte Road at Russell Avenue designated as Neighbourhood Commercial changed from Multifamily DPA to Neighbourhood Commercial DPA
Schedule B (Form and Character DPA Map)	Map (Development Permit Area) Change	Parcels south of Russell Avenue previously in East Side Large Lot Infill Area designation and changed to Mature Neighbourhood removed from East Side Large Lot DPA.
	Map (Development Permit Area) Change	Parcels on Elm Street removed from Waterfront Village DPA.
	Map (Development Permit Area) Change	Parcels not fronting on Marine Drive (i.e. fronting on Victoria Avenue) between Martin Street and Finlay Street removed from Waterfront Village DPA.
	Map (Development Permit Area) Change	"Silver Moon" and "Montecito" properties changed from Waterfront Village DPA to Multifamily DPA.
	Map (Development Permit Area) Change	

THE CORPORATION OF THE  
**CITY OF WHITE ROCK**



**POLICY TITLE: OFFICIAL COMMUNITY PLAN CONSULTATION**

**POLICY NUMBER: PLANNING - 512**

<i>Date of Council Adoption:</i> November 7, 2016	<i>Date of Last Amendment:</i>
<i>Council Resolution Number:</i> 2016-482; 2020-113	
<i>Originating Department:</i> Planning and Development Services	<i>Date last reviewed by the Governance and Legislation Committee:</i> February 24, 2020

**1. Purpose:**

- 1.1 The *Local Government Act* requires local governments to provide one or more opportunities for consultation with persons, organizations and authorities that the local government considers will be affected by the development, repeal or amendment of an official community plan. This document sets out Council's consultation policies for implementing these requirements of the *Local Government Act*.

**2. Background:**

- 2.1 Section 475 (1) of the *Local Government Act* requires that during the development of an official community plan, or the repeal or amendment of an official community plan, a local government, in addition to a public hearing, must provide one or more opportunities it considers appropriate for consultation. Section 475 (2) of the *Local Government Act* requires local governments to consider whether the opportunities for consultation should be early and ongoing, and specifically to consider whether consultation is required with:
- i) the board of the regional district in which the area covered by the plan is located, in the case of a municipal official community plan;
  - ii) the board of any regional district that is adjacent to the area covered by the plan;
  - iii) the council of any municipality that is adjacent to the area covered by the plan;
  - iv) first nations;
  - v) boards of education, greater boards and improvement district boards; and
  - vi) the Provincial and federal governments and their agencies.
- 2.2 Nothing in this policy fetters Council's absolute discretion in relation to any particular development of an official community plan, or repeal or amendment of an official community plan.



### **3. Policy:**

3.1 During the development of an official community plan, or the repeal or amendment of an official community plan, Council will provide the following opportunities it considers appropriate for consultation with the following persons, organizations and authorities, being the persons, organizations and authorities Council considers will be affected, and the following consultation policy applies to the development of an official community plan and any repeal or amendment of an official community plan:

- 3.1.1 if a new plan, or a plan amendment or repeal, is in the opinion of the Director of Planning and Development Services inconsistent with the regional context statement, Metro Vancouver will be invited to participate in the early stages of the planning process, as soon as such inconsistency has been identified and will be consulted throughout the planning process;
  - 3.1.2 if a new plan under development, or a plan amendment or repeal, requires new servicing from the Greater Vancouver Sewage and Drainage District, they will be invited to participate in the early stages of the planning process and will be consulted throughout the planning process;
  - 3.1.3 if a new plan under development, or a plan amendment or repeal, is in an area immediately adjacent to the City of Surrey or Semiahmoo First Nation Reserve, the City of Surrey or Semiahmoo First Nation, as applicable, will be invited to participate in the early stages of the planning process and will be consulted throughout the planning process;
  - 3.1.4 if a new plan under development, or a plan amendment or repeal, is in an area that includes the whole or any part of the School District, or proposes new residential development greater than three (3) dwelling units, the School District will be invited to participate in the early stages of the planning process and will be consulted throughout the planning process and in any event will be consulted at least once in each calendar year under section 476 (1) of the *Local Government Act*;
  - 3.1.5 if a new plan under development, or a plan amendment or repeal, includes land that is within an improvement district, that improvement district will be invited to participate in the early stages of the planning process and will be consulted throughout the planning process;
  - 3.1.6 if a new plan under development, or a plan amendment or repeal, affects areas of federal or provincial jurisdiction the appropriate department or agency or both will be invited to participate in the early stages of the planning process and will be consulted throughout the planning process; and
  - 3.1.7 if a new plan is under development, TransLink or any successor entity will be invited to participate in the early stages of the planning process and will be consulted throughout the planning process.
- 3.2 Consultation in the early stages of the planning process includes initial contact to discuss issues at the Staff level.

- 3.3 Consultation throughout the planning process will include:
  - 3.3.1 referral of draft options, concepts or plans;
  - 3.3.2 requests for comments, a timeline for response, and general outline of the approval process; and
  - 3.3.3 contact among staff members to review, discuss and clarify issues that might arise.
- 3.4 Consultation with the School District will include seeking input as to:
  - 3.4.1 the actual and anticipated needs for school facilities and support services in the School District;
  - 3.4.2 the size, number and location of the sites anticipated to be required for the school facilities referred to in s. 3.4.1;
  - 3.4.3 the type of school anticipated to be required on the sites referred to in s. 3.4.1;
  - 3.4.4 when the school facilities and support services referred to in s. 3.4.1 are anticipated to be required; and
  - 3.4.5 how the existing and proposed school facilities relate to existing or proposed community facilities in the area.
- 3.5 During the planning process for a new or updated official community plan, amendment or repeal of a plan, consultation with the public may include one or more of the following, subject to Council's discretion in each case:
  - 3.5.1 consultation at an early stage to determine a vision, goals, and potential policies (through a workshop or design charrette);
  - 3.5.2 open houses / public information meetings;
  - 3.5.3 questionnaires and surveys of opinions;
  - 3.5.4 meetings with individual landowners.

For certainty, during the planning process for an amendment of an official community plan initiated by an application, consultation with the public will include:

  - 3.5.5 open house / public information meeting as required in the Planning Procedures Bylaw, as amended.
- 3.6 Council will consider any input from the consultation process.
- 3.7 If an organization or authority listed under Section 2.1 does not respond to consultation efforts, within the timeline set out under Section 3.3.2, a notice will be sent to advise that the City will proceed with its consideration of the bylaw.

- 3.8 If an application has been submitted for an amendment to the zoning bylaw, which triggers an amendment to an existing official community plan, the zoning bylaw and official community plan amendments may be processed concurrently with consultation conducted as described in Section 3.1 through 3.5.
- 3.9 After first reading of an official community plan bylaw, Council will, in sequence:
  - 3.9.1 consider the plan in conjunction with the financial plan and any applicable waste management plan;
  - 3.9.2 hold a public hearing on the proposed official community plan in accordance with the requirements of the *Local Government Act*, as amended.

**Attention: White Rock Mayor, Council Members, and Planning Department**  
**Re: Motion Number LU/P-042**

Dear White Rock Mayor, Council Members, and Planning Department:

On March 20th 2021 my husband, Lane Patrick Laycock, and I, Tara Leigh, purchased and took possession of our home 1148 Elm Street., White Rock, BC V4B 3R8. After living and working internationally, Lane and I are thrilled to be moving back to our hometown of White Rock, BC to raise our son young son.

We are writing to voice our concerns about an article brought to our attention by our neighbor, Kenneth Hemphill, (owner of 1152 Elm Street White Rock, BC V4B 3R9). The article, published April 16, 2021 in a the Surrey Now-Leader online states that White Rock City Council unanimously voted on April 12, 2021 to remove Elm Street from the Waterfront Village designation by an amendment to the Official Community Plan (OCP) without public consultation during a pandemic. According to Councilor Erika Johanson, "I'd like to keep Elm Street as it is". The owners of the existing 3 properties, built around 1911, value the heritage aspect of the properties, one of the key reasons we purchased and upgraded them.

White Rock is our home, our community. In fact, Lane and I met in this community, on this very beach years ago as teenagers working our first jobs at Charlie Don't Surf. We have seen over the years many updates to the White Rock Beach businesses and homes. While changes are always being made, we love White Rock's roots in history and quaint feel.

When recently looking for a new home, we instantly fell in love with the charm and history of Elm Street. In fact, 1148 Elm Street was the only property we looked at. It is important for us, as returning community citizens, to have our son live and appreciate the history of our amazing beach city. Since taking possession, we have invested in a number of costly and necessary upgrades and updates to our 1148 Elm Street property. We had a professional sealed electrician update and bring all electrical throughout the house up to electrical code. We have done the same with the plumbing. A professional government sealed plumber has made all repairs and replaced everything needed, included a new hot water tank, in order to bring the plumbing up to code.

Being that this home was built in a time that storage was limited, we hired a professional design company who has (as of this past Monday) completed a very unique renovation of our upper floor to now include new closet space for our master bedroom while preserving the character of the house. We had an entirely new closet space designed, created and constructed for our son's room and renovated the hallway closet. We are currently in the midst of making yard updates recommended to us by the building inspector to help better preserve our historical home and enhance our life here as a family.

We take pride in owning and caretaking part of White Rock's history. Our five-year-old son was thrilled to show the nurses that they had a photo of his house in the lobby of his grate grandmother's retirement home. Like our neighbors of the other two homes built in 1911 beside ours, we do not want the houses to be replaced in the near future. At the same time, we have invested everything we financially have into this home. We want to live here and see

our investment grow. We do not wish to see our property values take a hit merely because some individuals do not want to see any changes to the neighborhood. Councilor Johanson indicated "we need to respect what the neighborhood wants" and, to that effect, we would like to add our voices to the discussion. For the record, we are opposing this reclassification.

Walking down our Elm street you can see that our little ocean beach cabin style home is a part of a vibrant community which includes a mix of multi-unit commercial and residential properties. This diversity is needed in order to support businesses on the waterfront. We want to protect these businesses, the very businesses that Lane and I met and worked in. As is well known, these businesses struggle, especially during the off-season. To say the affected properties belong in a Mature Neighborhood is somewhat puzzling given there are multi-unit properties on all sides and nearby. There is limited affordable housing in the area, and passing the proposed amendment would make the situation even worse.

It is also important for Lane and I, owners of our 1148 Elm Street home, to express our concerns about the possibility of heritage and related designations under consideration for the 110-year-old Elm Street properties by the History and Heritage Advisory Committee. Under the Local Government Act and other provincial regulations, the City must negotiate compensation with the owners through this process, and act in good faith. Houses of over 110 years do not meet current standards, and are very expensive to maintain into perpetuity. Lane and I are not opposed to taking part in talks about how to preserve a piece of White Rock history however we do believe that home owners need to be compensated fairly. Being that Lane and I are from the White Rock community, having grown up here with White Rock beach sand between our toes since children, recently purchasing and investing into our 1148 Elm Street home is a part of our little love story. We are honored to have the opportunity to share our appreciation of this magical community's history with our son. We whole-heartedly welcome a collaborative and respectful discussion with the History and Heritage Advisory Committee and Local Government.

As for the Motion Number LU/P-042, we urge you to reconsider a rezoning reclassification that is being made without community input and consultation from homeowners and neighbors, who will be greatly affected by this punitive Council decision.

Sincerely,

The image shows three handwritten signatures. The first is a blue ink signature that appears to be 'Tara'. The second is a purple ink signature that appears to be 'Lane'. The third is a name 'Asher' written in black ink on a piece of white paper that has been torn from a larger sheet.

The Owners of 1148 Elm Street

Tara Leigh, Lane Patrick Laycock and Asher Leigh, our five-year-old son, who has asked that his signature be added with ours to this letter requesting your attention so that his voice, the voice of tomorrow's White Rock Community, can be heard as well.



**Attention: White Rock Mayor, Council Members, and Planning Department**  
**Re: Motion Number LU/P-042 – In opposition to Waterfront Designation Change**

Dear White Rock Mayor, Council Members, and Planning Department:

I own and live in “The Little Yellow Beach House” at 1156 Elm Street just steps from the White Rock promenade. It is a special place to live and I appreciate our community every single day. My neighbor next door told me that our White Rock City Council unanimously voted on April 12, 2021 to remove Elm Street from the Waterfront Village designation by an amendment to the Official Community Plan (OCP) without public consultation during a pandemic. It seems Councilor Erika Johanson said "I'd like to keep Elm Street as it is". I love the character of our home and the others like ours on Elm Street. In fact it's a dream for me to be here and retire in such a place. However I would never have bought the home if I'd known that on a whim it might be decided that the designation would change and the property value would decrease unfairly in relation to the rest of our neighborhood. I have made many improvements, including major electrical and plumbing upgrades, replacing the roof, graveling the laneway, painting throughout, a new bathroom, repairs to the deck, cleaning up the garden and putting in patios back and front plus various ongoing projects. I love being a part of White Rock's history, but at the same time, collectively we do not wish to see our property values decrease because some individuals do not want to see any changes to the neighborhood. With respect Councilor Johanson ...I strongly oppose this reclassification.

To be frank... It is not just “Covid” that has caused our local businesses to struggle on the waterfront. The beachfront is “tired”, and it's not a secret the off-season is difficult. These businesses need a local population sufficient to support what should be a desirable vibrant gorgeous community all year round. It seems obvious that ultimately there needs to be a mix of multi-unit commercial and residential properties. In fact there are multi-unit properties on all sides of mine and nearby. To now suggest that our properties in the suggested affected areas should belong in a Mature Neighborhood is a contradiction to what is needed and what already exists. It is also worth noting the obvious limited affordable housing in the area. Passing the proposed amendment would make the situation even worse.

I am also concerned about the possibility of heritage and related designations under consideration for our 110- year-old Elm Street properties by the History and Heritage Advisory Committee. Under the Local Government Act and other provincial regulations, the City must negotiate compensation with the owners through this process, and act in good faith. I will reiterate that I love the heritage of my home and have no intention of leaving here or developing this property personally, but I would never have bought the home if it had Heritage designation for the obvious reason that property values would not reflect the relative value of other properties in the area. I would be willing to discuss how to preserve a piece of White Rock history however we as owners need to be compensated fairly. I would welcome the opportunity to be part of a collaborative and respectful discussion.

With respect to Motion Number LU/P-042, please reconsider a rezoning reclassification. There has not been community input nor consultation from homeowners and neighbors. We will all be unfairly affected by such a Council decision.

Sincerely,

*Lynn Kanuka*

Lynn Kanuka

1156 Elm Street, White Rock, BC V4B 3R8

May 6, 2021

**Attention: White Rock Mayor, Council Members, and Planning Department**  
**Re: Motion Number LU/P-042**

Dear White Rock Mayor, Council Members, and Planning Department:

I was reading the April 16, 2021 Surrey Now-Leader online and, to my surprise, learned White Rock City Council unanimously voted on April 12, 2021 to remove Elm Street from the Waterfront Village designation by an amendment to the Official Community Plan (OCP) without public consultation during a pandemic. According to Councillor Erika Johanson, "I'd like to keep Elm Street as it is". The owners of the existing 3 single family homes, built around 1911, value the heritage aspect of the properties, one of the key reasons we purchased and upgraded them. Across the 17 years I have owned 1152 Elm Street, I have made many improvements, including replacing the chimney, pipes, and roof; painting throughout; installing a gas fireplace; and repairs to decks and several rooms in house. This year, I completed an extensive bathroom renovation, including tub and tile replacement, upgrading venting and adding a heated floor. We take pride in owning and caretaking part of White Rock's history, and don't want the houses to be replaced in the near future. At the same time, we do not wish to see our property values take a hit merely because some individuals do not want to see any changes to the neighborhood. Councillor Johanson indicated "we need to respect what the neighborhood wants" and, to that effect, I would like to add my voice to the discussion. For the record, I oppose this reclassification.

A vibrant community includes a mix of multi-unit commercial and residential properties, which are needed in order to support businesses on the waterfront. As is well known, the businesses struggle, especially during the off-season. To say the affected properties belong in a Mature Neighborhood is somewhat puzzling given there are multi-unit properties on all sides and nearby. There is limited affordable housing in the area, and passing the proposed proposed amendment would make the situation even worse.

Furthermore, I would like to express my concerns about the possibility of heritage and related designations under consideration for the 110 year old Elm Street properties by the History and Heritage Advisory Committee. Under the Local Government Act and other provincial regulations, the City must negotiate compensation with the owners through this process, and act in good faith. Houses of over 110 years do not meet current standards, and are very expensive to maintain into perpetuity. I am not opposed to taking part in talks about how to preserve a piece of White Rock history while compensating the owners fairly. In fact, I welcome a collaborative and respectful discussion.

In regards to Motion Number LU/P-042, I urge you to reconsider a zoning reclassification without community input and consultation from homeowners and neighbors, who will be greatly affected by this punitive Council decision.  
Sincerely,

Kenneth Hemphill  
1152 Elm Street  
White Rock, BC V4B 3R9

**ATTN: White Rock Council Members**

**RE: MOTION NUMBER LU/P-042**

Dear White Rock Council Members,

We are writing to you in regards to the motion recently passed by your council [Motion Number: LU/P-042]. This motion was moved and seconded that the Land Use and Planning Committee are endorsing the Waterfront Village OCP to be limited and/or referred to as only the buildings that front onto Marine Drive. We, as the property owners of 1164 Elm Street, are directly affected by this motion, and have numerous questions/concerns about this recent designation.

We are aware of the following:

- On March 8<sup>th</sup> and 29<sup>th</sup> 2021, White Rock Planning staff presented the results of a community survey regarding the OCP building heights and densities outside the Town Center.
  - The survey that was presented was solely based on a vote as to whether the Waterfront Village designation should be 3 or 4 stories on West and East beach. The CHANGE in the Waterfront Village designation boundaries was NOT mentioned in this Survey.
  - From our interpretation of the results of the Survey, the Public wanted to leave the waterfront OCP the same, with the possibility of minor adjustments to the # of stories. Again, the CHANGE in the Waterfront Village designation boundaries was NOT mentioned in this Survey.
- This motion will remove the Waterfront Village designation from our property, as it does not directly front onto Marine Drive.
- Staff are now being directed to look at existing conditions and contextual factors to apply an appropriate replacement designation. Staff have advised that the appropriate designation is Mature Neighborhood, due to its boundary being directly North, despite the fact that our existing building is a multifamily apartment and there are existing multifamily buildings to the East, West, and South.
- Our existing building is a dilapidated irreparable hazardous multifamily apartment building with zero heritage value which needs to be demolished and replaced to fit in the the newer multifamily buildings immediately adjacent to the site.
- Recommended OCP policy amendments stemming from the direction of the Committee/Council are likely to be presented in a staff report to the Land Use and planning committee in late May, 2021.

- The objective of the Waterfront Village designation is to enable a mix of multi-unit commercial AND residential use that establishes a seaside village characteristic and supports local businesses and public transit.

Based on the above facts, our concerns/questions are as follows:

1. Why was there no survey, public information meeting or consultation with the members of the community before this motion was passed?
2. This designation change will create non-conforming buildings on several existing properties currently designated as Waterfront Village, our property included.
  - a. This creates non-conforming properties.
    - i. Our property has an existing Apartment Building that will be non-conforming under a Designation Change to Mature Neighbourhood.
    - ii. With this change, numerous non-conforming properties will now exist. If these properties are damaged by fire/flood etc, owners will have no choice but to rebuild a single family home, taking away what may have been a townhouse, apartment building, etc. (all income providers).
  - b. This will cause a major decrease to all property's values.
    - i. Owners sense of security at the value of their property and the potential for future use will be obliterated – they purchased their property with the right to have options (potential for later development), which now will be taken away, rendering their properties use now single instead of multi faceted.
3. This designation change will allow for multiple non-conforming properties, which is creating a non-cohesive plan.
  - a. By passing this motion, the City is creating keyhole land designations, taking away the cohesiveness of the neighborhood and surrounding areas.
  - b. The area has already been developed into multi family buildings – to change it now doesn't make a lot of sense in regards to a land designation and OCP plan as a whole.
4. There is a major need for multi-unit residential to still exist and be built OFF of Marine Drive.
  - a. Locals to the area are what will cause Marine Drive to remain active during the entire year, not just the summer months. Locals are what allow the local businesses along Marine Drive to stay alive and thrive.

- b. Multi-unit residential will not be built if the designation changes to Mature Neighbourhood for properties not fronting marine drive. As mentioned above, with no Multi-unit residential properties, the population of people helping the businesses along Marine Drive will dramatically decrease.

As you can see, we feel very strongly about this sudden motion to change the Waterfront Village Boundary, and are questioning the transparency of this process. We would like the ability to discuss this in more detail and are very open to working together with council to ensure the correct fit for the City of White Rock.

We appreciate you listening to our concerns and look forward to hearing back from you.

Thank you,

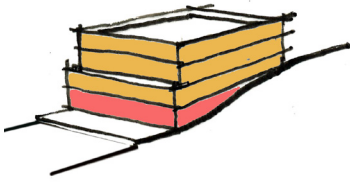
Norm Porter & Chuck Westgard  
Owners of 1164 Elm Street

Redacted for privacy

Two handwritten signatures in black ink. The first signature on the left is 'Norm Porter' and the second signature on the right is 'Chuck Westgard'.



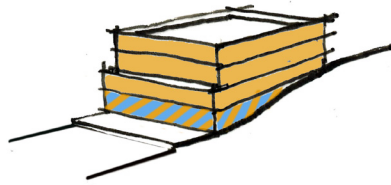
## Waterfront Village



Mixed-use

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

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



Flex-residential

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

**Policy 8.4.2** Density and Height – Allow a density of up to 2.0 FAR, in buildings up to three storeys in height, in the West Beach area west of Foster Street; properties without frontage on Marine Drive are limited to a density of up to 1.5 FAR. East of Foster Street, allow a density up of up to 2.0 FAR, in buildings up to three storeys in height, or four storeys where the building's height does not exceed 3.5 metres above the highest ground elevation along the property line.

**Policy 8.4.3** Retail Areas – Strengthen existing retail areas by requiring street-fronting commercial uses on Marine Drive between Oxford Street and Foster Streets, and between Balsam Street and Maple Street. Allow street-fronting commercial uses elsewhere on Marine Drive.

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

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

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

**The Corporation of the  
CITY OF WHITE ROCK  
BYLAW 2387**



A Bylaw to amend the  
"City of White Rock Official Community Plan Bylaw, 2017, No. 2220"

**WHEREAS** pursuant to Part 14, Division 4 of the *Local Government Act* in relation to Official Community Plans, the Council of the City of White Rock is empowered to establish objectives and policies to guide decisions on planning and land use management;

**AND WHEREAS** a Public hearing was held in accordance with the *Local Government Act*, and notice of such Hearing has been given as required;

**NOW THEREFORE** the Council of the City of White Rock, in open meeting assembled, enacts as follows:

1. The existing Section 8 (Land Use) is deleted and replacing in its entirety with a new Section 8 (Land Use) as shown on Schedule "1" attached herein and forming part of this bylaw.
2. The existing Section 11 (Housing) is deleted and replacing in its entirety with a new Section 11 (Housing) as shown on Schedule "2" attached herein and forming part of this bylaw.
3. The existing Section 22.3 (Town Centre Development Permit Area) is deleted and replacing in its entirety with a new Section 22.3 (Town Centre Development Permit Area) as shown on Schedule "3" attached herein and forming part of this bylaw.
4. The existing Section 22.6 (Multi-Family Development Permit Area) is deleted and replacing in its entirety with a new Section 22.6 (Multi-Family Development Permit Area) as shown on Schedule "4" attached herein and forming part of this bylaw.
5. The existing Schedule A (Land Use Plan) is deleted and replacing in its entirety with a new Schedule A (Land Use Plan) as shown on Schedule "5" attached herein and forming part of this bylaw.
6. The existing Schedule B (Form and Character Development Permit Areas) is deleted and replacing in its entirety with a new Schedule B (Form and Character Development Permit Areas) as shown on Schedule "6" attached herein and forming part of this bylaw.
7. This Bylaw may be cited for all purposes as the "Official Community Plan Bylaw, 2017, No. 2220, Amendment No. 2 (Height and Density Review), 2021, No. 2387".

RECEIVED FIRST READING on the	day of
RECEIVED SECOND READING on the	day of
PUBLIC HEARING held on the	day of
RECEIVED THIRD READING on the	day of
RECONSIDERED AND FINALLY ADOPTED on the	day of

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Mayor

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Director of Corporate Administration

## Schedule “1”

### 8.0 Land Use

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



## Overview

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

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

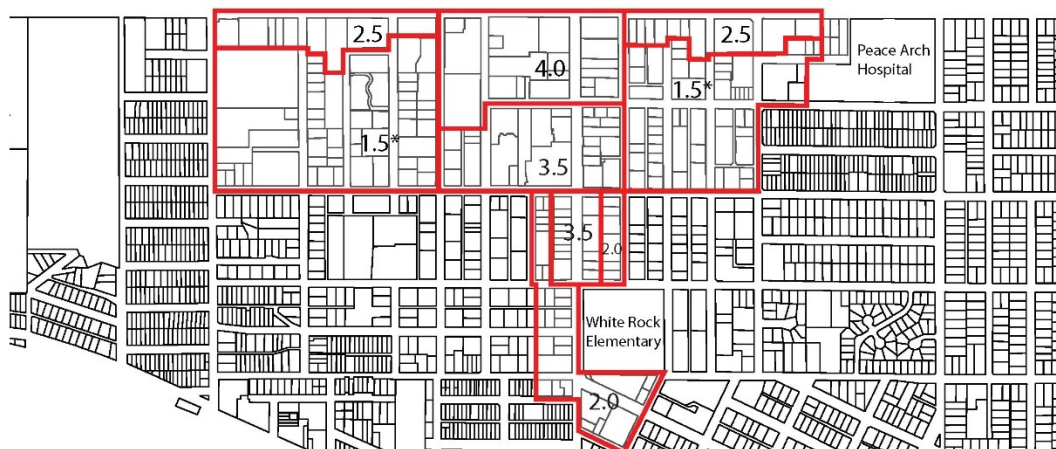


Figure 9 Maximum FAR in the Town Centre, Town Centre Transition, and Lower Town Centre Areas  
(\* indicates density may be increased with inclusion of an affordable housing component)



Figure 10 Maximum Building Heights in the Town Centre, Town Centre Transition, and Lower Town Centre Areas  
(\*indicates where 6 storeys permitted with inclusion of affordable housing component)



## Objectives and Policies

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

### Town Centre

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

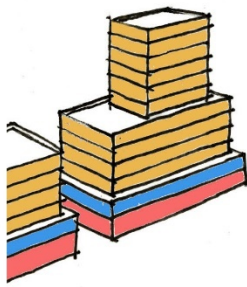
**Objective 8.1** - To enable a concentrated mix of multi-unit residential and commercial uses to strengthen the heart of the city, reinforcing it as a neighbourhood, city-wide, and regional destination, and to provide sensitive transitions between the Town Centre and adjacent areas.

**Policy 8.1.1** Uses and Building Types – Allow mixed-use (commercial/residential/ civic), multi-unit residential, and civic uses in a range of low-rise to high-rise buildings, with any new high-rises not to exceed 12 storeys.

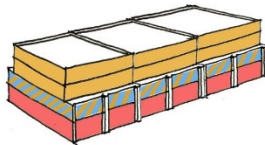
**Policy 8.1.2** Density and Height – Concentrate the highest densities and heights in the area bounded by North Bluff Road, Johnston Road, Russell Avenue, and George Street. Maximum allowable densities (FAR) are outlined in Figure 9 and maximum heights (in storeys) are illustrated in Figure 10. Any portion of a building within 15 metres of Johnston Road is not to exceed four storeys in height.

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

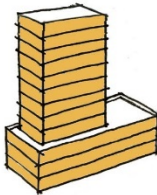
**Policy 8.1.4** Urban Design – Enhance the built and public realms through policies identified in Section 9 and guidelines in the Town Centre Development Permit Area in Part D.



Town Centre mixed-use (on North Bluff Road)



Town Centre mixed-use (on Johnston Road)



Town Centre residential

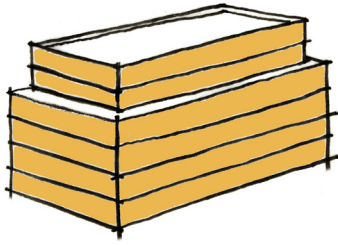


Maximum Height in Town Centre

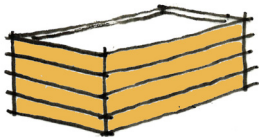


Gross FAR in Town Centre

## Town Centre Transition



Along North Bluff Road, and where an affordable housing component is included in the building



Properties south of North Bluff Road, and east and west (without an affordable housing component)

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

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

**Policy 8.2.1** **Uses and Building Types** – Allow multi-unit residential uses, with mixed-use (commercial/residential) on George Street and adjacent to the hospital. Existing institutional and utility uses are also supported and may be mixed in new buildings with multi-unit residential uses. Building types range from low-rise to mid-rise.

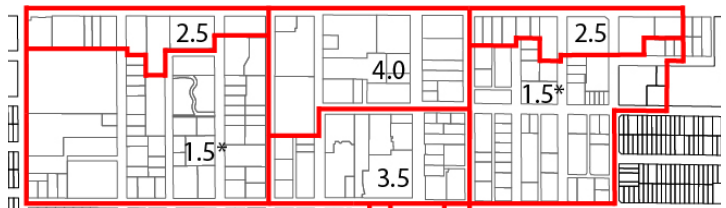
**Policy 8.2.2** **Density and Height** – Concentrate the highest heights and densities adjacent to the Town Centre along North Bluff Road. Maximum allowable densities (FAR) are outlined in Figure 9 and policy 8.2.3, and maximum heights (in storeys) are illustrated in Figure 10.

**Policy 8.2.3** **Affordable Housing Density / Height Bonus** – Allow properties in the areas identified with the \* on Figure 9 and 10 to rezone up to six storeys and 2.5 FAR (2.8 FAR if providing replacement rental units) where the development includes the one of the affordable housing components identified in policy 11.2.4.

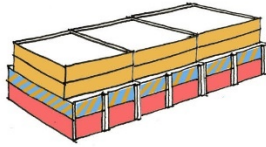
**Policy 8.2.4** **Urban Design** – Enhance the built and public realms through guidelines included in the Multi-Family Development Permit Area in Part D. Focus on the establishment of a greenway between the Town Centre and Centennial Park, as per Sections 13 and 15.



**Maximum Height in Town Centre Transition**  
(\* indicates where up to 6 storeys would be permitted with an affordable housing component)



**Gross FAR in Town Centre Transition**  
(\* indicates where up to 2.5 FAR/2.8 FAR would be permitted with an affordable housing component)



Primary form: mixed-use low rise buildings

## Lower Town Centre

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

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

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

**Policy 8.3.2** Density and Height – Concentrate the highest heights and densities adjacent along Johnston Road between Thrift and Roper Avenues. Maximum allowable densities (FAR) are outlined in Figure 9 and maximum heights (in storeys) are illustrated in Figure 10. Buildings adjacent to Roper Avenue should step down to four storeys on the Roper Avenue frontage.

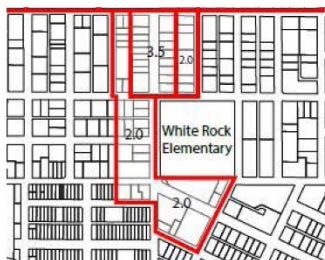
**Policy 8.3.3** Retail Streets – Strengthen existing retail streets by requiring street-fronting commercial uses on Johnston Road, and on Pacific Avenue from Johnston Road to Fir Street.

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

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

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

From the Town Centre, transition from 6 - 4 Storeys along Johnston Road between Thrift and Roper

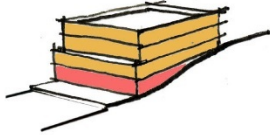


Gross FAR in Lower Town Centre



Maximum Heights in Lower Town Centre

## Waterfront Village



Mixed-use

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

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



Flex-residential

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

Policy 8.4.2 Density and Height – Allow a density of up to 2.0 FAR, in buildings up to three storeys in height, in the West Beach area west of Foster Street. East of Foster Street, allow a density up to 2.0 FAR, in buildings up to three storeys in height, or four storeys where the building's height does not exceed 3.5 metres above the highest ground elevation along the property line.

Policy 8.4.3 Retail Areas – Strengthen existing retail areas by requiring street-fronting commercial uses on Marine Drive between Oxford Street and Foster Streets, and between Balsam Street and Maple Street. Allow street-fronting commercial uses elsewhere on Marine Drive.

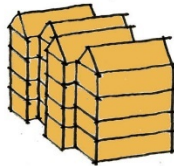
Policy 8.4.4 Urban Design – Enhance the built and public realms through policies identified in Section 10 and guidelines in the Waterfront Development Permit Area in Part D.

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

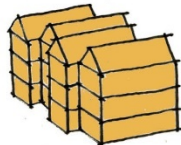
Policy 8.4.6 Access – Strengthen access to the waterfront through strategies identified in Sections 10 and 13.



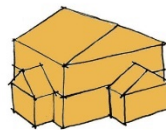
Low-rise residential



Townhouse



Ground-oriented townhouse



Single family home

## Urban Neighbourhood

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

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

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

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

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

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

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

## North Bluff East

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

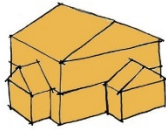
Objective 8.6 - To enable multi-unit residential units that support the transit corridor on North Bluff Road.

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

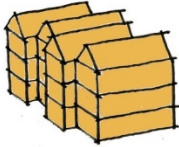
Policy 8.6.2 Density and Height – Allow a density of up to 1.0 FAR for townhouses, in buildings up to three storeys in height. Density and height maximums for duplexes, triplexes, and single family homes shall be as required in the City's Zoning Bylaw.

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

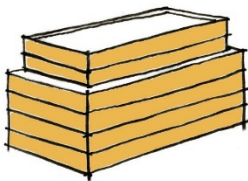




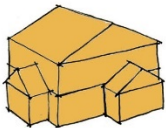
Single family home



Townhouse



Low to mid-rise residential (six storeys allowed only with Affordable Rental Housing included)



Single family home

## East Side Large Lot Infill

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

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

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

Policy 8.7.2 Density and Height – Allow mixed-use buildings on Finlay Street with a maximum density of 2.5 FAR in buildings of up to six storeys in height. Allow ground-oriented townhouses on Maple Street with a maximum density of 1.5 FAR in buildings of up to three storeys. On North Bluff Road, allow townhouses and low-rise buildings up to 1.5 FAR, in buildings up to four storeys east of Lee Street, and up to three storeys west of Lee Street, with six storeys and 2.5 FAR west of Lee Street if Affordable Rental Housing is included as outlined in policy 11.2.1.c. Density and height maximums for single family homes shall be as required in the City's Zoning Bylaw.

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

## Mature Neighbourhood

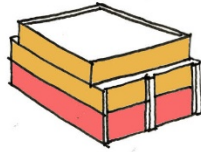
Mature Neighbourhoods are comprised largely of White Rock's existing single family housing stock. These areas will continue to be characterized by low-scale residential uses while accommodating gentle infill.

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

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

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

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



Mixed-use

## Neighbourhood Commercial

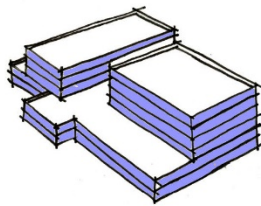
Neighbourhood Commercial areas are small-scale retail nodes within largely residential areas, providing amenities and locally-oriented commercial services in established neighbourhoods.

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

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

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

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



Institutional

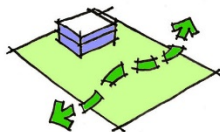
## Institutional and Utility

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

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

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

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



Park with accessory building

## Open Space and Recreation Area

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

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

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

## General

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

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

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

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

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

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

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

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

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

Policy 8.13.4 Maximum Heights – Apply maximum allowable heights to all new development applications, but not to previously approved developments where the existing zoning allows height beyond the maximum height contemplated in this Plan, buildings under construction, or existing buildings. An amendment to this Plan is required to allow height above the maximum contemplated in this Plan.

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

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

Policy 8.13.7 Existing and Previously Approved Developments – To the extent that existing site-specific (Comprehensive Development) zoning on a property inhibits the ability of buildings to fully achieve Development Permit Area guidelines in Section 22, the guidelines shall not prevent the issuance or amendment of a Development Permit in that zone.

## Schedule “2”

### 11.0 Housing

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





## Overview

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

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

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

New Affordable Rental Housing is defined as being intended to be affordable for very low and low income households by making the maximum rent at least 20% below the average rent in the White Rock area, as determined by the most recent rental market report from Canada Mortgage and Housing Corporation. For reference purposes, the following table provides the income thresholds for different income groups, using 2016 Census gross household income data for White Rock. By capping the rent for Affordable Rental Housing at no higher than 20% below the average rent in White Rock, these rents would generally not exceed 30% of the gross household income at the top end of the low income range, or near the low end of the moderate income range. Further reductions below average rent that would make the Affordable Rental Housing units even more affordable would likely require grants or operating subsidies from senior levels of government.

Household Income Group	Percent of Median Income	Income Range (2016 Census)
Very Low Income	Less than 50%	Less than \$31,173
Low Income	50% to 80%	\$31,173 to \$49,875
Moderate Income	80% to 120%	\$49,876 to \$74,813
Above Moderate Income	120% to 150%	\$74,814 to \$93,516
High Income	More than 120%	\$93,517 or greater

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

## Objectives and Policies

Objective 11.1 - To expand housing choices for existing and future residents, and increase diversity of housing types for a variety of household sizes, incomes, tenures, needs, and preferences.

Policy 11.1.1 Family-Friendly Housing – Increase the attractiveness and affordability of housing in White Rock for families by:

- Encouraging applicants to provide ground floor units with front door access to the street in all rezoning applications for residential developments greater than three storeys in height;
- Providing a minimum of 10% of units with three bedrooms and a minimum of 35% with either two or three bedrooms in all rezoning applications for residential developments with more than 20 dwelling units; and



- c. Establishing outdoor amenity space requirements for multi-unit residential developments.

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

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

Policy 11.1.3 Housing Choices Everywhere – Focus residential densities in the Town Centre, but ensure that housing choices are distributed throughout the city in all neighbourhoods. Allow duplexes and triplexes throughout the Mature Neighbourhoods.

Policy 11.1.4 Secondary Suites – Explore opportunities to allow additional secondary suites to increase rental housing stock and improve housing affordability for homeowners, where relevant requirements such as parking and BC Building Code issues are addressed, including:

- a. Considering secondary suites in duplexes and triplexes;
- b. Considering two secondary suites in single-detached houses; and
- c. Reviewing and updating parking requirements for secondary suites.

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

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

- a. Using the Affordable Housing Reserve Fund to support the creation of new Affordable Rental Housing units in partnership with other agencies and organizations;
- b. Waiving community amenity contributions for affordable rental housing developments and considering reductions for developments that include secure market rental units;
- c. Allowing rezonings for projects with at least 20% of the units secured as affordable rental housing with a density of up to 2.5 FAR and a maximum of six storeys in the areas identified in Figure 11. Despite the present definition of affordable rental housing in the overview, zoning applications which have received third reading under a prior determination of affordable rental housing may be approved;
- d. Considering making City-owned land available to non-profit organizations for use in affordable housing developments;
- e. Supporting the addition of ancillary rental housing on institutional sites, such as places of worship, where additional development can be accommodated;
- f. Requiring a minimum one-to-one replacement of the existing rental dwelling units when an existing rental building is proposed for redevelopment, with the average unit size of the replacement units at least 80% that of the units being replaced; and/or
- g. Reviewing parking requirements to determine the extent to which they can be relaxed for non-market and rental housing within walking distance (i.e. 400-800 metres of real travel distance) of frequent transit service and/or commercial areas.

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

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

Policy 11.2.4 Affordable Housing Bonus – Allow rezonings in the Town Centre Transition area to permit buildings up to six storeys and 2.5 FAR where the development provides:

- a. For strata housing development, at least 20% of the units as Affordable Rental Housing;
- b. For secured market rental development without a requirement to replace existing rental units, at least 10% of the units as Affordable Rental Housing;
- c. For a development replacing existing rental units and providing compensation to tenants in accordance with the City's Tenant Relocation Policy, at least 5% of the units as Affordable Rental Housing. Projects with applications submitted prior to 2021 may be approved with at least 5% of the units secured at average rents for a period of 10 years, instead of 20% below average for the life of the building. Developments in this category may have a density up to 2.8 FAR.

For projects owned or operated by regional or provincial housing agencies, or non-profit housing co-operatives, Council may approve rezonings up to six storeys and 2.5 FAR according to the merits and affordability in the proposal.



Figure 11 Potential Affordable Rental Housing Sites





### 22.3 Town Centre Development Permit Area

The objectives of this Development Permit Area are to:

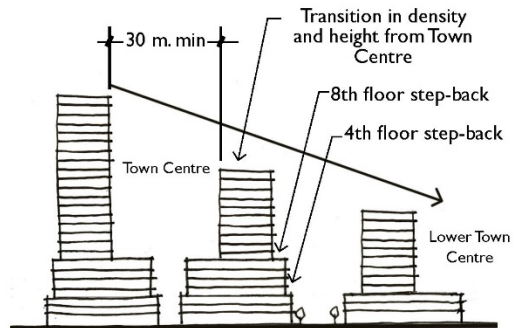
- Reinforce Town Centre as the cultural, commercial, and civic heart of White Rock
- Establish an attractive, comfortable, well-connected, pedestrian-oriented environment that fosters vibrant public life
- Ensure the compatibility of new development with adjacent existing buildings
- Enhance quality of life
- Conserve energy and water and reduce GHGs
- Enhance the character of the built environment and public realm in the City of White Rock



The Heart of Our City

### 22.3.1 Buildings

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



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



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



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



create character and visual interest. Reflective glass or other similar material on the ground floor façade of any building facing a street will not be accepted.

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



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



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



Guideline k: Commercial projecting signs



### 22.3.2 Pedestrian Realm and Landscape

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



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



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

■ Park Space / Greenways  
■ Plazas / Sidewalks

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



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



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

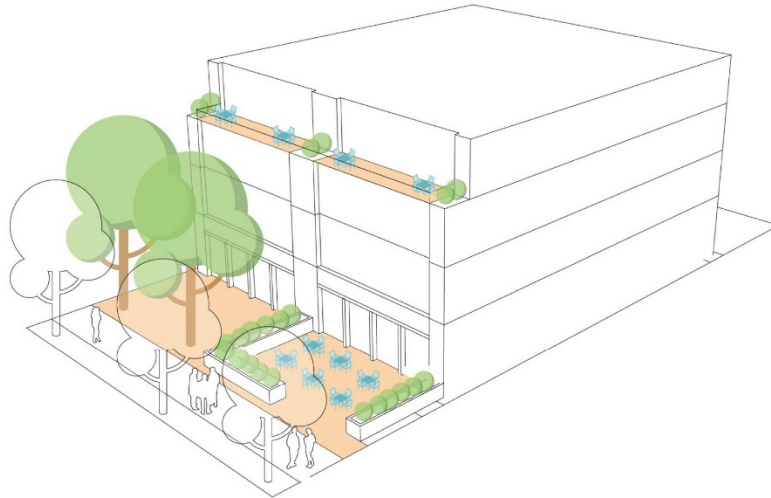


Diagram showing mixed-use building step-backs and pedestrian realm along Johnston Road.



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

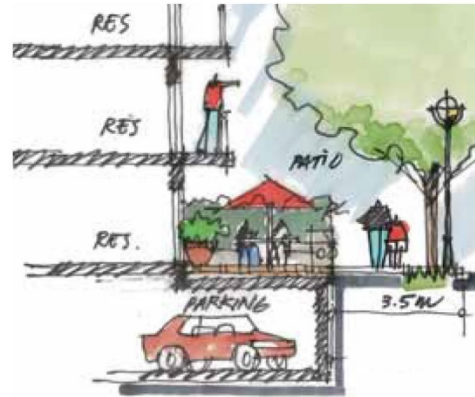


### 22.3.3 Parking and Functional Elements

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



Guideline a: Parkade entrance softened by landscaping



Guideline b: Below grade, off-street parking

## 22.6 Multi-Family Development Permit Area

The objectives of this Development Permit Area are to:

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



Life Near the Centre



## 22.6.1 Buildings

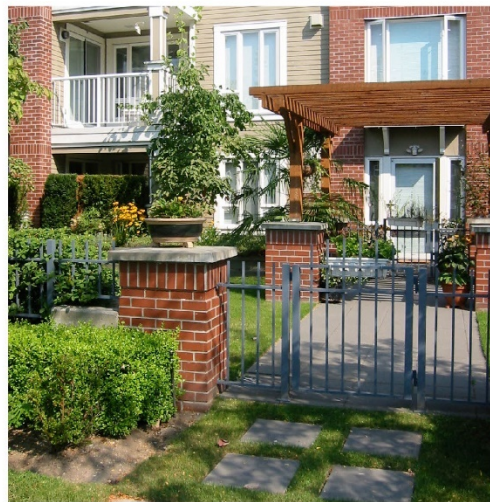
- a. Ensure buildings are compatible with or complementary to adjacent developments in terms of height, density, and design, with height transitions as outlined in Figure 9 in applicable areas. Vary heights, rooflines, and massing to minimize impacts to views and solar exposure enjoyed by adjacent buildings and open spaces.
- b. Set buildings back from the property line at least 3 metres to provide enough space for gardens and shade trees in the front yard. Include a further step back above the fourth floor.
- c. Create visual interest and comfort for pedestrians along all elevations with architectural details. Incorporate windows, doors, bay windows, porches, setbacks, and vary colours, massing, and materials. Townhouse developments are encouraged to provide for individuality from site to site and unit to unit, and to vary the front set-back between units. Non-street facing elevations shall be treated with the same architectural details as the street facing elevations.
- d. Ensure the main entrances of residential apartment buildings are level with the sidewalk to create a barrier free environment for aging in place. Townhouses may have elevated patios and entrances. Entrances shall be clearly identifiable, and weather protection with overhangs and awnings shall be provided over all entrances. Residential units on the ground floor should be ground-oriented.
- e. Address all street edges on properties fronting multiple streets or public walkways. Orient buildings toward intersections or design independent frontages along both intersecting streets, and incorporate windows, doorways, landscaping, and architectural detailing along all street frontages and walkways.
- f. Provide articulation to break up building mass and to establish a rhythm along the street front in commercial areas. Ground-level commercial spaces should reflect traditional patterns of diverse, small-scale retail with storefronts of approximately ten metres wide. Include no more than six contiguous units



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



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



Guideline d: Ground-oriented residential units

fronting a given street without incorporating architectural elements.

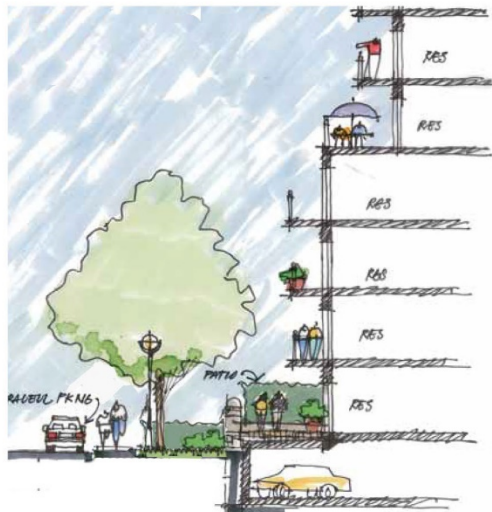
- g. Provide shared outdoor amenity spaces for residents in mixed-use and residential buildings. Shared roof decks with gardens are encouraged where appropriate. Incorporate dining and seating areas with outdoor cooking facilities, play areas for children, areas for air-drying laundry, communal vegetable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

#### 22.6.2 Public Realm and Landscape

- a. Improve the public realm with widened sidewalks (minimum 1.8 metres). Plant street trees and design curb let-downs to accommodate wheelchairs and scooters.



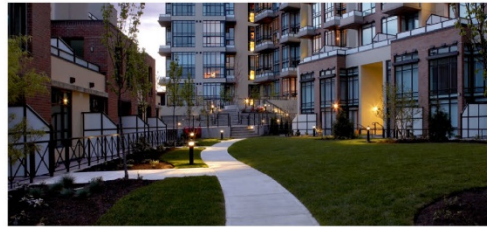
Guidelines c and i: Massing and natural materials are varied to break up the building front and create visual interest



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



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



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



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



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



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

### 22.6.3 Parking and Functional Elements

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

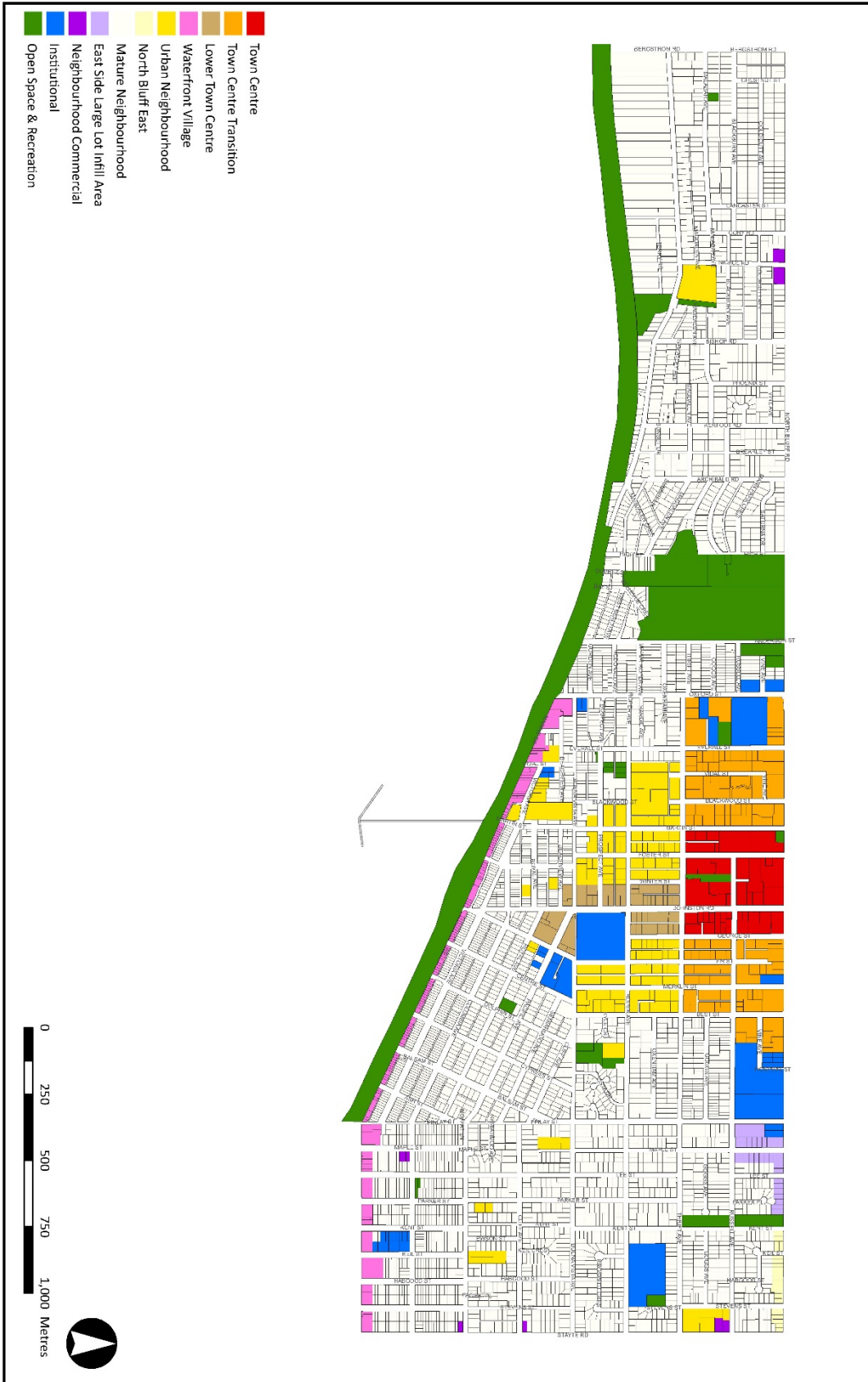


Guideline a: Parking entrances are designed to be discrete and softened by landscape

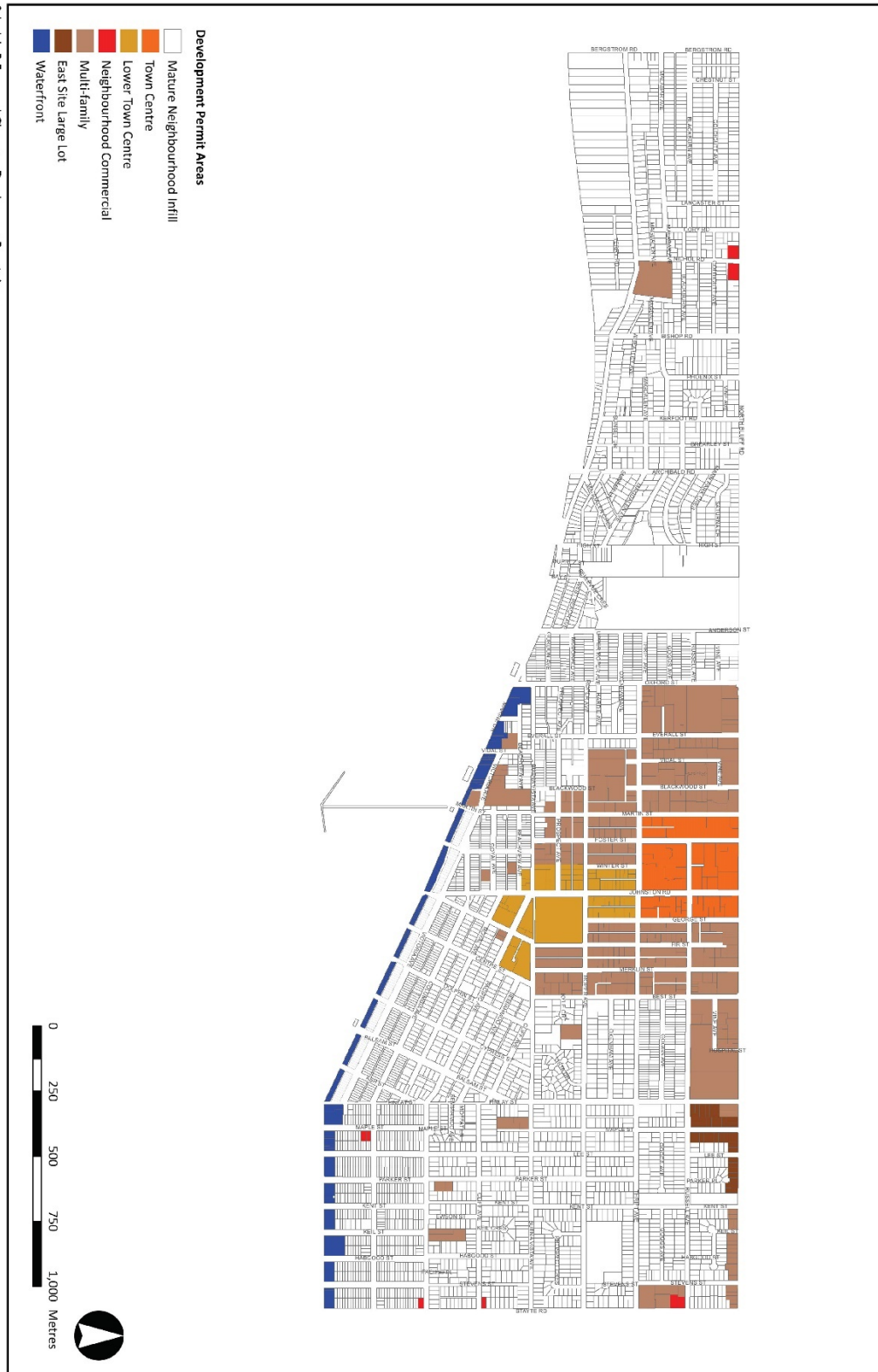
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## Schedule “5”



# Schedule “6”



January 15, 2021

**Sent by email**

Mr. Carl Isaak  
City of White Rock  
15322 Buena Vista Avenue  
White Rock, B.C. V4B 1Y6

Dear Carl:

**Regarding: City of White Rock Land Designation and OCP**

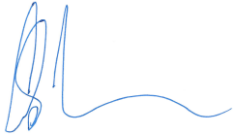
On behalf of the Peace Arch Hospital and Community Health Foundation's Property Committee, we are writing to confirm that the Foundation is in favour of changing the land use designation for our parking lot lands from "Town Centre Transition" to "Institutional" and therefore removing the site from the Building Heights diagram in the OCP.

As we discussed in our virtual meeting last week, Fraser Health Authority is conducting a clinical services study and hospital site master concept plan which has already been approved and is underway this year. The study and plan will inform what future services will be provided by Peace Arch hospital and what surrounding lands will be used for. Towards late summer or early fall, we will know better the potential future development of the Foundation lands. Flexibility with land designation is critically important to expanding the hospital and providing the best clinical services to our community.

Carl, thank you for reaching out and keeping us informed. We very much appreciate the relationship we have with the City of White Rock and we look forward to continuing to work closely to ensure that the growing and diverse health care needs of our community are met.

If you have any questions or wish to discuss further, please reach out to either of us, or contact our assistant at [Christine@pahfoundation.ca](mailto:Christine@pahfoundation.ca).

Sincerely,

A handwritten signature in blue ink, appearing to read 'Colin Cameron', with a stylized, flowing script.

Colin Cameron  
Chair, Property Committee

A handwritten signature in blue ink, appearing to read 'Stephanie Beck', with a stylized, flowing script.

Stephanie Beck  
Executive Director

SB/cl

cc: Mayor and Council, City of White Rock  
PAHF Property Committee

May 27, 2021

File: CR-07-01-WRK  
Ref: 45820721

Carl Isaak, RPP, MCIP  
Director, Planning and Development Services,  
City of White Rock  
15322 Buena Vista Avenue,  
White Rock, BC V4B 1Y6

Dear Mr. Isaak:

**City of White Rock Official Community Plan Amendment**

Thank you for the opportunity to review this Official Community Plan amendment and to provide comments. This letter includes comments from Metro Vancouver's Regional Planning and Housing Services staff.

All of the area under consideration is designated 'General Urban' by *Metro Vancouver 2040: Shaping our Future (Metro 2040)*, the regional growth strategy. The area includes the City of White Rock's Urban Centre, however we note that the boundaries of the Urban Centre do not include the City's proposed 'transition areas'. The City of White Rock may wish to consider expanding the boundaries of the *Metro 2040* Urban Centre at a later date should the OCP amendment be approved, and as the transition areas are redeveloped.

The amendment, as proposed, is generally consistent with the vision articulated in *Metro 2040* for this area, is supportive of its goals and strategies, and does not require a regional growth strategy amendment. Urban Centres are intended to be the region's primary focal points for concentrated growth and transit service. They are planned as priority locations for employment and services, higher density forms of housing, commercial, cultural, entertainment, institutional and mixed uses. Urban Centres are also intended to emphasize place-making, an enriched public realm, and promote transit-oriented communities, where transit, cycling and walking are the preferred modes of transportation. We are pleased to see that the proposed OCP amendment supports those regional growth management policies, as well as the complete community strategies that encourage affordable rental housing options and important amenities such as park space and community facilities.

It is also noted that The Urban Centre policies of *Metro 2040* also support / encourage the following additional considerations related to this amendment:

- in coordination with the provision of transit service, establish or maintain reduced residential and commercial parking requirements in Urban Centres, where appropriate;
- support district energy systems and renewable energy generation, where appropriate.

In consideration of the proposed new housing policies, *Metro 2040* highlights the importance of a greater diversity of housing types and affordable non-market / market (in particular rental) housing in transit-



oriented locations. The proposed OCP amendment is in alignment with those policies of *Metro 2040*, as well as those important housing policies proposed for *Metro 2050*, the update to the regional growth strategy.

For the purposes of utility planning, the proposed change in growth potential is still within the range previously identified in the City of White Rock's current Regional Context Statement and in the regional population projection models.

Thank you once again for sharing this referral with us. Regional Planning staff welcome opportunities to continue staff dialogue to ensure that the anticipated long-term growth expectations of the City continue to align with the City of White Rock's Regional Context Statement, as well as Metro Vancouver's population, housing, employment, and servicing demand projections.

If you have any questions, please contact me by phone at 604-432-6383 or by email at [tom.pearce@metrovancover.org](mailto:tom.pearce@metrovancover.org).

Sincerely,



Tom Pearce, RPP, MCIP  
Regional Planner, Regional Planning & Housing Services

SG/JS/tp

45882634

**From:** [Clerk's Office](#)  
**To:** [Debbie Johnstone](#)  
**Subject:** FW: Email from Anita Nielsen to Council | Elm Street Inquiry  
**Date:** June 1, 2021 12:54:19 PM

---

**From:** anita nielsen <[anita\\_diane\\_nielsen@yahoo.ca](mailto:anita_diane_nielsen@yahoo.ca)>  
**Sent:** May 31, 2021 7:22 PM  
**To:** Christopher Trevelyan <[CTrevelyan@whiterockcity.ca](mailto:CTrevelyan@whiterockcity.ca)>; Anthony Manning <[AManning@whiterockcity.ca](mailto:AManning@whiterockcity.ca)>; David Chesney <[DChesney@whiterockcity.ca](mailto:DChesney@whiterockcity.ca)>; Helen Fathers <[HFathers@whiterockcity.ca](mailto:HFathers@whiterockcity.ca)>; Scott Kristjanson <[SKristjanson@whiterockcity.ca](mailto:SKristjanson@whiterockcity.ca)>; Erika Johanson <[EJohanson@whiterockcity.ca](mailto:EJohanson@whiterockcity.ca)>; Darryl Walker <[DWalker@whiterockcity.ca](mailto:DWalker@whiterockcity.ca)>  
**Subject:** amendment to OCP and 1164 Elm Street

*CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.*

Dear Mayor and Council,

I watched the live stream discussion of the Land Use and Planning meeting this evening and with respect to the discussion around Elm Street, there appeared to be much confusion.

Was the motion to keep Elm Street in Waterfront Village or to move it to Mature Neighbourhood with the form and function consideration? That was not clarified.

It is important that everyone understands that what ever the designation, the permitted three storeys, when combined with a below grade parking garage, **will amount to a four story building.**

It will be a full story higher than the current development on the west side of Elm Street. The developers have confirmed this to be the case, and are planning for 13-14 units, much bigger than a triplex.

Views on Beachview or on Everall above Buena Vista will not be preserved, nor will the elm trees if they are permitted to build 3 storeys plus parking.

I suggest that the height must be limited to 3 stories of liveable space, or two stories with parking garage.

Thank you,

Anita Nielsen

## Correspondence

### **BYLAW 2387 – - Official Community Plan Bylaw, 2017, No. 2220, Amendment No. 2, (Height and Density Review), 2021, No. 2387**

June 21, 2021

Author	Date Received	Civic Address	Status	Item #
C. Cameron and S. Beck, Peace Arch Hospital Foundation	January 15, 2021	N/a	Support	C-1
T. Pearce, Regional Planner, Metro Vancouver	May 27, 2021	N/A	Comments	C-2
A. Nielsen	May 31, 2021	Undisclosed	Comments	C-3
S. Bergen-Henengouwen	June 12, 2021	#602-15015 Victoria Ave. White Rock, BC, V4B 1G2	Comments	C-4
S. Bergen-Henengouwen	June 13, 2021	#602-15015 Victoria Ave. White Rock, BC, V4B 1G2	Support	C-5
N. Kip, TransLink	June 14, 2021	N/A	Comments	C-6
S. MacDonald	June 14, 2021	406-15015 Victoria Avenue White Rock	Support/ Comments	C-7
M. Kassam	June 15, 2021	14955 Victoria Avenue, White Rock	Comments	C-8
P. Byer	June 15, 2021	15015 Victoria Avenue, Unit 404, White Rock	Comments	C-9
T and Y Lallani	June 15, 2021	15581 Marine Drive and 15434 Victoria Avenue White Rock	Comments	C-10

January 15, 2021

**Sent by email**

Mr. Carl Isaak  
City of White Rock  
15322 Buena Vista Avenue  
White Rock, B.C. V4B 1Y6

Dear Carl:

**Regarding: City of White Rock Land Designation and OCP**

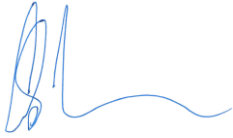
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Carl, thank you for reaching out and keeping us informed. We very much appreciate the relationship we have with the City of White Rock and we look forward to continuing to work closely to ensure that the growing and diverse health care needs of our community are met.

If you have any questions or wish to discuss further, please reach out to either of us, or contact our assistant at [Christine@pahfoundation.ca](mailto:Christine@pahfoundation.ca).

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Colin Cameron  
Chair, Property Committee

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Stephanie Beck  
Executive Director

SB/cl

cc: Mayor and Council, City of White Rock  
PAHF Property Committee



May 27, 2021

File: CR-07-01-WRK  
Ref: 45820721

Carl Isaak, RPP, MCIP  
Director, Planning and Development Services,  
City of White Rock  
15322 Buena Vista Avenue,  
White Rock, BC V4B 1Y6

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It is also noted that The Urban Centre policies of *Metro 2040* also support / encourage the following additional considerations related to this amendment:

- in coordination with the provision of transit service, establish or maintain reduced residential and commercial parking requirements in Urban Centres, where appropriate;
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If you have any questions, please contact me by phone at 604-432-6383 or by email at [tom.pearce@metrovancouver.org](mailto:tom.pearce@metrovancouver.org).

Sincerely,



Tom Pearce, RPP, MCIP  
Regional Planner, Regional Planning & Housing Services

SG/JS/tp

45882634

**From:** [Clerk's Office](#)  
**To:** [Debbie Johnstone](#)  
**Subject:** FW: Email from Anita Nielsen to Council | Elm Street Inquiry  
**Date:** June 1, 2021 12:54:19 PM

---

**From:** anita nielsen <[anita\\_diane\\_nielsen@yahoo.ca](mailto:anita_diane_nielsen@yahoo.ca)>  
**Sent:** May 31, 2021 7:22 PM  
**To:** Christopher Trevelyan <[CTrevelyan@whiterockcity.ca](mailto:CTrevelyan@whiterockcity.ca)>; Anthony Manning <[AManning@whiterockcity.ca](mailto:AManning@whiterockcity.ca)>; David Chesney <[DChesney@whiterockcity.ca](mailto:DChesney@whiterockcity.ca)>; Helen Fathers <[HFathers@whiterockcity.ca](mailto:HFathers@whiterockcity.ca)>; Scott Kristjanson <[SKristjanson@whiterockcity.ca](mailto:SKristjanson@whiterockcity.ca)>; Erika Johanson <[EJohanson@whiterockcity.ca](mailto:EJohanson@whiterockcity.ca)>; Darryl Walker <[DWalker@whiterockcity.ca](mailto:DWalker@whiterockcity.ca)>  
**Subject:** amendment to OCP and 1164 Elm Street

*CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.*

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I suggest that the height must be limited to 3 stories of liveable space, or two stories with parking garage.

Thank you,

Anita Nielsen

**From:** [Simon Bergen](#)  
**To:** [Clerk's Office](#)  
**Subject:** Bylaw 2387 (Height and Density Review)  
**Date:** June 12, 2021 11:54:03 AM

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*CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.*

First of all I would like to commend Council and the Planning Dept. in coming up with a review to the OCP. It is what the people indicated they wanted and you delivered.

A couple of comments about the proposed changes.

1. **I do not agree** with allowing increased height in the Town Centre of up to 6 additional stories, or anywhere for that fact, if affordable housing is included in the eligible development. To me having affordable housing is a non-starter in White Rock. With our high land density, high taxes, limited size, huge housing prices, etc. to try and accommodate this feature is ridiculous. It makes no sense especially when just 8 blocks to the north South Surrey has plenty of space and much lower all around costs. You are trying to force a square peg into a round hole. Having an ocean view or ocean proximity is not a right, it is an opportunity if one can afford it. Entitlement has it's limits.

2. **I also do not agree** with changing the Silver Moon (1081 Martin Street) from Waterfront Village to Urban Neighbourhood. This property is the only one in the narrow area between Marine Drive and Victoria Ave to be removed from the Waterfront designation. It's proximity to Marine really does require it to be designated as waterfront property and in some ways is very similar to the Newport at Marine and Oxford. This property has a large area further back from Marine then the Silver Moon. It is also in an area where height will be an issue as the natural grade is very significant. Much more so then the Newport which is 3 storeys at Marine but 4 storeys further back towards Buena Vista. In fact it quite likely will become one development proposal which will include Uli's and will give it a waterfront frontage.

3. **I strongly agree** with the other changes that are being proposed.

Regards, Simon

Simon Bergen-Henengouwen, P.Eng. (retired)  
#602-15015 Victoria Ave.  
White Rock, BC  
V4B 1G2  
604-992-2847

**From:** [sonia.bergen-henengouwen](#)  
**To:** [Clerk's Office](#)  
**Subject:** Bylaw 2387 Height and Density Review  
**Date:** June 13, 2021 2:43:30 PM

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**C-5**

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Dear Mayor and Council

Thank you for the opportunity to voice my opinion and for the enormous effort by all of you in drafting this proposed bylaw.

I would like to express my approval for Bylaw 2387, amendment to the OCP, with one exception. The Blue Moon should be left Waterfront Village designation to keep it consistent with the waterfront and surrounding area.

Sincerely,

Sonia Bergen-Henengouwen  
602-15015 Victoria Ave, White Rock.

Sent from [Outlook](#)



**From:** [Carl Isaak](#)  
**To:** [Clerk's Office](#)  
**Cc:** [Greg Newman](#)  
**Subject:** FW: TransLink Comments - City of White Rock OCP Amendment Bylaw no. 2387  
**Date:** June 14, 2021 11:40:35 AM  
**Attachments:** [image001.png](#)

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Hello,

Could you please add the following correspondence from TransLink as part of the Bylaw No. 2387 public information package?

Thanks,

**CARL ISAAK, RPP, MCIP**

**Director, Planning and Development Services, City of White Rock**

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

Tel: 604.541.2293 | Fax: 604.541.2153 | [www.whiterockcity.ca](http://www.whiterockcity.ca)




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**From:** Kip, Nathalie <Nathalie.Kip@Translink.ca>  
**Sent:** June 14, 2021 11:35 AM  
**To:** Carl Isaak <CIsaak@whiterockcity.ca>  
**Cc:** Brownell, Joanna <Joanna.Brownell@translink.ca>  
**Subject:** TransLink Comments - City of White Rock OCP Amendment Bylaw no. 2387

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Hi Carl,

We appreciate the opportunity to provide input on the City of White Rock's proposed Official Community Plan (OCP) Amendment Bylaw no. 2387. We understand, per the referral package provided on May 13, 2021 and our subsequent meeting on May 20, that while this amendment reduces the redevelopment potential in the Town Centre and Town Centre Transition area, the OCP would still allow for substantial growth in those areas in the coming decades, in line with the City's Regional Context Statement.

While the proposed amendment includes a reduction in the scale of redevelopment potential for the subject areas of White Rock, the continued focus of growth in White Rock Centre advances the goals of the Regional Growth Strategy, by concentrating growth and the most intensive land uses (and mixes) within a designated Municipal Town Centre.

Transport 2050, the update to the existing Regional Transportation Strategy which is currently under development, may once finalized include directions for future increased bus service frequency across the region, which could impact future bus service levels in White Rock. Finalization of Transport 2050 is anticipated for end of 2021, expected to be followed by an update to the 10-Year

Vision, which will provide greater certainty with respect to priority transit investments over the near to medium term.

In terms of transit-supportive land use, the [Transit Service Guidelines](#) offer guidance regarding what types of densities and other land use parameters would support the various potential transit service types. Please note that while these land use parameters are part of the transit service delivery process, this process is also subject to numerous other considerations, including funding availability and the consideration of all regional service priorities.

The proposed OCP Amendment Schedule 2 'Housing' includes a number of policies and objectives (e.g. retention of rental building stock and tenant relocation policies) that are supportive of regional goals related to housing affordability. The proposal to focus new affordable and rental housing in transit-accessible locations advances shared regional goals of the Regional Growth Strategy and Regional Transportation Strategy by increasing the total amount of housing in locations where people can rely on transit to meet their transportation needs. Furthermore, Phase 1 of Metro Vancouver's [Transit-Oriented Affordable Housing Study](#) found that renter households, particularly those with lower incomes, are more likely to use transit. Access to frequent transit lowers transportation costs and improves access to services and employment.

The proposal to relax parking requirements for non-market and rental housing within walking distance of frequent transit is supportive of regional goals related to sustainable transportation and may also be a means of supporting housing affordability. To support transportation demand management, we would encourage expanding this consideration to all housing in transit-oriented locations, regardless of tenure. The City may also wish to consider measures that encourage or require developers and property managers to unbundle the cost of parking from rental housing, residential properties, and commercial leases.

Another key consideration for transportation demand management is the provision of high-quality pedestrian and cycling infrastructure, which will ensure that walking, rolling and cycling access to transit is safe and convenient. TransLink supports the prioritization of active transportation facilities that are comfortable for people of all ages and abilities in Urban Centres and Frequent Transit Development Areas (FTDAs). Future development may deliver incremental active transportation improvements which could potentially be complemented by other walking, rolling, and cycling investments through TransLink's municipal funding programs, in order to provide complete, continuous, and connected routes. Please feel free to contact us should you wish to learn more about TransLink's municipal funding programs.

Thank you again for the opportunity to provide comment on this proposed OCP Amendment. If you have any questions regarding the above or wish to discuss further, please feel free to contact me.

Kind regards,  
Nathalie Kip

**NATHALIE KIP, LEED Green Associate**  
**Planner, Partner Planning**  
***Transportation & Land Use Planning***  
T: 778.375.7597 | [translink.ca](https://translink.ca)

**TransLink**  
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**From:** [Susan MacDonald](#)  
**To:** [Clerk's Office](#); [Christopher Trevelyan](#); [David Chesney](#); [Darryl Walker](#); [Helen Fathers](#); [Erika Johanson](#); [Anthony Manning](#); [Scott Kristjanson](#)  
**Subject:** Bylaw 2387 Height and Density Review  
**Date:** June 14, 2021 4:55:29 PM

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Dear Mayor and Council

I would like to express my thanks and appreciation for all the hard work it took in bringing forward the draft proposal for Bylaw 2387 Height and Density Review.

I wish to advise that I **Approve Bylaw 2387** amendments to the OCP.

I do wish however to express my concern with respect to the "Silver Moon" property off of Marine Drive, being changed from Waterfront Village to Urban Neighborhood. This property should remain, as previously was, consistent with the waterfront. Any future development at this location would be viewed as part and parcel of the ambiance of the waterfront.

Thank you as well for giving the White Rock residents a voice.

Regards

Susan MacDonald  
406-15015 Victoria Avenue  
White Rock

Sent from [Outlook](#)

**From:** [minaz kassam](#)  
**To:** [Clerk's Office](#)  
**Subject:** proposed height on the waterfront.  
**Date:** June 15, 2021 11:09:21 AM

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my name is MINAZ KASSAM and i am the strata president at the Sausolito building located at 14955 victoria avenue. i can be reached at REDACTED. i strongly believe the building height on the waterfront along Marine drive should remain at 3 stories. i have written to the city numerous times and spoken with the city planner. i have also communicated with the mayor and councillors regarding this issue.i hope the city does the right thing and limit the height to 3 stories. this will protect the integrity of the village look waterfront that whiterock is so famous for. it would also protect the property values on the waterfront!!  
regards, minaz



**From:** [Phil Byer](#)  
**To:** [Clerk's Office](#)  
**Cc:** [Darryl Walker](#); [Scott Kristjanson](#); [Christopher Trevelyan](#); [Anthony Manning](#); [Erika Johanson](#); [Helen Fathers](#); [David Chesney](#)  
**Subject:** Bylaw 2387 (Height and Density Review)  
**Date:** June 15, 2021 8:23:12 PM

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Dear Council,

I want to thank and congratulate you on the work done to review the OCP that has resulted in the proposed revisions for public comment. I am highly supportive overall of the proposed changes and hope you will give final approval to a revised OCP, and then move ahead with other priorities including changes in the zoning bylaws.

As you are discussing final approval to the revisions to the OCP, details can be important. One of these is the result of the recent, unexpected and quick decision (i.e. inadequate consideration) "that the Waterfront Village be limited and/or referred to as only the buildings that front onto Marine Drive." The effect of this included removing the homes on Victoria Avenue east of Martin St. from the Waterfront Village designation, which seems to make eminent sense.

However, this also affected the designation of properties in three areas west of Martin Street: Elm Street; the Montecito on Vidal; and the Silver Moon apartment on Martin between Marine Drive and Victoria Avenue (behind Uli's). Staff then proposed designating the Montecito property and Silver Moon property as Urban Neighbourhood, which is included in the proposed OCP revisions. Most recently, Council debated whether or not the properties on Elm Street should or should not remain in the Waterfront Village designation, resulting in it remaining in Waterfront Village in the proposed revisions. Similar attention has not, but needs to be given to the designation of the Silver Moon property; for example, you should have been informed that removing this property from Waterfront Village, which would allow "up to three storeys in height", and giving it an Urban Neighbourhood designation would allow additional height "up to four storeys" at this location. My request is that this property remain as part of the Waterfront Village since any development at this location right off Marine Drive would fundamentally be, and be seen, as part of the ambiance and developments on the waterfront.

Thank you again for all of your efforts to revise the OCP to be consistent with the wishes of the vast majority of White Rock residents.

Best regards,  
 Phil Byer

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Philip Byer, Ph.D., P.Eng.(ret)

15015 Victoria Avenue, Unit 404  
White Rock, B.C.

**From:** [Tehmine Vancolen](#)  
**To:** [Clerk's Office](#)  
**Cc:** [aylallani](#)  
**Subject:** Beautiful WR  
**Date:** June 15, 2021 10:22:15 PM

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CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Sir/Madam,

I am writing to plead for White Rock to retain its small beach side living ambiance.

I would like to congratulate the City of White Rock and your team for all the improvements that have been implemented to our beloved town/sea side haven.

We have lived in White Rock for over 20 years and have owned and own beach front properties both at 15581 Marine Drive and now at 15434 Victoria Avenue.

Please let us retain our charm by not allowing 4 storey buildings to be built on Marine Drive. Let us keep to the rules that have been in effect and strictly upheld to this day. These allow everyone to enjoy the beauty of our unique coast line.

I thank you for your time.

Kind regards,

Tehmine and Yasmine Lallani